Countries Subiness.	J. B. SNOW
	Last winter was a late getting to market. higher freights and fall
The state of the s	The present winte employed, which is not
NC.	There are two pul facture of sulphite pul The Government the Miramichi section
租	years since are now es eight pieces to make a stock. This, taken v consider the above rep
1000	The stock of merc
	stock at present at St.  The export of woo ince this year to Franctaining 10,240,000 sup
C. WARMUNDE	The general depre quantity on the Britisl particularly from St. J
DOPPERING SPECIAL BARGAINS	SHIPM
WYCHES, CLOCKS, JEWELLRY,	186
Silverware & Novelties,	186 188 The average shipn
withous visitors, pleased to show only is main close prices to all.  **A USDE **ERPERIDATE WATCHMAKES PARTICIPATOR O, N. B.	years, viz. from 1873 to have not any new com average shipment was
No. 19 (19 1) And (19	News Mark
ZIOS II (INICKI	
With Cholics, Dysontory, Diarrohes, Oromos and all sinch	J. B. Snowball, W. M. McKay, D. & J. Ritchie,
Complaints When 1912 year stop it girls by rating	D. & J. Ritchie, Ernest Hutchison, F. E. Neale, Geo. Burchill & Sons,.
PENDLETON'S PANAGEA?	Clark, Skillings & Co. J. W. & J. Anderson,
Cheer, of Paralleton's Penacea,	8 Shippers,
while very shortly cured my complaint to the traction of the very shortly cured my complaint to the tractice to you.  Tour shoerely	
Ask for Pasidioton's, Take no other, PRIOR 25078.	Great Britain, Ireland, France,
MURDOGH'S NEW CARPET	Spain, Africa, Australia,
JOURN FURNISHING DEPARTMENT.	In addition to abo
and In 5 Commo Brannille Chryset at 85c to 41.75 c	deals, boards, &c.
Hard Moon and the late of the	Ports. No To
Tuesta Oursains.	VIs.  Ayr 5 3, Birkenhead 2 1, Barrow 2 3,
Court Page 1 Court Page 1 Covers 1 Cove	Bristol 1 Bowling 2 1, Cardiff 6 5, Fleetwood 5 7, Garnton 3 4, Glasgow 1
	Grangemouth 1 Greenock 3 3, Liverpool 6 6, London 5 3, 'I lanelly 2
PORTLAND, BOSTON, ETC.	Mersey
Canada Eastern Railway	Runcorn I I, Sharpness 3 34 Silloth Dock 2 1; Swansea I
and Fredericton, Leave Loggieville 6.00 a.m.	Algiers
" Chatham 6.12 a.m. " Chatham Jo. 6.45 a.m. Doaktown 8,50 a.m.	2 2 1,
Boiestown 9.35 a.m. Cross Creek 10.47 a.m. Arrive Frederixton 12.15 p.m.	Adelaide   I   I,
Leave 4.20 p.m. Arrive Bangor 11.10 p.m. Portland 3.50 a.m.	SAINT JOHN, N
Pullman Sleeper runs through from Fredericton Juncton to	
Coston	Alex. Gibson, W. M. McKay, George McKean,
MILLINERY OPENING!	Jarvis Wilson,
	Total,
1	
	Bristol Channel,
GRAND DISPLAY OF	Fleetwood, France, Glasgow, Ireland,
Fall and Winter Millinery	Liverpool, London, Manchester Canal, Wales,
THE BOUQUET. The below and public gaugestly are more cordially	Total,
The liefles and public generally are most cordially deviced to the Bouquet on Tuesday and Wednesday and the Bouquet on Tuesday and Wednesday and the self-self-self-self-self-self-self-self-	This year I have of that port shipped small
London and New York.  JOSIE NOONAN.	SHIP
Noonan Block, Chatham,	
INTERCOLONIAL	1885, 1886, 1887, 1888,
RAILWAY	1890, 1891, 1892, 1893,
On and other Monday the 7th September, 1890,	1894, 1895, 1896,
(Sunday excepted) as follows:  WILL LEAVE CHATHAM JUNCTION.	Shippers.  Geo, Moffatt & Co
Through express for St. John, Halifax and Pictou, (Monday excepted) Through express for Quebec and Montreal, 22, 29 Accommodation for Moncton 11,08 Accommodation for Campbellton, 14,35	King Brothers Price Bros. & Co George Dutch. Nat. McNair Prescott Lumber Co
ALL TRAINS ARE RUN BY RASTERN STANDARD TIME.  D. POTTINGER,	R. Johnston. W. M., McKay.
Ballway Office, Monoton N. S. 3rd September, 1396	W. M. McKay Geo. McKean. J. L. Black
WILL SOPE SELVAGE	SACKY
	Bais Verts— P. G. Mahoney. Geo, McKean M. Wood & Sons Curwin & Co W. M. McKay
	C. Bake J. Hickman Jos. Reid.
o formation that	a. Wood State

	MIR
	J. B. SNOWBALL'S MIR
	Last winter was a favourable one for late getting to market. Early sawing w higher freights and fall insurance took fre
Vi	The present winter has been so far
	employed, which is not larger than last y  There are two pulp mills in operatio facture of sulphite pulp.
	The Government of New Brunswich the Miramichi section nearly everything a years since are now eagerly sought for.
	the Miramichi section nearly everything a years since are now eagerly sought for. eight pieces to make a thousand superfic stock. This, taken with the reduction consider the above remarks applicable to turn for the forests depleted.
	The stock of merchantable spruce de stock at present at St. John is estimated
	The export of wood goods to France ince this year to France and French Algerating 10,240,000 superficial feet.
E	The general depression in business in quantity on the British market. As then particularly from St. John and Nova Sco
NS	SHIPMENTS FROM M
LRY.	1885—87 millions sup 1886—72 do.
o him	1887—68 do. 1888—73 do.
show IL	The average shipment for the above years, vis. from 1873 to 1884 inclusive was have not any new country to draw on for average shipment was 190,000,000 superfix
NIE	
KI	THE SHIPPERS F
_!	Shippers.
nts	J. B. Snowball, W. M. McKay, D. & J. Ritchie,
	F. E. Nesie,
A 7	Clark, Skillings & Co. J. W. & J. Anderson,
f your	186
ted to ston's lains	COUNTRY.
ROOD,	Great Britain, Ireland,
	France, Spain, Africa,
ET	Australia
ent.	In addition to above there were ship deals, boards, ac.
82.75 c 65 c 5.35	DIST!
4 64	Ports. No Vis. Tons. cantling ends, and boards,
\$10,00 Paper	Ayr
OVER	Cardiff
	Greenoek
TJ.	Mencey 3 9,498 2,072,322 Manchester 3 4,600 5,747,996 Newport 5 2,777 2,056,000 Plymouth 2 1,476 1,456,000 Preston Dock 1 385 356,056
way	Runcorn 1 1,164 1,039,347 Sharpness 3 3,442 2,905,685 U111,000 Swansea. 1 769 686,202
	23 65 60,032 59,780,812 1, AFRICA.
a.m. a.m.	Algiera 570 600,000 7 1,007 961,692 2 9 1,590,692
a.m. a.m.	AUSTRALIA.  Adelaide
p.m. p.m.	OTHER
p.m. a.m. a.m.	SAINT JOHN, N. B. SHIPMENTS
to	Shippers.
	Alex. Gibson, WM. McKay, George McKean, Watson & Todd,
li.	George McKean, Watson & Todd, Jarvis Wilson,
	Total,
	DISTRIBUTION O
	Ports.
	Bristol Channel, Fleetwood,
	France, Chagow, Ireland, Liverpool,
ery	Manchester Canal, Wales,
dially ortay	Total,
signs and lay of hers, upseb	This year I have omitted the numbe that port shipped small quantities by the
Paris.	SHIPMENTS FROM S
AN.	
Al	1885, 1886, 1887,
	1888,
	1891, 1892, 1893, 1894,
1896,	1895,
ALC: UNKNOWN	1 1 1 Sun'fe de

					*	
MIRAMICHI	AI	OVA	NCE,	CHA'	тнам,	NE
J. B. SNOWBALL'S MIRAMICHI WOOD	TRA				K YKAR 18	
Last winter was a favourable one for logging operations, setting to market. Early sawing was consequently retain freights and fall insurance took from or entirely wiped. The present winter has been so far favourable, and the oyed, which is not larger than last year.  There are two pulp mills in operation here that use about of sulphite pulp.  The Government of New Brunswick now have 4,536,329.	out profi	spring frampments.  ts are the millions	reshets were poots were forced in at the output of superficial feet	or and a largento the later logs will be a of spruce learning.	e portion of the months of the se in average one for ogs annually in	stock was ason when the force the manu-
sariament section nearly everything available has been ta stince are now eagerly sought for. Fifteen years ago le pieces to make a thousand superficial feet of deals etc. This, taken with the reduction in our export referre der the above remarks applicable to all of New Brunswig for the forests depleted.  The stock of merchantable spruce deals wintering here is at present at St. John is estimated to be 20,000 standar.  The export of wood goods to France under the new tariff	ken up ar ogs broug—now s d to elsev ck and N s 6,000 St ds.	nd lands of the state of the st	so poorly wooded arket were not of ieces to the tho 27 per cent., loc a, and that pre- burg standards a	d that they we considered of washed superfoks as if our feet been prices despite the sent prices despi	ould not be look fair quality if it icial feet is cons orests were over o not bring an ad standards last	ed at a few took over idered fair worked, I lequate re-
this year to France and French Algerian ports 15 cargoe ng 10,240,000 superficial feet.  The general depression in business in the United States I tity on the British market. As there are signs of busine coularly from St. John and Nova Scotia ports, to the relie	ast year	about ste	opped shipments	to that con	ntry and nut a	large extra
1886—72 do. do. 1890— 1887—68 do. do. 1891— 1888—73 do. do. 1892— The average shipment for the above 12 years is 86 million	10 million 88 do. 72 do. 95 do.	ns sup. fe do. do. do.	1893—1894—1895—1896—	- 83 millions - 96 do 82 do 106 do.	sup. feet. do. do. do.	nweeding
t,vis. from 1873 to 1894 inclusive was 118 million superficants any new country to draw on for supplies this decreage shipment was 190,000,000 superficial feet and since is the supplies of t	sal feet, assed exp	an average ort will fallen to	te falling off of 2 have to continu an average of 1	7% in the vo e. From St 46,000.000 su	lume of our busir. John previous perficial feet.	less. As we
SHIPPERS.	No. Vessels.	Tons.	Sup. ft. deals, scantling, ends, and boards.	Palings,	Spool Wo	
Snowball, M. McKay, J. Ritchie, st Hutchison, Nesle, Burchill & Sons, t, Skillings & Co. & J. Anderson,	43 31 21 12 15 8 2	34,273 27,609 12,893 12,420 11,183 6,827 2,111 802	31,705,851 30,379,493 12,547,058 12,861,620 11,000,388 7,517,000	1,339,555 18,000 108,400 12,000 17,000	404,078 1,574,597 468,392	
8 Shippers, 1896.—DISTRIBUTIO		108,118 IRAMIC		1,494,955 TS.	2,447,067	•
COUNTRY.	No. Vessels.	Tons.	Sup. ft. deals, scantling, ends, and boards.	Palings,	Spool Wo	
t Britain, nd,	65 51 10 4 2	60,032 35,903 6,756 2,419 1,597	59,780,812 34,886,631 6,645,000 2,137,682 1,570,692 1,126,603	1,355,755	2,447,067	
In addition to above there were ships to Buenos Ayres, boards, ac.	s by J. I	3. Snowb	all three cargos		2,447,067 3 1,445,000 superi	icial feet of
DISTRIBUTION BY POLICY GREAT BRITAIN.  Ports, No Tons.   Sup. ft. deals, scantingfends, and boards, pcs.   Palings, pcs.   Sup. ft. deals, pcs.   Sup. ft. deals, pcs.   Sup. ft.   Sup. ft		Ports	,	IRELAND. Sup. ft. deals, cantling, ends,	Palings,	
1,978,675   3,194   3,032,186   3,111,375   468,392   3,364   4,690,542   1,111,375   468,392   1,211,375   468,392   1,211,375   468,392   1,211,375   468,392   1,211,375   468,392   1,211,375   468,392   1,211,375   468,392   1,211,375   1,21	B C C C C C C C C C C C C C C C C C C C	elfast antry oleraine ork, arrickfergu- ublin, undalk undrum are Island ilrush imerick ondonderry arne ewry ewry exford	1 S07 1 137 2 1,575 5 1 375 6 6,410 3 1,978 2 502 1 410 2 679 1 1,226 3 2,286 3 3,286 3 1,735 3 1,735 1 1 252	and boards, 16,107,105 594,321 244,382 1493,643 363,000 6,007,073 1,077,303 499,000 413,897 713,516 1,461,000 2,213,726 1,643,300 270,000 573,367 286,08	pcs, 133,200 6,000	
1,476   1,495,000	Be	restarseilles	1 720 1 1,198 8 4,838 10 6,756	34,886,631 FRANCE, 668,848 1,514,859 4,461,293 6,645,000	139,200	
2 1,597 961,692 2 1,597 1,570,692 AUSTRALIA. ide	-	assagesalencia,	4 2,419	SPAIN.  459,434 1,678,248 2,137,682		
OTHER NEW B		8-ATLA	NTIC PORTS,	DEC. 1st, 18		, 1896.
Gibson, Gibson		Sup.	ft. Deals, Scant and boards 61,360,952 95,793,265		Pine.	Birch. 2,104 6,632
ge McKean, son & Todd, is Wilson,  Total,			4,342,742 5,749,483 167,246,442		128	1,156

							Birch.
					61,360,952 95,793,265 4,342,742 5,740,482	128	2,104 6,632
					0,127,200		1,156
			******		167,246,442	128	9,892
DISTRI	BUTION (	)F ST. JO	HN, N. B.	SHIPMENTS,	DEC. 1sr., 1895, TO DEC. 1	lst, 1896.	
						95,793,265 4,342,742 5,749,483	95,793,265 4,342,742 5,749,483

	PORTS.		Sup. ft. Deals, &c.	Timbe	r.
*	1026254		oup. 10. Deats, ac.	Pine.	Birch.
Bristol Channel,	 	 	 38,910,655		
Pleetwood,	 	 	 6,494,716		
rance,	 ,	 	 4,181,557		
Hasgow,	 	 	 12,973,289		500
reland,	 	 	 25,382,251	1 7 1	•
Liverpool,	 , i	 	 66,916,588	128	7,860
ondon,	 	 	 4,676,698		1,156
Manchester Canal,	 	 	 5,489,193		2,200
Wales,	 	 	 2,221,495		376
· · · ·					010
Total,	 	 	 167,246,442	128	9,892

JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 12 YEARS.

Total Sup. ft. deals, etc.

Timber, (tons.)

2 2 1						Biro	h.		Pine.	
1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895,				138,934 118,450 153,134 180,167 132,608 122,242 146,529 156,653 153,473 126,449	392 590 187 488 516 682 309 334 076	13,7 7,3 5,1 4,7 7,2 1,3 5,0 10,2 5,2 5,0 8,3 9,8	54 97 21 21 11 04 00 94 15		3,686 4,313 1,587 457 487 4,317 ————————————————————————————————————	
		DAL	HOUSIE,	•	11	OU	TPO	ORTS	OF MONCTO	N.
Shippers.	No. Vis.	Tons.	Sup. ft, deals, scantling, ends, and boards,	Tons Timber.	Shipper	S,	No. Vls	Tons,	Sup. ft. deals, scantling, ends, and boards,	
Geo, Moffatt & Co. King Brothers. Price Broa, & Co. George Dutch. Nat. McNair Prescott Lumber Co. R. Johnston. W. M. McKay.	8 6 2 2 1 1	10,327 4,655 6,651 788 904 786 930 794	5,651,437 810,736 658,501 903,097	195 155,120 sup, ft, spools,	Hillsboro— J. Milson Smit J. L. Peck W. M. McKay Geo, McKean Harvey— W. M. McKay Geo, McKean	/	3 3	7,916 970 1,600 3,067 3,383 5,013	1,298,000 2,066,018 3,607,743 3,689,269	
	42	25,835	22,495,109	195 155,120 sup, ft, spools,	A. L. & S. B.	Co	1	1,297	1,200,000	
		SHI	EDIAC.				22	23,246		
W. M. McKay	1 11	1		-				BATE	HURST.	
Geo. McKean,	5	5,350 3,548 2,647	3,540,358 2,338,312		W. M. McKay P. J. Mahoney		7 1	6,985 533 7,518	502,000	
	No.	11,545	THE RESERVE OF THE PERSON NAMED IN						BUCTO.	
SACK	VIL	LE incl	uding BAIE V	ERTE.	I & T Indina			9,318		
Baie Verte— P. G. Mahoney Geo, McKean M, Wood & Sons	6	3,729 5,787 2,321	4,015,216 5,575,607 2,455,783		J. & T. Jardine. Ed. Walker		26	2,056	2,078,463	
Curwin & Co		2,119	1,000,458					AMPB	ELLTON.	
W. M. McKay J. L. Bluck C. C. Baker J. Hickman Jos. Reid Sachville—	2	2,403 911 1,026 625 724	2,507,617 877,031 971,865 625,974 770,409		Kilgour Shives Price Bros F. E. Neale W. M. McKay J. D. Sowerby W. M. McKay	**	3 3 2	6,118 2,592 2,844 1,994 1,411	2,034,034 2,560,216 1,752,000 1,205,912	
100 mm (100 mm) (10	Section 1	SCHOOL STATE	CONTRACTOR OF THE PARTY OF THE	A CONTRACTOR OF THE PARTY OF TH	LIES ONLY MEGALORY	Con The Control		9.0	I	The state of the s

			1896					1895			
a 31, 1896.	Po	RTS.		No. Vls.	Tons.	Sup. ft. deals, &c.	Timber.	No. Vls.	Tons.	Sup. ft. deals &c.	Timber
ne stock was season when	Miramichi,			133 8 26	108,118 7,518 11,374	106,147,420 167,246,442 8,188,078 11,191,062	10,020	116 117 12 9	89,771 149,226 8,987 4,561	82,457,575 126,449,707 8,817,000 4,420,210	8,698 20
ior one lorce	Dalhousie and Campbe			60	41,631	36,600,980	195	42	30,264	25,568,030	164
in the manu-	Shediac, Sackville,			23 36	11,545 19,843	11,054,978 19,996,978		23 19	11,456 9,009	11,250,269 9,083,501	
in 1892. In ked at a few it took over	Outports of Moncton,	Hillsboro, Harvey, Alma.	}	22	20,246	25,614,039		22	22,532	23,336,282	434
nsidered fair erworked, I adequate re-	Totals,			ľ		386,039,977	10,215 tim.	360	325,806	291,382,574	9,310
t year. The	The	1887	250	) Mill	the Provi		325		en years w		
n this Prov- st year con-	i beg	1888 1889 1890	277 369 293	3	n n n n	1893 1894 1895	312 326 291 386	" "	" "		

## SHIPMENTS FROM NOVA SCOTIA, 1896.

		Por	its.		No. Vessels.	Tons.	Sup. ft. deals, &c.	Timber.
Section 6								
utports of Amherst				 	 32	23,048	19,827,000	
alifax,				 	 47	39,634	41,755,060	650
hip Harbour,				 	 1	424	404,447	
heet Harbour,				 	 8	6,245	6,276,707	
t. Margaret's Bay,				 	 2	2,678	2,790,966	
arrsboro,				 	 33	42,935	43,315,254	
ictou,	******	*****	*****	 	 10	7,889	4,946,000	3,6584
herbrook,				 	 4	3,766	3,800,955	1)
1000								
Totals,				 	 137	126,619	123,116,389	4,308

Miramichi Advance. DHATHAM, N. B. . - JANUARY 7, 1897.

Steamer Wrecked. An Unworthy Crusade.

The steamship Warwick of the Don-The steamship Warwick of the Don-aldson Line, plying between Glasgow and St. John N. B., ran ashore on one of the Murr Ledges, which lie off

"(7) Household furniture in use;

"(8) Mechanics' tools belonging to a of the Murr Ledges, which lie off Grand Manan, and is a total wreck. The mishap occurred about ten o'clock on Wednesday night of last week, and the vessel was going nearly at full speed at the time. The first report stated that she had rounded Seal Island, on the Bay of Fundy side of Cape Sable, at 3.20 p.m. on Wednesday, and that the weather was clear the season and compelled to earn her own living;

"(8) Mechanics' tools belonging to a mechanic, and necessary for carrying on carrying on carrying on carrying on the mount of two hundred for carrying on carrying on the mount of two hundred dollars, fishermen's boats and nets to a like amount, and all implements of farm labour belonging to a mechanic, and necessary for carrying on carrying on the mount of two hundred dollars, fishermen's boats and nets to a like amount, and all implements of the proposed engine house. And yet, of the proposed engine house. And yet, this Worship also suggested that in future, of the proposed engine house. And yet, the proposed engine house. And yet, of the proposed engine house. And yet, the deats on which Mr. Fairweather will, doubtless, be asked by Aldermen will, doubtles Cape Sable, at 3.20 p.m. on the day, and that the weather was clear living;

"(11) Income to the extent of two easy to reconcile it with the statement for that of Briar Island, which is, practically, on the south side. If Seal Island was sighted, as stated, those in charge of the steamer must have made great errors in judging both their course and the distance run.

because of faulty judgment of their captains or pilots, as to condemn St.

John because the Warwick was lost from a similar cause. With their protection.

Is the Blunder and Wrong to Bushels of sound potatoes per acre; of the last about 175 bushels, badly rotted. With the super phosphates as Kings Co. far.ner has raised 1000 bushels per acre by fellow Aberdeen turnips, platted after the middle of July on ground from which he had dug early potatoes, and writes that while his beams planted on barnyard manure rusted badly, those planted on barnyard manure rusted badly, those planted on barnyard manure rusted badly, these planted on the phosphates were unaffected. O.her farmers tell of equally good results from the use of these fortis for the vase of pump rot be taken off and the lower scaled with the sail tendence of the sure of superior fast line advantages, because one? it offers to trans-Atlantic passenger What can a St. John architect, however which is needless and has only the own incapacity. effect of giving outsiders false and damaging impressions of the merits of Council what the character of the ground themselves.

responsibilities of Town representation are either incompetent to understand the statutes of the province which apply of proper fire protection. to such matters as assessments, etc., or lacking in the application to and interest in their public duties necessary to site for the necessary 19 or 19 ft. wall, alarming and misleading the people to place the greater the superintanding whom they should be instructors and whom they should be instructors and architect's per centage will be. Messrs.

It is said that a company of 200 mer guides. The provincial law relating to Nicol and Watt, therefore, seem to have It is said that a company of 200 men Rates and Taxes provides in its first things a good deal their own way, so far.

Section:—

has been raised in the island of Grand
Manan to fight for the independence of

"Taxes in any of such Parishes, Cities, Cities, Cities, Cities, Cities, City Carry C

"(1) The property of the Crown; site, and all the Nicols and Watts in the "(2) Property belonging to the Parish County in which the assessment is world cannot and ought not to change it!

specially exempted or not. Portland. Maine, because the Hun. are so obtuse as represented, but it will half of which he used The Provincial garian, while making for that port, was no doubt appear that the whole matter | Chemical Fertilizing Co's Special Potato lost with all on board on Cape Sable has its genesis in a desire in a certain Phosphate, and on the other half barnbecause of faulty judgment of their quarter to court sympathy in a part of yard manure. The product of the first

traffic the shortest ocean route at able in his profession, know in reference present available, with connecting rail- to engine house sites more than our own If these two ports would work on the plans, for a building and tell us how to acquired features give them special adbring a stranger here who is not a fire vantages—assisting each other, instead expert, but merely an architect, to till them where they should place their engine merchandise. of wasting their energies in a rivalry houses, it looks like a confession of their

both as ocean termini—it would be is at the site of No. 2 E igine flouse, and yet there is no doubt that they will gentleman of the road well known on the North Shore. It seems a matter of regret that weather to say that their views should be In emergencies instantaneous Tapioca will deprive the lower part of the Town sale agents.

Is a St. John architect to be asked to Cubs. for the purpose of ascertining how far been too long delayed.

excavation is to be carried down in order

January 1st was a b for the purpose of ascentiating how far excavation is to be carried down in order to reach a foundation? If not, are test Sabbath stillness prevailed throughout from taxellon:— pits to be dor: at this unseasonable time the city.

of year? Public opinion is against No. 2 Watch

made;

"(3) Property belonging to the Common School districts;

"(4) Cemeteries or burying grounds;

"(5) The property of Agricultural

Nicel believed to be a stone—which.

Semebody dug a hole and sounded with a clothes-pole at the rear of No. 2 engine house last summer, striking a hard substance which Messrs. Watt and Nicel believed to be a stone—which. wharf-log, no one yet knows. Even if it be paid on the order of the Mayor and were solid rock it would take a 19 feet Town Clerk.

from that time until she ran on the ledge, which is about ten miles off Grand Manan. If that be so, it is not Grand Manan. If the Grand Manan Manan. If the Grand Manan Mana to 400 bushels per acre, was the occasion salaries were fixed by Council, should be Any thoughtful person reading the of no comment, and when rot and rust paid without order of Council, now attributed to the steamer's officers, that they mistook Gannet Rock Light, especially on taking in the meaning of the mean on the north side of the Bay of Fundy, paragraph 12, that the properties enutor that of Brian Island which is merated in the preceding eleven para-destroyed. It was noticed that the fields graphs must be non-assessable, whether which were most heavily manured suffered Ald. Loggie, from the Public Works the most and that on new land that had Committee, reported that dandings had If, as Alderman Nicol asserted, at Tuesday's meeting of Council, the Assessors of the Town refuse to be guided by the law above quoted, they We observe that the Halifax papers, guided by the law above quoted, they with a littleness of spirit unworthy of will not only assess the churches, sound seed, and chemical fertilizers.

What is to secure a healthy crop of potatoes they must use, as in everything else, sound seed, and chemical fertilizers.

Sweezey was not disposed to arrange bonds with a littleness of spirit unworthy of will not only assess the characteristic and seed, and chemical localized Sweezey was not disposed to arrange bonds a settlement of indians, are endeavor-schools, cemeteries, agricultural socieing to make capital against the port of ty's property, pensions, widows and as a dressing for their hay lands, its deals tendered for by him. The report was St. John because of this Warwick mis- orphaus, etc., but the voluble and natural destination, with profit, buying adopted. hap. It would, however, be as reasonable and consistent to condemn Halifax as a port dangerous of approach for ocean steamers because the Indian Queen, Humboldt, Atlantic and other liners were wrecked in its vicinity or lowever, not probable that the assessors liners were wrecked in its vicinity, or however, not probable that the assessors Sackville farmer tells of a field on one to be relieved on that account.

Steamer Lake Outario on her last that it would not be necessary to renew

way facilities equal to those of St. John. people do? He can, no doubt, furnish voyage for Liverpool had in her cargo, some of the valves. 14,375 bushels of oats, 695 bushels of If these two ports would work on the plans for a building and tell us now to lines in which their natural and build it, but when our Council vo et. peas, 42 carloads of flour. etc., a large accepted and, on motion of Ald. Nicol, bring a stranger here who is not a fire

> ment of John March from his office under the Board of School Trustees should be Ald. Coleman has already told the followed by the retirement of the trustees and gan, Esq., offering to sell, on reasonable tarms the property known as his lower

more creditable to them and a benefit where Alds. Nicol and Watt seem detations of the season none have attracted Among the numerous Christmas preseninstead of an injury to Canadian intertermined that one engine house and one so much attention as the beautiful tea Bye-Law Committee, embracing a code of only for the whole town shall be built, tester bestowed upon Leon Keith, a bye-law committee, emoracing a code of the whole town shall be built,

some men who are entrusted with the carried out, regardless of the waste of furnishes an excellent soup, pudding or Council etc, which, on motion, was laid on money for a needlessly deep foundation griddle cakes at a moment's warning. the table until next meeting.

Ald. Wattsubmitted a bill for \$25 from the

The Provincial Chemical Fertilizer Co. The excavating of the ground at No. 2 of this city have assured the distribution of the Agricultural Review. This number. prevent them from mischievously making use of their positions in needlessly

and the building thereof will cost a good on fertilizers, economical crop growing, fruit growing, plant stimulants, etc., and the cost of the proposed building at that will be mailed to any address free of Ald. P contains essays by distinguished writers

Luke's Episcopal and several of the Methodist churches in the city. There are in port uncleared one ocean steamer, one ship, three barques, two brigantines and 59 schooners.

Sixteen deaths were reported in the city last week; two from consumption. The wreck of the Warwick of the Donaldson line on the Murr ledges, about ten miles from the Southern Head of Grand Manan, last Wednesday evening, will probably be the subject of a strict enquiry. The ship is understood to have been about 15 miles out of her course, the night was not dark, the lights were all burning as usual, and the roar of the surf on the ledges can usually be heard at a distance of ten or fifteen miles. The ship and much of her cargo will be a total loss; the rescue of her crew was accomplished with considerable difficulty. Of late years wrecks in the vicinity of Grand Manan have been very unfrequent and experienced navigators are astonished by this recent disaster ST. JOHN, JANY.3.

Chatham Town Council.

Council met in regular monthly session on Tuesday evening. Ald. Bennett, by request, acted as clerk pro tem. His Worship the Mayor said that before taking up the order of business he desired to arge upon the Council the necessity considering, as soon as possible, the subject of the proposed Engine House or houses, and Ferry. In reference to the Engine House question they should deternine whether one or two were to be prowided, and take steps to obtain plans and specifications and invite tenders for con-

The matter of the Ferry should also be taken up at an early date, although it was not, perhaps, so urgent as that of the engine houses. There was, as recently pointed out by the Board of Trade, necessity for a material reduction in the rates and greater frequency of crossing the river. The expense of maintaining the Ferry should be ascertained and, in this connection, it would be well to consult with the present ferryman as to the expense of

meeting the salaries of the firemen had Nicol believed to be a stone-which, necessary for orders for their payment to whether a ledge, a bowlder or an old be passed by Council, but that they should

on as agreeably as those of that now closed. Ald. Bennett, speaking in reference to the payment of salaries, said only those of officers engaged by the year, and whose

LANDINGS, SNOW-PLOWS. &c.

REPORT ON AMOSERAG ENGINE. submitted report of Engineer Alex. Fraser on the condition of and repairs necessary

Only four fires occurred in the city in December last; 32 was the record of last the city in December last; 32 was the record of last the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last; 32 was the record of last the climate of the city in December last in the climate of the city in December last in the climate of the city in the city in the city in the climate of the city in the ci Ald. Watt said that, Mr. Fraser thought

live stock and considerable miscellaneous that the Fire Committee be authorised to advertise for tenders for repairing the There are those who think the retire- engine in accordance with said report 'A SUITABLE ENGINE HOUSE.

The Mayor read a letter from R. Flanastore for an engine house. PROPOSED BYE-LAWS.

Clerk, Street and Road Commissioner, Town Marshall, Treasurer, Auditor, Com-

Finance Committee to be reported upon. A LITTLE MORE PREMATURE.

Ald. Nicol said there was some talk of Ald. Bennett leaving and if so it would be representative of the town in the Municipal

he proposed to leave Chatham in a few days. Ald Nicol said, in that case it would b necessary to appoint his successor and he

would, therefore, movewait until he tendered his resignation.

SUHOOL TRUSTRES WANT \$5,750.

Mayor read a notice from the tre

Watch night services were held in St, they would require \$5,750 for action pure