

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., MAY 18, 1882.

Mr. Wood's Candidature.

The surest evidence of a people's capacity for the work of self government is said to be their ability to meet in council, to decide on a policy, to abide the voice of the majority and follow that voice to its legitimate result. Westmorland may feel proud of the representative gathering called on Tuesday last at Sackville to select a candidate in the interests of the Liberal-Conservative party, for while representing divergent nationalities, religions, interests and feelings, the discussions were parliamentary in their moderation and good taste to friends and foes alike. The decision finally reached by a vote was acquiesced in by all, and renewed pledges were given and exchanged of support to the great party, whose watch words are the N. P. and the Pacific Railway. Such gatherings are an evidence of the highest state of political development—of free institutions in their most perfect form, for in those chaotic states where revolution alternates with despotism, it is force—brute force and not the moral weight of the majority that guides.

Two leading names were before the Convention, both so strong, both representing such extensive interests, that the representatives found themselves in a quandary which to select.

Hon. F. A. LANDRY is a gentleman of acknowledged ability, political experience, great popularity and having a personal following exceeded by few of Canadian politicians. Besides, he is an old and tried friend of the party. On the other hand, Mr. JOSIAH WOOD, who has been seen as active politician, represents large commercial and industrial interests, which have forced him to the front, and he has become the recognized leader of that large section that has seceded since 1878 from the Grit ranks in this constituency. These two gentlemen, who were on the ground, good-natured spectators of the affair, must have been pleased that the Convention instituted no personal comparisons between them, but occupied itself purely with balancing the interests and the merits of each. And if the Convention at the close, decided that the veterans who had fought so many battles in the past, who had made such a splendid record in 1878, should now advance to the new battle front recruited from the ranks of the future, and if the Convention, who were the leaders of the command of the united force, who shall say that the decision was not a gracious and graceful one, inspired by confidence in those who have lately embraced the cause and by devotion to the party and the true interests of the country? Work entered upon with such generous motives—in which personal ambition played so small a part and all were so united and earnest for the common cause, surely argue strongly for the success of the party at the coming conflict. While no man can call the issue of a victory near seemed more certain or more complete.

Good government, progress, prosperity, the highest and best elements are with us in this conflict. If our ranks sustain defeat they can show their opponents, as they have before, that they cannot be conquered, the next struggle will find them again to the front. But, to-day, Westmorland belongs to the Liberal-Conservative party by right of common sympathies and common interests. The young men of to-day going to tie up their future to the obsolete politics and traditions of a past generation? Are the men of enterprise—those interested in workshops and factories—those farmers who want their sons and daughters to inherit a land blossoming into wealth and all the civilizing arts it brings—are these men willing to be sunk again into the mire pits of hopeless obstruction? The political issues, the impassioned appeals, the personal favors that were highly effective a quarter of a century ago, come to the young men of to-day mouldy with the mildew of age—they have nothing to do with such things—their work and their interests are with the future and with the party that is working that future.

Chignecto Ship Railway.

In the Commons on 12th: "Sir Charles Tupper moved the House into committee of the whole on the resolutions granting a subsidy of \$150,000 per annum to the Chignecto Railway Company. Sir Charles explained the aim and object of the scheme, referring to the St. Lawrence Canal which was estimated to cost \$5,000,000 and toward which the Government had once voted \$1,000,000. In conclusion, he said that there should not be any hesitation in passing these resolutions, because they did not pledge the country to pay anything until after the railway was finished and in effective operation.

Mr. Mackenzie said he would not oppose the resolutions, but he did not have much confidence in the scheme, because he thought that if marine transport railways were practicable, so eminent an Engineer as DeLesseps would have adopted that means of crossing the Isthmus of Panama, instead of the costly canal he was now engaged on.

The resolutions were adopted and a Bill founded on them was read a first time. After the passage of the resolutions Mr. H. G. C. Ketchum immediately left Ottawa for New York, and has sailed from there in the *Servia*. If all goes well, next week he will be pushing his scheme in the London money market.

THE LIB-CON. CAUSE.

THE CONVENTION.

THE PROCEEDINGS AND SPEECHES.

Josiah Wood, Esq., the Candidate.

The nominating Convention met on Tuesday morning, at Chignecto Hall. Of the 35 delegates, only two were absent, those being J. Carroll, Esq., and W. A. Wells, Esq., of Bedford. The delegates were the parties whose names were given last week, together with H. V. Crandall, Esq., John A. Wheaton, Esq., and Elisha J. Langley, the delegates from Salisbury. W. J. M. Hamilton, Esq., of Shediac, was called to the chair and Harvey Atkinson, Esq., of Moncton, was chosen Secretary. The early part of the day was occupied in getting the views of the various delegates as to who of the possible candidates would take the best vote. It will be remembered that in 1878 nobody cared to take the risks of the fight against Sir A. J. Smith. Mr. Chapman was prevailed upon to take the nomination then, but he did it knowing that the odds were all against him. No difficulty is found now in obtaining a man who is ready to take his chances. The only trouble that met the Convention was to choose one from a number of good men. One thing was evident, from the first, that while a difference of opinion existed as to the expediency of selecting this or that man, all were agreed to abide by the decision of the majority. Delegates gave their opinions quietly, firmly and candidly, but all claimed that they were open to conviction and were willing to support the nominee of the Convention. It was soon evident that the choice lay between Hon. F. A. Landry and Mr. Wood. On the first ballot, Mr. Wood was pronounced the choice of the Convention. The nomination was at once made unanimous, and Mr. Wood was sent for. Mr. Landry, Mr. Hamilton, and Mr. Black, Mr. P. E. I. Landry entered and a large number of the electors and others of Sackville were soon in the hall. Mr. Landry, after congratulating Mr. Wood on his nomination, took a seat with him on the platform. The chairman having announced the nomination of the ballot and Mr. Wood being loudly called for, he came to the front and accepted the nomination and thanking the delegates for this expression of their confidence in him. He said he would have been content to have remained in the ranks and to have been a quiet supporter of the party, but the nomination of another gentleman, whom the convention might have chosen. He had not expected to be honored with the choice of the people, as he had not taken an active part in discussing Dominion politics. He said that he was in sympathy with the present Government, in regard to the questions at issue between the parties. He strongly endorsed the Government policy in reference to the Pacific Railway. He had all along held that the present Government was the best that the country had, and that the tariff, there was every evidence of its beneficial effect upon the trade and industries of the country. A critical time had arrived in the development of Canada. So much needed to be done, and the young men of to-day going to tie up their future to the obsolete politics and traditions of a past generation? Are the men of enterprise—those interested in workshops and factories—those farmers who want their sons and daughters to inherit a land blossoming into wealth and all the civilizing arts it brings—are these men willing to be sunk again into the mire pits of hopeless obstruction? The political issues, the impassioned appeals, the personal favors that were highly effective a quarter of a century ago, come to the young men of to-day mouldy with the mildew of age—they have nothing to do with such things—their work and their interests are with the future and with the party that is working that future.

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well that the sentiment of the people was in favor of the party which Mr. Wood represented, but he was also aware of the fact that there were many influences against them. As for himself he would give no uncertain sound. His colors were what they were in 1878. J. L. Black, Esq., M. P. P. was disposed to take a sanguine view of the state of affairs, and he could sympathize with his friend Mr. Wood in his feeling of reluctance. The Co. of Westmorland was populous, wealthy and important. It was second to no other in Canada, and a man might well feel backward in the responsibility of representing it. He thought it ought to have been a greater unanimity of opinion might have prevailed, and the task of selection would have been easier; but he was glad to know that the parties concerned would be loyal to the man who had been chosen. He, himself, would have given his hearty support to any man who had been selected. It would have given him the greatest pleasure to have supported his friend, Mr. Landry, whose worth, honor and integrity he had recognized, and with whom his relations had always been friendly, though he had differed from him at times on some matters. But his friend was young, and his time would come; he was needed in local politics, too. The present policy of the Dominion Government had not, as always, his (Mr. Black's) support. The country had prospered under Protection. Of course, Protection did not make the grass grow, or crops turn out well. He did not claim for the N. P. all the prosperity of the country, but he knew that something more than good weather and productive soil was necessary to produce manufactures. Money was needed, and confidence in the success of the enterprise. A few years ago nobody could raise any money for a factory; capital was afraid to lend money on the credit of such a business. Now the stock lists showed that money could be obtained for any respectable business of the kind. This showed that the people had faith in the future of such investments. He was sure that the Westmorland people would support the National Policy and Sir Wood.

John A. Humphrey, Esq., of Moncton, had a decided feeling in regard to the protective policy. He realized that the time had come some time ago when some new policy had to be given shape to the investments of capital in the Maritime Provinces. The woods were fast falling under the axe and the days of lumbering would not last always. The laboring men would have to seek other shores if work was denied them here, and the encouragement given to laborers by this protective policy would give our people work enough at home. Whatever influence of any kind he had, he would give it in support of his friend Mr. Wood, not only on personal grounds, but because he represented the industries and making the country prosperous. John Mackenzie, Esq., of Moncton, felt himself under obligations to support the representative of the party which he believed in. He had assisted Sir Albert Smith in 1878. At that time, though he believed in the theory of protection, he had his doubts that there was capital enough in the country to make such a policy of any advantage to us. He had since found out that there was plenty of money available. His friend Mr. Wood was the best man for the great North-West, and the support of Smith in 1878, had found \$500,000 to put into factories, and Mr. Humphrey, also an old friend of Mr. Wood, had invested half the amount in Moncton. He had, himself, though not so well off, put \$15,000 into the same town. The candidate, Mr. Wood, had money there, and stock was taken in Dundee, Scotland, and in the United States. This country was more favorably situated for manufacturing than any other almost, and the time was coming when the great North-West would be filled up, and the lower Provinces would be the workshop of the Dominion. There was nothing that the opponents of protection would give us instead of it. We could not get mutual free trade with the States. He had always said that he would not have a free trade with one side. Personally, he had been glad to have continued his support to Sir Albert Smith, but the interests of the country were the other way and he would be glad to do what he could for Mr. Wood. A hearty vote of thanks was given to the Chairman and Secretary and the meeting adjourned. All the speakers were warmly cheered on rising and at intervals through the speeches and the meeting was most animated and pleasant, notwithstanding the differences of opinion.

From the Cape's Railway date, printed in another column, the electors of Westmorland can judge for themselves how much they may expect from the Grits should they return to power. Mr. Mackenzie is reported to have said: "I think we have done very well by the Island, and we have carried out the terms of Union to the utmost possible extent."

Sir Charles Tupper in moving the railway subsidy resolution said that the New Brunswick railway connecting Edmonton with River du Loup was of Dominion importance as it would bring St. John's 158 miles nearer to Quebec than the Intercolonial. He pointed out that the line between Oxford and New Glasgow would be the connecting link of the shortest route between Montreal and Europe.

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A New Nova Scotia Railway.

The resolution introduced by Sir Charles Tupper to provide for the construction of a railway from Oxford, Cam. Co., to New Glasgow, is an agreeable surprise to his constituents and to Nova Scotians generally. The item allows "for a railway from Oxford to New Glasgow, both in Nova Scotia, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole \$224,000." The local advantages of such a line are manifest. Communication along the North Shore is closed in winter by ice, and all that flourishing portion of the province lying along the coast of Cumberland, Colchester and Pictou suffers greatly by its distance from market. The land through which the road will pass is generally good and is settled by a sober, industrious and progressive class of people, who will not be slow to avail themselves of the advantages which will be afforded them.

The distance between Pictou, with the localities which it is, and the neighboring province will be greatly lessened. Then the prospect of this new line becoming a part of the grand system of railways by which Europe and America may be connected, gives it a wider significance. The great American Intercolonial Short Line Railway Company have at last made their contract with the Government of New Brunswick. This scheme is to build a line across Newfoundland. The Government there give them 5000 acres of land per mile, and immunity from taxation on all material. They are conceded also the exclusive right of building railways on that island for to five years.

A railway will connect the Newfoundland terminus with Cape Breton. A line through Cape Breton has been provided for by the N. S. Government, and also a continuation to New Glasgow. This short cut connects New Glasgow with the Intercolonial and the Atlantic coast. If it be true that the passage across the ocean can be thus made shorter, easier, cheaper and quicker, then Nova Scotia, New Brunswick and Newfoundland are fortunate in being in the way. The subsidy will cover the problem of railway construction with English Wallace, River John, etc., etc.

Light Literature. Too much of it is bad. A little reading of works of imagination is undoubtedly good. Sir Albert Smith knows this and has written a sheet called "Record of Conservative Administration" through this country. The street is paved with it. On the sidewalk it shares the post of honor with Mr. Allison's invitation to the public to use peristaltics. Children up at Midgie are learning the alphabet from printed varied specimens of type printed on this useful sheet. Around the School house at Abou-hagan the children prowl; and it may be found in many other places not necessary to specify. No doubt people read these sheets. Some of the readers, unfortunately, are not in a position to know how many lies there are in this innocent looking piece of paper. Sir Albert Smith may be a man of truth, but he certainly, if he sent those documents through the country, is not above circulating lies. We may speak of these more direct falsehoods later, but at present will call attention to a plausible kind of misrepresentation, because that sort of thing is usually more effective than outward lying.

"A lie that is half the truth is a harder matter to fight." We have the following: "MINISTERIAL JUNKETINGS. The departmental waste already referred to is not the only way in which the present Government has endeavored to waste the public funds. Take the travelling expenses of Ministers on public business in Canada:—

Hon. E. Blake	\$ 45 00
Hon. A. Laidlaw	27 00
Hon. W. B. Vail	218 70
Sir Richard J. Cartwright	118 00
Sir Albert Smith	500 00
Hon. J. Burrows	500 00
Hon. Mr. Cauchon	30 00
Hon. Mr. Pelletier	30 00
Hon. L. S. Hamilton	205 00
Total	\$2000 20

Hon. Mr. Monaghan	\$ 634 20
Sir J. A. McDonald	406 40
Sir A. Campbell	219 10
Sir H. Langdon	85 80
Hon. A. P. Caron	504 00
Sir Leonard Tilley	461 00
Hon. M. Bowyer	399 50
Hon. J. C. Pope	655 00
Total	\$3,691 75

This looks fair but it is easy enough to select years when the Grit expenses were small and those of the Conservatives large. Supposing, however, we take the year 1875, also under Grit rule:—

Hon. L. S. Hamilton	\$ 600 00
Hon. J. Forster	296 70
W. Ross	480 00
W. B. Vail	152 00
H. J. Cartwright	108 00
Travelling Expenses Minister of Public Works and Secretary	152 50
Hon. A. J. Smith	125 00
Thos. C. Mc	800 00
Isaac Burpee	960 00
Hon. J. C. Tache	400 00
Hon. D. A. McDonald	227 30
Total	\$4,875 00

—The steamer "Porvian" with freight and 1000 immigrants 18 days from Liverpool, lost her propeller and got adrift up Cape North. Two steamers have been sent to her assistance.

Communication with P. E. I.

Cape Traverse and Cape Tormentine Railways.

We give the Harbord report of the discussion which took place in regard to the extension of the Cape Traverse Railway:— 374 Cape Traverse Railway...\$189,200. Sir Charles Tupper. One of the conditions of union with Prince Edward Island was an engagement on the part of the Dominion Government to provide continuous steam communication between Prince Edward Island and the Intercolonial Railway. To carry out this engagement the Dominion Government had the steamer "Northern Light" constructed; but that steamer, though effecting considerable improvement in the existing communication, entirely failed in maintaining continuous communication. The late Government directed a survey of such routes as would connect the Intercolonial Railway and Cape Tormentine, on the one side, and Cape Traverse and the Island Railway on the other. This survey was completed, and a report made by the able engineer appointed by the late Government, recommending the best route of railway connection. And we are now carrying out the policy contemplated by the late Government in ordering this survey to be made. This route is for the purpose of constructing eleven miles of railway, or thereabouts, from the Prince Edward Railway, in the neighborhood of the county line. It is not settled whether it shall be the county line or another point, the name of which escapes me, as the best means of connecting the Island Railway with Cape Traverse and the construction of such docks as are necessary at Cape Traverse for the purpose of making the communication as perfect and as efficient as possible. I may be asked why provision is made for carrying out this design. I may say that the late Government, in the late session, had prepared to bring down an estimate for the construction of the connection between the Intercolonial Railway and Cape Tormentine, but for the fact, that in the meantime that service has been provided for by the Government of the Cape Traverse, who have now been chartered of a private company who proposes to construct that work with the aid of a subsidy. Under the circumstances we felt that we could not ask Parliament to provide for a service which was already provided for by the local Government.

Mr. Mackenzie. Under what Bill is this to be constructed? There is no Bill for building a railway in this place that I know of. Surely the gentleman does not intend to build a new railway by virtue of a vote in the Estimates.

Sir Charles Tupper. The hon. gentleman knows that I have never, without even going to Parliament, to build six miles of a branch. Mr. Mackenzie. I am not aware of that.

Sir Charles Tupper. Yes, the hon. gentleman knows that there is a provision to extend railways for six miles—I think the authority of Parliament to extend a branch of Government railway of the party which would be quite as sufficient on Prince Edward Island as it is from St. Charles to Point Lewis.

Mr. Mackenzie. The hon. gentleman must be aware that he cannot appropriate land or do anything else merely because he happens to represent the Government. He has no power to touch property.

Sir Charles Tupper. I will look into that point.

Mr. Anglin. Will the hon. gentleman state what provision he will make at the terminus of this road to enable the steamer to play during winter? During winter the solid ice extends out one and a half miles, and it is necessary to make some provision to enable the steamer to approach some wharf or place connected with a railway, unless he expects the steamer will be strong enough to force her way through the ice.

Sir Charles Tupper. That is a very important point. It will have to be, to a certain extent, experimental as to the best means of establishing water communication during the severe portion of the winter. A considerable expenditure is involved in the design, but in Prince Edward Island and at Cape Tormentine, to attain such short communication as will give the necessary facilities when we are not obstructed by the ice. When the ice forms measures will have to be taken to make the communication which is so regularly maintained by ice boats. It will be some extent experimental as to how far the best ice will have to be made available on the two sides. It would not be possible to run up what communication seems to me a connection without a line of the ice which forms on the two sides for a portion of the winter.

Mr. Anglin. There is great reason to doubt whether the section of the Local Legislature grants a sufficient subsidy. I think it is only \$3,000 a mile. Mr. Tupper says that he had some idea of getting assistance from the Dominion Government.

Mr. Mackenzie. I differ wholly from my hon. friend beside me. I think the Government should build the line if they can get other people to build them. It was the policy of the late Government to get rid of all the branches as soon as possible.

Sir Charles Tupper. That is our policy too.

Mr. Anglin. There is a small piece of a line forming portion of a through line which we are bound by our treaty with the Island to finish if possible.

Mr. Mackenzie. I think we have done very well by the Island, and we have carried out the terms of Union to the utmost possible extent.

New Advertisements.

Tea, Tea.

Direct importation from London: 102 CHESTS Superior Black Tea.

We are prepared to sell on most advantageous terms. Wholesale prices from 20c. up to 35c for choice "Congou," that will suit the most fastidious taste.

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5,000 ROLLS, FROM 6c. to \$1.00 per Roll. All the new Colorings and Designs.

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NEW STOCK.

CHAIRS, all Common Kinds. Dining Chairs, perforated seats. Rockers, Crisla Bedsteads. Full Leaf and Extension Tables. Bureaus, with and without Mirrors. Centre Table, Toilet do.

8 Bedroom Suites Complete, from \$20 to \$40 each.

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TWO CANS each 100 lbs. "B" brand. Bottom prices. J. L. Black.

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3 CANS Baled and Raw LIMESEED OIL, 2 casks Spirits Turpentine. Japan, Furniture Varnish, White Gum do, Patent Yellow, 8 1/2 lbs. Red, Black, Yellow, Blue and Green Paint.

The Lowest in the Market.

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Steel Ploughs.

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THE BEST AND CHEAPEST.

For sale by J. L. Black.

Timothy & Clover Seed.

NOW in Store, and for sale low by the bag: 100 bush TIMOTHY SEED. 1200 bush RED CLOVER. 800 " ALSIKE "

J. L. Black.

Dry Goods.

NOW opening, new stock of Grey Cottons, White Cottons, Prints, Shirtings, Gingham, Cold Shirtings, Carriage Drapers, Rubber Carriage Robes, Dress Goods, Linings, Battins, Corsets, Sunshades, Gloves, Silks, Satins, Hat Flowers, Laces, Hamburgs, and general Dry Goods, making

A COMPLETE ASSORTMENT

ALL DEPARTMENTS

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Hats, Hats.

Mens' Felt Hats,

Mens' Wool Hats,

MENS' STIFF HATS,

MENS' PANAMA HATS,

MENS' LINEN HATS.

Boys' and Youth' Felt and Straw Hats. New Styles and Low Prices.

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CARPETS!

English Oil Cloths!

30 Pieces Carpets:

BRUSSELS, TAPESTRY, WOOL, UNION, JUTE, HEMP.

15 pieces English Oil Carpets, 1, 1 1/2, 1 3/4 and 2 yards wide.

These goods are just imported direct from England, and will be sold low.

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WANTED!

HIGHEST Price Paid for Eggs, Roll and Ferklin Butter, Cane, Barley, Potatoes, Hams, &c. GEO. E. FORD.

SEED OATS.

ONE CAR LOAD of P. E. I. Seed Oats at the Station, we will be there on SATURDAY to deliver them to those who want them. Terms cash. JAMES R. AYER.

May 17th, 1882.

Methodist Church, Dorchester.

TENDERS will be received until Monday May 22nd, for parties willing to purchase the building now used as a Methodist Church at Dorchester. Any information may be obtained on application to the Rev. Thomas Marshall, to whom tenders may be sent.

May 17th, 1882.

AUTOMATIC PENCILS.

CLOCK &c.

JUST OPENED:

AUTOMATIC Pencils and Leads, A Nicked Alarm and Time Clocks, the Waterbury Watches, cheap 1 doz. Hand Mirrors, Metallic Hair Brushes, Spectacles and Cases, cheap.

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TO LET.

HALF of my New House opposite Methodist Parsonage, near Sackville Office, Academics, &c., containing 7 Rooms, 2 Halls, Kitchen, Cellar &c. with large Tank. Apply to GEO. E. FORD.

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LaCoup Bridge.

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Sackville, 16th May, 1882.

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Black Spanish Lace,

Black Matinee Lace,

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White Matinee Lace,

White Matinee Lace,

White Matinee Lace,

White Matinee Lace,

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