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VOL. 18.--NO. 24. SACKVILLE, N. B., THURSDAY, NOVEMBER 3, 1887. WHOLE NO. 910.

Nails, Tacks and Brads.
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CUT NAILS;
ALL KINDS OF
Shoe Nails, Tacks & Brads
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Georges Street,
ST. JOHN, N. B.

At the Foot of the Rockies.

The Last of the Agricultural Exhibitions.—Medicine Hat and its Surroundings.—A Trip into British Columbia.—Return to Calgary.—Old Acquaintances in the North-West.

(Staff Correspondence.)

CALGARY, Oct. 14th.—My last letter was dated from Regina, where our work of attending Agricultural exhibitions closed, much to our satisfaction, for although we had enjoyed the two weeks spent in that way and appreciated the fine opportunity it gave of learning the resources of the country and getting acquainted with the people. Still we were not sorry when banqueting and exhibitions were over and we were on the train speeding our way to the setting sun. Regina was left at about midnight, and when morning came we found our train bowling over a level prairie with here and there a small lake or pond, and now then an alkali bed, looking like a pond frozen over. No place of importance until the Saskatchewan was crossed and Medicine Hat comes in sight. The Hat is quite a thriving little place, and although the soil here looks as if it were quite second-rate for agricultural purposes. The Hattites wont listen to any such thing, but claim that just away from the line they have soil equal to the best in the N. W., and in proof of the fertility of their soil they had a large ease with a glass front on the station platform on exhibition, samples of what their soil would produce in cabbages, potatoes, turnips, onions, &c. &c., and if these were fair averages, their soil is all right. All aboard and we are away again. Calgary is the next town of any importance, but night is around us again and the prairie fire looming up near and again in the distance is all there is to break the monotony, except a gas well that was burning near where the train stopped, which gave us an excuse to stretch our legs and watch for a short time the brilliant flame that was coming out of a four inch pipe, about four feet high, and making a big light spot in the darkness that seemed more dense at a distance. We passed Calgary in the night, and morning found us nearing Banff, where we ought to have stopped but did not. I will not attempt to describe the mountains, because, like the man who lost his ashes, I could not do them justice. We breakfasted at Field station in British Columbia, a C. P. R. Hotel, got up almost regardless of expense, situated right in the mountains, and to my mind one of the finest spots on the road. Our Photographer did not lose the opportunity of getting a picture here. As the hotel only expected to feed about ten, and there were about fifty it took some time to get breakfast over. The conductor however was obliging, as we have found all the officers on the road, and the passengers were assured that the train would not leave until all had time to get their breakfast. After passing Field we began to notice the work of the glaciers where the trees had been cut off from the side of the mountain in their decent, just as if a great plane had been run down its sides. Now we run along the edge of the Beaver river, a dashing roaring foaming river, with a rocky bed and green water. The water in the mountains is all of a green color. Now the scenery is best on one side of the car, and the passengers are all on that, trying to take in all there is to be seen, and now it is best on the other side, and we all go for that side, each one trying to point out something startling or quietly trying to take in the whole scene as individual character came out. Here the mountains in all their majesty, towering so high that you could not see their tops out of the car window without stooping very low, and then they recede again and you can see their snow-capped peaks, and here and there a long white line, the mountain tunnel running down to the valley below, and then just as you were taking in the whole scene and trying to get it well photographed on your mind, the train would dash into a snow shed and darkness, coming out to the light in a few moments almost dazed and so on until Rogers' Pass was reached (so called because a Mr. Rogers was the discoverer), within a few miles of the great glacier which we could just see at this point. Here the trains crossed and as your correspondent was tired and about satisfied with what he had seen he concluded to stop on board the east-bound train and begin without any further ceremony the return journey. There was still daylight enough to enjoy the scenery as far on the way back as Donald, and as the car was comfortably empty I tried to make the most of it. After Donald was passed, tired nature took charge and remained in possession until the conductor's shake notified me that Calgary had been reached. I made for the first light and found a resturant; they could feed but could not lodge me. At the next light I was more successful, found a good hotel, electric light and all, although it was one o'clock at night. Calgary is not quite four years old and is the headquarters of most of the ranching business in the N. W. It has a population of about 25,000. It supports two daily newspapers and one monthly, It has six hotels, and they are fitted up in first-rate style. It has three Protestant churches, a sixteen-thousand dollar warehouse, the headquarters of an American Co. J. S. Freeze & Co. (Mr. Freeze is a Penobsquis man) are putting up a building (stone) that will cost between 6 and 7,000 dollars; the lower flat for groceries and the upper flat for offices. It is well situated on the Bow and Elbow river and surrounded by the finest scenery in the N. W. The last winter was very hard on cattle. There were three months of solid winter weather. The next morning after arriving at Calgary, looking around the town a little, I called on the Rev. Mr. Betts, who most of your readers will remember as a prominent minister of the N. B. & P. E. Island Conference at one time, but who at the call of duty went west. The welcome at the Parsonage was warm and hearty. After a few moments conversation, Mr. Betts said Mr. Henry Allison, ex-M. P. for Hants, is in town and we are going for a drive, there will be a spare seat, will you be one of the party? Glad to have the opportunity to see the country, and so after getting half the town interested in trying to find the whereabouts of a friend, that I had stopped especially to see, but failed, we are off for the Chipman ranch. The drive is over a rolling prairie, the hills so steep in some places that it was a question whether the horses could draw us up or not. One or two bridges were crossed in the drive which had not been the case in our previous experience in the prairie. There was some fencing here, and a number of gates had to be opened. Mr Allison was the coachman. Mr. Betts took charge of the breech-loader, with which the prairie chickens for dinner were to be captured, and I was supposed to look after Mrs. B., and to help her take care of the dishes, &c., for dinner. After driving some five or six miles just on the side of Coulee we saw a flock of chickens. They were very wild, however, but Mr. B., after following them some distance, succeeded in capturing a fine one. So now we were ready for the camping place, which was soon found close to a running stream. The horses were put into a farmer's stable, and Mr. B., proceeded to make a fire and put the kettle on, while Mrs. B. dressed the chicken and soon it was frying in the pan. Mr. A. and myself tried to make ourselves as useful as possible, and I think we got in the best work after the table cloth was spread on the grass and liderally helped ourselves to chicken and what Mrs. B. had brought in her basket. Dinner over we had to hurry home as the horses had to be back at a certain hour. On the way home we passed a drove of 300 or 400 horses, feeding on the prairie with the cow-boys looking after them, and so ended a very pleasant drive around Calgary.

—Mr. Chamberlain is reported as saying at Belfast, "if Canada has commercial union she must be made to know that it means political separation from Great Britain." It is quite clear that Great Britain is not likely to consent to protect any colony that discriminates against her trade. That no British commissioner would be allowed to advocate or assent to such discrimination may be taken for granted; and we are satisfied that when the question is thoroughly understood, in all its bearings, there will be no disposition on the part of Canadians to ask, much less to insist of anything so unreasonable. We take it for granted that discrimination will not be admitted to discussion before the commission. It is too unreasonable, as a commercial and political proposition, even to be allowed so much favor. It is, in fact, not a practical question at all, and in the nature of things never can be.—*Monetary Times.*

—The requests for blocks of wood chopped by Mr. Gladstone, have been very numerous for some time past, and, probably with a view to reducing the demand, a circular was recently issued fixing a scale of prices according to the size. The result is that the demand, instead of diminishing, has largely increased and the ex-premier is almost overwhelmed with requests for blocks. Mr. Gladstone's lumbering operations are not affected by competition, and freights rates have no effect upon them, consequently the business should be very profitable while it lasts. Many lumbermen in this country, who are at heavy expenses for men and teams, would be glad to furnish much more timber for the same money, but would probably perfer to sell in larger lots.

—It is understood that the Dominion Government is making arrangements for the handling and distribution of the mails between Japan and England, via the Canadian Pacific railway, and in this connection Vancouver will become a considerable postal centre, as all foreign mails coming east for Canada and the United States will be distributed from there. Sorting of foreign mails will probably be done at Montreal.

—The official inquiry into the sinking of the Traverse lightship clearly shows the barque "Loyal" to have been at fault. The Minister of Marine has ordered legal proceedings for damages to be taken against the owner of the vessel. The "Loyal" is a Norwegian vessel.

Something About Numismatics.

(Written for the POST.)

The question is often asked by some one not engaged in the pleasant pursuit of coin collecting: "What personal enjoyment and benefit does the party so engaged derive, in return for what requires time, research and a liberal expenditure of money? Does he possess that keenest of all interests, the supreme relish for such things, which only one man in ten thousand possesses?" And still wondering, as we display tray after tray, upon which rests specimens which we have been years gathering together, he asks "How has it come about that you have collected such a wonderful assemblage of coins and so many relating to this country? Such a task is almost without precedent." Smilingly we crave his kind indulgence for a brief space of time, giving a short history of the coinage of the world and generally end with some flowery statement like this: History and Numismatology being synonymous terms, it follows that if to the history and geography of a country there can only be added the money of it, naturally the science does much toward enlightening the world.

Here is a Summer Island Sixpence, please examine and tell me its history. A fine specimen you say, on the obverse is a hog and on the reverse, a ship under sail, and the legend runs: "Summer Island," a piece perhaps of exceeding rarity, and further you cannot go. However, as a record of all sales is published and memorized by those engaged in the art, I am enabled to give you its history. It was formerly owned by Mr. Bett, of Brooklyn, and was purchased by the prince of collectors, Mr. Parmalee of Boston, for the modest sum of $400. The Summer Island is so called after Sir George Summer. It is one of the Bermuda Islands. Sir George died there some time in 1610, having gone there to victual his ship. The Island abounded with wild pigs and the date of these coins is probably from 1616 to 1619. They are the earliest coinage intended for American use, but when coined cannot be actually stated.

In the early colonial times they were not much bothered about bi-metallism, the products of the earth being a proper medium of exchange. In Virginia and Maryland tobacco was used. Tithes even had to be collected in produce, and the tax gatherer estimated a pumpkim at 3d. and a pig to roast at three weeks old at 3s. The old Acts of the Virginia Colony compelled a tavern keeper to provide a dinner for 10 pounds of tobacco, and 8 pounds of the weed would buy a gallon of beer. During the revolution carried on by Charles I, and his Parliament, money was so scarce that ships coming to the colonies sometimes paid tonnage dues in powder and ball, and only recently, at Marblehead, a conjuror giving a show had to take fish at the ticket office in lieu of quarters, This practice is still carried on to a great extent in country towns, and so called open accounts are allowed to run for years and in the end can only be adjusted by the aid of a barrister, which in part accounts for the number of lawyers to be found at such places.

The mania for collecting coins appears to be common to all of the human race.

"The Yankee boy before he's sent to school
Well knows the mystery of that magic tool,
The pocket knife."

The school boy of the present day differs somewhat from the above and we cannot truthfully say:—

To that he turns his wistful eye
While he hears his mother's lullaby.

Nothing short of buttons, moon agates and business cards will gratify his passion, and the youth gathers postage stamps—skinners, spear heads and arrow points from the grand mounds of the Ohio and Mississippi Valley. He acquires an ample collection of cigarette pictures, and carries the photograph of his best girl in the inside pocket of his waistcoat. Even the most staid citizens have their hobbies in the collecting way. One wil-seek old books rare books, first editil ons, &c. Another collects autographs while a third will seek coins perhaps of the Russian empire, others those of the famous European sovereigns such as Peter the Great, Karl XII of Sweeden, Napoleon etc. The greater number, I think seek for the coins of the U. S., have never heard of a complete set of foreign coins, and no not believe one exists. Mr. Parmallee of Boston, the most distinguished of American collectors, is the happy possessor of as complete as collection as can be got together, the entire value of lot including foreign and domestic coins being estimated at $75,000.

It takes years of patient hunting to gather together anything resembling a collection worthy of passing note, and as most coins can be bought at a price, the chief aim of the numismatologist is to gather together the various pieces of silver and copper without premium. I have been engaged in this art since my school-boy days and, considering the few pieces bought at auction, am the possessor of a fair collection of American coins and medals.

How carefully the amateur collects his pennies and hunts for dates. Selections are made and safely tucked away, some of which are again brought to the light of day and exchanged for others, and so the fever sets in and you cannot stop it.

The numismatic taste once under cultivation never leaves you. Additions are constantly made; tray after tray becomes complete, until you rank among the recognized leaders of the art. At times a gap in your coins is a distress and you feel a want of completeness. After years of patient waiting accident presents one of the missing coins to the public; a score of collectors and innumerable dealers yearn for it as badly as yourself. Fortune favours you and the prize falls to your lot. Of course you are happy while the rest are miserable. What becomes of all the coins minted, what constitutes their value and does numismatics aside from being a pleasurable pastime ever prove remunerative?

What became of the 1804 issue is an unsolved problem. During that year 20,000 of the dollars were coined not one of which was known to be in circulation, and the most valuable of all American coins are two 1804 dollars, which are in well known collections valued, at $2 000 each. A still greater mystery surrounds the half dollar of 1804; 160,000 were coined and not one ever discovered in circulation, while the quarter dollar can be purchased for $2,00 and their coinage amounted to less than 7000 pieces. During the year 1805, silver dollars were not issued, from the mint yet 321 were coined and are in the hands of collectors to-day. No dollars were coined by the government after that until 1836, and so it is, the value of coins is a simple question of supply and demand. Collectors are to be found in almost every city in the world, the United States alone contains upwards of 20,000, every one of whom is intent upon getting a continuity of specimens. The mint at Philadelphia materially aids the persons engaged in this business by furnishing proof sets to all making proper application.

The aim of the party so engaged is to gather together a series of dates beginning with the first issue and adding to it year by year, and while during some years enough pieces were not circulated to grace the cabinet of each collector, still we all live in hopes of sooner or later coming into possession of the missing link. At times the auction room is visited, competition runs high and specimens of rare dates bring fabulous prices. I well remember my first experience in the auction room. A coin I had sought for years was to be sold to the highest bidder. Trembling I named a figure; in one moment it was doubled, and in sheer desperation I out-bid my numerous rivals, who thought of course that I went home with a light heart, as success had crowned my efforts, while the truth was I felt ashamed at, seemingly, wasting so much money on so small a thing. The purchase has since proved to be one of the most lucrative investments I ever made in coins. The age of a coin does not denote its value. Many of the ancient Roman and Egyptian coins are to be had at a price equivalent to a penny apiece, while a fine specimen of an American penny of 1792 recently sold for $300. Pennies of 1799 and 1804 are valued at $40.00 and $20.00. Then we have 20ct. pieces of 1877 and 1878 which cannot be purchased for less than $10.00 apiece.

The silver quarter of 1853 will readily bring $30.00, while the same coin of 1827 will bring $60.00. An uncirculated 1856 each penny is a bargain at $5.00 and the two cent piece of 1873 will bring about the same price. As most of these coins have been picked from circulated currency, a large number of valuable coins undoubtedly pass through the hands of store keepers, ticket-sellers, cashiers and etc. some of whom make a snug sum yearly by exchanging those of rare dates for coins that do not command a premium.

For some unexplained reason foreign counties do not issue proof sets, but last year, Vice President Robert Hewett, Jr. presented the American Numismatic and Archaeological Society with a proof set of English money, remarking that the American collectors as a class devote themselves rather too exclusively to coins relating to our own country. To sum it all up briefly, the art is one to be commended to the young men of the present day, and is far more interesting than many of their so-called amusements, and one well versed in the coinage of the world cannot fail to command attention and respect from even those who make light of the art.

WM. F. WILLIS.

New York, Oct. 11, 1887.

—It is claimed that the Esquimalt fortifications, when completed, will afford impregnable protection for the British fleet. Though the survey for these works is not yet completed, the hope is expressed that the work may be begun next spring. The plans have been prepared. These fortifications will cover the city of Victoria, which is destined to become an important coaling station. Its being a coaling station for the British fleet would alone be a sufficient reason for its protection by fortified works.

—Lord Randolph Churchill at Sunderland last Thursday denounced as immoral Gladstone's offer to make the disestablished church in Wales a plank of the Liberal platform in return for Welsh support of the Irish scheme. He said even if Gladstone succeeded in forcing a dissolution and obtaining a majority, the home rule proposals would be fought, thus certainly postponing vital reforms until at least 1891.

Constipation

Is a universal and most troublesome disorder. It causes Headache, Mental Depression, impairs the Sight and Hearing, destroys the Appetite, and, when long continued, causes Enlargement of the Liver, Inflammation of the Bowels, and Piles. Constipation is speedily cured by Ayer's Pills.

For a number of months I was troubled with Costiveness, in consequence of which I suffered from Loss of Appetite, Dyspepsia, and a disordered liver. My eyes also troubled me. I was compelled to wear a shade over them, and, at times, was unable to bear exposure to the light. I was entirely

CURED BY USING

three boxes of Ayer's Pills. I have no hesitation in pronouncing this medicine to be the best cathartic ever made.—James Eccles, Poland, Ohio.

I suffered from Constipation, and, consequently, from Headache, Indigestion, and Piles, for years. Ayer's Pills, which I took at the suggestion of a friend, have given me effectual relief. I commenced taking this remedy two months ago, and am now free from Constipation, the removal of which has caused my other troubles to disappear, and greatly improved my general health.—W. Keeler, Amherst, Mass.

I suffered from Constipation, which assumed such an obstinate form that I feared it would cause a stoppage of the bowels. Two boxes of Ayer's Pills cured me, completely.—D. Burke, Saco, Me.

Ayer's Pills,

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Druggists and Dealers in Medicine.

Minister Foster and the W. C. T. U.

NAPANEE, Ont., Oct. 14.—The feature of the Woman's Christian Temperance Convention was the address of the Hon Geo. E. Foster, and the scene which it led to. Prohibition, he said, could not be enacted until the people themselves developed up to the full measure of the requirements necessary for its enforcement. But the man who said he was uncompromisingly opposed to license laws was equally in the wrong with the man who declared against prohibition; every license law had more or less prohibition in it, and whoever declared for license and against prohibition was a contradiction in terms similarly, he said, to the man who would not accept the degrees of prohibition included in license, because the prohibition was not absolute, was practically favoring free rum. The near approach of those people constitute what was known as the growth of public opinion on the question. He was in favor of an advanced position, but that being impracticable, he would use the nearest approach to the ultimate that could be had. Having placed $25 on the collection plate and retired, Mrs. Youmans made an impassioned address, weeping as she spoke, and affecting many in the audience to tears. She declared herself to be against license at any time and always. The sobbing and applauding of the women in the audience became more impressive as Mrs. Youmans proceeded. The excitement was intense, and the scene one which cannot be described. Presently there was a lull, but the audience was aroused to the former pitch of feeling, as the speaker said the people were ready for prohibition, that Parliament was at fault; that when the temperance advocates asked for improvements they got mutilation. They held that Parliament should be guided by the Bible; that it said, Woe unto him who giveth his neighbor drink;" and that if she were a legislator she would see that the penalty fitted the crime.

P. E. Island Products for Bermuda.

The barque Eliza Barss sailed from Charlottetown Sunday morning for Bermuda with a cargo consist of 3,000 bushels oats, 1,200 barrels potatoes, and a quantity of barley and other produce. She carried on deck 12 horses, 8 head of cattle and 20 sheep, and a number of geese and turkeys. The cattle shipped were very fine; almost the best ever exported from the Island, and were bought from Hon. D. Ferguson, H. Longworth, and other well known breeders. The barque was loaded by Mr. Horace Hazzard, of Charlottetown, for the firm of Pearman, Watlington & Co., of Hamilton, Bermuda, who are also the owners of the vessel. Mr. Watlington of the above firm, was on the Island all last week, and thinks very highly of it. He was much pleased with the cattle shipped.

—The Minister of Customs states that collectors of customs in many ports of the Maritime Provinces find great difficulty in inducing exporters of lumber and other goods to make their entries as required by law, notwithstanding the fact that the department has reduced the labor connected with such procedure to a minimum. A penalty of two hundred dollars has been provided for each offence and the collector at Moncton has placed a number of Intercolonial railway cars under detention with the view of enforcing the law.

—John Gunn, who has a large stock and dairy farm near Goner Station, Manitoba, has, this season, given a good deal of attention to rice growing. He believes rice can be successfully cultivated anywhere in our latitude, and north of Winnipeg.

—Joseph Wood, of Halifax, has entered into a contract with the Newfoundland Government, to carry the mails between St. Johns and the various outports. Two new steamships are now being built for the service.

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A discount of 20 per cent. will be given to purchasers who personally take their trees from the Nursery.
GEORGE KING & CO.
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TWO WOODEN FRAMED SHOW CASES, suitable for displaying Small Wares in Country Store, for sale very cheap.
july6 CHAS. MOORE.

Beware of dangerous and harmful Liquids, Snuffs and Cauterizing powders. Not such. Balm is entirely different. Free from injurious ingredients. Pleasant, harmless, and easy to use. No instruments required. Douche with Convalescent. One 50c. package will Convince. Sent by mail on receipt of price and $1.00 repaid. Testimonials and Circulars free. A POSITIVE Cure For COLD IN HEAD, CATARRH, HAY FEVER, &c. FULFORD & CO., Brockville, Ont.

TO AGENTS THE CANADIAN NEEDLE CO., 46 and 48 Front Street East, Toronto, get up the Neatest, most Complete and Best Selling Needle Package in America. Send 25 Cents for Samples of New No. 4, finished in Fine Plush. Particulars sent when stamps are enclosed for reply.

Don't worry if you are out of employment. Write to Mr. Kowow, at Wellington Street East, Toronto. Send stamps for reply.

Hotels.

AMHERST HOTEL,
AMHERST, N. S.
GEO. McFARLANE,..... PROPRIETOR
ENTIRELY renovated and newly furnished. Good rooms, good table, and good attendance. Free Cabs to and from express trains. First-class Stabling on the premises. june10 1y

Clifton House,
74 PRINCESS & 143 GERMAIN STREETS
SAINT JOHN, N. B.
A. N. Peters, Proprietor.
Telephone Communication. Heated by Steam throughout. sep3'85

THE QUEEN HOTEL,
HALIFAX, N. S.
VISITORS to Halifax will find the QUEEN HOTEL the best house in the city. Being fitted throughout with all modern improvements furnished with new and handsome furniture. The CUISINE is the best in the Maritime Provinces. SAMPLE ROOMS a SPECIALTY. Private and Public Parlors, Gent's Writing and Reading Rooms. Building of Solid Brick and Stone, with improved FIRE ESCAPES. The location is convenient to Post office, Parliament Buildings, and the principal business houses of the city. A fine view of the harbor is obtained from its windows.
A. B. SHERATON,
oct28 MANAGER.

Railways, &c.

INTERCOLONIAL RAILWAY.

1887 SUMMER ARRANGEMENT 1887

ON and after Monday, June 13th, 1887, the Trains will run daily (Sunday excepted) as follows:

WILL LEAVE SACKVILLE.

Express for Halifax, Pictou and Mulgrave	3.30
Accommodation for Moncton	7.55
Express for Halifax and Pictou	12.05
Express for St. John	15.37
Spring Hill Accommodation	19.50
Express for St. John and Quebec	22.40

WILL LEAVE DORCHESTER

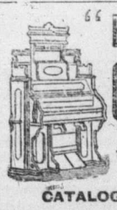
Express for St. John and Quebec	24.10
Express for Halifax, Pictou and Mulgrave	3.05
Accommodation for Moncton	8.45
Express for Halifax and Pictou	11.37
Express for St. John	15.25
Spring Hill Accommodation	18.50

All Trains are run by Eastern Standard Time. Sleeping Cars run daily on the Night Trains, between St. John and Halifax, and Parlor Cars on the Day Trains.
D. POTTINGER,
Chief Superintendent.
Railway Office, Moncton, N. B., June 9th, 1887.

N. B. & P. E. RY.
1887 Summer Arrangement 1887
UNTIL further notice Trains will leave Sackville for Cape Tormentine at 1.05 P. M.
Returning, will leave Cape Tormentine at 3.44 P. M.
Every Monday a Train will leave Sackville for Cape Tormentine at 5.20 A. M.
Returning, will leave Cape Tormentine at 7.30 A. M., arriving at Sackville at 9.30 A. M.
Trains run on Eastern Standard time.
JOSIAH WOOD,
President.
Railway Office, Sackville, June 13th, 1887.

HAY PRESSES.
PARTIES intending to purchase a TRENHOLM HAY PRESS will find it to their advantage to correspond with the Subscriber, who is agent for Westmorland and Cumberland Counties, as no Presses are under construction except those that have been ordered.
The Presses are superior to any other in the market, being more of a portable machine than the Moncton Presses, which cannot be worked in a barn floor. The Trenholm Press will work anywhere, and will press two tons of hay to the Moncton one, with the same number of men, and is as convenient to move, the difference in cost of wire per ton being 20c. less, which will pay the extra cost for power.
ALBERT ANDERSON,
Agent.
Sackville, N. B., Sept. 1, 1887. 2m

Public Notice.
THE proprietors of the Great Marsh are requested to hand in to any one of the Commissioners of Sewers for District Number Six, or to the undersigned Clerk of Commissioners, the description and number of acres in each lot owned by them, and in case of failure to comply with this notice, or in case of wrong description or acreage being given, on the part of any proprietor, the Commissioners will assess, against such proprietor any expense necessarily incurred by them in procuring the same.
Dated this 18th day of October, A. D. 1886.
AMOS OGDEN,
20-tf Clerk.


"BELL" ORGANS
Unapproached for Tone and Quality.
CATALOGUES FREE.
BELL & CO., Guelph, Ont.

HAGYARD'S
YELLOW OIL
CURES RHEUMATISM

FREEMAN'S
WORM POWDERS.
Are pleasant to take. Contain their own Purgative. Is safe, sure, and *effectual destroyer of worms* in Children or Adults.

Money to Loan.
THE subscribers are prepared to loan Money on good security at reasonable rates.
POWELL & BENNETT.
Sackville, July 15, 1886.