

CHIGNECTO POST AND BORDERER  
SACKVILLE, N. B. AUG. 20, 1891.

## THE NEW LEADER.

Consequent upon the resignation of Sir Hector Langevin the duties of leadership in the House of Commons devolves upon Sir John Thompson. It can truly be said that there is no member sitting in the House whose call to the honorable and responsible position of representing the government and interpreting its policy will be more universally endorsed than the call of the Minister of Justice. In Ontario as well as in the maritime provinces he is respected as a minister, for his breadth of parliamentary vision, thoroughness of knowledge of the affairs of the country, and general abilities as a statesman, and on both ministerial and opposition benches he is alike respected. Sir John Thompson is still young and hale and the prospect before him is one full of promise, for a long political life, rich in honor in the services of his country and his party.

## BRITISH FARMER DELEGATES.

Last year through the instrumentality of Sir Charles Tupper, a delegation of nearly a dozen representative agriculturists of Great Britain visited Canada, and traveled over the greater part of it, on a tour of inspection of its agricultural capabilities and to ascertain its suitability as a home for British immigrants.

On the 25th inst two or three delegates will sail for Halifax on the steamer "Hesperus," and will continue their tour more upon the lower provinces. During the past the tide of immigration has been directed toward the west and many of the younger generations left their homes in the east to try their fortunes in the land of the setting sun. As a consequence of this tendency, and it is feared the increasing unpopularity of farm life, there are many fine farms in New Brunswick and Nova Scotia, now vacant, which are well worth cultivating. That the coming delegation desires to do is to ascertain what opportunities there are or a British farmer of moderate means to make his way here, instead of in the west, where civilization is less advanced. The different railroad and steamship companies are granting all possible courtesies to the delegates and the Nova Scotia Legislature will doubtless make them their guests while they are there. This movement is one of the many evidences that the Government and its High Commissioner are doing all that is possible to further the interests of Canada, in lifting her to a share of the desirable immigration.

## GOVERNMENT CONTRACTS.

Much talk and capital has been made by the opposition press over the discovery that the contract for work in British Columbia was not awarded to the lowest tender, and that Sir Hector Langevin had personally asked the maker of the lowest tender to withdraw from the list. On the face this appears to be a very bad piece of business, but there are several reasons why Sir Hector should have asked for the retirement of the lowest tender, and that the Liberals religiously neglect to present. In all cases after it is decided that a piece of work is to be done and before the tenders are asked, the expert engineers of the department are sent to examine and report upon what is required. With the utmost care these men estimate what the work will actually cost to complete. To this they add the contractors' profit and their report forms a basis for awarding the contract. Now some contractors desire of securing the work, put in a tender for less than they can honestly complete it, and then look for extras upon which to make a profit. This is exactly what happened in the British Columbia work case. Sir Hector put in a tender and the expert engineers of the department could not do for the sum stated in the contract, and a probably knowing that unless expensive extras were thrown in, the work would be abandoned and unfinished. Sir Hector prompted by the desire to save the country money and inconvenience, advised the firm to withdraw. Larkin, Connelly & Co., who undoubtedly have the best plant for the work in the Dominion were awarded the contract. We have an instance in the Cape Tormentine Breakwater and Pier Works, where a tender \$47,000 below the engineers report was accepted, but Messrs Straehan & Perkins, no sooner got their plant on the grounds and at work, when they discovered their mistake and threw the tender up and at a great loss to themselves. It was subsequently awarded to Mr. E. Murphy, no relation to the now notorious party of that name, who is finishing the work satisfactorily. Sir Hector Langevin has been condemned for the part he played in causing the retirement of the lowest tender, Quebec, yet he in all probability saved Canada a large sum of money by so doing.

JAMES RUSSELL LOWELL, one of the greatest American Poets and Authors died at his home in Cambridge, Mass on Wednesday last week. He was born in 1819, studied law, was admitted to the bar, but afterwards abandoned his profession for literary work. He was appointed United States Minister to Spain in 1877 and later to England. Among his many literary works, Bigelow Papers and Legends of Brittany are the most noted.

A comparative statement of the total exports from Canada to foreign countries for the fiscal year ending June 30th, 1891, is as follows:—  
Articles. 1890. 1891.  
Minerals. \$ 5,126,131 \$ 6,066,478  
Furs. 8,534,508 9,016,042  
Forest. 27,289,284 25,830,444  
Agriculture. 27,289,284 25,830,444  
Manufactures. 6,388,084 5,422,482  
Miscellaneous. 183,081 419,815  
Totals. \$ 91,287,295 \$ 93,270,467  
The revenue for the year on account of consolidated fund was \$37,080,150 and the expenditure \$39,900,170, a surplus of \$6,779,980.

## DOMINION PARLIAMENT.

OTTAWA, Aug. 12.—Mr. Cameron moved a vote of want of confidence on the management of the Tay canal. The vote stood, government, 100, opposition 82.

Dr. Weldon of Albert brought up the question of the management and future of the Intercolonial railway. He began by observing that the question was one of great seriousness and importance. He showed that the deficit on that railway had amounted to over three millions in some fifteen years. The deficits previous to 1880 were very large. Then there were a few years of small deficits and one or two small surpluses, then again large and growing deficits. He favored taking the road out of political management and placing it in a commission as had been done in Australia, and had been found to work satisfactorily.

Sir John Thompson said the matter had been brought up for consideration on a previous occasion. In Australia all the roads were governmental and there was no danger by competition.

Mr. Mills, of Bothwell, wanted the road handed over to a private company.

Mr. Hazen of St. John, was not in favor of a private company. He thought it would be better if the centre management were nearer the line itself.

Mr. Davies said the fault was in part bad location, in part poor management, and for which course he maintained that the party now in power was mainly responsible.

Hon. Mr. Tupper said that the location was unchangeable. When it was built it had to go along the North Shore or nowhere, to satisfy the imperial guarantee. It was never expected it would pay. He objected to a change in the management.

Mr. Dickey showed that many expensive snow blockades existed on the North Shore which pulled up the deficit. While he had not as much faith as some preceding speakers in political management in matters like this, he believed that it was in its administrative features that a free government was least successful. With out being convinced that commission was desirable or necessary he appeared to be of opinion that there was much to commend it.

McLeod could not condemn the construction of the line along the north shore. He favored a commission not a political power as a management.

Mr. Wood explained that the lately increased expenditure on the Intercolonial was in a large part due to the greatly increased number of fast trains. He dealt at some length with the problems of the future in the maritime provinces. He offered a suggestion that an arrangement might be made by which the Grand Trunk should be allowed to operate the Intercolonial from Lévis to Moncton, and that the G. T. R. and C. P. R. might work the road from St. John to Halifax.

The debate was continued by Mr. Skinner. In the Quebec speech it was found that most of the important witnesses had decried some of the Europeaners to the sea-side. Among strong the contractor swore that the money had been drawn from the government and that \$170,000 of it had gone to liquidate some of Peadar and Mercier's private debts.

Sir Hector Langevin was on the stand and answered all the charges against him in a straightforward and satisfactory manner. As to whether he authorized giving information to contractors, Sir Hector said, "I knew that any officer of mine told nobody anything, improper or otherwise, and I have remained in his place ten minutes." The witness gave no information and knew of no other doing so. When he learned what evidence had been given at the beginning of this enquiry he had no objection to the fact that the money had been drawn from the government, but he had not engaged lawyer Henry to appear for him, nor did he so appear. He appeared for the department of public works.

Aug. 13.—Sir John Thompson moved when the House met today that in consequence of the refusal of Thomas McGreevy to reply to questions asked in the privileges committee, he be summoned to report to the house in his place next Tuesday. On the motion for supply, Sir Cartwright submitted the following amendment: That the acceptance of gifts or testimonials of any kind on the part of ministers of the crown, or any member of the families from contractors, government officials or others having pecuniary relations with the government, is entirely opposite to sound principles of administration and calculated to bring parliamentary government into contempt, and that the example thus given tends to corrupt and demoralize the officials serving under the ministers who have accepted or permitted the acceptance of gifts or testimonials as aforesaid.

Sir Richard supported his motion in a short speech in which he showed what a growing evil the acceptance of testimonials was becoming. Sir John Thompson replied and stated that these were times when presents were taken from unknown persons in general testimonials. He would not oppose the amendment. Mr. Laurier made a brief speech dealing altogether with Sir Hector Langevin. He quoted extensively from the pamphlet Metacur de Ministre, published in 1885, brutally attacking Sir Hector. This book, Mr. Laurier said, was printed in the office of conservative papers.

Hon. Mr. Chapleau decried that it was printed in a conservative office. Most of the evening session was devoted to the discussion of the item for increased railway accommodation at Halifax.

On the vote of \$80,000 for additional accommodation at St. John, Hon. Mr. Bowell explained that the land to be acquired was the Harris property. Aug. 14.—Sir Hector Langevin sent today for the chiefs of the various branches under him and bade them farewell. It is said that he contemplates a long trip abroad.

Considerable discussion took place on Equal Rights matters. In the Quebec scandal case the whole affair was clear that Messrs. Co. had stolen the amount charged and contributed it to election and personal expenses. The greatest excitement prevails in the capital over the disclosures.

Aug. 15.—Nothing was done at Ottawa besides investigating the Chiquet matter. Peadar the noblest Roman of them all got Mr. Laurier's assent before he went to Europe. The papers say the Federal has no jurisdiction over the local governments.

It is reported that the prosecution will be able to prove that large sums of money, not less than \$100,000 were procured from the banks by Peadar just before the federal election last March. In all Quebec election protests managed by him, the deposits were provided by the banks. It is understood also that from the Sorel railway subsidies another cool one hundred thousand went to Peadar and his allies. Other Quebec subsidies have been bled in the same cool manner.

Aug. 17.—Replying to Mr. Somerville, Hon. Mr. Bowell stated that of \$235,000 voted for subsidies to the Nova Scotia Central railway \$222,000 had been paid.

Hon. Mr. Foster moved the house into committee on the resolution providing for the payment of a bounty on best root sugar. It would be for a year or two and would give the beet sugar producers as good a position as before the duty went off.

Mr. Mulock thought beets could not be raised for five dollars per ton, which was the price paid by the factories.

This was disputed by the Secretary of State and others, who said that a fair crop was twelve to fifteen tons.

Sir John Thompson introduced a bill empowering the government to sell to the different provinces certain lands.

Aug. 18.—On motion of Sir John Thompson the sergeant at arms was ordered to take Mr. McGreevy, M. P. in custody and bring him before the House.

## THE SHIP RAILWAY.

Amherst Press.

It is interesting and significant to note, that lately—July 26th—an official from the Department of the Naval Board at Washington paid a visit to the works of the Ship Railway. The officer, Lieut. W. Irving Chambers, of U. S. S. Petrel, was deeply impressed by the advantages of the proposed system of transport, as well as the important position of the line on the old historic ground of the isthmus. As a result of his visit he promised to represent the matter to his government, with a view of placing one of the naval fleet at the disposal of the line, to be the first to cross it. The home government is also deeply interested, as was shown by the visit of H. M. S. Canada, when Commander Dowling brought his vessel within sight of the works and made an investigation for the purposes of report to the authorities in Great Britain.

It is now generally known that work has been almost completely suspended along the line of the Chignecto Marine Railway, and not friendly to the work, some of them even among our representatives at Ottawa—have taken occasion, from this cessation, to spread injurious reports. We are not sure that those who have no faith in the undertaking, neither do we think the opinion of men who are absolutely ignorant of the truth of what they are saying, is any authority whatever in the matter. We write from direct authority on the subject, and until it is proved that modern engineering skill is incompetent, and that a staff of the best men for such work do not know what they are about, it is only right to say that know-nothings should shut their tongues. A large amount of capital has already been expended, the greater portion of the work has been accomplished—a very few months will complete it, and the cost of that completion will in all probability not exceed say about a million dollars. This year, it is understood, will not see any very large amount of work going on; but next year, it is more than probable, will see a rush of work which will guarantee the completion of the line in the time of the extension recently granted.

This work is not only one of deep interest to Canada, but from a very natural and purpose, assumed by it, if not world-wide importance. It will place Canada in the forefront as possessor of one of the greatest highways of commerce, and there can be no doubt it will be the forerunner of other important lines of the same class. The Huron and Ontario line from the Georgian Bay to Toronto will most likely follow, and the vast importance of such a system to Ontario and United States cities on the coast can hardly be calculated. A vessel transported in this way will add immensely to the business of the very heart of our Dominion, bring it almost to the seaboard, and were such a system in existence now the C. P. R. which by latest reports is reported to build 50 new locomotives and 1500 cars to transport the immense crops of Manitoba and the Northwest—requiring 10 trains daily for 4 months to do so—would have an able second in the work.

One aspect of the arrangement which has not been generally taken into account may be noticed. Along with our vast system of railway carrying, stretching from ocean to ocean on British territory, and which is acknowledged as being of the greatest importance to the Empire, the event of war, such work, as the Chignecto Marine Railway are of the greatest strategic importance for the conveyance of gun and torpedo vessels, and the smaller vessels of our navy. It is easy to imagine that the time may come when such accommodation may be required, and for this alone, we hold that the work is of national importance, and by whomsoever it may be finished, whether by a company or even by government it is of the last importance it should be pushed to a successful issue.

—Lord Salisbury, the English premier in a recent address, said it would be necessary to "fight with the utmost vigor," to maintain the Established churches in Wales and Scotland. In England the issue is further away.

K. D. C. has proved itself to be the Greatest Cure

## Death of Mr. John E. Dixon.

STILL A MYSTERY.

The following are the fullest particulars obtainable concerning the death of Mr. J. E. Dixon of this place. San Francisco, Aug. 4.—Three residents of the Hotel Stewart, 1101 Pine street, last night identified the remains found at Mussel Rock, seven miles below the Cliff House, as those of John E. Dixon, a stockbroker, of 381 Pine street. Deceased was a native of New Brunswick, fifty-seven years of age and a resident of the Hotel Stewart.

From the fact that the deceased always wore diamond studs and a gold watch and chain, which were missing when he was found, it is believed that a discolored one of them could not have been made after death.

His watch and chain were found in his room. The morning he disappeared, a rough looking stranger called, they had hard words and Mr. Dixon went out with him. That is the last seen of him alive.

Mrs. George W. Stewart, Mr. Dixon's landlady, found a note from Mr. Dixon on Saturday morning which said he would spend Sunday in Oakland with the family of John H. O'Brien.

In commercial circles Dixon's standing was exceptionally good, for he was honest to the cent. John E. Dixon was well-known and highly esteemed among financial and mining circles in the west. He was a man of strong and honest character—one who had no views of any sort, and so far as known had no enemies. He had a kind heart, and many people on the street knew it from personal experience and spoke about it feelingly to day.

J. E. Dixon left here in 1849 and has always lived in California. His last visit here was in 1879.

The funeral was attended by his immediate friends and the minister very eloquently referred to the past. He has succeeded in interesting Bishop Baldwin in his case, and the amount necessary for securing his release will probably soon be forthcoming.—St. Andrew's Beacon.

—One of the most severe storms that has visited these provinces for many years, was experienced on Wednesday, Nov. 20, at 10 o'clock.

At Truro, Kentville, Halifax Kingsport, Westville and other parts rails were ripped from the sleepers, fences and buildings were demolished and at Brookside a boy was struck by lightning and killed.

—Miss Ella Wehlsky, a young lady of twenty three, living at Thomas Fisher's East Toronto, Annapolis, took a teaspoonful of Paris Green mixed with milk and deliberately swallowed it on Monday morning last. Latest advice states she was still living though suffering much. No cause is known for the rash act. It is supposed she became temporarily insane.

—We have a valuable relic in this office in the shape of a riveting hammer dug up at Grand Pre, in September 1870, by Mr. J. L. Brown, of Wolfville. It was found three feet under ground in a mass of blacksmith dinkler, and is evidently a French hammer used by the Acadians previous to their expulsion.

Petrol, which is used by the Acadians, has a round face and a flat steel laid piece. The temper in the hammer is as good apparently as when made.—Acadian.

—A suit of property has been entered by Elizabeth Ann Bradshaw, administratrix of the estate of the late Jacob Bradshaw, of St. Martins, against the Rev. Father Labbe of the Baptes Convention of the maritime provinces to recover the sum of \$70,000 which is alleged was obtained by the said Bradshaw from the sale of land in the province. A summons in connection with this suit has been served upon Mr. Simms as a representative of the board in question.—Telegraph.

—The Louisiana Planter wants to know what the country is going to do with its annual production of some 9,000,000 lbs. of molasses. Some one has suggested that it would make a cheap and effective fuel for the refineries. A meeting of citizens at New Orleans, June, France is said to have used in the manufacture of alcohol 25,000,000 gallons of waste molasses than is made in Louisiana.

—Wheat is being brought in San Francisco for shipment to Australia. Three colonies of the latter country produce more wheat than they can consume while the other four play idly. Naturally the former would support the latter's deficiency, but the foreign demand for particular Australian wheat is so enormous that the colonies figure both as exporters and importers of wheat.

—The commercial travellers of the United States are not only very large and reach in their journeyings every town and hamlet in this country; they are the greatest distributors of goods, shipping about 200,000,000 tons of goods annually by the railroads, and they spend over \$1,700,000,000 per year, or about \$332,000,000 per month, in the purchase of goods, which is distributed among the carriers, hotels, shopkeepers and producers.

—Moscow police have received orders which will result in expelling Jew from the district within two months.

## Dorchester

The Amherst and Dorchester Gun clubs shot a match, yesterday, on the grounds of the latter club. The teams consisted of Messrs. Steele, Betts, Tremaine, Dr. Bliss, and Wilson, of the Amherst club, and Messrs. H. Hickman, H. R. Emmerson, W. E. Lawrence, C. S. Hickman and Geo. F. Wallace of the Dorchester club. The score was 77-47 in favor of the Amherst team. A very strong cross wind, with a bad light, prevented good shooting on either side. A return match will be shot in Amherst on Friday next.

A number of Dorchester men have chartered a schooner, and leave this evening for a trip of four or five days to the Bay. A good time is anticipated, weather permitting.

Capt. E. C. Palmer, who has been very ill for a long time, is now able to go out of doors again. A number of young people spent a good part of yesterday out on the Bay and returned to the shore, having chartered the str. Arbutus for that purpose. They returned in the evening. It is said that Mr. H. R. Emmerson intends selling his present residence, and purchasing "Rocky" in the residence of the late Lieut. Governor Chandler. This would be good news to the view of the observation of his intended removal to Tacoma.

Dr. T. A. Slocom's Oxygenized Emulsion of Pure Cod Liver Oil. If you have Tightness of the Chest—Use It. For sale by all druggists.

Wonder Working K. D. C. sent to any Address.

## Maritime Matters.

—The explosion of an oil stove set T. Barker's drug store in St. John on fire last week, and damage was done to the extent of \$3000.

—Murdoch J. Talbot, a young man belonging to Camden, Pictou county, was struck and killed by a railway train at Everett, Mass., on July 17th.

—The Union Baptist Seminary at St. Martins will open on September 10th. The faculty comprises a full list of talented teachers. Rev. J. E. Hopper is principal.

—A colored man at St. John spent last Sunday out rowing with two men and three girls and lots of rum. On Monday he came home in a stupor and died without regaining consciousness. No one knows exactly what killed him.

—The Canadian Pacific Railway have recently awarded contracts for the building of a number of new box cars, Messrs Harris & Co., are to build 75, and Crossen & Sons of Ontario are to supply as many more.

—A female baseball nine is travelling through the maritime provinces playing ball with local teams. They are being well received by the minors, and are against them and getting good attendance everywhere.

—Joseph Jimmo's schooner Haley Ann, which left Sydney with a load of coal last week for Chatham, passed a leak and sunk at sea. The crew had their lives to jump into the boat and save their lives. The cargo was insured but no insurance on the vessel.

—James McMahon, of St. John, left his home on Saturday morning last and has not since been seen. He has been legal suit in which he got mixed up. He failed to locate him. His last words before he left home in referring to his child were "You'll take care of Rexie, won't you?"

—A hero of Sebastopol William Elliot by name, has been behind the bars in St. Andrews jail for four months past because he would not pay the taxes levied on him by the town council. He has succeeded in interesting Bishop Baldwin in his case, and the amount necessary for securing his release will probably soon be forthcoming.—St. Andrew's Beacon.

—One of the most severe storms that has visited these provinces for many years, was experienced on Wednesday, Nov. 20, at 10 o'clock.

At Truro, Kentville, Halifax Kingsport, Westville and other parts rails were ripped from the sleepers, fences and buildings were demolished and at Brookside a boy was struck by lightning and killed.

—Miss Ella Wehlsky, a young lady of twenty three, living at Thomas Fisher's East Toronto, Annapolis, took a teaspoonful of Paris Green mixed with milk and deliberately swallowed it on Monday morning last. Latest advice states she was still living though suffering much. No cause is known for the rash act. It is supposed she became temporarily insane.

—We have a valuable relic in this office in the shape of a riveting hammer dug up at Grand Pre, in September 1870, by Mr. J. L. Brown, of Wolfville. It was found three feet under ground in a mass of blacksmith dinkler, and is evidently a French hammer used by the Acadians previous to their expulsion.

Petrol, which is used by the Acadians, has a round face and a flat steel laid piece. The temper in the hammer is as good apparently as when made.—Acadian.

—A suit of property has been entered by Elizabeth Ann Bradshaw, administratrix of the estate of the late Jacob Bradshaw, of St. Martins, against the Rev. Father Labbe of the Baptes Convention of the maritime provinces to recover the sum of \$70,000 which is alleged was obtained by the said Bradshaw from the sale of land in the province. A summons in connection with this suit has been served upon Mr. Simms as a representative of the board in question.—Telegraph.

—The Louisiana Planter wants to know what the country is going to do with its annual production of some 9,000,000 lbs. of molasses. Some one has suggested that it would make a cheap and effective fuel for the refineries. A meeting of citizens at New Orleans, June, France is said to have used in the manufacture of alcohol 25,000,000 gallons of waste molasses than is made in Louisiana.

—Wheat is being brought in San Francisco for shipment to Australia. Three colonies of the latter country produce more wheat than they can consume while the other four play idly. Naturally the former would support the latter's deficiency, but the foreign demand for particular Australian wheat is so enormous that the colonies figure both as exporters and importers of wheat.

—The commercial travellers of the United States are not only very large and reach in their journeyings every town and hamlet in this country; they are the greatest distributors of goods, shipping about 200,000,000 tons of goods annually by the railroads, and they spend over \$1,700,000,000 per year, or about \$332,000,000 per month, in the purchase of goods, which is distributed among the carriers, hotels, shopkeepers and producers.

—Moscow police have received orders which will result in expelling Jew from the district within two months.

## Dorchester

The Amherst and Dorchester Gun clubs shot a match, yesterday, on the grounds of the latter club. The teams consisted of Messrs. Steele, Betts, Tremaine, Dr. Bliss, and Wilson, of the Amherst club, and Messrs. H. Hickman, H. R. Emmerson, W. E. Lawrence, C. S. Hickman and Geo. F. Wallace of the Dorchester club. The score was 77-47 in favor of the Amherst team. A very strong cross wind, with a bad light, prevented good shooting on either side. A return match will be shot in Amherst on Friday next.

A number of Dorchester men have chartered a schooner, and leave this evening for a trip of four or five days to the Bay. A good time is anticipated, weather permitting.

Capt. E. C. Palmer, who has been very ill for a long time, is now able to go out of doors again. A number of young people spent a good part of yesterday out on the Bay and returned to the shore, having chartered the str. Arbutus for that purpose. They returned in the evening. It is said that Mr. H. R. Emmerson intends selling his present residence, and purchasing "Rocky" in the residence of the late Lieut. Governor Chandler. This would be good news to the view of the observation of his intended removal to Tacoma.

Dr. T. A. Slocom's Oxygenized Emulsion of Pure Cod Liver Oil. If you have Tightness of the Chest—Use It. For sale by all druggists.

Wonder Working K. D. C. sent to any Address.

WE HAVE  
Now in Stock  
750 bbls.  
FLOUR!

The choicest Brands in the market.

FIVE ROSES, CROWN OF ROSES, PEARL, ROYAL, SUNRISE, CLIMAX, WHITE EAGLE, SUNBEAM, WHITE STAR.

125 Bbls. Choice CORN MEAL. 425 Bbls. Bran, Middlings and Feeding Flour. Prices very Low.

J. L. Black.

## FINE TAILORING.

We wish particularly to call the attention of our customers to our Tailoring Department. We have the BEST CUTTER in town, with a good staff under him. We have just opened 72 HETZEL new Cloths in Overcoatings, Suitings, and Trouserings. Style and fit guaranteed.

J. L. Black.

## Tea. Tea.

Just received a large stock of very choice Teas. We import our Teas direct and are prepared to undersell all competitors. Prices by the chest-lower than ever before. Come and get 5 lbs. of our breakfast Tea for \$1.

J. L. Black.

## Builders' MATERIALS.

100,000 FT. DRY PINE LUMBER, 100,000 FEET SPRUCE BOARDS, 100 KEES STEEL NAILS & SPIKES, 1 CAR SHEATHING PAPER, 1 CAR CEDAR SHINGLES.

GLASS, PUTTY, PAINTS, OILS, VARNISHES, Zinc, Sheet Lead, etc., etc.

Prices very low this season.

J. L. Black.

## C. WARMUNDE,

WATCHMAKER AND JEWELER.

OPP BRUNSWICK HOUSE. DEALER IN WATCHES, CLOCKS, JEWELRY.

Repairing Watches, Clocks and Jewelry. Sackville, Aug. 20, 1891.

## E. L. FORD.

His opened at the OLD STAND, ON SALEM STREET.

A full line of FRESH GROCERIES, PROVISIONS.

HARDWARE AND TINWARE. F TEST MEDICINES, ETC.

And a full stock of goods usually found in a General Store.

GIVE US A CALL.

Sackville, Aug. 20, 1891.

## MOUNT ALLISON

Wes. Academy.

SACKVILLE, N. B. 49TH YEAR.

The Fall Term Opens Sept. 3rd. Boys and Young Men are taught in any of the three courses:

1st—A good general Elementary Education, 2nd—Preparation for College Matriculation, 3rd—Complete Business Training including Penmanship, Book-keeping, Short-hand, Typewriting, etc.

Terms moderate. Apply for Calendar to C. W. HARRISON, M. A., Sackville, Aug. 20, 1891.

## W. M. Chesley

OFFERS TO THE PUBLIC FOR ONE WEEK ONLY.

COMMENCING 1st of SEPT. 1891.

Ladies and Gent's Gold Watches.

Reduced Prices.

All who wish to avail themselves of these articles are invited to examine stock.

W. M. CHESLEY, Black's Block, AMHERST, Aug. 16.

K. D. C. COMPANY, New Glasgow, N. S.



## CANADA'S INTERNATIONAL Exhibition