CHIGNECTO POST AND BORDERER

SACKVILLE N. B., FEB. 15th 1894

INFERENCES.

From a mild criticism of the letters of William B Fawcett published in last week's POST the *Transcript* infers that the POST thinks faming machinery ought to pay a duty. The absurd inferences drawn by the *Transcript* in all political matters are too well known in Westmorland County to need mention. When the United States was preparing for the great commercial disaster which overwhelmed it last summer and under which its people are still groaning the *Transcript* urged Canadians, commercially if not otherwise, to cast their fortunes with their American cousins,—a policy looking forward to annexation. When from manufacturing beyond the demand and buying extravagantly the great crisis came and the prosperity of United States ceased the *Transcript* cried out on protection and in face of the strongest evidence of prosperity—the fact that Canada stands unaffected by the great financial crashes of the United States—endeavours to prove that Canada as well is doomed to disaster. A paragraph in a late issue of the *Transcript* stating that one Chas Sinclair of British Columbia stole a pair of opera glasses, pawned them for one dollar, spent the proceeds for whiskey, and later when arrested was found weak from lack of nourishment is headed, "The N. P. in British Columbia." There is no deed of charity, mercy, or angelic compassion which the *Transcript* would recognise unless performed by a grit; and no act of cruelty or vice is too base to be ascribed by that journal to the influence of the National Policy. While therefore we are perfectly willing to take the responsibility of all our own statements, once and for ever we must decline to endorse any inference drawn by the *Transcript*.

The POST stated that "farming machinery is no more raw material than machinery for cotton mills or sugar refineries." This is true and defies contradiction. Raw material implies manufactured material. The mowing machine or horse rake does not come from the hands of the farmer in an improved condition to that in which it entered them. On the other hand if the conditions under which manufacturers thrive are burdensome to the farmers such exceptions in favour of the latter as will place matters on a fair and equitable basis should be and doubtless will be made. Mr. Fawcett claims that farmers are not ready enough to speak and act in their own interest. The Dominion government has not waited for the farmers to speak, it has gone to them and endeavoured to find out their needs and wishes and doubtless, as the *Transcript* says, in the approaching session of the legislature important tariff changes will be brought forward which will materially benefit the farmers.

FREIGHT RATES.

MR. WM. B. FAWCETT again airs alleged grievances of the farmer in this week's POST. We repeat that these letters may be of great benefit in stirring up farmers to think and act for themselves but as far as actual argument is concerned it appears to us that Mr. Fawcett is either woefully mistaken or wilfully manufacturing a bug-bear with which to scare his fellow farmers. Surely Mr. Fawcett would not ask the I. C. R to carry cattle to Halifax a distance of 148 miles for less than $25 per car or a little over one dollar per head! Surely since the railway is compelled to run a cattle car daily for the accommodation of such cattle as may be offered for shipment $3.30 per head to Halifax is not a very exorbitant price

This rate is only one-half that charged by the C. P. R over its New Brunswick line for a like distance, 148 miles, the two standings as follows. —for one animal I. C. R. $3.30, C. P. R., $7.50, for two animals, I. C. R. $6.60, C. P. R. $12.50, for three animals, I. C. R. $9.90, C. P. R. $20 and so up

The railway is now carrying cattle at a loss but if a lower rate will put life into the dying cattle trade let us have it by all means It is probable however that the fact that farmers can make more money by selling their hay than by raising cattle is responsible rather than I C R freight rates for the decline in the trade. Of course the farms will suffer for this course in the long run.

—Canada is the first country to get clear of Jackson Park World's Fair. Our exhibits filled one hundred and ninety cars The Canadian building has been razed to the ground. Internal finishings were shipped to Ottawa and will be used for the completion of the vice-regal chapel at Rideau Hall.

—The time for buy netting smelts has been extended from the 15th to the 24th inst.

—The N. S. legislative council has determined not to be snuffed out without a vigorous fight. Premier Fielding proposes to memorialize the Queen concerning the abolition of the council. The council in return has adopted an exhaustive address to the queen in reply to the house of assembly. The council traces its history from 1757 down to date, recalls its services, asserts its usefullness and the necessity for its continued existence, and denies even the right of the crown to abolish it without its own consent, The council address alleges that there is no ground for abolition on the plea of economy inasmuch as the cost of the legislature is now $10,000 less than the sum provided by the federal government, while the revenue has increased from $550,000, when the movement for abolition originated, to $821,000 this year. There has been no expression of the people in favor of abolition. The pledges given by the majority of its members previous to appointment that they would vote for abolition were unconstitutional and therefore not binding, and these members cannot vote on the question as free men and Britons until released from those pledges. Under the British North America act the legislative council is an integral part of the constitution and cannot be abolished without its own consent. The council therefore pray the Queen not to interfere with the existing condition of affairs.

A FARMER'S VIEWS ON GOVERNMENT AID TO FARMERS.

DISCRIMINATING RATES ON THE I. C. R.

(*Concluded.*)

To EDITOR POST.

SIR.—But however serious and unjust are the discriminations of this Customs Tariff against farmers in all parts of Canada; and although responsible for much of the general decline in agricultural prosperity, the farmers of Nova Scotia and New Brunswick have worse grievances and greater disadvantages to contend with than even these. We refer to the rates of freight charged our farmers on the Intercolonial Railway.

Thirty years ago when it was proposed to unite these Provinces with Canada, when the great question of Confederation was discussed on every platform, on every street-corner and at every fireside there were many reasons given and many theories advanced to persuade our farmers to vote for that measure. The most successful canvass used however in cajoling our people to consent to that union was the promise held out to them of an Intercolonial Railroad. Our farmers were told if they consented to Confederation the Federal Government would open up these Provinces by the construction of a great Railway. This road it was said would be built and operated by the Government; not with the object of making money but in such a way as to serve the best interests of the people. They were told this road would enhance the value of the farmlands, and furnish them with a cheap and rapid transportation for their produce to our own towns and seaports, as well as place them within reach of other markets. Now Sir, after a quarter of a century of actual experience one would suppose it was time for our farmers to see some of these great benefits from the I. C. R. But what are the results? Have these predictions been fullfilled?

Has the I. C. R. brought any prosperity to our farmers?

In answer we would refer you to the last census. We would point you to a large decrease of population in our farming districts, a rapid falling off in many of the chief products of our Maritime farms, and general depression among our farmers. Farm lands in most cases have declined in value 50 per cent. Our young men have gone West or left the farm for other professions. Vacant farms empty barns forsaken homes and fields growing up to bushes are met on every hand. In former times our farmers supplied our own markets with beef, hay, butter, cheese, pork and coarse grains and had a surplus for export. But now these limited markets are glutted with Western produce. Whole train-loads of these products are being brought in by the I. C. R. and tens of thousands of dollars which should go into the pockets of our farmers are yearly paid out to the people of Quebec, Ontario or the Western Prairies for farm products which our farmers if given the same privileges as others can just as well supply. We would not say that Confederation or the I. C. R. is wholly responsible for this unfortunate state of affairs. But we do say there is no one policy, no one cause, or no one influence that is doing so much to ruin Agriculture in Nova Scotia and New Brunswick, to send our boys West and drive our farmers to the wall, as the present management of the I. C. R. Instead of being managed so as to encourage our farmers as promised at Confederation it is run in direct antagonism to their best interests. The rates of freight are fixed in a way that discriminates most unjustly against them and in favour of manufacturers, wholesale traders, and monopolists.

Almost without exception the rates charged our farmers for hauling their produce to our own markets are from three to five times greater than the rates charged for hauling the products of several of our other important industries. And again the rates charged for hauling our home grown hay, beef, live cattle and other farm products to our own markets are from three to five times greater than the rates charged to large traders and monopolists for bringing these same commodities from the great centres of the west to glut these home markets on which our farmers must depend.

Let any one examine those local rates of freight on live stock, hay, potatoes and &c, and compare them with the rates charged on coal, iron, sugar, English goods and all through freights and it is plain to be seen there is most unjust discrimination against our maritime farmers. Iron is hauled from Londonderry to Quebec 600 miles for $2.50 per ton; while a Sackville farmer 148 miles from Halifax who ships a carload of live stock to that market is charged the same $2.50 per ton for less than one quarter of the distance. Coal is hauled from Nova Scotia to Quebec or Montreal at three-fifths of a cent per ton per mile. But our farmers located along the line and shipping carloads of hay, cattle, potatoes &c to Halifax, St. John or Mirimichi are made to pay 1½ cents to 2½ per ton per mile or from three to five times as much.

But the greatest injustice of all to our Provincial farmers is the discrimination between the rates charged on their produce and the rates charged large traders and monopolists for bringing in Western farm produce. A few illustrations will explain why our farmers find it impossible to compete with Western beef, pork, butter, cheese, hay and oats. Hay is hauled from the Eastern Townships in Quebec province to Halifax or St. John via the I. C. R. at $4 50 per ton. While hay from Sackville to Halifax is charged $2.20 per ton or nearly three times as much considering distance. A carload of live cattle is hauled from Guelph, Ontario, to St. John for $70.00. While the Sackville farmer is made to pay $25.00 for hauling his carload to the same market or nearly four times higher a rate.

These unequal rates have been in force for many years and have told heavily on the agricultural prosperity of these Provinces. But the authorities who run the I. C. R. not yet satisfied with the burdens already imposed on our stock farmers, took occasion some three years ago to double the load; which added to the rest will soon have the effect of completely stopping the production of beef in these fine grazing Counties around the head of the Bay of Fundy which 25 years ago were justly celebrated for their herds of fat cattle.

Many years ago when Sir Albert Smith and Sir Charles Tupper represented Westmorland and Cumberland a live stock traffic was fixed on the I. C. R. which carried a carload of stock from Sackville to Halifax for $26.00; or parts of a carload at $1.90 per head, and from other points at the same ratio. Although both figures were very high compared with the present rates for other industries or through freights, yet the rate per head seemed about right compared with the rate per carload. When this comparatively low rate per head was in force farmers along the line always had a ready sale for small lots of beef cattle. And hundreds did a lucrative business in raising fattening and shipping in small lots to small dealers in Halifax, St. John or the towns on the Mirimichi. But for some reason as yet unexplained the Goverment allowed Mr. Schrieber to raise this rate per head from $1.90 to $3.30 and reduce the carload rate $1.00 per car. When expostulated with by some of our farmers and asked why the live stock rates should be thus changed! Mr. Schrieber answered that the road must be run on commercial principles and the live stock made to produce more revenue to the railway department. It was immediately pointed out that this change instead of producing more revenue would produce less. Because such an exorbitant rate per head would drive all farmers and small dealers out of the business and place the whole cattle trade in the hands of large dealers who would ship altogether by the cheaper carload rate. This has proven true. The road is receiving less money out of the freight. The farmer, the small dealer and the consumer are all injured or driven out of the business, and no one is benefitted by Mr. Schrieber's meddling and fixing the cattle rates on such absurd "commercial principles" except a few monopolists.

This outrageous rate of $3.30 per head makes it cost a Sackville farmer about the same amount of freight to place 100 pounds of beef on the Halifax or St. John market, as it costs a large trader to bring 100 pounds in a refrigerator car from Colorado or our own Northwest ranches. Thus we find it costs about four times higher a rate to ship our home grown beef cattle to our own markets by the carload than it costs to bring in Western cattle, and about twelve times higher it shipped in lots less than a carload. The effect of such outrageous discrimination against our Maritime farmers is not only to deprive them of the privilege of shipping their own cattle, but to place them almost entirely in the hands of large dealers who are not slow to take advantage of the situation by bringing in large quantities of Ontario cattle and Western dead beef and leaving our farmers' cattle on their hands until they are obliged to take a price considerably less than is paid for this Western beef.

It has been said these local rates must be higher than the through rates because the distance is shorter. While everybody will admit it costs a fraction more per mile to haul a car 100 miles than to haul it 500 miles it is absurd for any railway minister or superintendent to tell our farmers it costs three or four times, or even twice as much; or to tell them it costs three or four times as much to haul their farm produce that it does to haul coal, iron, sugar &c. Our Govt. does not hesitate to give rates on short hauls as cheap as on long hauls when asked by the coal, iron, or sugar industries or when it is necessary to revive the theory of making Halifax a winter shipping port for Canadian produce by carrying wheat from St. John to Halifax at unheard of rate of less than one fifth of a cent per ton per mile or about one tenth our farmers rate on hay.

It has been said the local rates on the I. C. R. are not higher than on American railroads. There is a wide difference however. American roads are owned by companies, and it is the object of those companies to make money. If through close competition they fail to make money on long hauls between competitive points they are bound to make it up on short hauls where there is no competition. So great an evil did this become that the American Govt. has found it necessary for the protection of the people to pass a law compelling railway companies to make their local rates and through rates more equitable. But our Dominion Govt. with full power to deal out even-handed justice, and while pretending to run the I. C. R. in the interests of the people and not to make money as promised at Confederation, is making use of that road to enrich manufacturers, large traders and monopolists by hauling their commodities in many cases at a loss, and at the same time taking money out of the pockets of the farmers of these Provinces to make up the deficit by imposing on their produce a rate three or four times higher and yielding a handsome profit over and above the cost.

It may be said these cheap through rates on farm produce to our maritime markets are a benefit to the Western farmer. This may be true to a small extent but the amount of beef, hay, butter, cheese, oats &c which it takes to glut our limited home markets is so small as to make no impression on the great surplus of those products in the West. The prices of these to the Western farmer are ruled by the demand in larger markets.

Although these limited markets are of no consequence to the western farmer they are of the utmost importance to our own. The greater portion of the farm-lands of Nova Scotia and New Brunswick are poor and unproductive compared with the deep fertile soils of Ontario or the prairies of the West.

Under these circumstances it is impossible for our farmers to raise products of sufficient quality and quantity to establish a regular export trade and compete in foreign markets with the rich soils of other countries. And if our Govt. persists in taking away the only natural protection which our farmers have, that is the distance which separates our markets from the great surplus of the West. If it persists in adjusting the rates so as to place Western produce as close to our own markets as our own. If it persists in forcing our farmers to pay a premium to bring in Western beef and hay to glut their own markets they may just as well throw up their hands and quietly submit while the mortgage of monopolists swoops in their farms and homes, and travel West or seek some other occupation.

But give our Provincial farmers the same privileges as others, and the same cheap rates of freight and they can successfully compete against all comers in supplying our own markets with hay, beef, butter, cheese, pork and coarse grains.

It may be asked if this discrimination is so great an injustice and doing so much to harm our agriculturists why do not the Representatives of these fine farming counties at the head of the Bay of Fundy (so largely engaged in supplying our own markets with these products, and so largely affected) use their influence or make some effort to induce our Government to remove these great hindrances to our agricultural prosperity! We would also ask why? It certainly is not because our farmers have not made their complaints known. Neither is it because our representatives are unacquainted with the management of the I. C. R. For it will be remembered the farmers of Westmorland and Cumberland during the winters of 91 & 92 sought for a readjustment of these rates. On one of the stormiest nights of that season one hundred farmers from different parts of those two Counties assembled at a public meeting in Sackville, and after discussing the subject unanimously resolved to ask Government through their Representatives in Parliament to readjust the rate on hay and beef cattle so as to give them a chance to compete in their own markets. Copies of these resolutions were drawn up and placed in the hands of Messrs Wood and Dickie. So thoroughly convinced were those farmers of the justness of their claims, they had little doubt but that these gentlemen would be able to accomplish the change without delay. But what are the results? Have these gentlemen accomplished anything toward a readjustment of those unbearable local rates? No sir they have not treated our farmers with even so much as a reply favorable or otherwise.

If it be the purpose of our representatives and our Govt. to overtax, burden and embarrass the farmer to build up other industries and monopolies. If it be their purpose to make agriculture the most undesirable and unprofitable occupation in which our people engage. If it be their purpose to drive our boys West and crush out Agriculture, until every farming district in these two Provinces has grown up to bushes with nothing left but the lumber camps and fishing villages, some mines and factories with out a market, and a few sickly towns. if it be their purpose to accomplish all this in the near future, let them make no change but proceed on the even tenor of their way, and maintain the present policy of taxing the farmers raw-material and giving him no corresponding protection on his finished products; of charging him three or four times as much as others on the I. C. R. to make up the deficit; and granting him no favors except three pound packages of seed corn" for ensilage and lectures on his want of science and common sense.

But if on the other hand the industry of Agriculture be of any importance to Canada to make it worth fostering and encouraging let it be fostered and encouraged by the same treatment that is adobted to aid other industries. And if the Govt. has a desire to encourage agriculture in Nova Scotia and New Brunswick and to give our farmers substantial aid that will enable them to recover from the disadvantages under which they now find it impossible to compete in supplying our own markets with hay, beef, butter, cheese, pork, and coarse grains as they did in former times If it has a desire to give farmers the same chance it gives the other classes. Then instead of running an Experimental at Nappan and teaching them how to farm, let it make a big auction and sell out that institution and appropriate the proceeds toward making up the usual deficit on the I. C. R. which might be slightly increased by giving our farmers a rate for their produce that would carry a carload of hay or cattle from Amherst (the central point) to either Halifax, St John or the towns on the Miramichi for $10.00 per car, and cattle in lots less than carloads for $1.00 per head. Although this would be less than half the present rates it would still be higher than the rates charged on the freight of several other industries, or on western produce. Some aids like these are what our farmers are asking for. Something practical and substantial, of the same nature as those aids granted to build up other classes. Our farmers are not asking for a Dairy Commissioner to be sent around with a churn under one arm a bundle of E Farm Reports under the other and his pockets full of ensilage, lecturing in every school house. They are not asking for a whole staff of scientific Professors to teach them to hoe potatoes, make hay, raise pork, or fatten steers. They only ask the same gratuities the same privileges and favours given other industries. If Protection is the policy of the Government and the people support that policy then give farmers and all protection alike. If free raw-material is a part of that policy, then take these duties off and give the farmer his share. If carrying freight at a loss on the I. C. R. to encourage our industries is a part of that policy then give the farmers of these Provinces as low a rate as any other class. Give farmers the same protection the same free trade the same low rates, cash subsidies, bounties and rebates. Pass the good things round and if there is not enough for all then cut the pieces smaller. Our farmers ask no more than others and will not be satisfied with less.

In conclusion we would suggest, it is time for farmers to be farmers and not mere party followers. Time for farmers, to look after their own interests, because no one else will. Time to remind our representatives and our Govt. that seven tenths of the voters are farmers, and seven tenths of the votes are deserving of some consideration. It is time for farmers to think, talk, act and vote in their own interests, not with the selfish designs of those who would strive for an undue advantage, but from the higher and better motive of those who seek the welfare of all, knowing that when the farmers of a nation gain prosperity contentment and happiness these blessings are sure to redound to all other classes.

W. B. FAWCETT

Sackville Feb. 13th 1894.

THE RESULTS of the late census of the unemployed in New York city have just been announced and it appears that in that city alone 67,280 persons are out of work. This is the natural result of the desertion of New England farms and the mad rush of workmen to the cities and manufacturing centres. Let the over production of manufactured articles cease. Let the workmen take up the scythes and hoes of their fathers and return to their deserted farms. And if the land of the United States will not support her teeming millions let some seek the forests of New Brunswick where as excellent farms await development as were ever wrought out by their ancestors in old New England.

Westmorland Point.

—Hauling wood is the principal occupation of the farmers, although the great amount of snow makes it somewhat difficult at times.

—Messrs Wm. Miner & Sons are basily engaged with their pressing machine which we understand is doing good work this season.

—The school house of this place under the management of W. N. Miner, is being refitted with some new and very suitable apparatus.

—W. T. Lawson and G. A. Lawson who have been attending their sister's funeral, are going to leave us again on Thursday the 15th. The former for London, Eng. and the latter for Hillsdale Kings Co.

—The minds of the people have been somewhat shocked over the death of Mrs. Cyrus Carter who passed away on Friday morning last. The funeral which took place on Sunday was large considering the weather; the remains were conveyed to Amherst and there interred by the Rev. Mr. Steele of that place.

Tidnish, N. S.

Mr. Thomas Connors returned from Maine last week, where he has been railroading.

—Mrs. Thomas McSweeney of Moncton who has been visiting her neice Mrs. A. T. Avard returned home on Monday.

—Mrs. George Brundage who has been visiting her daughter in Boston came home on Wednesday, after having made a very enjoyable visit.

—Mrs. A. T. Avard who has been seriously ill for some weeks is improving rapidly at present, much to the relief of that estimable ladie's many friends.

—Owing to the snow storm no service was held in the Union meeting house Sunday but lay reader Ancient had service in the Episcopal church. A small congregation were treated to an excellent sermon by this promising young man.

—Mr. Beattie, the school master, a native of Colchester Co. is studying medicine and occasionally gives his scholars a brushing up in Anatomy and Physiology. That these lessons are appreciated is proven by my seeing one of the youngsters counting to see if he had the proper complement of bones.

—Mr. Joseph Hayward, the popular traveller for one of our largest establishments has invented a reflector for store lamps which he purposes having patented in Canada. The cheapness of the article as well as its superb reflecting powers make it at once a thing of beauty and a joy forever.

—Mr. Clifford Chappell of the Chappell Hotel has taken the Cumberland House in Amherst and will shortly take possession Mr. C. is getting out material for a large barn to be built in rear of the Cumberland House which he will build for Mr. Hewson the owner of the property. I understand Mr. Chappell's son A. P. Chappell will conduct the Chappell House here and run it on strictly temperance principles.

—La grippe with its "Veni Vidi Vici" has been here and seen and conquered its victims. No fatalities have been reported so far, but a good many like the sea sick subject have wished for fatal results as a relief to their sufferings.

—I was struck the other day by the amount of business done in this vicinity by New Brunswickers. At Tidnish bridge the stores are all on the N. B. side of the line. At Tidnish R. F. Pye a native of Albert Co., and A. T. Avard of Bristol in Westmorland Co. do the honors in dry goods and groceries; Jackson & Co. at the mouth of the river being the only natives in business this side of Chappell's mills or North Port. Somehow these New Brunswick cousins have a taking way with them and are generally jolly good fellows.

—Horse trading is still booming, some lively operations being reported last week. The last trade of importance was between a well known hotel man of Dorchester and the deacon. The deacon is said to have "downed" the ungodly hotel man. Another trade of note was the getting clear of "Barney" a hero of many a decade but with all the fire and vim of a two year old. "Barney" now in the hands of a professional trader is having his joints lubricated and being generally overhauled with a view to future operations.

—I had some items for last weeks POST, but, having heard incidentally that my reference to the disagreeable element in the Division here—No 766 I believe—had brought down the wrath of the local pedagogue upon me and that I was forthwith to be squelched by the said pedagogue, I refrained, as two doses from Tidnish would be too much at a time. I see by my last POST that the mountain has laboured and the inevitable mouse is the result. The disagreeable element is still there all the same—and keeping lots of young people away. It has only three families in the place for friends and they have been good friends supplying its grub and wood while it loafed. Membership in the Son's of Temperance don't prevent some people from loafing around sucking a pipe and telling long winded stories while those who ought to rest are taking in washing. It don't put back burnt fence rails off neighbors fences. It don't replace stolen property. It don't prevent *individuals* from slandering and back biting. The grand old "Sons of Temperance," as I knew it and know it now, seeks in every way to raise fallen humanity and I believe the great majority of the members of No. 766 are faithful workers in the Temperance cause but my original contention that good people are kept out of the Division here by a certain unsavory element which came from Port Elgin is nevertheless a fact whether the Division knows it or not. So far as liquor being sold here is concerned I have it on the authority of one of the best known church members that not for years has less liquor been drunk in Tidnish than at present and if the Division knows of *places* where it is sold I wish they would give me the tip as I like a tooth full once in a while and would like to know where to get it. Who amon the Sons have been imbibing?

Tormentine Notes.

—A rough day on Saturday last. Snow fell fast and drifted faster.

—Owing to the storm no public worship was held. This would doubtless give to many the better opportunity to develop a spirit of domestic devotion. There are too many however here and hereabouts whose habits for church going were in nowise interrupted by the storm.

—Uncle Tom Allen of P. E. I. mail service fame is here; and not-withstanding newspaper notes to the contrary, affirms that he comes invested with authority to take charge of the mails as in years gone by. He gives indications of being possessed of the same spirits which made him so pleasing in his more youthful days. His friends will all be pleased to see him at the post he filled so well for so many years.

—It is current within a limited circle that a certain resident clergyman visited the scene of the lumbering operations of Messrs Spence & McLeod last Tuesday. It is said that either intentionally or otherwise he drove up to the door of the camp where the crew of the saw-mill are lodged at or near the noon hour, and that either upon being invited or before the invitation could be extended he determined to stay until himself and horse were refreshed. It is moreover understood that so far as himself was concerned it required more than a little to effect a satisfactory refreshment. And it is further known, within a more limited circle, that this same clergyman needed no more refreshing, nor did he seek any more, until next morning at breakfast time. He speaks highly of the kind reception given him at the camp by the proprietor—Jas. Chapman Esq., the gentleman and lady in charge—Mr. and Mrs. Chipley and the entire crew, of the excellence, and and variety of the provisions to which he was treated, and of the pleasure felt at the fact that he was kindly invited to pay them another visit.

—It has come to the notice of a few outside the immediate number whose names hereinafter appear that the camp above referred to was, on last Friday, the scene of an invasion which was attended by the most enjoyable experiences on the part of both the invaded and the invaders. A party consisting of Mr. & Mrs. Jas. Chapman, Mr. & Mrs. Wm. Spence, and Mr. & Mrs Dobson Allen of North Shore, and Mr. Menal Spence of Port Elgin either by accident or by arrangement met at the camp early in the day. They took with them among other things two roasted geese and a supply of mixed pickles. These together with the ample supplies always on hand at the camp constituted a rich repast at the noon-day meal for the camp's crew and their visitors and it is averred that that the latter were not a wit behind the former in ability to discuss and capacity to dispose of the good things with which the table was laden. During the afternoon the party indulged in what is know as a "Candy Spree" which was not the least enjoyable part of the visit. They left for home before tea, but had they stayed much later they could have then left before they wanted any tea, for it hath been more than whispered by certain of the party that, as in the case of the clergyman who feasted at the same place a few days before, no more food was needed or sought until breakfast time next day.

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1 " Cornmeal,
15 " tons heavy feed in middlings, Feed Flour, Mashed Barley and Oats and Barley Chop.
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1 car Barbadoes Molasses,
1 car Antigua "
100 Bbls Parafine Oil,
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50 Pkg's. Butter,
200 Home cured Hams,
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J. L. BLACK.

Scakville, Feb. 15th, 1894.

Horse Notes.

Prepared for The Post.

Axtell 2.12 who cost his present owners $105,000 has earned in the stud $170,000; at 7 years of age he has five in the list three being two year olds with records from 2.20½ to 2.30; two three year olds with records 2.15¾ and 2.18, a weanling by him recently sold for $1650.

Arion, 2.07¾ whose service fee last season was $2000 has been reduced this season to $500.

Alix, 2.07¾ the fast daughter of Patronage has a stride of 21 feet.

Directum, 2.05¼ the fastest stallion in the world won this season in purses $22,000.

Nancy Hanks, 2.04, the fastest trotter, cost her present owner, Malcolm Forbes $41,000 two years ago, she has more than won this amount. 1500 have entered the 2.30 list the past season.

Hal Pointer, 2.04½ has won 110 heats and $41,475 since his racing career started.

Alvin 2.11¼, Goldring 2.12¾ and Geneva 2.14 are the three fastest Canadian stallions.

A HIGH TEA

Under the auspices of the ladies connected with the Baptist church will be held in the Basement of the church, Sackville, on

TUESDAY EVG. FEBRUARY 20th

Tea will be provided from 6 to 8 o'clock, p. m.

REFRESHMONTS, INCLUDING ICE CREAM,

etc., will be served during the evening.

PROCEEDS for church purposes

Admission to Tea and refreshment room 30cts., admission to refreshment room only, 10cts.

THE COMMITTEE.

Sackville, Feb. 15th, 1894.

WATCHES, CLOCKS, JEWELLRY

AT COST.

C. WARMUNDE

intends closing out his entire stock of Watches, Clocks and Jewellery and to endeavour to do so he will offer his stock at cost. Remember this is positively a

BONA FIDE COST SALE

My goods are new, no shop worn goods, so those wanting goods in my line should not miss this opportunity as these goods must be disposed of by

MARCH FIRST.

All Goods Guaranteed FIRST QUALITY

C. WARMUNDE.

Opposite Brunswick House,

Sackville, N. B., Feb. 15th, 1894.

(P. S.)—SAFE SHOW CASES and Shop Fixtures at a bargain. C. W.

New Advertisements.

TEACHER WANTED!

For School District No. 13, Midgic, a first or second class teacher, male preferred. Apply to J. M. HICKS.

Midgic, Jan. 25, 4i

WANTED!

A PAINTER that can do first class work painting and trimming sleighs, carriages, etc.

—ALSO—

A FIRST CLASS

Carriage BLACKSMITH,

None but steady workmen need apply. Steady work will be given to either of the above employmen if first class workmen.

RAWORTH & ALLEN,

Bayfield, N. B., Jan 18th, 3m

Raworth & Allen,

Carriage and Sleigh Builders.

SPECIAL ATTENTION TO

REPAIRING & PAINTING.

—ALSO—

A full line of

Coffin and Casket Trimmings,

always on hand.

F. L. RAWORTH, HARPER ALLEN.

Bayfield, Jan. 18th '94 3m

Executor's Notice.

All persons having any claims against the estate of William Anderson, late of Midgic in the parish of Sackville, deceased, will present the same to the executors duly attested to within three months from the date hereof, and all persons indebted to the said estate will make immediate payment to the undersigned. COREY ANDERSON, CHARLES SEARS,

T. A. KINNEAR, Executors,

Sol. of said estate.

Dated the 3rd day of February, A.D., 1894

PUTNER'S EMULSION,

PUTNER'S HYPOPHOSPHITES,

Norway Pine Syrup.

SACKVILLE DRUG STORE

A. DIXON.

BOOKS STATIONERY,

—AND—

Fancy Goods

can be purchased cheaply at the Sackville Book Store. A few

SLEDS AND SKATES

At Cost

to clear, at the

Sackville Book Store,

PICTURES FRAMED TO ORDER

AT THE SACKVILLE BOOK STORE.

WM. I. GOODWIN,

Jan. 16th, 1894.

Tinware & Hardware.

Stoves, Furnaces, and all kinds of Repairs for same.

Watches

and Jewelry kept on hand.

WATCH REPAIRING

neatly and promptly attended to by a competent

Watch Maker with 10 years experience in Canada and United States.

M. C. SIDDALL,

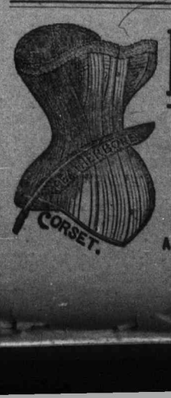
Port. Elgin, Nov. 29th, 1893

NOTICE.

Notice is hereby given that a Bill will be introduced at the next Session of the Legislature to amend chapter 29 of the Statutes of 1886 an act respecting certain marsh lands in the parish of Sackville.

ALBERT FAWCETT.

Sackville, N. B., Feb. 7th, 1894.



FEATHERBONE

Corsets are now recognized to be the Standard Corset of Canada.

Satisfaction guaranteed or money refunded.

ASK YOUR DRY GOODS DEALER FOR THEM.

PROPERTY FOR SALE.

The valuable residence and premises now occupied by Dr. J. O. Calkins, situated on York St., Sackville, N. B. This is one of the best locations in the parish and the house is commodious and conveniently arranged and equiped with modern conveniences, with suitable barn attached.

Also on York Street

The Building Lot

between Post Office and lot above mentioned, and several lots on Main St., for terms and particulars apply to

GEO. F. FORD.

50 Bbls. Choice

APPLES

2 Tons Choice

Buckwheat Meal.

50 bbls. extra yellow &

GRANULATED SUGAR, CHEAP

For Lent;

FRESH CODFISH, Fresh Herring,
" MACKEREL, Fresh SALMON,
" SMELTS. Finnen Haddies,
SALT MACKEREL. SALT SHAD,
" HERRING, Table CODFISH,
BONELESS CODFISH.

REDUCED PRICES!

CUT PRICES!

The above seems the order of the day, as heretofore we meet all competition and go one or two better.—

CLOTHING,

We still sell mens, boys and youths Ulsters, youths' and boys, Reefers and suits lower than the lowest.

WOOL GOODS, FURS, ETC.,

Wool Boas regardless of cost. All Fur goods cheaper than the cheapest. Extra large No 1 Beaver Boa at $10.00. A lot of fur capes away down. Fur Collars cheap.

DRESS GOODS

Now for Dress Goods, our prices are acknowledged by all to be much cheaper than elsewhere. We will offer you Dress Goods at unheard of low prices, 10 CTS per yd. up. Come and see them, a dollar saved is worth two you earn.

FURNITURE!

This stock is complete and great Bargains are offered in Parlor suites, Bedroom sets, Lounges, chairs, &c,

GEO. E. FORD

THIS WAY PLEASE!

When you want anything in the GROCERY LINE.

The man who shouts the most does not always give the best values. We do not need a big advertisement to puff up our goods, simply a few lines to invite the public to call and test our goods for themselves. They tell the tale more forcibly than any words of ours. Drop in, "The proof of the Pudding," etc.

Just received Hopkin's Sausagas, Mince Meat, Hams and Bacon. For quality these are second to none in the market. Also Grapes, Lemons, Oranges, Apples and Confectionery of all kinds.

EDWARD READ.

MOUNT ALLISON

LADIES' COLLEGE,

Owens Art Institution

—AND—

CONSERVATORY OF MUSIC.

The Winter Term of the 39th year begins Jan 4th 1894.

Courses of study are provided, extending from the primary branches through the whole University curriculum to the degree of B. A. The staff consists of 16 teachers in addition to the University Professorate. Piano, Pipe Organ, Violin, Vocal Culture, Harmony, Elocution, Physical Culture, Shorthand, Typewriting, Book-keeping and Commercial courses are all taught after the latest and most improved methods.

The Owens Art Institution which with its magnificent gallery has been transferred to the Ladies' College is still in charge of Prof. Hammond, R.C.A., an exhibitor in the Paris Salon the Royal Academy London, etc.

The efficiency of the Conservatory of Music has been increased by the appointment of Prof. C. W. Landon, one of the leading musicians of New York state, and President of the New York state Music Teachers' Association, and for some time past Editor of the Etude.

The Department of Voice Training is under the direction of an accomplished Swedish vocalist who is a graduate of the Munich Conservatory.

Every care is taken to make the school a refined Christian home, where lady like manners and nobility of character shall be cultivated.

For Calendar apply to

REV. B. C. BORDEN, D. D.