

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., FEB. 9, 1888.

It is reported that Lord Lansdowne has been appointed Viceroy of India and that Lord Stanley of Preston will succeed him as Governor-General of Canada.

The British army now consists of 211,000 officers and men. There were 3,500 men added to it last year. This army now guards somewhat more than 2,000,000 of square miles of territory. Neither Australia nor the Dominion of Canada is taken into this calculation.

The election in Hallow County, Ont., to the House of Commons, took place on Tuesday, Mr. D. Henderson, Conservative, being returned by a majority of 149. At the general election Walde, reformer, who was unseated for bribery by agents, was elected by a majority of nine.

The Buctouche and Moncton railway has been sold to an American syndicate, represented by Dr. J. McBertram of Brooklyn. The necessary transfers have been made. The road will be pushed to a completion at once and all rolling stock necessary furnished. The new management propose to extend the line to Kingston and Richford, and will build hotels to encourage passenger traffic.

The seventeenth annual report of the Halifax School for the Blind has been received. The Board of Managers state that the past year has been a year of faithful work, solid advance and increased usefulness. References to past reports show a gradual improvement in teaching, increased use of appliances and developments of intellectual capacity of the pupils. The school is supported by private benevolence and by grants from the Government of Nova Scotia, New Brunswick and P. E. Island. Last year the Governments of Nova Scotia and New Brunswick increased their annual grants from \$120 to \$150 per capita, and the managers feel sure that P. E. Island will in due time respond to the appeal of the blind children for the aid of that Province who are eligible for admission to the Halifax School, and that Newfoundland will also come in line with her sister Provinces in this most important undertaking. The total number of pupils registered Dec. 1, 1887, was 27, an increase of three since Dec. 1, 1886.

Slow Travel.

Ten Days from Summerside, P. E. I., to Montreal.

The passengers from Halifax arrived last night over 24 hours late. Mr. W. M. Wallcut, one of the passengers, said: "We were ten days reaching Montreal from Summerside. We crossed the straits on foot in 2 hours and 20 minutes, a pretty good pace, with the Government ice-boats and mail. We left Cape Tormentine on Thursday, at 6 p. m., by the New Brunswick P. E. Railway, for Sackville, having on board twenty passengers and fifty-five bags of mail. There is something wonderful in the management of this road. The conductor informed us that he anticipated a storm, and requested that the snow-plough, which was then at the Cape, to wait at home or two and go up ahead of the mail. The engine driver, who, by the way, I understand, is also a very experienced and off-hand fellow, replied that he was going back home that night, and that the mails and passengers could wait until tomorrow, and off he started. The conductor, however, seeing the heavy mail and number of passengers, who were already a week behind time, telegraphed the superintendent that he was starting for Sackville that night. All went well until we arrived at Port Elgin, when the train came to a dead stop in about 2 feet of snow. We were informed that the drift was only a small one and if we got through it there would be no further delay. After an hour's work with two shovels the conductor said that we had better go to the nearest hotel for the night and that in the morning he would telegraph for the snow plough. Next morning the snow plough was telegraphed for, and replied that the engine coming that day and would possibly be down the day following, which meant losing another day at Montreal as the train did not run through on Sunday.

The passengers then drew up a strong protest forwarded it to the superintendent of the road, and also through Mr. Hackett, of Tignish, sent a telegram on for information about the snow plough. The snow plough, the same as that received by the conductor, Mr. Hackett, Mr. Lear and myself hired a team and drove to An La, where we caught the Halifax express, and arrived here at midnight last night leaving mails and passengers in the same predicament within 15 miles of the main line. There was a marked difference in the running of the Intercolonial road where we found everybody anxious and willing to push us through with all possible dispatch. Messrs. Hackett, Lear, Cragge, Chapelle and others, can bear out what I say.

The above report is copied from the Montreal Star of the 30th ult. It is undoubtedly very annoying to travellers to be detained on the road by snowdrifts or otherwise, but it is scarcely fair to compare the N. B. & P. E. Railway with the C. R. or other large and long-established roads. The N. B. & P. E. R. has been opened but a short time and the amount of freight and passenger traffic has not yet been large enough to warrant the employment of more than one set of men, consequently the regular employees are often overworked in stormy weather, but they have always had the reputation of being attentive to travellers and anxious to forward them as rapidly as possible. The company expended a large sum last summer in building snow-fences so as to prevent delays in winter, and although travel on the line has not yet reached the degree of perfection desirable, yet it must not be forgotten that travel on roads with longer experience and better equipment is sometimes subject to vexatious delays. The derailment of the engine was an accident which might have occurred on any road, and it must be said in favor of the superintendent that he worked all day in one of the worst storms of the season to get the locomotive on the track and prevent any further delay.

Since the above was in type we have learned that no request was made by the conductor to have the snow plough wait and go up ahead of the mail. The snow plough crossed the train at Baco Verte, and was probably at Sackville by the time the train reached Cape Tormentine.

Subverting the Election Law.

Ever since the result of the late election in Queen's County was made known it has been announced in certain quarters that startling revelations of fraud and corruption would shortly be published. It is now stated that Mr. King is endeavoring to obtain proof of the frauds alleged to have been practiced by his opponents, by destroying the secrecy of the ballot.

Any person who signs the affidavit thereby declares that he voted for Mr. King on the 18th of January last, consequently any unfortunate voter who through ledger influence or otherwise promised to vote for Mr. King and then took advantage of the secrecy of the ballot and voted against him, will be forced to make a false declaration or expose himself to the enmity and vindictive nature of the defeated candidate and his friends. The dishonest elector who may have taken a bribe from Mr. King's agents and then voted on the other side, will be in a similar position, and may be induced to make a false declaration rather than expose his business. It may be said by the method Mr. King will be able to secure more declarations than the number of votes he received, but what is to become of the protection which the secrecy of the ballot is supposed to afford the poor voter? Furthermore, what proof will be obtained under such circumstances and in direct violation of the law of the land and corrupt practices on the part of the returning officers?

The Margate Murder.

The verdict of "Guilty" returned against Millman by the jury in the Margate murder trial appears to have been generally expected, but the accompanying recommendation to mercy seems to have caused universal astonishment. The press of the country is remarkably unanymous in the opinion that the recommendation is not warranted by the facts elicited and is likely to interfere with the named child in the apparent inconsistency of the verdict is the supposition that some of the jurors are opposed to capital punishment. It may be true that hanging is the worst use to which a man can be put, but there was sufficient evidence in the case to justify a verdict of guilty there certainly was no cause to be found for arguing that he should not suffer the extreme penalty of the law. A more heartless, cold blooded and cruel murder than the Margate tragedy has rarely been found in the annals of crime. A young man, scarcely more than a boy in years, reared in a peaceful country village far from the excitements and temptations of city life, ruins an innocent girl, and then, when his sin has found him out and he is likely to interfere with his future prospects, deliberately and ruthlessly plans and executes the destruction of his helpless victim. After the double crime is committed he shows no symptoms of remorse and coolly lays his plans to secure his own safety. The engine driver, who, by the way, I understand, is also a very experienced and off-hand fellow, replied that he was going back home that night, and that the mails and passengers could wait until tomorrow, and off he started. The conductor, however, seeing the heavy mail and number of passengers, who were already a week behind time, telegraphed the superintendent that he was starting for Sackville that night. All went well until we arrived at Port Elgin, when the train came to a dead stop in about 2 feet of snow. We were informed that the drift was only a small one and if we got through it there would be no further delay. After an hour's work with two shovels the conductor said that we had better go to the nearest hotel for the night and that in the morning he would telegraph for the snow plough. Next morning the snow plough was telegraphed for, and replied that the engine coming that day and would possibly be down the day following, which meant losing another day at Montreal as the train did not run through on Sunday.

Romance and Tragedy of an Underground City.

The second lecture of the Mt. Allison Course was delivered by Rev. Mr. Nicholson on the above subject to a good audience last Friday evening. Rev. Principal Borden presided, and excellent music was furnished by Mr. Chisholm and his violin class. The lecturer said his subject did not refer to the buried cities of Pompeii or Troy but to an underground city not thirty miles from Sackville—the Spring Hill Mines. That city both under and above ground had made phenomenal growth during the past ten years. It is a city with 200 miles of streets and is soon to be supplied with horse cars and the electric light. Thirty liquor saloons are turning up their noses at the Scott Act, and yet order is maintained by a stipendiary magistrate and two or three police constables. Mining life is full of romance and tragedy, but modern writers had not made it their theme. The author of the book of Job, the grandest as well as the oldest of poems, understood the mystery of mining and found in it some of his most striking metaphors. Instances were not wanting of miners who left their underground life to adorn other professions. Such men were the celebrated Peter McKenzie, of England and Rev. Dr. Lathern and Rev. Job Shenton. Some very interesting phenomena in connection with the mines were described, and the lecturer stated that nine tenths of the accidents in coal mines occurred in the early morning hours. No satisfactory explanation of this fact had yet been made, for the once accepted theory that the accidents were caused by coming in work after the mines had a period of rest could not apply to Spring Hill, where the work was continuous. Mr. Nicholson closed his very interesting lecture with a vivid description of some of the dangers which are encountered by a warm tribute to the bravery of the miners.

If the free and independent intelligent elector does not vote on the right side next Thursday it will not be for want of kindly advice and instruction. It is a case of "you pay your money and you take your choice" and any suggestion on our part would be superfluous.

St. John Letter.

St. John, February 5, 1888.—Promising that what advances the interests of St. John is likely to benefit the rest of the province let me touch briefly upon two of the city's representatives last week which, carried into effect, will bring about important and commercial changes. The Intercolonial Railway, and an agitation to connect the ends of those arms by a line running from the ballast shed along the deep water wharves to the Intercolonial Station has been in progress for years, but without any perceptible result until last Wednesday, when upon the representations of a committee of the Trade Forwarding Company, the Common Council granted the "right of way" for the railway. Permission granted, the rest is easy when it is considered that the Government built and extended. Then and only then will St. John be in a position to compete with Portland and Boston for the freight which right belongs to her—that of western Canada. When it can be arranged that the freighters of the Canadian Pacific line can cross wharves along the whole harbor front and the docks are fitted to receive ocean steamers, and the cargoes of Europe can be exchanged for those of Canada, then the hopes of St. John people will be realized. The first step towards that realization has been taken.

Another act, and not less important, was that which referred to the appointment of a committee by the Local House to arrange a basis for the union of the cities of St. John and Portland. It does seem fitting that the two largest communities in the province, situated side by side at the mouth of the largest river and under the best harbor in N. B., with identical interests, should have two civic governments. The strongest opponents of the union have given up. The press of the city is unanimous in its favor, and the people, so far as an expression of opinion has been had, give a perfect willingness to be under one government. It is only reasonable to suppose that one city of 45,000 would have more influence than two cities of 30,000 and 15,000. The office-holders who would in the event of this change lose their positions are of course its most strenuous opponents, but while the opposition has retarded the accomplishment of the scheme in the past, I think that the days when such selfish considerations would be taken into account are over, and in the future regard will be had to the welfare of the many, rather than for the few.

The cause for lecture courses continues, not only in St. John, where every church society has one, but in many provincial towns. Bright speakers, with original topics, can make such courses both interesting and instructive, but to-day, if a person goes to a lecture, he is not only to be entertained, but he has been already reported several times in the press will be served up under a new title. When the well-known lecturer, Mr. "Thoughts for Honest Doubters," "Daniel O'Connell," "The Bunbury South," and a dozen others that I could name are announced as the subjects of lectures, the will the committee spend hours wondering why the people do not show up, or will they find fault with the names of those who are so called? It is an originality in more appreciation than a pound of common sense. Two lectures in St. John have been given of greater interest than any previous ones, this season, from the fact, I suppose, that the lecturers were well-known gentlemen and recognized authorities on the subjects with which they dealt. A remarkable fact in connection with the Institute course is that the speaker, Mr. George E. Fenety, was present at the opening of the building, and now, some five years later, was invited to deliver the closing course. Briefly commenting upon this, he spoke of the men of St. John delighted to honor two generations ago, of the part they played in political and social life, and noted this: that of the first officers of the Institute none was living. No gentleman speaks so intelligently and so eloquently as Mr. Fenety. Thirty years of active journalistic life in St. John, during which he has been editor and proprietor of the then Morning News has been an acknowledged leader of public opinion, and he is likely to be in the future a knowledge of public men and affairs such a few men are fortunate enough to possess, and with his unimpaired memory, he is an invaluable fund from which to draw fluent, interesting and valuable addresses.

A pretty good indication of how business affairs are standing the "hard times" may be had from the statement of a Bank of Montreal official that there were 250 heavy notes in their hands last Saturday, and that he has not seen the merchants come to time so promptly for months. The suspensions and failures chronicled late in the week, and the fact that the merchants are expected to pay something of that sort and they surprised no person. The merchants have just finished taking stock and are preparing for the spring trade. One firm may be instance as an example of success. Mayor Thorne of the City of Montreal, and the Mayor of St. John, Mr. Thorne, have been engaged buying from the travellers and agents of the manufacturers in Canada and the United States and having made large contracts with them. The firm have sent out their own travellers to supply all their foreign orders, and the increasing list of orders shows that they are not only successful in their own trade, but that they are also successful in their own trade. For some time they have been engaged buying from the travellers and agents of the manufacturers in Canada and the United States and having made large contracts with them. The firm have sent out their own travellers to supply all their foreign orders, and the increasing list of orders shows that they are not only successful in their own trade, but that they are also successful in their own trade.

Much interest is taken in the case of Maggie Pierce the young laundry woman who had had her head and neck crushed by machinery some days ago. The article was replaced but the doctors finding that it would not heal have removed it again and the patient will recover but without her scalp, which includes the skin from the bridge of her nose, eyes, lips and top of her head. Mr. Simon Jones the Canadian Commissioner to the Argentine Republic is one of the wealthiest men in the city of St. John. His fortune being estimated at \$500,000. He lives in the handsome residence in the city with his wife and family, which includes Miss Kate, one of the belles of St. John, and Messrs. George and Katie Jones both of whom are enthusiastic devotees of English and Canadian sports, and through business men. Commissioner Jones will leave on his mission in about a week and the merchants of St. John will have a cargo of New Brunswick products there upon his arrival, so that if Canada is to have any of the Argentine's trade will not be behind.

PERSONAL.

Dr. Botsford is said to have left the Y. M. C. Association, the P. O. Asylum and Home for the aged, the largest portion of his property which is valued at about \$40,000. His niece Miss Murray gets one eighth of his property. Dr. and Mrs. C. W. Weldon have returned from Cuba the former much improved in health. The social event of last week was at Mr. John H. Parks. This week cards have been issued for parties to be given at the residence of Mr. W. H. McNeill, Sherbrooke, and Mr. R. P. Stairs. —Mr. A. W. Archibald, Malross, N. S., writes: "I find Simco's Laxative the best selling Laxative I have ever had in my store. Everybody seems to want it, and the demand has quadrupled itself within the last year. I have used it myself and know it to be an article of merit." Mr. W. H. McNeill, Sherbrooke, says: "Send me another gross Simco's Laxative, it sells first rate."

Scott Act Correspondence.

DEAR SIR:—It is claimed by the advocates of the Scott Act that the ministers are all in favor of the Act and opposed to repeal. This is not correct. Just before the Scott Act was introduced, I took it to be the opinion of the Intercolonial Railway, and an agitation to connect the ends of those arms by a line running from the ballast shed along the deep water wharves to the Intercolonial Station has been in progress for years, but without any perceptible result until last Wednesday, when upon the representations of a committee of the Trade Forwarding Company, the Common Council granted the "right of way" for the railway. Permission granted, the rest is easy when it is considered that the Government built and extended. Then and only then will St. John be in a position to compete with Portland and Boston for the freight which right belongs to her—that of western Canada. When it can be arranged that the freighters of the Canadian Pacific line can cross wharves along the whole harbor front and the docks are fitted to receive ocean steamers, and the cargoes of Europe can be exchanged for those of Canada, then the hopes of St. John people will be realized. The first step towards that realization has been taken.

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To the Electors.

DEAR EDITOR:—Permit me through the medium of your excellent journal to call attention to the fact that the Scott Act exists for each man to make this his own personal matter as to present himself at his polling booth and vote for or against the Scott Act. It is his duty to do so, and he should do so in the knowledge of the public men and affairs such a few men are fortunate enough to possess, and with his unimpaired memory, he is an invaluable fund from which to draw fluent, interesting and valuable addresses. A pretty good indication of how business affairs are standing the "hard times" may be had from the statement of a Bank of Montreal official that there were 250 heavy notes in their hands last Saturday, and that he has not seen the merchants come to time so promptly for months. The suspensions and failures chronicled late in the week, and the fact that the merchants are expected to pay something of that sort and they surprised no person. The merchants have just finished taking stock and are preparing for the spring trade. One firm may be instance as an example of success. Mayor Thorne of the City of Montreal, and the Mayor of St. John, Mr. Thorne, have been engaged buying from the travellers and agents of the manufacturers in Canada and the United States and having made large contracts with them. The firm have sent out their own travellers to supply all their foreign orders, and the increasing list of orders shows that they are not only successful in their own trade, but that they are also successful in their own trade. For some time they have been engaged buying from the travellers and agents of the manufacturers in Canada and the United States and having made large contracts with them. The firm have sent out their own travellers to supply all their foreign orders, and the increasing list of orders shows that they are not only successful in their own trade, but that they are also successful in their own trade.

St. John, Feb. 7th, 1888.

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For Children Starving to Death.

On account of their inability to digest ordinary food, Scott's Emulsion is the only food that gives strength and flesh when all other food fails. See what Dr. A. H. Fock, Penn. Med. College, Philadelphia, says: "I have used and prescribed Scott's Emulsion of Cod Liver Oil, and find it an excellent food for children who cannot procure food for the stomach, and its continued use adding greatly to the strength and comfort of the patient." Put up in 50c. and \$1 size.

A Great Sufferer.

That person who is afflicted with rheumatism is a great sufferer and greatly to be pitied if they cannot procure Hagar's Yellow Oil. This remedy is a certain cure, not only for rheumatism but for all external aches and internal pains.

Scott Act Notes.

—An election for the repeal of the Scott Act in Hallow County, Ont., will take place March 1st.

—The Government have authorized elections for the repeal of the Scott Act in Simcoe and Renfrew counties.

—A Scott Act case was to have come before Stipendiary Worman, of Moncton, on Saturday but the party complained could not be found.

—A complaint was laid before Commissioner Cahill on Tuesday against Arthur Estabrooks for violation of the Scott Act.

—The Scott Act meeting in this Parish will be held the remainder of this week as follows: Centreville this evening, and at the Baptist Meeting House, Midgie, Saturday evening at 7.30, local time.

—The Scott Act meeting at Pollet River platform on Friday evening was addressed by Revs. Jas. Crisp, and Rev. J. M. Rogers. Revs. C. Comben and A. O. Thompson, of Pettoicville.

—Wm. Wallace, of the Royal Hotel, was arrested by Constable Read Tuesday on an old conviction for the violation of the Scott Act. He paid a fine of \$50 and costs and was liberated.

—The following Scott Act meetings are arranged for Westmorland Parish: At Point de Bute this evening, at Westmorland Point Friday evening. A meeting was held at Jolicore last night.

—The Intercolonial Scott Act meeting was held in the Methodist Church Upper Sackville on Tuesday evening. The attendance was large, and addresses were made by Prof. Burwash, Dr. Moore, Mr. Black, M. P. P., and Dr. P. Ward.

—Rev. Joseph Hogg, of Moncton, will address meetings in the Parish of Botsford on the Scott Act on the 10th, 11th and 13th inst., and will preach a temperance sermon in the Methodist church, Bayfield, next Sunday evening, 12th inst. On Monday evening, 13th inst., Prof. Burwash is expected to deliver an address on the Scott Act in Bayfield Hall.

—Several young ladies are busily engaged canvassing the different wards of Moncton in favor of the Scott Act. They go from house to house, make a personal canvass and seek to induce those who are opposed to vote against the petition. They are energetic canvassers and can give abundant reasons why the Act should be sustained.

—At Shediac, on Friday last, James Farrell was fined \$50 and costs for violating the Scott Act. On the same day John W. Dugay, who some time ago armed himself with a revolver and a bull dog and has been dispensing the ardent through a hole in the wall, was arrested by officers Sweeney and Farrell on a warrant of commitment. He paid a fine of \$50 and costs and was immediately arrested on another charge and taken before the magistrate where a second fine was imposed.

—Mr. D. Grant, attorney for the Temperance Committee, is preparing to move for the setting aside of the verdict in the case of Fitzgerald v. Fitzpatrick, the Commercial Hotel keeper. Fitzpatrick was fined for violation of the Scott Act and turned out a horse which he afterward replevined. Mr. Grant is also preparing to move for the setting aside of the verdict in the case of Fitzgerald v. Fitzpatrick, the Commercial Hotel keeper. Fitzpatrick was fined for violation of the Scott Act and turned out a horse which he afterward replevined. Mr. Grant is also preparing to move for the setting aside of the verdict in the case of Fitzgerald v. Fitzpatrick, the Commercial Hotel keeper. Fitzpatrick was fined for violation of the Scott Act and turned out a horse which he afterward replevined. Mr. Grant is also preparing to move for the setting aside of the verdict in the case of Fitzgerald v. Fitzpatrick, the Commercial Hotel keeper. 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