THE CHIGNECTO POST
IS PUBLISHED
EVERY THURSDAY,
—AT—
$1.50 per Annum, or $1.00 in Advance.
PLAIN AND FANCY PRINTING
OF ALL KINDS,
Promptly Executed at Lowest Rates.
ADVERTISEMENTS
Inserted at very Lowest Rates.
W. C. MILNER, Proprietor.

CHIGNECTO POST.

Deserve Success and you shall Command it.

VOL. 14.--NO. 33. SACKVILLE, N. B., THURSDAY, DECEMBER 20, 1883. WHOLE NO. 708.

Farm and Household.

—In Illinois there are 412 butter and cheese factories, most of which are situated in the northern counties of the State. In McHenry County there are 51; in Kane, 43; the next highest number is in Du Page County.

—The question is often asked, "why under-drain?" It prevents the drowning out of crops in wet seasons. It enables the farmer to work the soil earlier in the spring, and sooner after rains. It prevents the souring of the soil caused by excessive moisture. It lessens the risk of freezing out in winter grain. It lessens the risk of surface washing. It keeps the ground moist and the crops growing in a dry season. It makes the ground warmer. It permits a more thorough pulverization of the soil. It increases the fertility of the soil.

—The Vermont sheep breeders are doing a thriving business in raising and selling Merino sheep. This is the reward they get for a straightforward perseverance in a special line of work. Why don't more of our wide-awake farmers all about us heed the lesson! At this time of depression in wool prices here is what the Vermonters are doing. H. S. Perkins has just sold a carload of Merino rams in Montana. Frank O. Lawrence, of Cornwall, has just returned from San Antonio, Texas, where he sold four car-loads of rams. C. S. Hamilton, of Bridgeport, has sold a carload of Merino ewes in Michigan. C. W. Mason, of Middleboro, recently shipped a carload of rams to Colorado. This is only a small part of the transactions in this kind of stock which have been going on during the autumn. Well, they deserve it.—*Maine Farmer.*

—It would be wise to substitute more eggs in our daily diet, than we do, in place of meat, for they would be not only more palatable, but cheaper than beef. For instance, in the summer when eggs are worth 8 or 10 cents a dozen and beef is worth from 10 to 12 cents per pound, one dozen of ordinary hens eggs will weigh one-and-a-half pound, which at 10 cents per dozen would be six-and two-third cents per pound against 10 to 12 for beef. Not only this, but there is more solid nutriment in the egg, there being no bones or tough pieces to go to waste. An egg is made up of one part shell, six parts white or albumen, and three parts yelk. The white of the egg contains 66 per cent. of water, and the yolk contains 52 per cent. The most healthy way to cook them is to boil them about four minutes, which takes away the animal taste which is offensive to some, but does not harden the yelk, making it hard to digest.

—A new method of making butter has been patented in Germany. As soon as gathered in the churn in particles about a tenth of an inch in size, it is transferred to a centrifugal machine, whose drum is pierced with holes and lined with a linen sack that is finally taken out with the butter. As soon as the machine is set in rapid motion, the buttermilk begins to escape; a spray of water thrown into the revolving drum washes out all foreign matters adhering to the butter; this washing is kept up until the wash-water comes away clean, and the revolution is continued till the last drop of water is removed, as clothes are dried in the centrifugal wringer; the dry butter is then taken out, moulded and packed. It is claimed that the product thus so fully and quickly freed from all impurities, without any working or kneading, has a fine flavor, aroma and grain, and better keeping qualities than when prepared for market in the ordinary way.

—C. W. Everett, a successful farmer at North Weare, N. H., says that he owes his agricultural success to observation and saving manure. He pays market price for muscle and works his brains. He keeps eleven cows and one horse, besides pigs and poultry, on nine acres of land, less what the buildings occupy. The "secrets" are rich feed and economy of fertilizers, liquid as well as solid. Fowls are kept for their eggs and meat; are kept in confinement, and are made to help pay part of their expenses in composting and fining the horse manure; thus they get the exercise they need, and the horse manure is improved. The droppings from the roosting-room are husbanded and saved in barrels, and sold or used on the land. The manure and all waste goes into the cellar and covered swine pens, where it will be well worked by the pigs. Absorbents are used whenever needed and thus all liquids saved. The pigs are made great helpers in the manufacture and manipulation of manure. The cows kept are selected solely for their milking qualities. The owner believes in feed, and grain is purchased and liberally fed. The cows get generous rations of hay, grain and roots, are kept in fine condition, and yield large quantities of milk. If a cow does not come up to the standard of the pail she is fatted, sold to the butcher and replaced by another purchase. The cows are not forced to their utmost limit, but are so fed that they will do well at the pail for a term of years. Grass and roots are the principal crops grown.

Farm and Household.

—With the close of the canals there will be about 1,500 idle horses near Troy. The farmers will get $1 a week for each horse that they shelter and feed until spring.

—The November crop report of the U. S. Dept. of Agriculture gives its final summing up for the year of the yield of corn, potatoes, buckwheat, sorghum, cotton and tobacco. According to these estimates the total corn yield of the country is 40,000,000 bushels short of the crop of '82, notwithstanding the increased area. This is the third successive crop below an average. For potatoes the season has been the most favorable since 1875. The yield is 93 bushels per acre, amounting to three and a half bushels per capita for our entire population, or an aggregate of 195,000,000 bushels.

—The financial year of the State College of Maine closes with the month of November. While aiming to have its work a model, the idea is never lost sight of that the farm must be able to balance its own accounts. So, while its work is made a model for study, its operations must be made to "pay." The crops of the farm for the past year, have been as follows:—

Grass, 70 acres—hay (weighed)	155	tons.
Barley, 5 acres	190	bush.
Oats, 20 "	813	"
Beans, 5½ "	56	"
Potatoes, 8 "	1190	"

The bills for labor for the year amount to fifteen hundred dollars. The apprisal of stock, crops, etc., on hand Nov. 30, 1882, together with the outstanding liabilities of the farm, for which the farm is debtor, amounts to $5785.65. To this should be added the cost of cows put on during the year, $1,000. This makes the farm debtor for the year $6,785.65. The total credits of the farm for the year are $7,756.22, leaving a balance in favor of the farm of $1,029.57.

A Tale of the Winter Seas.

The Bark "Benefactress" Lies Ten Days a Waterlogged Hulk.

From New York Sun, 4th Dec.

On Wednesday, Nov. 28th, an hour after noon, the steamer "State of Pennsylvania," Capt. Alexander Ritchie, sighted a sail on the port bow. The weather had been rough and the wind had recently shifted to west-southwest, leaving a heavy northwest sea running. Chief Officer James Thompson, who was on the bridge, made out with his glass two short, thick masts swaying about with the roll of a hulk which was below them, but was out of sight. On one of the masts, which, by the rigging was seen to be a mainmast, was a single yard. The upper spars had been carried away from both masts, and it was plain that the vessel was a complete wreck rolling in the trough of the sea. Capt. Ritchie was notified, and orders were given to head the "Pennsylvania" for the wreck. The wreck was at least nine miles away, and for nearly half an hour no sign of life about her could be made out. The hull was out of sight, except for an occasional moment, beneath the heavy waves that were breaking over it. Then, as Mr. Thompson watched it through his glass, he saw a man come up through the foam and spray about the shrouds on the foremast, and slowly climb aloft as the mast swung to and fro. When the man got up to the foretop he stopped, and braced himself in the rigging. Then, after a minute or two, a large white banner, with a deep red star in the centre, floated out in the wind, and the man climbed slowly down and disappeared in a cloud of spray at the foot of the rigging.

The boatswain's whistle on the "State of Pennsylvania" brought all hands tumbling on deck. Second Officer George Dunlap was one of the first out. It was his privilege to take charge of the lifeboat, which Capt. Ritchie at once ordered away to save the man seen on the wreck. The steamer ran down to within a quarter of a mile to the windward or southerly side of the wreck. From that distance the wreck looked as if timber-laden brig had been waterlogged and then broken open, so that the huge logs had floated out and covered the sea on the weather side of her. On the forecastle forward, clinging to the rigging, as the clear solid water poured over it, seven men were seen.

"I never saw as complete a wreck afloat in my life except on one occasion," Mr. Thompson said yesterday. "I could see her frames like the ribs of a dead animal on the beach. It was hard to tell whether she would hold together until we could get a boat to her."

Watching the waves until the steamer floated for a moment on a level keel. Second Officer Dunlap dropped his boat (No. 4) down on the lee side of the ship and instantly pulled clear, so that the waves should not dash him against her sides. Then, getting a fair start in the comparatively still water under her lee, he pulled down to the wreck and across its stern. He had to give it a wide berth because of the floating timber about it. On the lee side there was less timber because the wreck was drifting faster than the timber, but as he pulled up nearer he found, to his astonishment, that mizzenmast was rolling in the water beside her with its heel toward her stern, and that the whole stern of the vessel had been carried away as entirely as if it had been cut off by a collision. Instead of a brig the wreck was that of a bark.

The boat was moved cautiously forward until it was under the starboard bow of the wreck, and was turned so as to back in, stern first. Waiting for a favorable condition of the sea, the boat dropped down between the floating timbers and spars, and one of the men on deck was ordered to jump. He did so instantly, and landed safely in the stern of the lifeboat, as it shot out from the wreck, just in time to escape being dashed against it. The steward of the bark was safe. Again the life boat backed in, and another man answered the command of Officer Dunlap. It was an old gray-haired man this time. An injury to his feet had left him only just able to stand alone, and he could not spring far enough. He fell into the sea. Mr. Dunlap and Quartermaster McDonald dragged him on board as the men pulled the boat once more clear of the timbers that crashed against the sides of the vessel. One after another the seven men were thus taken off, and last of all the man who had directed the rest.

While Mr. Dunlap was taking off the men, Capt. Ritchie ordered the "Pennsylvania" to steam down to leeward of the wreck. The boat pulled down to him, the passengers were hoisted on board, the boat was hoisted up and secured, and at 3.30 the steamship was again headed on her course to Sandy Hook.

The wrecked bark was the "Benefactress," of Greenock, Scotland, owned by Adam Hamilton & Co. She was 220 feet long, and was commanded by Capt. John Campbell. She had carried a crew all told of twenty-two men.

"She was a fine bark," said Capt. Campbell yesterday. "We were towed out of Quebec on Oct. 31 and down to Indian Cove, having on board 70,000 cubic feet of timber, mostly pine and walnut, in huge logs. On Nov. 2nd we cleared from Indian Cove with a westerly wind and every inch of canvas drawing. We made a good run every day and had fine weather until the 10th. Then heavy weather set in, with gales veering from south to northwest, and, under shortened sail, we plunged along, doing fairly well, and hoping to ride it out and make a quick passage. But all the time the gales increased in severity until Saturday, the 17th. That day we had to keep before wind with only the two lower topsails set and the close-reefed foresail. The wind was west-southwest, and in the afternoon it became squally. At 4 o'clock a tremendous sea was running, and the squalls became terrible. The wind took the tops off the waves, filling the air with spendrift; hail fell almost constantly, and even before dark it was impossible to see the bows from the quarter deck. The clouds thickened when the night shut down. As the vessel rose on the waves we could see by the glare of the lightning, at times, through the white spray that filled the air and off over the boiling waves. Then it became instantly dark again, and we would sink down in the trough of the sea as if we were never to rise again.

"As we stood helpless on the poop deck keeping her before it the best we could, there came a crash forward. The foretopsail had blown clear off the bolt ropes and sailed away. The foresail followed instantly, and the vessel having no sail forward, broached to and over she went on her beam ends. The seas broke clear over her after that, carrying away the water tanks on the main deck and everything else not part of the ship itself, and crushing all our boats but the long boat. The port side of the forecastle forward and the cabin aft were cleared out entirely, the bulkheads and carpenter work giving away like pasteboard. The men managed to get forward between the waves to the maintopsail sheets and let them go, but she did not right after the topsail blew away. Then with axes the topmast rigging was cut, and the swaying of the ship broke the topmasts short off at the caps. Then she righted up a little, but we found that she had sprung a leak and was filled with water. As she rolled in the sea the wreckage pounded across her deck. It was impossible to get to the forecastle, and all the men were sheltered aft in the little pilot house and the wheel house.

As the morning of Sunday, the 18th dawned, the gale eased up, the sea became more regular, and the men were able to reach the starboard side of the forecastle. Only the bare walls remained of the port side. I and my officers remained in the pilot house. All this time we had nothing to eat or to drink, and of course no sleep. We got up a piece of the close-reefed spanker during the morning and a piece of canvas in the mizzen rigging. This kept her head up to the sea and we rode easier. We passed Sunday night without much change. On Monday morning the poop deck aft began to break up by the action of the waves. This unexpectedly opened the storeroom under the poop deck, and we found some preserved meats, a quantity of apples, a few bottles of beer and porter, but not a drop of water. These were taken forward where we had a quantity of bread. The apples saved us. They cooled our mouths and partially quenched our thirst. After that day the men all remained forward.

From that time until Sunday, the 25th, there was no change and no water. The wind held westerly, the gales rose and moderated, but the moderation was only comparative. There was a living gale every minute of the time. The night of Sunday, the 25th, we heard an awful crash beneath us, under the pilot house, and we concluded that the stern had broken up. The wind was then west-southwest and was blowing as hard as it had been when we broached to. We gave up all hope then of seeing the day again. It was a long time waiting for death or daylight, but the daylight came, and again the weather moderated, and we were more able to get forward with the men. There were twenty-two of us there. The timber was washing out of her when morning came. As the day wore on, the weather continued to moderate, and by noon the sea had fallen so that it was possible to launch the long boat.

"Among the seamen were three fishermen who were used to handling small boats on the fishing banks. They were Roderick Morrison, Roderick Campbell, and Neil McRea. They were for taking to the boat, and all the other seamen agreed with them. I endeavored to argue them out of it, telling them that the old hulk had stood by us for nine days, and that it would be better to take our chances of rescue with her. But they believed that a sound five-ton long boat was safer than a bark with her whole stern broken off. They loaded in a fair share of the provisions, including about one hundred pounds of the apples. Then we put in a compass, the sail was set, and, bidding us good-by, they sailed away, feeling very sorry for those who were left behind, but cheerful over their own prospects. They were then about 550 miles west of Cape Clear, at the southeast corner of Ireland. In the boat, besides the three fishermen I mentioned, were William McCullough, Wm. McKinney, Wm. Cahill, James McLean, Thomas Gallagher, Joseph Campbell, Thomas Andrews, Herman Praetell, John Weir, Hugh McWillison, Neil McMullins, and James McNelly, a boy. They urged me to go, but I said I would stand by the ship, and with me stood John Lindsay, mate; James Birkett, second mate; Neil Brown, carpenter; Thomas Newry, cook; Joseph Cairns, steward, and Alex. McLachlan, boy. They left at 2 o'clock in the afternoon, having provisions for three weeks. She was a good boat, but I doubt very much if she lived out the weather that followed.

"That same night it came on to blow again as hard as ever, and the solid water began to pour over the forecastle where we stood. No one could sleep, though; for nine days none of us had slept more than a few minutes at a time. I did not get an hour's sleep in all that time. Some time in the night the forecastle deck above us opened up, and the next wave flooded us out of our only shelter. It seemed evident to us that the hulk was at last breaking up. We were sure that we would not last an hour longer, but we crept around under the port side of the forecastle, which partially sheltered us, and there waited. The waves poured over the deck above, and came pounding down on the main deck washing up around us, but still we managed to cling to the hulk, and the hulk, what there was left of it, hung together. The morning came after a while, and then we saw that the poop deck had been carried away entirely. It was the tenth day we had rolled helplessly in the gale. We had gained and lost hope so often, and were so near dead from thirst, hunger, and exhaustion, that a feeling of apathy had taken possession of most of us, but when the weather eased a little we again hoped that we might still attract the attention of some passing vessel.

"Not a sail had been seen so far, and night shut down as utterly hopeless as before. No one spoke or slept. We clung to our places and waited until the light of the eleventh day (Wednesday) appeared. At noon the mizzenmast, which had stood intact, fell over to starboard, splitting up the deck to the mainmast. There we stood watching the planks as they washed away one at a time, and waiting for the last one beneath our feet to follow the rest. I was thinking of this when something impelled me to take a look around the horizon. I did so, and saw a steamer heading for us, not six miles away. It gave us new life. Getting out the ship's private banner, the largest flag on board, I climbed the forerigging and set it, that they might know that life was still on board. I knew the risks the boat would run from the floating timbers that surrounded us, but the wonderful skill and quick judgment of Mr. Dunlap and his men were more than equal to the emergency."

The "Benefactress" was valued at $20,000, and her cargo at $9,000. Both were insured. Capt. Campbell had commanded her three years. Capt. Campbell is a man of medium size, with dark hair, and clear blue eyes. He talks quietly, and with a distinct Scotch accent. He speaks in the highest terms of his treatment on the "Pennsylvania," which landed him and the six others here yesterday.

From Mr. John B. Hillman, Southampton.—Mr. H. Paxton Baird, Apothecaries' Hall, Woodstock, N. B.—Dear Sir: Your W. T. Baird's Cure-All Liniment is the best Liniment I have ever used. Nov. 10, 1881.

Temperance Reform.

—The temperance people of Toronto are determined to make the approaching municipal elections the occasion of a movement to separate the liquor traffic from the grocery trade.

—The introduction of cheap wines into England has been the cause of much mischief instead of good, and Mr. Gladstone is to be asked to repeal the Act that permitted them to come into the country.

—Five of the principal towns in South Carolina held municipal elections last week and elected prohibition tickets. The question has gone out of politics, and prohibition is spreading surely and rapidly over the State. Columbia, Charleston, and Greenville are the only important towns in which licenses are given for the retail of spirituous liquors.

—Dr. Norman Kerr, in speaking on the subject of grocers' licenses at a recent meeting in London, bore testimony to the increase. Many of his lady patients took so much drink that if they went out of doors they would not be able to walk straight. Some of this intemperance was attributed to be the reckless and disgraceful way in which doctors prescribed alcohol.

—Maine votes next September on a proposition to add a prohibitory amendment to the Constitution. Several hundred town committees have been appointed to organize the movement in favor of the amendment. The temperance women have special committees. It is said that over 2,000 speeches in favor of the amendment have already been made in the State.

—Within a fortnight past, the Prohibitionists of Kansas have resumed their efforts, and the liquor dealers in Leavenworth, Atchison, Topeka, and other large towns, who have sold liquors with impunity ever since the passage of the Act, are likely to get notice to quit. In many of the smaller towns prosecutions have been begun. In Parsons last week all the saloon keepers were arrested, and after they had promised to close their bars and not to reopen them, they were released on paying the merely nominal fine of $100 each. They have already begun to move across the Missouri.

—In Arkansas a majority of the electors may banish liquor from within a radius of three miles of any church or school house, and on this question women may vote; and it goes without saying that there are many towns wherein liquors are not openly sold. In all the towns the license fee is high, and in only a few can a man keep a bar if he is unable to pay $1,000 for license papers. The State demands $300 for the privilege, and most of the counties require from $300 to $500. The towns may make their terms as high as the voters please.

—Col. George W. Bain, of Kentucky, in Boston last week delivered a lecture in which he said that whatever tends to elevate the American home and the intelligence of the people tends to perpetuate the American Republic. Whatever tends to disgrace and tear down the home, and breed ignorance, pauperism, and crime, tends to destroy this country. The school and the church elevate society, consequently we want schools and churches in every valley and on every hill top. Then there is the saloon. Does it promote culture, intelligence, happiness, and prosperity? If it does, then we want it everywhere; if it does not, then we want it swept out of existence. This country pays about $1,000,000 per year for the support of the public schools, and a like amount for the maintenance of the churches. The drink bill of the nation amounts to $700,000,000 a year. For every dollar that we pay for the education of the schoolhouse we pay $7 for the education of the grogshop. For every dollar that we pay for the preaching of the gospel of Jesus Christ, we pay $7 for the teaching of the doctrine of darkness. The lesson of the liquor traffic and its relations to and effects upon the nation is that the Republic must put the evil down or the evil will put the Republic down.

MILLINERY!
MRS. C. H. BENT
WISHES to inform her friends and the public that she is prepared to do
ALL KINDS OF MILLINERY
In the Store, at Amherst, lately occupied by Mss. Barnes, where she will keep constantly on hand a FULL ASSORTMENT of the NEWEST STYLES in
Flowers, Feathers,
BIRDS, WINGS, LACES, RIBBONS, RIBBON VELVETS, OTTOMAN SILKS, PLUSHES, BLACK CRAPE AND VELVETS,
And all Goods used for Millinery Purposes.
ALSO FULL LINES OF
Plush, Velvet and Felt Hats,
In all the Newest Designs.
Ladies' and Children's Hoods and other Woollen Goods.
All kinds of Materials for Fancy Work, including Felt, Plush, Canvas, Embroidery Silks, Card-Board and Berlin Wools, Hair Goods, Back Combs and Bracelets in Jet and Celluloid.
Warner's Health Corsets a specialty.
AN INSPECTION IS SOLICITED.
AMHERST, N. S.
nov15 tf

Lumber. Lumber.
PINE & SPRUCE LUMBER, LATHS, Palings, &c. For sale low by
may29 CHAS. A. DOULL.

Business Cards.

A. D. RICHARD, LL. B.,
Attorney-at-Law, Notary Public, &c., &c.,
DORCHESTER, N. B.
Special attention given to the collection of Accounts in all parts of the United States and Canada.

ROBERT BECKWITH,
Attorney-at-Law, Conveyancer, &c.
DORCHESTER, N. B.

R. BARRY SMITH,
Barrister, Solicitor and Notary,
Main Street, - - Moncton, N. B.

A. W. D. KNAPP,
Collecting Justice and Accountant,
BRIDGE STREET, SACKVILLE, N. B.
BEGS to inform the people of Sackville and vicinity that he has opened an Office in his dwelling house where all Notes of Hand, Rents, Accounts, &c., entrusted to his care will be collected and promptly paid over. Books and Accounts audited and adjusted. Deeds and Mortgages written. Blanks always on hand. A share of public patronage solicited.
Sackville, Oct. 16, 1883. tf

THOMAS A. KINNEAR,
Attorney-at-Law,
NOTARY PUBLIC, &c.
OFFICE.....CHIGNECTO HALL BUILDING,
aug15 SACKVILLE, N. B.

A. E. OULTON,
BARRISTER-AT-LAW, SOLICITOR,
Notary Public, Conveyancer, Etc.
OFFICE - - - A. L. Palmer's Building,
Dorchester, N. B.

D. I. WELCH,
Attorney-at-Law,
CONVEYANCER, &c.
Moncton, - - - - - N. B.
All Legal Business attended to promptly.

W. W. WELLS,
Barrister-at-Law, Notary Public,
Conveyancer, &c.
Office: In the Office of late Hon. E. B. Chandler.
DORCHESTER, N. B.
Special attention given to the Collection of Debts in all parts of the Dominion and the United States.

CARD.
THE subscriber takes this opportunity of thanking his numerous customers for their liberal patronage during the last three years, and would intimate to them that he has sold his Stock in Trade to Mr. Frank L. Dobson, and would solicit a continuance of their patronage to him.
JOHN M. BAIRD.
Sackville, June 6, 1883. 13 tf

L. WESTERGAARD & CO.,
Ship Agents & Ship Brokers
(Consulate of the Netherlands,)
(Consulate of Austria and Hungary,)
No. 127 WALNUT STREET,
L. WESTERGAARD, GEO. S. TOWNSHEND, } Philadelphia.
july 24

Pictures Framed
In 40 Styles, including Walnut, Veneered and Gilt Mouldings.
Window Poles, Cornices, &c.; and a nice line of Fancy Goods, Musical Instruments, etc. etc.
CALL AT E. F. COATES', AMHERST N. S.
Opposite Post Office. Cole's Old Stand.

J. R. CAMERON,
Ennis & Gardner Block, Prince Wm. Street,
ST. JOHN, N. B.
DEALER IN
American and Canadian Oils, Chandeliers, German-Study, and English and American Lamps, Burners, Wicks, &c.

J. R. WOODBURN & CO.,
Were Awarded the ONLY MEDAL given for
CONFECTIONERY
At Dominion & Centennial Exhibition.
Samples now on view in our Warerooms. An inspection is invited.
DOCK STREET, ST. JOHN, N. B.

WILLIAM J. WOODS,
MANUFACTURER AND DEALER IN
Stoves, Ranges,
Heating Apparatus,
Kitchen Furnishings, House Furnishing Hardware, &c.
SACKVILLE, - - - N. B.

WHITE, UPHAM & WHITE,
Leather Manufacturers,
SUSSEX, N. B.
We keep Constantly on Hand
No. 1 Sole Leather,
Wave Leather and Calf Skins,
Grain Leather of all grades and Splits,
For which we solicit orders. Prices same as Montreal quotations. n9 6m

QUEEN ANNE & EASTLAKE
FURNITURE!
HAVING FITTED UP a Room in our Factory with Special Machinery, we are prepared to FILL ORDERS for
CHURCH ALTARS, CHAIRS, DESKS, SEATS, &c.; BEDROOM SUITS, SIDEBOARDS, HAT TREES, &c., IN WALNUT, ASH, OAK, PINE AND VENEERED WOODS.
We intend making a specialty of the best class of Hardwood Furniture from the latest designs.
Messrs. Treen and Doull, experienced Cabinet Makers, have an interest in and charge of this branch of the business.
Orders solicited and satisfaction guaranteed.
RHODES, CURRY & CO.
Amherst, Feb. 6, 1883. tf

Business Cards.

DR. MORSE,
AMHERST, N. S.
Graduate of Edinburgh University,
Physician and Surgeon.
Special attention devoted to the Diseases peculiar to Females and Children. aug1

DR. E. T. GAUDET,
Physician and Surgeon.
OFFICE: Opposite St. Joseph's College,
MEMRAMCOOK, N. B.
Special attention given to diseases of the EYE and EAR. 1y dec29

W. F. COLEMAN, M. D.
Memb. Roy. Col. Surg., Eng.
OCULIST AND AURIST
TO ST. JOHN GENERAL PUBLIC HOSPITAL,
PRACTICE LIMITED TO
EYE AND EAR.
OFFICE 40 COBURG ST. ST. JOHN, N. B.

DR. J. W. SANCSTER,
DENTIST,
HAS removed his office to the office formerly occupied by Dr. Botsford, near Chignecto Hall, where he may be consulted professionally each week day—Monday excepted.
No charge for examining Teeth or extracting Teeth when replaced by Artificial ones.
Particular attention paid to preserving Natural Teeth.
Office hours: 9 to 12 a. m., and 1 to 5 p. m.
At Dorchester on Monday of each week. Rooms over Jas. Cook's Oyster Saloon. mar21

HARNESS SHOP
COME and buy your new HARNESS, or get old ones Repaired and Cleaned, at the Shop formerly occupied by N. G. Bulmer. In Stock: Saddles, Whips, Curry Combs, Brushes, and all articles usually found in a first class Harness Shop.
Call and ask prices before going elsewhere.
COLE & DOBSON.
C. A. COLE. J. W. DOBSON.
june27 6m

TO THE PUBLIC.
THANKFUL to my friends and the public generally who have so generously patronized my Shoe Store in Lower Sackville, I now beg to inform them that I have this day Sold out my Stock and Good Will in the same to Albert G. Smith,
And would solicit for him the same patronage that has been so kindly extended to me.
ABNER SMITH.
Sackville, Dec. 5, 1883. 3m

GOLD MEDAL
AWARDED THE
WANZER
SEWING MACHINES
At the Great Central Fair at Hamilton, Ontario, over the Domestic and other Sewing Machines.
Money saved is money made. Regard your own interests and see these Machines before purchasing.
C. C. FAWCETT,
oct24 tf AGENT, SACKVILLE, N. B.

WANTED: GOOD POULTRY. CHEAP FOR CASH.
People's Market!
JUST OPENED.
Opposite New Music Hall.
Fresh Beef,
Fresh Pork,
Fresh Lamb,
Chickens, Geese,
Ducks, Turkeys,
Butter, Eggs,
Lard, Tallow,
Salt Beef and Pork,
Table Vegetables, Shad,
No. 1 Labrador Herring.
EDWARD READ.

REMOVAL.
Halifax Banking Co.
HAS BEEN REMOVED TO THE MUSIC HALL BLOCK.
Savings Bank.
Office hours: Daily, from 9 a. m. until 4 p. m.—Sundays and Holidays excepted. On Saturdays, from 9 a. m. till 2 p. m., and from 7½ till 8½ p. m.
T. A. H. MASON,
dec12 AGENT.

Nails, Tacks and Brads.
S. R. FOSTER & SON,
MANUFACTURERS OF
CUT NAILS;
ALL KINDS OF
Shoe Nails, Tacks & Brads.
Office, Warehouse and Manufactory:
Georges Street,
ST. JOHN, N. B.

RHODES, CURRY & CO.
AMHERST, N. S.
HAVE REBUILT and are now running the
Amherst Wood-Working Factory,
And with the aid of good men and good machinery are prepared to fill orders at short notice for
Doors, Sashes, Blinds, Window and Door Frames, Brackets and Mouldings of all Descriptions, Kiln Dried Lumber and Building Material, Planing, Sawing, &c.
Stores and Offices fitted out. All orders promptly attended to. may7

J. WILSON & CO.
MANUFACTURERS OF
Marbleized Slate Mantels
—AND—
GRATES.
DEALERS IN
Stoves, Ranges, &c.
104 PRINCE WM. STREET,
ST. JOHN, - - - - N. B.

Travellers Column.

TERRACE HOTEL,
AMHERST, N. S.
Renovated and Refurnished thoroughout.
GEO. E. DAVIS, Proprietor,
oct3 Nearly opposite Station.

SACKVILLE
Livery Stable.
HAVING opened a Livery Stable on the premises formerly occupied by George Lawrence, I am prepared to accommodate the public. Prices moderate. Call and see us.
CHAS. A. COLE.
Sackville, April 25, 1883. tf

INTERCOLONIAL RAILWAY.
1883 WINTER ARRANGEMENT 1884
ON and after MONDAY, the 10th December, the Trains will run daily (Sunday excepted) as follows:
WILL LEAVE SACKVILLE:
Express for Halifax and Pictou..5.33 a. m.
Accommodation for Moncton...8.13 a. m.
Express for Halifax and Pictou..1.06 p. m.
Express for St. John.....2.18 p. m.
Spring Hill Accomodation.....7.50 p. m.
Express for St. John & Quebec...9.25 p. m.
WILL LEAVE DORCHESTER:
Express for Halifax and Pictou..5.05 a. m.
Accommodation for Moncton...9.00 a. m.
Express for Halifax & Pictou, 12.37 p. m.
Express for St. John.....2.45 p. m.
Spring Hill Accommodation.....7.08 p. m.
Express for St. John & Quebec...9.25 p. m.
All Trains are run by Eastern Standard Time.
D. POTTINGER,
Chief Superintendent.
Railway Office, Moncton, N. B., December 6th, 1883.

MONCTON
Furniture, Carpet, and House Furnishing
WAREROOMS,
MONCTON, - - - - - - N. B.
Furniture, Carpets, and House Furnishings
EXCLUSIVELY.
GEORGE McSWEENEY.
nov21 88

ONLY $1.75 FOR
The Chignecto Post
—AND—
The Farmer's Advocate
AND HOME MAGAZINE
Without a rival in Canada, and unsurpassed in America, for the Stock Raiser, Dairyman or Fruit Grower.
We are enabled, by a special arrangement, to offer that well-known agricultural paper, *The Farmer's Advocate*, now in its 19th year of publication, clubbed with this journal for the above small amount.
"Superior to all Others."
The Advocate is the acknowledged agricultural authority of Canada, and combines with, under its Home Magazine Department, the best family paper published in the Dominion. Its motto—
"Plain, Practical and Paying Information,"
and its best energies are devoted to the interests of the farmer and his family. Over 400 pages every year. *Just what is wanted for every owner of Farm, Garden or Orchard.*
Improvements in each Department during 1884.
SUBSCRIBE NOW.
Balance of the year FREE. Send for sample copy.

Moncton Sugar!
One Car Load Assorted Grades,
Now Received. For Sale Low.
dec12 tf M. WOOD & SONS.

Flour, Oat-Meal,
—AND—
CORN-MEAL.
A FULL STOCK NOW ARRIVING AND IN STORE.
dec12 M. WOOD & SONS.

LANDING.
2000 Bags LIVERPOOL SALT;
10 Barrels } NEW CURRANTS;
15 Cases }
20 Barrels DRIED APPLES;
6 Tons BRANDRAM'S W. LEAD;
25 Casks LINSEED OIL.
GEO. S. DeFOREST,
13 South Wharf,
nov7 ST. JOHN, N. B.

TEA!
259 Half Chests of TEA.
Direct Importation. Now Landing.
GEO. S. DeFOREST,
13 South Wharf,
nov7 St. John, N. B.

NOTICE.
I HEREBY FORBID all persons giving any credit to my wife, Lilly, on my account, as I will not be accountable therefor.
FRANK L. SNOWDON
Sackville, Sept. 20th, 1883. 3m