THE AMHERST WAREHOUSE CO.

Prices to Suit the Times??

FOR THE NEXT SIX WEEKS, PREVIOUS TO TAKING STOCK, WE WILL SELL **GOODS** IN ALL DEPARTMENTS

AT REDUCED PRICES!

For Cash or Approved Paper.

With a Stock so large and varied as ours, it is impossible to enumerate, but we direct attention to the following Lines, in which we are making Special Reductions.

DRESS GOODS:

FRENCH MERINOS, WOOL SERGES, WOOL SATIN CLOTHS, WINCIES, BLACK & COLORED LUSTRES, MOURNING GOODS, &c.

FANCY DRESS GOODS Of various Materials, Including a Lot suitable for Early Spring Wear.

Prices of all Dress Goods Largely Reduced!

White & Scarlet Flannels, Cotton Flannels, Gent's Under-Shirts and Drawers, Children's Under-Clothing, Ladies' and Children's Hosiery,

Gent's Felt Hats and Cloth Caps—cheap, Gent's Shirts, Ties and Scarfs, Handkerchiefs, Kid Gloves, &c., &c.

Shawls--Plain and Fancy.

CLOTHS, TWEEDS and FANCY COATINGS,

A GOOD RELIABLE ARTICLE.

FUR GOODS, of all Kinds, still Further Reduced in Price!

PRICES OF ALL DRY GOODS REDUCED!

Tapestry Carpets, Wool Carpets, Hemp Carpets, Remnants Carpets,

VARIOUS LENGTHS, AT VERY LOW PRICES.

FURNITURE:

CENTRE TABLES, SOFAS, LOUNGES, CHAMBER SUITS, &c.

A GOOD CHAMBER SUIT FOR $25!

BOOTS & SHOES No reasonable offer refused for anything in this Line that we have on hand.

In Carriage Hardware, Harness Mounting and Building Material, &c.,

We have Full Lines and offer Special Terms and Prices to anyone buying a quantity.

☞Bona Fide Reductions in Prices Right Through the House, and one of the Largest and Best Assorted Stocks of Goods to be found in any Country Town.

THE AMHERST WAREHOUSE CO.

Amherst, N. S., Feb. 20th, 1878.

C. FLOOD,

87 King Street, - - - - St. John, N. B.

WHOLESALE & RETAIL DEALERS —IN— PIANOFORTES and ORGANS,

—AND— General Musical Merchandise, SHEET MUSIC

Sole and Exclusive Agent for New Brunswick for STEINWAY & SONS, CHICKERING & SONS, WM. BOURNE, HALLET & CUMSTON, HAINES BROS., **PIANOFORTES**; MASON & HAMLIN AND THE SMITH AMERICAN CO.'S **ORGANS.**

Catalogues and Price List supplied Free on Application to

dec19 77 C. FLOOD.

Herring, Codfish, Etc.

JUST RECEIVED:

6000 FRESH HERRINGS;
1000 Lbs. FRESH CODFISH;
200 Brls. SUP. EXTRA FLOUR;
50 Brls. CORNMEAL;
300 Lbs. FEED MEAL, in Bags;
1000 Lbs. CHEESE.

FOR SALE LOW.

feb13 BLAIR ESTABROOKS.

Apples! Apples!

IN STORE:

25 Brls. No. 1 Apples,

OF BEST VARIETIES.

For Sale Low.

jan24 4i J. F. ALLISON.

Christmas Groceries!

IN STORE:

A good Stock of Fresh Groceries,

Suitable for the present season.

All offered at Lowest Prices.

dec12 J. F. ALLISON.

Shad! Shad!

IN STORE—A FEW

Half-Brls. No. 1 Shad,

FOR SALE LOW.

feb12 J. F. ALLISON.

CLOTHING!

OUR STOCK OF

Ready-Made Clothing

is still large and well assorted, and well worthy of the inspection of purshasers.

PRICES LOW.

dec12 J. F. ALLISON.

INDUCEMENTS!!

W. D. MAIN & CO.,

AMHERST, N. S.

OFFER THE BALANCE OF THEIR STOCK OF

FURS,

Fancy Woollen Goods,

Ladies' Matelasse Cloakings,

French Merino, All-Wool Serges, All-Wool Poplins,

At prices that will command a ready sale to parties requiring such Goods!

CALL AND SEE!!

N. B.—FRINGES, VELVETS and BUTTONS to Match Dress Goods.

DRESS-MAKING carried on in the premises. Orders for Evening and Ball Dresses executed with expedition.

jan24 W. D. MAIN & CO.

Hay for Sale!

20 TONS ENGLISH HAY for sale in one lot, or quantities to suit purchasers. Good quality.

E. A. WELCH.

Botsford, Feb. 5th, 1878.

Grey Cottons!

JUST RECEIVED:—1 Bale GREY COTTONS. These Goods will be found very low in price, and are offered at a decided bargain by the piece.

marc 4i J. F. ALLISON.

Store to Let.

THE STORE recently occupied by S. F. Black, Esq., may be leased by application to

oct31 J. L. BLACK.

GREAT SALE —OF— CARPETS!

THE Subscriber being about to remove his business to Larger and Better adapted premises, will offer for sale,

AT GREATLY REDUCED PRICES,

the balance of his last Spring's importations. This Sale will continue for one month from date, and parties in need of

CARPETS

for the Spring will do well to attend, as such a chance is not likely to occur again. As this Sale will include the Stock saved by

Messrs. Sheraton & Skinner

from the Fire, GREAT BARGAINS may be looked for.

BRUSSELS.

Best 5 frame body Brussels at $1.40 $1.45 and $1.50.
FORMER PRICE.....$1.65.
Short lengths of same Goods, $1 to $1.35.

TAPESTRIES.

Sixty pieces of New and Good Patterns at 70c. and 75c. per yard.
Lengths of from 17 to 25 yards at from 50c. to 70c. per yard. Former prices, 90c. 95c. and $1.

WOVE CARPETS,

10 Per Cent Discount.

Union Carpets,

10 Per Cent Discount.

STAIR CARPETS,

And Other Goods in Same Proportion.

This Sale will Include

100 Pairs of Lace Curtains,

Which will be sold at a small advance on the cost.

☞An Inspection is respectfully solicited.

Sale to Commence this Day.

A. B. SHERATON,

Market Hall,

GERMAIN STREET, - - - ST. JOHN, N. B.

feb7

Local and other Matters.

BOTSFORD AGRICULTURAL Premium List on outside.

REFORM MEETING next Monday night, at Chignecto Hall.

MR. PETER SINCLAIR, of Halifax, fell dead at his door on 8th inst.

BAPTISMS.—On 3rd inst., Rev. E. Hopper, baptized 18 persons at Coverdale, A. C.

GRATIS.—Lists of parish officers for Sackville; also Calendars for 1878, at this office.

INFANTICIDE.—Eliza Allison, Newcastle, was committed for destroying her infant on 1st inst.

BENNET COAL, fifty cents cheaper per chaldron than formerly, can be ordered at this office.—4i

MR. C. ARMSTRONG, for 16 years an Editor of the St. John *Globe*, died on Friday, aged 41 years.

T. MEDLEY WETMORE, Esq., has been appointed Parish Courts Commissioner for Gagetown.

A SINGULAR ACCIDENT at Beech Hill last week. A young man named Wm. Cole, was cutting down a tree when the butt rebounded catching the axe which came down cutting Cole in the leg.

PERSONAL.—Mr. Robert L. Botsford, son of Judge Botsford, passed his final examination at Jefferson Medical College, University of Penn., Philadelphia, on Saturday, and received his diploma as doctor of Medicine. Dr. Botsford's many friends in Westmorland will wish him every success in his career.

BIG STICK.—Mr. James Anderson, Dorchester, has sold Wm. Hickman, Esq., a piece of black spruce, 40 feet long and 2 ft. square, hewn throughout. Mr. Anderson has got a frame of a mill, 100 feet long, which he proposes erecting in the summer. He proposes making a number of important additions to his mill business.

SHIPPING ITEMS.—The "Maggie Chapman," recently lost, was valued at $25,000. Her owners were W. K. Chapman, 12 shares; George Carveil, 12; A. J. Smith, 8; Wm. Cochrane, 6; and others. She has paid for herself something like four times.—The barque "Jos. Hickman," Bishop, arrived at Antwerp on 16th inst. (By cable to Wm. Hickman.)

THE Rev. Mr. Lawson will lecture in the Methodist Church, Cookville, next Sunday evening at 7½. Subject: "Things I have seen, and things I have not seen, and the lessons they have taught me." Admission 10 cts. Preaching at Cookville on Sabbath next, at 10½ a. m. and 6 p. m.; Anderson's at 11 a. m., and 2 p. m.; Woodpoint at 2½ and Westcock at 6½ p. m.

DIPHTHERIA is still prevailing in this community. Mr. David Wheaton, Midgic, lost two children last week. Mr. Joseph Richardson has lost one, and others of his family are ill. Albion Smith (eldest son of Mr. Silas Smith who previously lost two children) died of this disease on Sunday. Mr. William Tower, of Rockport, has lost two children within a few days, and other members of his family have been down with it.

PUGWASH ITEMS.—At the last regular meeting of Acadia Lodge, No. 13, A. T. & A. M., the following officers were appointed for the ensuing year: Donald Macaulay, W. M.; Revd. D. C. Moore, P. M. Chaps. Elias King, S. W.; John W. Starratt, J. W.; Hibbert C. Black, Treas.; John E. Warner, Sect.; Robt. McKinnon, S. D.; John Seaman, J. D.; Wm. MacKay, and Robt. Smith, Stewards; Allison Mitchell, I. G.; Gillean McKinnon, Tyler.—Two more cases of diphtheria proved fatal last week, and it is still raging.

"Northern Light" Again.

We presented three weeks ago a Report of the "Northern Light" debate, from the *Globe* and *Mail* Reports. Below is a fuller report of Messrs. Pope, Robitaille and Smith's remarks from *Hansard*:

MR. POPE (Queen's, P. E. I.) asked the hon. member to amend his motion by adding that a copy of the report which must have been sent to the Department before the repairs were done on this vessel be furnished; also a report of what had been done, and of the present condition of the boat. It was very important to see that, because there were different opinions existing with regard to this boat, and in the first place as to her construction. He had stated last winter in this House that he did not find any particular fault with the Government as regarded the style of the boat, because he believed that the members for Prince Edward Island agreed to accept her offer, having seen the model. If there was any blame to be attached to any persons, that blame was to be attached to the members for Prince Edward Island, who consented to take such a boat. She was a boat which, from her model, was never suited at all for such a purpose; he said so last winter, and he repeated it now, and the experience they had, he thought, had proved it. The hon. member for Cumberland (Mr. Tupper) said he did not rise for the purpose of censuring the Government for their persistence in sending the mails by way of Pictou. He (Mr. Pope) said he rose for the purpose of censuring the Government, and for this reason, that the First Minister was waited upon and remonstrances were sent to him by every member of the Senate from Prince Edward Island, and four out of the six members of this House from Prince Edward Island, as to the way in which the mails should be sent in winter; and they endeavoured in every possible way to impress upon him the necessity of sending them by way of the capes, and also to impress upon his mind that it was the only way in which the mails could be sent or received with any certainty as to their delivery. While he did not find fault with the Government for the description of boat that was built, there was a great deal of fault to be found with them for accepting a boat in such a condition. She had powerful engines, but, so far as the boat herself went, he never saw in all his experience,—and he had been ship-building for 25 or 30 years,—so great a fraud imposed upon any people. She was represented as having been well built and strong, and in every way fitted to do the work for which she was intended. She was said to have a strong bulk-head, about 12 feet from the stern, which was supposed to be a great strength to the ship, and at the same time, to form a water-tight compartment in the event of the ram being broken in. The bulk-head merely consisted of plank, spiked to a small beam of about 10 inches below, and to the beam above, and the seams merely chinks filled with oakum, and not fitted tight below. The whole bows from that forward should have been built in solid with timber, whereas there was really nothing to strengthen her, and altogether her fastenings were put in a such a way as would disgrace any respectable ship-builder. Altogether, she was a fraud, so far as her construction went, from the very beginning. If she had been properly built, why should a cost of $20,000 to $25,000 for repairs be necessary? He did not name these as the actual figures, but he thought the amount the had cost would approximate to that, and perhaps amount to more. He supposed there had been some representation made as to what, in the opinion of those appointed to inspect and report upon her there, was necessary to be done. They would find that there had been a good deal of strengthening that was not originally put in the vessel that should have been put there. The boat has now cost some $90,000, exclusive of running expenses, and he wanted to know with what result? One reason why he wanted a detailed account last year was to show the farce that was played off at Charlottetown. They had the whole noble army of officials down watching this boat, and she was unable to break through some six or eight inches of ice. They went through the farce of getting a horse and a saw, to saw the ice away before her,—actually to cut her out from the ice. The poor horse was put out on the ice in the morning, and taken in at night and fed, and next morning was put out again; and after the ice was cut, they were drifting about in the gulf for days, sometimes away up to the northward of Charlottetown, and on the next day miles below it. At last, she reached Georgetown, and as there was but little cold weather the remainder of the season, and not much ice, she performed her work tolerably well. This season was an exceptionally mild one, and until the end of January there was no ice, and up to that time she ran regularly, but the very first ice she encountered she ran into it and could not get out again. For three or four weeks after the close of navigation in Charlottetown, this boat might perform very good service on the Georgetown coast, but, after the winter set in hard, with the north-west winds, the ice drifted from the straits above and filled in the bay off Victoria, and with a few days of north-east winds, the heavy ice was brought down from the Straits of Belle Isle, past the east point of the Island, and filled the whole place. This heavy ice was seldom met with at the capes—the great trouble there generally being the thin ice or lolly;—there, when the winter regularly set in, the ice became solid or fixed for one and a-half miles from the shore on each side of the Straits, and a dock might be cut into this ice where the steamer might lay in safety. When the weather was mild and the crossing bad for the small boats she might run, and during the hard weather the small boats could generally cross in three or four hours—so that the mails in this way would be sure to go daily unless a snow-storm prevented. This arrangement would necessitate the building of a railway from AuLac to Cape Tormentine, a distance of about 35 miles, and on the Island side of about 12 miles. *This matter was talked a good deal about, previous to the last general election, and as another election would soon be on, the constituents of the hon. member for Westmorland (Mr. Smith) expected to hear from him again.* There was no easier place to be found to build a railroad; there was a fine level track and plenty of timber to be had, and the Government had any quantity of rails, either iron or steel. He would conclude by expressing a hope that, whatever might be done with the "Northern Light," the mails would be sent by the capes.

MR. SMITH (Westmorland) said he had no objection to furnish the information asked for. The Government had had no other object from the beginning, in this enterprise, than, as far as possible, to fulfil their treaty obligation, because it was a treaty obligation, no doubt, when the Island entered into the Union. No pains had been avoided, but everything was done that was possible to make this service efficient. His hon. friend (Mr. Pope) complained about the defect of this boat. He was not experienced enough in such matters himself, but he knew that the Government had the assistance of experienced men when this vessel was on the stocks, who approved of her model; and the representatives in this House, as well as in the other Chamber, of Prince Edward Island, approved of her model, and were anxious that the Government should enter into the contract with Mr. Sewell, and give the boat a trial. They did so, and had a contract or agreement made and prepared with great care, and specifications prepared by the best engineering skill that they could get from people accustomed to ship-building. They employed not only Lloyd's surveyor, Mr. Coker, but they also employed Mr. Nisbett, who, he understood, had, for the last forty years, been a practical shipbuilder, a man of character, and a man of great experience and skill, having the qualifications necessary to enable him to supervise the construction and progress of this vessel which was being built. They got a report from Mr. Nisbett every week, and he was prepared, if his hon. friend (Mr. Pope) wanted it, to submit all the weekly reports they had had from Mr. Nisbett. They also had the certificate of Mr. Coker, Lloyd's surveyor, as to the thorough manner in which the vessel had been built. If the vessel was not built as she ought to have been built, at all events the Government were not in fault. He (Mr. Smith) could not be there, the officers of his Department could not be there; they had to trust this matter to Mr. Coker, Lloyd's surveyor—who must be a man of great skill in regard to shipbuilding, or he would not occupy the position he did—and to Mr. Nisbett, who was also an experienced man in shipbuilding. It turned out no doubt that this vessel had some defects; how it had happened he really did not know—how Mr. Coker had overlooked it, and how Mr. Nisbett had overlooked it, who was there day by day, and every day during the whole time, he could not tell but such was the fact. The Government found it was necessary to expend a very considerable sum of money on the vessel in order to prepare her for this winter's operations. When the papers were brought down they would show that she cost a very large sum of money. He regretted that she cost so much, but the Government could not help it; they had to do it. He might say that he agreed with his hon. friend (Mr. Pope) that it was impossible to run during the whole winter. That was also his own opinion, but, of course, he had not the experience, and his opinion was not not worth as much as that of the hon. member from Prince Edward Island, because he had a great deal of experience. He thought that experience had pretty well shown that the only two points where the service could be relied upon were between Capes Traverse and Tormentine. One of the leading objections of this steamer was to carry the mails regularly across, and she had performed the service with regularity up to the first of February and did not miss a trip. She crossed to Georgetown in eight or nine hours, and carried the mail with great regularity, but the Postmaster-General, since then, had sent orders to send the mails by way of Cape Tormentine.

MR. POPE said that was done after the first interruption, but she had been put back again on the old route.

MR. SMITH said she got rid of the ice, and the Postmaster-General supposed she would get through with as great regularity as she did before. It had turned out otherwise, but the Government were not responsible for that, and, when it was found that the mails could not be carried in this way, they had been sent round by the Capes. He had no intimation to make in regard to the course the Government might take in this matter; but the Government was alive to the importance of having this service effectually performed, and he had no doubt that the necessary steps would be taken to accomplish that result.

MR. POPE said he would like to ask the hon. gentleman if it was his opinion that the only possible way to send the mail with regularity was by way of Capes Traverse and Tormentine? If so, why were they hammering away at that steamer, and having her drifting about the bay for weeks together.

MR. SMITH said he had given his individual opinion, but that was not worth very much. His hon. friend (Mr. Pope) knew very well that there were plenty of people in Prince Edward Island, and in Nova Scotia also, who thought that regular communication could be kept up between Pictou and Georgetown. It was a matter of personal opinion. His hon. friend and himself agreed upon that point, but, still, other people had their own opinions; however, he thought that experience pointed that these were not the best points of communication between the Island and the mainland, but that the two capes were the points which must be ultimately settled upon.

MR. ROBITAILLE said it was quite clear from what the hon. the Minister of Marine and Fisheries had said, that whatever fault had been found with the construction of the Steamer "Northern Light," must fall upon the shoulders of Lloyd's Surveyor, Mr. Coker. He apprehended that such was not the case. Mr. Coker was never consulted about the model of the ship, and never was consulted as to the specifications for the building of it. He was never consulted in any way or form, but, at the last moment, when the Minister of Marine and Fisheries found he could not get that vessel cleared at the port of Quebec without a certificate, he sent the specifications to that gentleman and asked him to go and see whether those specifications had been fulfilled or not.

The Missing Man.

A New Development!

Another link in the evidence against the Osbornes, it was rumored last week had been discovered. Mrs. McCarthy had recognized some beads given away by Miss Osborne at Shediac, as being part of a rosary belonging to McCarthy, on which his monogram had been stamped—J. M. C. This, if true, would prove very inconvenient evidence to the Osbornes but Miss Osborne, on the subject being broached to her, gave the following explanation: The family who occupied the Osborne House, Shediac, previous them, left there a string of common beads; that these beads, after laying about the house for some months, were given away by her. A hired girl, one Mary Ann Donovan, states she saw the beads hanging up in the Osborne's kitchen during September, when she lived with them. Moreover the monogram is not J. M. C., as Mrs. McCarthy thinks, but J. M. (Jesu Marie.)

LIQUOR CASE.—Quite an important case of violation of the law relating to the sale of spirituous liquors was tried before Justice Cahill, on Wednesday and Saturday, 6th and 9th inst. George Lawrence, proprietor of the "St. Lawrence House," was the defendant and was charged with having his bar-room open after 10 o'clock. There was great trouble in getting witnesses to come forward—every important witness having to be brought on a warrant. Edward Orr one of the most important witnesses for the prosecution suceeded in baffling the vigilance of the constables entirely. Justice Cahill considering that the prosecutor, special Constable Chase, had made out a clear case, fined the defendant $8 00 and costs. The fine was the lowest limit as it was Mr. Lawrence's first offense; but the costs of the suit are heavy as there were upwards of twenty witnesses. It was amusing to note the comprehensive ignorance of some of the witnesses. One's memory failed him completely as to the hour, day, work, month and year. The explanation offered by a bystander for such celestial indifference to things earthly was that he was gloriously drunk.

RAILWAY ACCIDENTS IN CANADA.—There are about 3,000 railway servants in Canada. Number killed in 1876 was 48, injured 238, being one killed to every 62 employed, and one injured to every 12. In Canada there are six killed and eight injured to every one in the United Kingdom.

How to Defeat Tupper.

WESTMORLAND POINT, March 12, 1878.

To the Editor of the CHIGNECTO POST.

SIR:—I see a great portion of your local contemporary, a few weeks since, was taken up in publishing that wonderful address to the Hon. A. G. Jones, got up at Amherst, and afterwards sent to Ottawa. Fearing some people might think Dr. Tupper's popularity on the decline, I thought it best to give a fair statement of facts, as that address said it was signed by most of the leading men in Amherst. Well, as regards the respectability of the persons who signed it, I believe it to be correct. I will admit I was somewhat surprised at seeing some of the names attached. I had a conversation with one gentleman who signed the address, and asked him how it was that many of the Dr's former supporters had signed it. His reply to me was: We thought it would do no harm, and our object was to get from Mr. Jones a political speech at Amherst. He further said: one half or more who signed the address would vote for Dr. Tupper. I think it strange that they could only find ninety-eight leading respectable men to sign the address, after going over an extent of country about thirty miles long by ten miles broad; as I see by the names, they are scattered over that much of the county, including Amherst Town, where there are two hundred voters or more in one quarter of a mile square; but the most wonderful thing in that address is, they knew the great sacrifice made by Mr. Jones to serve his country; by which sacrifice Mr. Jones only got something over $6,000 a year, or, after deducting Sundays and holidays, only $20.00 a day, besides perquisites under the head of miscellany or contingences. Don't you suppose there are hundreds of men who would not consider it a great sacrifice to serve their country, and do it well at $10.00 a day, half the amount. I will venture to say that if an address was gotten up for Dr. Tupper over the same ground they have gone over for Mr. Jones, that there would be to the address 1,000 names! It is certainly very surprising that in a county where there are about 5,000 voters that there was not more than the number of 98 names to the address; well may they say be thankful for a little. I know it would be a delightful thing for the Grit party to keep Dr. Tupper out of the Commons, but if the Dr. is afraid of losing his election in Cumberland, all he has to do is just cross the line into New Brunswick, and Westmorland Co. will elect him triumphantly. Now, I only know of one way to keep the Dr. out in Cumberland, and that is for the Hon. A. J. Smith to write to the Editor of his paper about like this:

Dear Mr. R——ds,

"It is very important to our party to keep Dr. Tupper out of the House of Commons, for he certainly gives us a great deal of trouble, as he never forgets if we commit an error, and the only way I know that we can keep him out, is for you to publish a few hundred extra copies of our paper and send them weekly over the county of Cumberland, and that may do it. Now please send 200 copies weekly to Cumberland until after the Election. If it should be the means of the Dr. losing his Election, you shall be handsomely rewarded. It is very important to the county of Westmorland that he should lose his Election. For if our pure, good, economical and righteous Government should be defeated, the Dr. will have the Railway built from Amherst to Cape Tormentine, which work, I must acknowledge, I have not attended to as I ought, knowing the line would be a good feeder for the Intercolonial, and pay working expenses; but as the "Northern Light" has been a failure, it has given me an opportunity to advocate the Road from Sackville to Cape Tormentine, as it is perfectly level, and it is the place nature has designed the road should go, and also the mails must cross in the winter time from Cape Tormentine to Cape Traverse. Now, sir, as you must be aware that the far largest number of my voters are those who have the least information, I shall depend on you and our paper to keep before the Electors the Railroad, and also you might intimate to the Electors that I intend to build a bridge from Cape Tormentine to Cape Traverse, as it is only a distance of about nine miles, and say further to the Electors that I intend to have it built with money out of the Fishery Award of $5,500,000, which you are aware as well as I am will never be paid. Your Editorials are weighty, and your reasoning marvelous. And I trust that with our powerful paper and my commanding appearance and powerful oratory, I will once more be returned for that most enlightened and inteligent county of Westmoreland." OBSERVER.

TEMPERANCE AT CENTREVILLE.—The wave of Temperance has reached Centreville with Rev. Mr. Gammon as the motive power. That gentleman, after religious services, held in the Baptist Church on 5th, proposed the organization of a temperance society. The proposition was well received, and the leading temperance men being in favor of the U. S. T., the pledge of that Order was produced and received about thirty signatures. It was decided by a majority of the members to call the organization "Phœnix Lodge." The following are the officers: G. Bishop, President; A. F. Hicks, Vice do.; J. C. Bishop, Secretary; J. E. Henry, Treasurer; W. Conittard, Financier; John Tingley, Chaplain. It is expected the membership will be largely increased at the next meeting, which will be held on the 16th inst.

SPRING, gentle spring, eterial mildness comes, and from the bosom of yon dropping cloud, veiled in a shower of shadowy roses, on our plains descend, while music wakes around to the air of "the Mulligan Guards" stirred by the orphean hand of the impassioned organ grinder.

Latest by Telegraph.

NEWS FROM THE EAST!

English and Austrian Preparations for War!

St. John Ship Fraud!

Special to Chignecto Post.

LONDON, Mar. 13.—In consequence of the spread of typhus fever at St. Petersburg, many families leaving the city. Fresh cases are estimated between 300 and 400 daily.

Austrian steamship "Sphinx" which took fire with 2,500 Circassians on board, causing loss of 700, was fired by Carcassians during an emeute. They had previously plundered the vessel.

A conviction prevails in St. Petersburg that English Armament reveals England's intentions to occupy some point in Levant, possibly Mitylene. Russia would then consider the safety of her Black Sea coast, which is only a few hours sail from Mitylene.

The *Standard* announces in official form that the British Squadron in the Mediteranean is now in Besika Bay and will advance to the Dardanelles to be nearer Admiral Commerell.

Captain Syenetchukine of Russian Navy is about to proceed to New York to inspect fast sailing steamers available for transport service.

Roumanians refuse to be bound by the Russo-Turkish preliminaries of peace.

The Preparations of England and Austria cause but little excitement. The conviction that peace will be maintained is very strong.

BALTIMORE, March 13th.—A brig entered here a few days ago as the "Atesis," from Port Cabello, with a cargo of coffee and hides. She proves to be the British brig "Alice," of St. John, N. B., which was loaded at Porto Cabello for Hamburg, and where her cargo is insured for $92,000. A man calling himself Kingvear has been endeavoring to sell the cargo and tried to obtain $60,000 cash in advance, but failed, getting only $1,000. The brig has been seized by the British Consul, she being found yesterday at Canton without a soul on board, Captain Williamson, mates and seamen, all having fled.

FROM FREDERICTON.

Special to Chignecto Post.

FREDERICTON, March 13.—BURNS gave notice, this morning, for detailed statements of travelling expenses of the Executive up to 31st October last, showing when and for what paid.

A long discussion was had on Davidson's bill to authorize parishes in Northumberland to vote pay to Councillors; nearly all the members taking part in it. The hardship of Councillors having to travel long distances to attend, paying their own expenses, and losing time, was argued in favor of the measure, and there seemed a desire in the House that, whatever was done, should be done for the whole Province, and not for one county. There was a division of opinion as to whether the remuneration should take the form of mileage, daily pay, or a combination of both, and whether the parish or county should bear the charge. Some argued that the payment of Councillors should be compulsory. Progress was reported with leave to sit again.

STEVENSON presented a petition from Charlotte County Council, in favoring the payment of Councillors out of county funds.

ROGERS introduced a bill to incorporate the Albert Southern Railway; and Stevenson a bill in respect of Library Associations and Mechanic's Institutes.

Papers were promised in response to Roger's motion relating to Crown Land trespasses in Albert County.

TWEEDIE introduced a bill to incorporate Chatham Dutcher's Temperance Reformers Hall Company.

SHEDIAC CONCERT AND LECTURE COURSE.—A very interesting and instructive Lecture was delivered on Thursday last by Clark P. Smith, Esq. Subject: "Self Culture." The subject was ably treated and was replete with good advice, particularly to the young, and was in every respect intrusting to all. Mr. D. B. White will lecture on Thursday (this evening). Subject: "Development of Man." On Thursday, 21st inst., the last Entertainment of the Course will be given. The attraction this time is, we are told, to be the Drama "Blow for Blow," with Prologue and three Acts. It is the intention of the Committee to make this a grand success, if possible, and are to introduce all the necessary accompaniments to give it rendering, both in delivery and scenic effects all that this play deserves. We feel confident the management will spare no pains to reach this end.—COM.

CHARLES MERRITT, Esq., St. John, who died a few days ago, left property valued at $150,000. He bequeathed $10,000 N. P. R. Stocks to Diocesan Church Society; $5,000 N. Y. Third Av. Ry. Stocks to the Home of the Aged; $5,000 of same to Protestant Orphan Asylum, also three lots of land on Brittain St.; $5,000 C. P. Ry. Stock and $2,000 M. & St. P. Ry. Bonds to Wiggins Orphan Asylum; and $11,000 of P. & M. Ry. Bonds to Trinity Church. The residue he divides amongst his relatives in St. John, St. Catharine's and New York.

THROWN from my wagon on the ice, splintering the bones of one wrist, spraining the other, and suffering from severe contusions about the head. One bottle of GILES' LINIMENT IODIDE OF AMMONIA reduced the swelling and took away the intense pain. There can be no mistake in regard to its great virtues.

W. L. COOK, Islip,
Editor *Long Island Herald*

PERSONS requiring purgatives or pills should be careful what they buy. Some pills not only cause griping pains, but leave the bowels in a torpid, costive, state. *Parsons' Purgative Pills* will relieve the bowels and cleuse the blood nithout injury to the system.

"German Syrup."

No other medicine in the world was ever given such a test of its curative qualities as Boschee's German Syrup. In three years two million four hundred thousand small bottles of this medicine were distributed *free of charge* by Druggists in this country to those afflicted with Consumption, Asthma, Croup, severe Coughs, Pneumonia and other diseases of the Throat and Lungs, giving the American people undeniable proof that German Syrup will cure them. The result has been that Druggists in every town and village in the United States are recommending it to their customers. Go to your Druggist, and ask what they know about it. Sample Bottles 10 cents. Regular size 75 cents. Three doses will releive any case.

Impurities of the Blood.—The decided alterative action of ROBINSON'S PHOSPHORIZED EMULSION OF COD LIVER WITH LACTO-PHOSPHATE OF LIME adapts it in a remarkable degree as a blood purifier well worthy of the trial of those suffering from a diseased condition of the circulating fluid. The unsightly blotches, pustules and pimples that disfigure the face and neck, as well as other portions of the body, of so many persons, are indications of a diseased state of the blood induced by, as well as associated with, depraved nutrition, feeble digestion and imperfect assimilation. The continued use of the PHOSPHORIZED EMULSION invariably cleanses the blood from all these impurities and restores the system to a state of healthfulness that is manifested in increased constitutional vigor, mental activity and lightness and buoyancy of spirits.

For sale by Druggists and General Dealers. Price, $1 per bottle; six bottles for $5. Prepared by J. H. Robinson, St. John, N. B.

For Severe Coughs and Hoarseness.

Philadelphia, Jan. 1, 1876.

Messrs. Seth W. Fowle & Sons:

Gentlemen—Miss S. Burns, of 17th and Coates streets, has long been a sufferer from a severe cough and hoarseness, which I considered chronic. She was treated by some of our most eminent physicians, but they were only able to afford her temporary relief. I prescribed DR. WISTAR'S BALSAM OF WILD CHERRY, the use of four bottles of which entirely cured her, as it is now four months since she took the last of it, during which time she has had no return of the complaint. For the good of suffering humanity, Miss Burns has requested me to lay the case before the public. Yours truly.

T. D. MCGRATH, M. D., Druggist and Chemist, S. E. cor. 7th and Wharton streets.

50 cents and $1 a bottle. Sold by all druggists.

Is health worth having? If it is protect it—it is a jewel so easily lost as virtue, and in many cases as difficult to recover. In this climate, and more particularly at this season of the year, people are very apt to take cold and suffer from sore throat, coughs, spitting of blood and pulmonary complaints generally, which if not checked immediately lead to serious consequences. The question arises—which is the quickest and most effectual remedy? Bryan's Pulmonic Wafers have been before the public for twenty years, and have always given perfect satisfaction, and invariably effect permanent cures when taken in season. Sold by all medicine dealers and country stores generally throughout the Province, at 25cts per box.

Very Sensible.—Horse dealers who are supposd to know what affects their interest, purchase "Darley's Condition Powders and Arabian Heave Remedy" by the dozen, and feed it to their horses for the purpose of improving their condition, which it always does—others should profit by their example—Remember the name, and see that the signature of Hurd & Co. is on each package. Northrop & Lyman, Toronto, Ont., proprietors for Canada. Sold by all medicine dealers.

It is a rare thing that physicians give any countenance to a medicine, the manufacture of which is a secret. About the only exception we know is *Johnson's Anodyne Liniment.* This, we believe, all endorse, and many of them use it in their practice with great success.

MARRIED.

At Richibucto, 5th inst., by Rev N. A. Coster, Mr. J. Lee Street to Agnes, only daughter of John Cochrane, Esq.

DIED.

At Memramcook, 18th ult., of diphtheria, Bessie A., aged 7 years, eldest daughter of William and Hannah Lawrence.

Oh, the hand of pale decay
Comes to blight all earthly bloom;
Our dear Bessie pined away,
Till she sank into the tomb.

Ever fair and gentle Bessie,
Till the days of life are o'er,
At the shrine of sacred memory
We will love thee evermore.

At Nappan, 24th ult., Anthony F. Pipes, eldest son of Thomas R. Pipes, in the 31st year of his age.

On 16th ult., at Pugwash, of diphtheria, Harry, second son of James and Augusta Richards, aged 2 years.

$3,000.00.

Sackville Grand Gift Enterprise.

THE DRAWING has been unavoidably postponed until

MARCH 30th, 1878,

When it will positively come off at Chignecto Hall, Sackville.

Ticket-holders who wish to see the drawing are invited to attend.

The drawing will be conducted by a committee of ticket-holders chosen from the meeting.

Absent ticket-holders will have their interests looked after equally as well as those present.

Agents are requested to make their returns not later than March 25th.

Parties who have not already bought tickets should do so without delay, as there will be no further postponement, and the number of tickets unsold is quite small.

T. H. PRESCOTT & CO.,
MANAGERS.

BLAIR ESTABROOKS.
T. H. PRESCOTT.

Sackville, March 6th, 1878.

It Never Fails.

Phosfozone has never been known to fail in performing after a fair trial all that is claimed for it. The most sceptical readily acknowledge its surprising curative powers after taking a few doses, as its action is always rapid and certain. One or two or a dozen doses of Phosfozone may not cure them; but if they persevere in taking it a favorable result is inevitable. Sold by all Druggists, and prepared in the Laboratory of the Proprietors, Nos. 41 and 43 St. Jean Baptiste Street, Montreal.

W. F. COLEMAN, M.D., M.R.C.S.ENG.

FORMERLY Surgeon to Toronto Eye and Ear Infirmary.

Practice limited to diseases of the Eye and Ear.

OFFICE—32 GERMAIN STREET, corner North Market Street,

SAINT JOHN, - - - N. B

Hours: 11 to 1, and 2 to 5.