CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., AUG. 10, 1882.

Cape Railway Under Contract.

We congratulate the people of Sackville, Westmorland and Botsford on the fact that a contract has been entered into between the Cape Railway and Mr. J. A. Wheaton on behalf of Gray & Wheaton, railway contractors, for the construction of the first section of the Cape Railway, viz.: that between Sackville and Bay Verte. This important step was taken on Tuesday. Mr. Wheaton has proved himself a successful contractor, has the necessary plant on hand and is prepared to commence operations in a few days on the completion of necessary details. In taking this step on so small a subsidy as $3,000 per mile, the Company relies on the cordial aid and support of the people at large, in not only providing the right of way, but in liberal subscriptions.

Cattle Disease in Cumberland.

A very curious and unrecognized type of disease has appeared amongst the cattle and sheep on the borders of Cumberland and Colchester Counties. It first appeared at Lynn—a settlement 8 miles west of Five Islands—Colchester County, some months ago and from there has extended to the adjoining settlement in Cumberland County. One Farmer, Mr. Patrick Doyle recently lost four cows—two of them new milch. Others have lost, making in all about 20 head and a number of sheep. When taken they froth at the mouth and act otherwise as if affected with hydrophobia. They lose the use of their hind legs. It does not appear to be centagious or infectious, for some cattle in a barnyard escape while others take it. Some alarm is expressed by neighboring farmers lest this disease should spread, and the desire is strong that measures should be taken by the Department of Agriculture to have the trouble scientifically investigated, if possible to provide a remedy for it and check its advance. The raising of beef is an important industry along the borders of the two Provinces, and a cattle disease here is not to be lightly treated. The Minister of Marine resides in one County affected; the Minister of Railways amd Canals in the other; this need only to be mentioned to receive their attention.

Why Beef is Dear.

The *Scientific American* says:—

The reasons given for the current high price of beef are many. The winter of 1880-81 were exceptionally severe and heavy losses of stock were suffered on the great cattle ranges of the West. The drouth of the ensuing summer acted not less unfavorably upon the smaller herds of the East. The hay crop was short, and the summer and fall pasturage failed over many States; so that farmers were forced to kill their stock. In this way, we are told, the beef supply was diminished both in quantity and quality, leaving the demand for good beef far in advance of the supply. The exportation of nearly 200,000 cattle contributed still further to lessen the beef supply for home market. Advantage was taken of the situation by speculative dealers and combinations controlling millions of capital, and by local rings of butchers and marketmen, and the price of beef was thereby raised far above what it would have been in the ordinary course of trade.

It is doubtful if beef will ever recede to the lower prices once obtained, because every year the demand is increasing beyond the increase of population, by reason of the yearly enlarged power of the people at large to indulge in the luxury of beef. The results of modern industry are to give to the laborer and artizan as good food and as fine apparel as those possessed by the lords of the earth.

The War.

The event of the week was an attack on Saturday made by the British to ascertain if Arabi Pasha was retreating from his position at Kafr El Dwar. The attack was well sustained, the Egyptians retiring before the fire of 40 pounders and 9 pounders. The loss of the Egyptians was between 200 and 400; The British lost 4 killed and 29 wounded.

The report now comes that Russia has been making warlike preparations for six weeks. Troops have been hurried towards the Caucasus, where 200,000 men and vast munitions of war are collected, ready for a descent on Egypt.

New Government of Nova Scotia.

The new Government was sworn in on Thursday. It consists of Hon. W. T. Pipes (Cumberland,) Premier.

Hon. A. J. White (Cape Breton,) Attorney-General.

Hon. A. Gayton (Yarmouth,) Commissioner of Mines and Works.

Hon. C. E. Church (Lunenburg,) Provincial Secretary.

Members of the Executive without office—Hon. A. M. Cochran and Hon. T. F. Merrison, of the Legislative Council, Thos. Johnson (Shelburne,) and D. J. Campbell (Inverness).

What has become of Weeks, and McCoy, and Longley?

—Two important railway consolidation movements are noted this week. The River du Loup Syndicate (N. B, Ry. Co.,) has leased the Andrews—Woodstock Railway (N. B. & C. Ry.) for 99 years with an agreement to purchase. The Maine Central has leased the E. & A. Ry.

—A corner in cattle space in steam ships has been organized by two shippers, at Montreal, who have bought up all the space during August at £3. 5. 0 and ask £4. 10. 0.

Climate.

How many of our people appreciate the blessings and advantages of the climate enjoyed in Canada, especially in the Provinces by the sea! We hear grumbling enough of the long dreary winters during which man and beast consume all that can be produced in the short summer!—but who is it that sings the glories of a Canadian summer? The long summer days and tempered heats peculiar to our latitude are in the highest degree conducive to labor, health and enjoyment—and of the multitudes in the burnt up cities south of us, how few there are who do not long to exchange the agony of fever heat for the cool and bracing airs to be found along the coast of Nova Scotia, or in the bays and estuaries of the St. Lawrence? Our long winters have their compensations. They develop a superior race—a bold vigorous, hardy people, strong in muscle, great in indurance, able to win their way in labor, or fight it out in war. In contrast to all this, we produce from the N. Y. *Sun* of 1st inst:—

The greatest enemy of human life in New York is long protracted heat. It kills off the children of the tenement houses as if the plague was upon us. If the thermometer keeps up continuously above eighty degrees, and especially if it rises into the nineties, the mortality is at once doubled, or nearly that. And about two-thirds of the deaths are among infants under five years of age.

Against the heat we have no protection. No quarantine can keep it out. When the fiercest of tropical weather comes upon New York to stay for even one week, it finds us as much unprepared to meet it as if the visitation was not of frequent, almost annual occurrence. No health regulations can save the inhabitants of the crowded tenement houses, lining districts of the city which are more thickly populated than even the pest crowded quarters of London. Only the exceptionally strong or exceptionally fortunate of the children there can resist its debilitating effects.

There can be no relief until nature comes with more invigorating air to revive the panting children who stifle in their narrow quarters. A few may be sent out of town on briefs excursions by philanthropic individuals, but they are only as a drop in the bucket.

The number of deaths last week was 1,217. That is a great but a by no means unprecedented mortality for a July week. The number of children under five years who died was 760. During the week ending July 6th, 1872, the number of such deaths was 1,007. From the 1st of July up to last Saturday the total mortality was 6,014, which is an unprecedented number for the same length of time. Shall we continue, summer after summer, to suffer from a mortality like that of an Asiatic city in its worst season? And there is yet another question. Where shall we find the remedy, the desired means of preventing this annual decimation of the children of the poor?

The War in the East.

LONDON, Aug. 5.—The *Daily News* says it understands that General Wolseley, prior to his departure for Egypt, stated it was his confident belief that the campaign in Egypt would be ended before the 15th of September.

The *Daily Telegraph* has the following despatch from Alexandria, Aug. 4.—There was a small skirmish early this morning on the left front of the British lines. The attack was made by the enemy, which was promptly replied to by major Forester, with fifty men of the 146th regiment. The enemy is in great force at Abeukir.

The *Standard's* St. Petersburg correspondent says there is no longer doubt that divergence of views exist between England and Russia, which is exercising prejudicial influence upon all attempts to harmonize the English action in Egypt with legitimate right and wishes of the Powers. It is not unlikely that this divergence will lead to break up of conference at an early day, without any results.

ALEXANDRIA, Aug. 5.—An armored train went to Meks Fort Thursday. The forty pounder breech loader made a beautiful practice on Marceut earth-works at 6,000 yards. The shells were seen to burst right in Arabi's earthworks. Arabi's threats to enter Alexandria are believed as intended to mask his retreat.

The *Times* says the Porte has the effrontry to declare that a proclamation against Arabi will be contingent on his attitude after the landing of Turkish troops in Egypt. It is impossible, therefore, for England to accept or permit the landing of Turkish troops in Egypt. The claim of the Porte to draw on Egyptian revenues is preposterous.

The Potato Bug.

MR. EDITOR:—We always like to hear news from home, but the latest from that quarter is not of the kind one likes to hear, viz.: that the potato bug has made his presence known among you. I mean the potatoes. A few years ago a gentleman from Sackville thought these pretty bugs were quite a curiosity as they took their walk along the sidewalks of this city, but I fear he and all other growers of potatoes will find that they are the most destructive and gluttinest little wretches in the universe. Two or three days are only required for them to take every leaf off a fully grown plant. For years they have been fought in this Province: fought with picking, hellibore, London purple, lime and Paris green.

I am writing to give a simple and sure cure for these horrible depredators. It is the only one that has been found efficacious or at all satisfactory. So soon as the bugs are hatched out they come from under the leaf to the top and plant themselves in the spots where the tenderest part of the plant can be found when they feed, going out to the larger leaves as they grow stronger. So soon then as you find the bugs, get a barrel of water taken to the field, a pail, a whisp, and a quantity of pure Paris green, take a tablespoonful and a half mix it thoroughly with one pail of water and then proceed to apply it to the potatoes with the whisp. In two days the effects will be visible or the bugs invisible. Probably two applications in the season will be sufficient.

Ottawa, Aug. 3, 1882. G. H. F.

—The tide of Immigration to the New World has now for the first time in history commenced to set in towards Canada. During the quarter ending June 30th, the emigration from England to the United States fell from 74,000 to 68,000, (for the corresponding period 1881,) while it rose in Canada from 9,600 to 18,000!—an increase of over 200 per cent.

Joggins Branch.

Enthusiastic Meeting at River Hebert, N. S.—Its Utility and Sources of Traffic.—The Resolutions and Speeches.

On Friday afternoon a large meeting of farmers and business men of Cumberland took place at the Drill Shed, River Hebert, in the interests of the projected branch from the I. C. R. at Maccan to the Joggins Coal Mines. Amongst those present were J. Irvine, Esq., President of the Joggins Coal Co., R. Cruikshank, Esq., St. John, D. W. Clark, Esq., Carleton, Hon. C. J. Townshend, Dr. Mitchell, &c., &c.

Geo. Hibbard, Esq., called the meeting to order, at the same time expressing the pleasure he felt in the gathering present as an evidence of the interest taken in the work. M. K. Pugsley, Esq., was called to the chair, and John W. Lowe, Esq., appointed Secretary.

HON. C. J. TOWNSHEND

was invited to speak. He said without introducing politics he would take occasion when so many electers were present to thank them for the very large support given him in the contest just past. At that election he had pledged himself, whether in the Government or out, to use all his efforts to promote this enterprise. He had every motive for doing so, for all his own interests were indissolably bound up with the county. Whether right or wrong, the Government was defeated, and his opponent, Mr. Pipes, had attained a very high and honorable position. It is now for him to say what his Government will do to advance this enterprise. The time was when people smiled at the mention of a Railway to Pugwash. The people interested, however, have steadily agitated the scheme—never abandoning it—and what is the result?—to-day it is actually under construction! That may not be done by well directed agitation for so promising a work as the Joggins Branch! Of course the Pugwash Railway scheme has been secured by the influence of the Hon. Minister of Railways, who has been incessant in his exertions to put under construction the Oxford-New Glasgow line, and the contractor, Mr. Blackman, backed by some of the staunchest and ablest capitalists of New York, has been enabled to commence work. They will agree with him that much depends upon the disposition of Sir Charles Tupper towards this work, and they were, no doubt, desirous of knowing his views. He had the honor of discussing the project with the Minister and he had authorized him to say that he would do everything he legitimately could to promote this project The two rivers to cross, Maccan and River Hebert, are obstacles of considerable magnitude, but Sir Charles was under the impression that cheap wooden structures on piles would answer the present needs, and if the engineers reported that that style of a bridge would be sufficient for a few years, a great difficulty would be removed. Sir Charles also stated that he would place a staff of engineers at the service of the promoters to survey the line. He did not, however, agree with others that the full responsibility of this work rested on the shoulders of Sir Charles Tupper. He can only assist in the project so far as it is consistent with Dominion interests. The new Local Government, if the Syndicate scheme be adopted, will have a large sum on hand, and if it be appropriated for railways—a use which he condemned—this project could well claim its share. (Cheers.)

J. IRVINE, ESQ.,

was the next speaker. He was not there as an elector but as a representative of industrial interests—of gentlemen who had invested large sums in mines in that district, and were interested in securing transportation facilities. He could not point to another district where there is such a traffic waiting for the trains. The business is being done now that will afford the traffic; it has not to be worked up. Look at the mining interests These at the Joggins, Prospect, Hibbard, Milner, Hay, and other areas—13 in number—stretching along in the track of the proposed line, all of which could be worked. These properties would then have an outlet in winter by the I. C. R., and in summer both by I C. R., and by water at the Joggins. Look at the employment of men such a work would develop—the wages to be paid—their clothes, food, affording not only a traffic for the Railway, but an outlet for the farmers produce. It would be a short, easily worked line and a great feeder to the I. C. R. From the start he prophecised it would yield a handsome profit. The advantage of a Railway to any community could not be over-estimated, in increasing the value of property, the power of labor, bringing producers nearer markets and centers, making people prosperous, and, therefore, contented, keeping their sons at home, and, in conclusion, he urged that they unitedly agitate, and not to cease to agitate till the work was secured.

MR. W. C. MILNER

was invited to speak. He did not think political considerations ought to be pressed by the promoters or weighed by Sir Charles Tupper in this matter; he believed the project had sufficient intrinsic merits of its own as a work of public utility to secure its construction, otherwise it ought not to be built at the public expense. The road would pay. The traffic was already large, and a railway would increase it enormously. Nova Scotia already possessed seven mineral roads and Cape Breton ten, aggregating a length of 110 miles, but he could find nothing in their traffic returns available for comparison. There were a number of branch lines in New Branswick. The Chatham branch was 9 miles long and was operated at an expense of $540 per mile. The Elgin branch, 14 miles, at $335 per mile. The Albert, 51 miles, at $800 per mile. The Fredericton, 24 miles, at $720 per mile. The tons moved on the Elgin in 1880 was 8,580; Albert, 21,768; Fredericton, 9,349. The Spring Hill and Parrsboro, 34 miles, was operated at an expence of $449. He estimated that on a traffic of 20,000 tons, the cost of operating the Joggins branch would not be above $500 per mile, or in all $5,000. What were the sources of receipts? The passenger receipts of the S. H. & P. were in round numbers $3,000; Chatham, $1,000; Albert, $5,000; Elgin, $2,000. He believed on making a comparison of populations a passenger traffic of $2,000 could be relied on, and mails say $500. If the mines now in operation moved only 12,500 tons coal over the railway at 20 cts. per ton, the receipts would be $2,500, making a sufficient traffic to pay expenses. In addition to this, there would be the general traffic of the country—the supplies for the mines, carriage of hay, produce, &c. But when it is considered that only one end of the coal series is now opened, and that new mines would no doubt be operated along the whole line from Maccan to the Joggins, 12,500 tons of coal is an estimate vastly below what could fairly be calculated on, and the traffic in the near future would except any corresponding section of the intercolonial.

MR. IRVINE

rose to say that the Joggins Company had an offer to supply 5,000 tons to the Pacific Railway, but were obliged to decline it for want of transportation facilities.

D. W. CLARKE, ESQ.,

made a happy and humorous speech. He was sure the branch would be built. It would pay. It would bring a great traffic to the I. C. R. It would develop valuable resources now dormant. It would add to the wealth of this section. He exhorted them to stand together as one man and not give up till the railway was obtained.

R. CRUIKSHANK, ESQ.,

said he had been connected with railways for thirty years and he considered this a particularly desirable railway to construct. He referred to the creation of new settlements and towns in the wilderness along the River du Loup railway, and the immense quantity of produce they are sending to market, as an evidence of the business and prosperity that follows in the wake of opening a country by a railway. Farmers have a cash market at their doors for all they can produce; the value of land is increased; labor is better paid; new business springs up. St. John had large interests in this portion of Cumberland and her influence would be exerted in behalf of this project. He was glad to hear from Hon. Mr. Townshend that Sir Charles Tupper had expressed himself so cordially in favor of this project, and he saw no reason why it should not be constructed at an early day.

J. ALBERT BLACK, ESQ.,

said that when he first heard of this project, he was struck with the advantages such a line would confer upon an important section of the county, and at the same time show good paying prospects; and as he looked at its varied sources of traffic, and compared them with those from which other branch lines in these provinces derive their revenue, he must say that he knew of no sections of country through which a ten-mile branch could be constructed under such favorable conditions. The undoubted effect of such a line, at the outset, would be to greatly increase the output of existing coal mines in the vicinity, and open up many others on the seam along which it would pass; for under the present conditions of trade the coal industry of this province is being greatly stimulated. It would enable the Joggins companies to continue work in winter as well as summer, to the advantage of the miners as well as the surrounding country. Then there are the lumber, the grindstone, the lime, the hay, cattle, and other products of the farm, in addition to the many new sources of traffic which would undoubtedly spring up as they have along all other lines. He was personally aware of the deep interest felt in the railway communication of this county by the Minister of Railways who would do all he consistently could to advance this project. Some of the best sections of our county have been excluded from participating as largely as others in the advantages conferred by the Intercolonial Railway, although they have aided in its construction by contributing to the revenue of the country, and he was glad to see the prospects for bringing the people both in the east and west into close communication with our great highway. The farmers of this section knew how to appreciate the benefits they have derived from the expenditure at the Joggins coal mines, and he could readily understand why they especially feel a warm interest in this undertaking. He trusted, therefore, that they see they propriety of arranging among themselves for the right of way, and thus removing any difficulty in taking the very first step. He hoped the unanimity which had prevailed at this meeting would continue, and that the time was not far distant when their hearts would be gladdened by seeing the trains careering across their beautiful valley.

The following resolutions were then passed:—

Resolved, that it is deemed desirable that a branch line of railway be constructed from the I. C. Railway at Maccan to the Joggins Shore on the Bay of Fundy, and that it is the opinion of this meeting that this railway will be a very great service to the inhabitants, and that steps be taken to carry out this resolution.

Resolved, that in view of the large revenue that will be derived from the increased traffic, which will add to the revenue of the I. C. Railway, by the construction of this branch, that the Dominion Government be memorialized to take steps for its completion, and that a committee be appointed with full powers to act and bring this matter before the Government and to take such other steps as they may deem necessary for the furtherance of this object.

A committee to present these resolutions to the Goverenment was appointed consisting of

Mr. Hibbard.
" G. Seaman.
" B. Barnhill.
" J. W. Lowe.
" M. K. Pugsley.

Hon. C. J. Townshend suggested that the right of way be given or arranged for.

Mr. Hibbard said that the wilderness lands would probably be given and it was proposed to ask the Legislature for power for the River Hebert district to assess itself to pay those owners who had valuable land and who could not be expected to give it without some compensation. Dr. Hewson said this sum would not exceed, at the outside, $1,000, and would probably be largely within that figure. It was suggested that the sense of the meeting be taken as to the assessment, which being done, it was agreed to unanimously. Mr. B. Barnhill, Manager of the Joggins Mines, read the following statement of probable traffic, being collated from replies he had received from different persons, in answer to circulars sent out:—

MR. BARNHILL'S FIGURES.

Forty thousand tons of coal, two thousand tons of hay, two thousand tons of timber, five hundred grindstones, three million feet of lumber, five thousand barrels of lime, five hundred barrels of fish, one thousand cattle, three thousand sheep, five thousand bushels of grain, fifteen thousand bushels of potatoes, five thousand barrels of flour, twenty-five thousand tons of general merchandise.

August.

The summer season now reaches its climax, and is prolific in developing bowel complaints. Over-indulgence in fruit, immoderate drinking of iced waters and summer beverages, in a few hours produce fatal ravages among children and adults. Dr. Fowler's Extract of Wild Strawberry is the most reliable remedy for all forms of summer complaints. Safe; pleasant and prompt in its effects. All dealers keep it. 10-2i

"What's in a Name?"

W. T. Baird's Cure-All Liniment, powerful and penetrating, superior to any other liniment or pain killer, at Messrs. Knapp Bros.' and Jas. R. Ayer's.

Personal and Political.

—S. Vaughan & Co., Liverpool, failed for £78,631 and their assets are £6,522.

—The weather has taken its revenge on Vennor. It has doubled him up by rheumatism.

—King Cetewayo, who is in England, expresses hopes of his restoration to the Zulu throne.

—A petition to unseat and disqualify Mr. Burns, M. P., for Gloucester, has been filed at Fredericton.

—Mr. Knute Knutson, noted throughout Northern Wisconsin for the magnitude of his feet, has become popular by kicking a wolf to death.

—Sir Charles Tupper will be at Amherst to-morrow and sails for England in the steamship "Sardinian" which leaves Rimouski on Saturday next.

—A petition has been filed against the return of Mr. D. B. Woodworth, of Kings County, by Mr. D. M. Dickie, of Canning. The deposit of $1,000 has been made.

—Stillman B. Pratt, of Mass., is touring in Nova Scotia. He publishes and owns ten different newspapers, yet those who have examined him think he is still sane.

—Beverly R. Jouett, Esq., Gentleman Usher of the Black Rod of the Province of New Brunswick, died on the 4th instant, at his residence, Belle Vue, near Fredericton.

—Favorable reports from the potato-growing regions indicate that potatoes will not be sold in the New York market done up in tissue paper and packed in ornamental baskets with a box of French candies and a small bottle of Extra Dry.

—Lord Albert Pelham Clinton, uncle of the Duke of Newcastle, is "wanted" at a London police court on a charge of obtaining £30 on a cheque on a bank where he had no funds, and it is further alleged that "this is not an isolated transaction."

—For the establishment of public institutions in which persons suffering painful and incurable diseases may bring their own lives to an end, with the consent of relatives, and under the care of a physician, M. Gifford, the Parisian inventor, has left a large legacy to the French government.

—It is said that Mark Twain pretended to care very little about his first baby, but when his wife discovered him one day making much of it, she said, "Confess, now, that you do love the baby." Mark replied, "I won't do that; but I confess that I respect the little thing for its father's sake."

—His Excellency the Governor General and the Princess Louise will leave Quebec in five weeks time for British Columbia. The Vice-Regal Party will not return to Ottawa till about Christmas. It is not expected that Her Royal Highness will leave Canada until she accompanies his Excellency at the close of his term.

—When Miss Todd became engaged to Abraham Lincoln, she wrote to a daughter of Governor Wickliffe, of Kentucky: "I mean to make him President of the United States; as I always told you, I will yet be the President's wife." This letter is now the property of General Preston, of Lexington, Kentucky.

—At the Concord School of Philosophy lately Mrs. Julia Ward Howe said that falling in love had gone so completely out of fashion that a woman of her age might be excused for asking if any one of those present had ever dreamed what the idea of such an expression could be. Mrs. Howe's acquaintance with young people must be limited.

—Castle Garden furnishes perhaps as many romances as Murray Hill. A farmer recently came in from Germantown, Pennsylvania, in search of a married couple who would work for him for twenty-five dollars a month and their board. Not finding them, he offered to pay the expenses in case such a couple could be gotten up for him to order. A young man and a young woman from Germany, strangers to each other, accepted his offer, and are now spending their honeymoon in Germantown.

Crop Reports.

—The hay crop in Sackville is a full average.

—The crops about Westmorland are looking well, and will be a good average; neither bugs nor worms have put in an appearance as yet.

—Messrs. W. F. George and H. Humphrey, ship 94 head of cattle to Halifax this week to take the steamer "Scandanavia" at Halifax for Glasgow.

—The Wool of Ontario is improving greatly in value. The Bureau of Industries estimates that the proportion of fine to coarse is now 18.5 p. c., or 877,674 pounds of fine to 4,740,617 coarse.

—The potato bug has been committing frightful ravages all along this shore, whole fields have been laid waste by them and the farmers have despaired of obtaining even a half crop this year.—(Shediac cor.)

—Much of the standing hay at Maugerville and Sheffield, especially on the intervales, has been utterly ruined by the army worm. One hundred tons of hay belonging to Lieutenant Governor Wilmot, at Belmont, is destroyed, and Mr. Geo. Perley, of Maugerville, will loose fifty tons of hay which a fortnight ago was in prime condition. Other farmers loose more or less. The potato bug is also doing some damage, and the efforts of the farmers to resist their advances have had little effect. They are so far more numerous than ever before, and had they commenced operations early this season, would have entirely destroyed the potatoe crop along the river counties. From various sections of Sunbury County reports arrive, that the Hessian fly is holding high carnival among the oats. Drouth is also burning up the crops at Upper Gagetown and back at Lakeville.

New Advertisements.

FLOUR! FLOUR!

On ail, due to Arrive:

125 Barrels Spink Major Flour;
100 do. Chester Flour;
25 do. Patent Flour.

AT BOTTOM PRICES.

Wholesale or Retail.

july6 J. L. BLACK.

MAPLE SUGAR.

2,000 LBS.

Choice Quality Maple Sugar,

At 10c. per lb. by Cake for Cash.

july6 J. L. BLACK.

Sugar & Coffee.

Casks Bright Porto Rico Sugar,

At 9c. per lb. Cash.

Best Porto Rico Sugar

At 10c. per lb. Cash.

Crushed & Granulated Coffee

AT BOTTOM PRICES.

july6 J. L. BLACK.

Tobacco! Tobacco!

NOW IN STORE:

25 Boxes Challenge 12's.
48 do. Black Hawk 3's.
10 do. Maggie Mitchell 3's.
15 do. Yellow Bird 8's.

Wholesale and Retail.

june22 J. L. BLACK.

MOLASSES!

NOW IN STORE:

10 CASKS, 4 TIERCES, 5 BBLS., } CHOICE QUALITY CIENFUEGOS.

AT LOWEST RATES.

june22 J. L. BLACK.

Tea! Tea!

Direct importation from London:

162 CHESTS

Superior Black Tea.

We are prepared to sell on most advantageous terms.

Wholesale prices from 20c. up to 35c. for choicest "Congou," that will suit the most fastidious taste.

may1 J. L. BLACK.

FURNITURE!

NEW STOCK.

CHAIRS, all Common Kinds.
Dining Chairs, perforated seats.
Rockers, Cribs, Bedsteads.
Fall Leaf and Extension Tables.
Bureaus, with and without Mirrors.
Centre Table, Toilet do.
Sinks, Mirrors, Lounges.

8 Bedroom Suits, Complete,

from $20 to $30 each.

may1 J. L. BLACK.

Hats. Hats.

Men's Felt Hats,
Men's Wool Hats,

MEN'S SOFT HATS,
MEN'S STIFF HATS,
MEN'S PANAMA HATS,
MEN'S LINEN HATS.

Boys' and Youths' Felt and Straw Hats,

New Styles and Low Prices.

may1 J. L. BLACK.

Carpets! Carpets!

English Oil Cloths!

30 Pieces Carpets:

BRUSSELS,
TAPESTRY,
WOOL,
UNION,
JUTE,
HEMP.

15 pieces English Oil Carpets,

1, 1¼, 1½ and 2 yards wide.

These goods are just imported direct from England, and will be sold low.

may1 J. L. BLACK.

DRY GOODS.

GREY COTTONS, White Cottons;
Prints, Sheetings, Ginghams;
Colored Shirtings, Dress Goods;
Linings, Battings, Corsets, Gloves;
Sunshades Silks, Satins, Laces;
Hats, Flowers, Plumes;
Handkerchiefs, Ties, Collars;
Laces, Hamburgs, Carriage Dusters;
Rubber Carriage Dusters, &c.

A Complete Assortment in all Departments.

may1 J. L. BLACK.

New Advertisements.

Lime. Lime.

One Car LIME at $1.90 per Cask.

aug10-tf JAS. R. AYER.

CARD.

MISS STEWART is prepared to take a few pupils for instruction on the PIANO. Terms made known on application.

Sackville, Aug. 9, 1882. 4i

GRASS SALE.

THE subscriber will sell at Public Auction, at 2 o'clock in the afternoon, on

Tuesday, 22nd Inst.,

THE USUAL QUANTITY OF

Broadleaf AND Mixed Grass

On my Marsh in Cut Ditch Body on Sackville Great Marsh.

Terms and conditions as usual.

JOS. L. BLACK.

Sackville, 9th Aug., 1882.

JOHN T. REED,

Broker & Commisson Merchant,

—IN—

Flour, Grain, Naval Stores, Oils, &c.

No. 120 Front Street,

Cable Address, "DEERJAC," New York.

Correspondence solicited, and quotations given when desired.

REFERENCES:

Messrs. J. & R. Reed, ... St. John, N. B.
" J. J. Blackman & Co. .. New York.

aug10-4i

Raisins, Cheese, &c.

JUST RECEIVED:

50 BOXES COOKING RAISINS;
50 boxes Cheese, prime new;
100 boxes Macaroni—Italian;
44 boxes Vermicelli—Italian;
3 barrels Ground Ginger;
9 bags Walnuts.

LOW TO THE TRADE.

Stephens & Figgures,

DOCK STREET, ST. JOHN, N. B.

PICTURE FRAMES!

NOW is the time to get PICTURES FRAMED cheap, at

C. O. FULTON'S

Book & Stationery Store,

Truro, N. S., or Sackville, N. B.

Your choice of 75 kinds of Moulding, 12,000 feet, from 3c. up.
1,400 ready-made Frames with Glass from 5 cts.

Good Mottoe Frames with Glass from 15 cts.

REMEMBER THIS:

All Goods are imported direct from the Manufactures and sold at wholesale prices.

☞ Experienced workmen constantly employed and satisfaction always given. Inspection invited. aug9

CUSTOM CLOTHING.

OUR STOCK OF

CLOTHS

IS STILL LARGE AND WELL ASSORTED.

All orders promptly filled, and a GOOD FIT warranted.

A liberal discount given to cash purchasers.

july19 J. F. ALLISON.

Haying Tools.

IN STOCK, A GOOD ASSORTMENT

Scythes, Forks & Rakes,

For the haying season, all at lowest prices.

july19 J. F. ALLISON.

Preserve Jars.

Glass Preserve Jars,

Earthenware Preserve Jars,

AT LOWEST PRICES.

july19 J. F. ALLISON.

Boots & Shoes.

JUST RECEIVED:

2 CASES Boots and Shoes.
Ladies' French Kid Button Boots,
" Goat " "
" Calf " "
" Serfie Boots, all prices.
" Slippers.

Also, full lines of Mens', Boys' and Misses' Boots; all at lowest prices.

may1 J. F. ALLISON.

Crockery and Earthenware.

JUST OPENED:—3 packages of Crockery and Earthenware, comprising a general assortment.

White Stone Tea Setts,
" " Cups and Saucers.
" " Chamber Setts.

Fire-clay Milk Pans and Stew Pans, much superior to Earthenware.

may1 J. F. ALLISON.

Heavy Blk. Mantle Silk.

Beautiful Blk. Dress Silk.

Best Fringes AND Satins.

HF-SILK HENRIETTA CLOTH.

Very Cheap.

july18-4i C. A. BOWSER.

New Advertisements.

CHIGNECTO HALL, SACKVILLE.

Thursday, 10th Aug.

RETURN OF THE FAVORITES

AND LAST APPEARANCE THIS SEASON OF THE

TAVERNIER-LEWIS DRAMATIC CO.

GREAT SUCCESS EVERYWHERE! CHANGE OF PROGRAMME EVERY EVENING! FIRST CLASS IN EVERY RESPECT! GO AND SEE THEM!

Doors open at 7.30 p. m. Admission, 25c. and 50c. aug10

Sackville Academy.

Rev. CHAS. H. PAISLEY, M. A., Principal.

THE FIRST TERM of this highly successful institution will open AUGUST 24th.

The Institution is designed to impart a thorough English and Classical Education as well as to fit students to matriculate at College.

Instruction is also given by thoroughly competent Teachers in French, Music, instrumental and vocal, Book-keeping, Penmanship and the ordinary forms of commercial transactions.

For calendar containing terms, etc., apply to the Principal.

3i C. H. PAISLEY.

MOWERS & RAKES.

FROST & WOOD'S

NEW MODEL MOWERS,

—AND—

WHEEL HORSE RAKE.

The Best and Cheapest in the Market.

A few CULTIVATORS will be sold cheap.

july26 GEO. E. FORD.

Mowing Machine Oils

AND EXTRAS.

MOWING MACHINE OIL; PURE OLIVE OIL;

EXTRAS for New Model and Wood Frame Buckeyes and all other kinds of Mowers.

SECTIONS and FULL KNIVES for all Mowers in use.

EXTRAS for Rakes, Wrenches, Oil Cans, &c., at lowest rates.

Send by Express to any part of the country C. O. D.

july26 GEO. E. FORD.

Reduced Prices.

FURNITURE at Reduced Prices;
Millinery at reduced prices;
Dress Goods at reduced prices;
Boots and Shoes at reduced prices;
Colored Buntings at reduced prices;
Printed Cottons at reduced prices;
Cambrics at reduced prices;
Parasols at reduced prices;
Shirtings at reduced prices;
Clothing at reduced prices.

july27 GEO. E. FORD.

New Laces and Flowers.

NEW BLACK SPANISH LACES;
New Cream Spanish Laces;
New Ecrue Spanish Laces;
New Coffee Spanish Laces;
Jet Flowers and Wreaths;
Spanish Lace Scarfs;
New Wraps;
New Hats and Bonnets—latest shapes in Satin, Tuscan, Leghorn and Fancy Straws.

☞ Just received from Montreal. For sale cheap.

july12 GEO. E. FORD.

Mantle Ornaments and Fringes.

NEW JET MANTLE ORNAMENTS;
New Jet Girdles;
New Jet Frogs;
New Jet Fringes;
Circular, Ulster and Mantle Cloths.

Just opened. Reduced in price. Now is the time to buy.

july12 GEO. E. FORD.

New Furniture

HANDSOME ASH BEDROOM SUITS with Walnut Trimmings;
Ash Bedsteads, Dining Chairs, Sinks;
Bureaus with Glass, Sideboards, &c.;
Lounges, Spring Beds;
Mattresses—all sizes;
Walnut Dining and Parlor Chairs;
Haircloth Sofas, Patent Rockers;
Common Furniture of all kinds.

july12 GEO. E. FORD.

Trunks, Valises, FUR HATS, TWEED SUITS. BARGAINS. C. A. BOWSER.

BRIDGE NOTICE.

SEALED TENDERS marked "Tenders for Turtle Creek Bridge," will be received at the Department of Public Works, Fredericton, until FRIDAY, 18th inst., for the erection of the TURTLE CREEK BRIDGE, Coverdale, Albert, according to Plans and Specification to be seen at said Department, and at the residence of Supervisor Alpheus Mitton.

Tenders to give the the names of two responsible persons willing to become surities for the faithful performance of the Contract.

The Commisioner does not bind himself to accept the lowest or any Tender.

GEORGE J. COLTER.
Chief Commissioner.

Department Public Works, Fredericton, Aug. 3, '82