states the coat has been the same as in Canada, but the population par mile is 417. In Great Britain. The analysis of the Canada is 20,000 and the coat per mile is 200,200 and the coat per mile is 2

Board of Works CHIGNECTO

Deserve Success and you shall Command it.

VOL. 19.-NO. 2.

SACKVILLE, N. B., THURSDAY, MAY 31, 1888:

WHOLE NO. 940.

WOMEN'S COLUMN

The Decline of New England.

No one, knowing what the New From Johnson's "Graphic Statistics," it is learned that the miles of completed railways in Canada on the 30th June last, were 12,292; that the tons of freight carried in the year amounted to 16,367,987; that the passenger carried in the year bishered 10,685,508; that the recepts from passenger traffic were soin of the soil. The traits and year placed 10,685,508; that the solution of the soil. The traits and s11,861,597, and from freight traffic, seem to be almost wholly forgotten, train mile were \$1.15\frac{1}{2}, and the expenditure \$2.10 \frac{1}{2}, and the expenditure \$2.10 \frac{1}{2}, and the state of life in which the former inhabitant and the state of life in which the former inhabitant and the state of life in which the former inhabitant and taken possession of the soil. The traits and traditions of the earlier settlers seem to be almost wholly forgotten, and the state of life in which the former inhabitant and taken possession of the soil. The traits and traditions of the soil.

PARSON JIM.

ted by Members of Sackville W. C. T. U Some Curious Disclosures.

The Blue Ribbon Gazette has the and Rio Grande Railway, now daily following:—A confidential retired liquor dealer made some curious disclosures to a New York Times' reporter recently. He said: "Few liquor drinkers have the faintest idea in regard to the extent of the evil of a well as all-the-year-round men of business. Bass over the night recover. seem to be almost wholly forgotten, and the extent of life in which the former inhabitants passed their exercentage of gross receipts expendin working the railways was
1.12 per cent; that the passengers tried were equal to two and one the passengers per inhabitant, and e freight to three tans and twenty.

BEST ON EARTH (Chambers's Journal.) The express trains of that mor ment of engineering skill, the Denver traverse the extreme portion of the Rocky Mountains, lying between the



increase over the previous year 1886.

—W. I. Chamberlain, President International Exhibition which was opened at Glasgow on the 7th inst. There is a good display of cereals, properly sounds a much needed alarm when he says: "Rome began to die when she gave over her agri-

The Chamber Hall, President of the prompty wounds a much marked that the prompty wounds are the first than the prompty wounds as much marked that the prompty wounds are the first that the prompty wounds are the first than the prompty wounds are the first than

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ccommodstion for Moneton...
press for Halifax and Pictou...
press for St. John...
ring Hill Accommodation...
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Spring Hill Accommodation...
Express for St. John and Quebec

D. POTTINGER,

THE Monday morning Regular Train (No. 1 on Time Table) from Sack-ville to Cape Tormentine will be cancelled from this date. Instead of it a Special from this date. Instead of it a Special Train will run to connect with Ice Boats for P. E. Island. The return from Cape Tormentine to Sackville will be as usugl.

JOSIAH WOOD,

1887-8-Winter Arrangement-1887-8 () N and after MONDAY, NOVEMBER 28TH, 1887, Trains will run as follows: Leave Sackville for Cape Tormonine daily (Sundays excepted) at 1.52 P. M. Returning, will leave Cape Tormentine at 4.31 P. M.

Every Monday a Train will leave Sack-ville for Cape Tormentine at 5.20 A. M. Returning, will leave Cape Tormentine at 7.40 A. M., arriving at Sackville at 9.40



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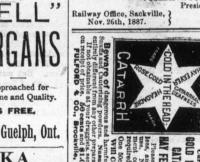
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