

# CHIGNETO POST.

WILLIAM C. MILNER,  
Proprietor.

VOL. 10.-NO. 3.

Chigneto Post.

Sackville, N. B., May 22, 1879.

THE PACIFIC RAILWAY.

Details of the New Policy.

DR. TUPPER'S GREAT SPECIFIC.

THE WORK DONE.

The amount of money required to complete the road from the shores of Lake Superior at Kaministiquia or Thunder Bay to Red River is estimated in round numbers, with a fair allowance for contingencies, at \$18,000,000. To that, of course, the country is committed. It was impossible for the First Minister to hesitate for a single moment when he found 185 miles in the middle of that section of country was required to make effectual the large expenditure already incurred, both east and west, to fill in that gap as rapidly as possible, in order to make those portions of road already built available for the purpose for which they were intended. The subsidy to the Canada Central, to which the country was committed by the late Government, is \$1,500,000. The Georgian Bay branch, with a canal at French River, with a fair equipment, is estimated to cost \$1,900,000. The Peninsula branch, with an allowance for a fair amount of rolling stock, is estimated at \$1,750,000. The cost of the Pacific railway telegraph contracts, of which 1,300 miles have been already constructed, will reach \$1,100,000. The rails delivered at British Columbia will cost \$345,000, and exploration surveys up to the end of the year \$3,861,000, making the total sum of money expended and required to complete the engagements already entered into to render the work effectual, \$25,396,000. (Cheers.) Now, as we have said, it would be impossible for the Government for a single moment to hesitate as to what was their duty in regard to this question. First, there is still the importance of constructing this great work admitted by all political parties; second, there is the fact of the good faith of the country being pledged to the Province of British Columbia to carry on as rapidly as possible the railway to completion; and third, the large expenditure already involved in carry it out. Under these circumstances, sir, the Government were obliged to address themselves to the important question of how this object could be attained, good faith with British Columbia maintained, the construction of the Canadian Pacific Railway completed, and, at the same time, measures adopted that would prevent the financial condition of this country being seriously embarrassed or imperilled. I do not now intend to criticize at any length the course taken by the late Government, but I may say that these resolutions proposed a divergence in one particular from the policy of the late Government, and that is, that while carrying out their policy so far as the line from Lake Superior to the Red River goes, I suppose a slight deviation, going west from Red River, from that was originally intended. I am not prepared

CHIGNETO POST.

to say that our original intention of locating the line by the way of the Narrows of Lake Manitoba was not right and proper, provided we were in a position to carry out, as we hoped we were, the rapid construction, by means of a company, of this inter-oceanic railway from end to end of this country. But we find ourselves brought face to face with the fact that a change has come over the spirit of the world in reference to railway enterprise on this continent, and that, whereas it was comparatively easy five or six years ago to draw capital into this country for railway enterprises, it is now almost impossible to do so. That change having taken place I think we must deviate from our original plan and, in order to secure the rapid construction of the work, to greater extent than originally intended, combine our progress across the great prairie country of the Northwest with a system of colonization; and though that may add a few miles here and there to the length of the line to be constructed it will carry it through a section that will best afford a basis for rapid colonization upon which we can rest, and to which alone I look, as the only means by which successfully, in our times, at all events, one may be able to achieve the construction of the railway. The true policy of the country is to find the best line of railway for settlement across the prairie region of the North-West. I will therefore address myself to the third and last difficulty, that of the selection of the route through British Columbia. It is stated in the Globe that these resolutions indicate in a clear and unmistakable manner that we have abandoned the line to Burrard Inlet and adopted Bute Inlet as the terminus of the road.

BURRARD INLET VS. BUTE INLET.

They have not arrived at that conclusion. What I do blame the gentlemen opposite for is this, that they rejected the suggestion made a few years ago by the present First Minister and myself that before the final location of the route and the large expenditure involved on the Burrard Inlet route a season should have been utilized by having a

country lying to the north of Fort George and in the region of the Pine and Peace River passes.

I regard the Burrard Inlet route as preferable to that by Bute Inlet in regard to distance. It is fifty-seven miles shorter from Port Moody to Burrard Inlet than from Waddington Harbor at Bute Inlet, taking into account the three miles saved in consequence of the exploration of last summer, and if the railway were at Burrard there would be only thirty miles of navigation from Port Moody down to Victoria or Esquimalt, while you have to add fifty miles or more of navigation by the Bute Inlet terminus at Waddington Harbor. I am also free to admit that in point of gradients, a most important point, the Burrard Inlet route is far as our information goes, has a great advantage over that to Bute Inlet. It will be difficult to obtain on a portion of the last named route grades easier than 100 feet to the mile, while on the Burrard Inlet line the grades will not exceed 52 feet to the mile. There is a considerable section of wheat-growing country in the region of Kamloops, to which the late Government proposed to construct 125 miles of road from Yale. While I admit there is a great advantage, both in point of distance and of grades, in favor of Burrard Inlet, I cannot conceal from myself there is a very grave objection to that line.

OBJECTIONS TO BURRARD INLET.

The approach to Burrard Inlet involves the passage of the Juan Island, and although to-day, and I hope for many years to come, we will enjoy the most amiable and peaceful relations with our friends south of us, yet as this will be a great national highway, and as a great expenditure of British capital will be involved, I feel we ought not to lose sight of the fact that some remote period those who come after us may find our friends to the south not so amiable as those commercial and peaceful sentiments which we are glad to know at present prevail. I regard therefore, the possession of that island by the Government of the United States, and the fact that communication between the sea and the terminus of the railway would be under the control of the fortifications of that island, as serious objections. And I cannot regard with indifference the fact that when we have expended a hundred million of British capital on the extension of the line to the Pacific, and have reached Burrard Inlet, we have a point at which it is perfectly easy for our American neighbors to tap our line by a road of fifty or sixty miles in length and carry our traffic down to Holmes Harbor, which is the terminus of the Northern Pacific now under construction by the United States, and which, should our line be so tapped, would become a new San Francisco literally built up of Canadian trade and traffic, and would send our traffic to the terminus of the Canadian inter-oceanic railway system in the U. States, one terminus at Portland and the other at Holmes Harbor. (Hear, hear.)

THE ORIGINAL SCHEME.

I have not in my remarks reflected on the action of hon. gentlemen opposite. They charged us with having imposed obligations on them and called on us to aid them to carry out this great work; and now we may in turn fairly ask the support of hon. gentlemen opposite. They must not forget that, although we incurred a great liability amounting to \$30,000,000, and 50,000,000 acres of land, it being agreed that the work should be accomplished by the agency of a private company which was to provide the additional capital required, and incur all liability and risk above and beyond our contributions to carry out the work, yet when they assumed power they increased very largely that liability for the purpose of satisfying the views of the people of British Columbia and meeting the views of the Imperial Government.

THE GIFT SCHEME.

They placed an absolute and final obligation on this country to construct 2,000 miles of railway, from Lake Superior to the Pacific, within a given time from thirteen or fourteen years from the date at which it was entered into, and that without any reservation whatever and solely upon the responsibility of the Government. I only recall this fact to the attention of the hon. gentlemen opposite as the ground I have for asking their aid in carrying out measures to accomplish the great work to which both political parties have been irrevocably committed by the actions of the Governments representing those parties. (Hear, hear.) I may be asked how we propose to build the railway without entailing on the country such financial burdens as it was unable to bear. (Hear, hear.) We revert largely to our original policy. We believed at the outset that the vast fertile territories of the North-West furnish the means to a very large extent to construct this inter-oceanic highway.

THE NEW POLICY.

We believe that to-day, being now in possession of increased information than we possessed five years ago and from the opinions expressed by gentlemen opposite who are well acquainted with the regions only partly explored which are not second to any lands in the West. We believe we have the garden of the world. (Hear, hear.) We believe we have something like 180,000,000 acres of land, which, in regard to fertility and grain bearing, are equal to any on the face of the

globe. We believe therefore we are justified in considering that by wise arrangement for the utilization of that land we may make it to a very large extent provide for the construction of the Pacific railway without imposing at all events any large additional burdens on that which has been already incurred in connection with this work. I believe those who have watched the progress of that country under all the great disabilities under which it has labored for the last few years will feel I am not over sanguine when I express the hope that new and increased facilities and with the co-operation of the Imperial Government we may rapidly fill up the country with an industrial population which will prove a source of wealth and provide a substantial basis for the construction of the railway. (Cheers.) I have adverted in these resolutions to the national character of the work and the ground Canada has for asking further substantial aid from the Imperial Government in regard to the condition of things here, and I have pointed to the fact that it will open up the nearest means of access between Great Britain and her dependencies in the Pacific. It will bring the Imperial authorities 1,200 miles nearer to China and Japan than by any other route across the continent, and it will provide for the British people comfortable and happy homes for the suffering millions of the United Kingdom in our North-West territories. Hon. gentlemen are aware of the fact that on a comparatively recent occasion a large deputation brought before the attention of Lord Derby the unprecedented extent of distress existing among the working classes, whereupon that eminent nobleman, who has devoted much attention to the improvement of the condition of the laboring people, stated that he looked forward to a well devised and systematic system of emigration from the British Isles as the only substantial means of affording relief to that over-populated and suffering country.

IMMIGRATION FROM ENGLAND.

I believe when we will be able to present this policy and say that while thousands of people in the U. Kingdom are in a state of enforced idleness, the construction of the Pacific railway would afford them immediate employment, and at the same time develop on this continent a great British power, we will present a scheme which will not be regarded with disfavour. (Cheers.) It has long been the pride of every British subject that whenever a slave touches British soil in any part of the world his shackles fall away. So I say we in Canada have greater pride in knowing that the moment the first of the most disaffected slaves touches Canadian soil that discontent disappears, and no sooner do they realize they are in possession of full freedom and the means of successful employment than they become loyal to the British Crown. (Cheers.) It is the pride and boast of Canada to-day that, while the great parties of this country—the party represented by gentlemen opposite, a party greater in point of influence and numbers than their relative representation in this House, the present moment would indicate—while that party may differ from us on political questions, and while the party by my right hon. friend the Premier may believe that the interests of the country are safer in his hands than in the hands of the hon. gentleman opposite, while we may differ on questions of fiscal policy, and as to whether free trade or protection to our industries is the wiser policy, there is one thing upon which we all agree, and that is pride in British institutions and the determination to uphold those institutions. (Applause.) It cannot be an object of indifference to Great Britain that this country presents an opportunity not only of thinning the over populated districts of the British Islands, but of attracting Frenchmen from France, Germans from Germany, and in fact people of all nationalities from the over crowded populations of Europe, to settle on British soil, and become loyal and devoted supporters of the British Crown and of British institutions. Although mine possesses a population of but 4,000,000 at this moment, it was but yesterday that men of all parties loyal determined to spring to the support of England and the Empire in the prospective European struggle. The loyal volunteers of this country then by tens of thousands offered to go to any part of the world to assist in fighting the battles of England, and I am sure the time has come when the Empire regards the determination on the part of Canada to maintain and uphold British institutions here and British power elsewhere as a source of strength to England.

BRITISH EMPIRE IN THE WEST.

The time has, therefore, come when Great Britain cannot look with indifference upon the question whether millions from the over-crowded districts of Europe shall settle here upon the fertile prairies of the North-West and build up a great British power on this side of the water, or whether they shall be transferred in another direction to promote the commercial prosperity and increase the power and strength of a country which, although at this moment enjoying the most peaceful relations with England, may at any time be in a position to imperil her interests. (Hear, hear.) I say that, under these circumstances, we may look with confidence to the action of Eng-

land in these matters, and considering that Canada is at this very moment committed to large expenditure in permeating the best and more accessible portion of the fertile prairies of the North-West, we may ask the Imperial Government to give us substantial aid, or to give us a guarantee which will cost the Empire nothing. And, sir, we can go to the Mother Country with additional confidence, seeing that again and again having received her endorsement of our credit and have never allowed England to be called upon to contribute a single dollar in consequence of the guarantee she has given. Under these circumstances we look with confidence to the Mother Country for aid to which we are entitled to look for substantial aid in the construction of the work. But we are not only prepared to give the sound, untarnished credit of Canada in support of any aid or assistance we may ask. We are prepared to place at the disposal of the Imperial Government of Canada one hundred millions of acres of the most fertile land in the world. Exception may be taken to the appropriation of such a large extent of land for the building of this road, as exception was taken by hon. gentlemen opposite to the appropriation of fifty million acres of land to be under the control of a company. We do not propose here to put the land under the control of a company, although I confess so far as I am concerned, I would be glad to place at the disposal of the Imperial Government, if a company liberally aided could be found to take this work up, and at their own responsibility and risk carry it to an end. But in the absence of any means of obtaining that object, we believe we are right in the condition of things here, and I have pointed to the fact that on which the Imperial Government shall be with us jointly represented a hundred millions acres of land for the construction of this work. Why, if we gave the whole of the land in the North-West for the construction of the Canadian Pacific railway it would be better than to leave those immense fertile districts untrodden, for I may say an acre or two to come neither contributing to the benefit of the world nor the consolidation of the colonies, the construction of the Pacific railway would afford them immediate employment, and at the same time develop on this continent a great British power, we will present a scheme which will not be regarded with disfavour. (Cheers.) It has long been the pride of every British subject that whenever a slave touches British soil in any part of the world his shackles fall away. So I say we in Canada have greater pride in knowing that the moment the first of the most disaffected slaves touches Canadian soil that discontent disappears, and no sooner do they realize they are in possession of full freedom and the means of successful employment than they become loyal to the British Crown. (Cheers.) It is the pride and boast of Canada to-day that, while the great parties of this country—the party represented by gentlemen opposite, a party greater in point of influence and numbers than their relative representation in this House, the present moment would indicate—while that party may differ from us on political questions, and while the party by my right hon. friend the Premier may believe that the interests of the country are safer in his hands than in the hands of the hon. gentleman opposite, while we may differ on questions of fiscal policy, and as to whether free trade or protection to our industries is the wiser policy, there is one thing upon which we all agree, and that is pride in British institutions and the determination to uphold those institutions. (Applause.) It cannot be an object of indifference to Great Britain that this country presents an opportunity not only of thinning the over populated districts of the British Islands, but of attracting Frenchmen from France, Germans from Germany, and in fact people of all nationalities from the over crowded populations of Europe, to settle on British soil, and become loyal and devoted supporters of the British Crown and of British institutions. Although mine possesses a population of but 4,000,000 at this moment, it was but yesterday that men of all parties loyal determined to spring to the support of England and the Empire in the prospective European struggle. The loyal volunteers of this country then by tens of thousands offered to go to any part of the world to assist in fighting the battles of England, and I am sure the time has come when the Empire regards the determination on the part of Canada to maintain and uphold British institutions here and British power elsewhere as a source of strength to England.

How Shall We Pay Our Pastors.

The way for each one to answer this question successfully will be to make up his mind to do something himself, not contenting himself by asking some other person what he will do. The apostle says, "Upon the first day of the week let every one of you lay by himself in store as the Lord hath prospered him." This means regular, systematic giving. How few there are to feel that they must give more for the spread of the gospel this year because their crops were better than last year's, or because they have been successful in their undertakings. How slow are we to remember our stewardship! Our hearts are too much engrossed with our own or our children's aggrandizement. The Lord of the vineyard may come and say, "This night thy soul shall be required of thee; thou shalt no longer be steward." All persons promise who they are received into the church to "give of their earthly substance for the support of the gospel; yet how few of our class pay with any regularity or system! Take the matter into consideration. The pastor and family must have clothing as well as food. The pastor has no meadow or oat field from which to secure feed for his horse. He is obliged to go in all weather, whether it be a dreaching rain or a driving snow storm. He should have comfortable garments and a good robe for his outer. How is it now? How far will you have paid this year for the support of the gospel? Your minister engages in no other business; he has no other salary other than that which you pay him. Don't lay the "staggering notion" to your soul that after a while (when convenient to you) you will have a supper or social for your pastor's benefit. Pray what is he to subsist on in the meantime? Credit, eh? Yes, his credit is good. No minister should be otherwise. But after you have your supper, or donation, or whatever it may be, you will be consulting yourselves that your minister has fifty or sixty dollars, clear cash, to finish out the winter with, and of course you can rely on your oars, as he will need nothing more for a long time. How different the situation in the parsonage house where a dozen different wants are pressing. Your minister feels the same as any other honest man, that he must pay his debts, and in two or three days time, scarcely a dollar of the donation remains. But he will not let his minister's needs be paid; he will wait until he has to do so to support his family until the next spasmodic effort is made? How much more you might realize from your minister's labors if his salary were regularly and systematically paid by his minister, and not by the church. How can he devote himself entirely to your interest when he has loved ones at home as need ing, to say the least, many articles of comfort? A great many people expect to pay their minister's salary by the year, and what is the result? It is that which is of so little to you of any account to your minister? In times of old, God required of his people the best of the wheat, the finest of the oil, the firstlings of the flock, and this sacrifice and oblation was required of all and at regular and stated periods. If you want to find out the state of your minister's finances, ask him squarely how much of his quarter's salary is in arrears, and then go vigorously at work yourself. When you have done your duty faithfully you may then say to your neighbor, "Go thou and do likewise." If you are a steward in the church, never for one instant entertain the idea that your pastor is a beggar, nor allow those of whom you solicit contributions to suppose that you are begging. Your pastor earns his money, every dollar of it, just as honestly as any other man, and it is an insult to him and his family to represent them to the world as paupers. And the salary you propose him is a just and honest debt that each member is morally responsible for, and it is just as dishonorable and dishonest to cheat the minister or presiding elder out of his salary as it would be to cheat your neighbor out of that which you honestly owe him. The Master himself says, "The laborer is worthy of his hire." Even so hath the Lord ordained that they which preach the gospel should live off the gospel. There was a class who once asked him, "Wherein have we robbed thee?" And there are many to-day to whom it might be answered, "In tithes and in offerings."—Christian Advocate.

The Silver State, a Nevada newspaper, publishes the following lively comment: "My husband, Jim Barney, the ugliest man that ever lived, has left my bed and board without any justifiable cause. I used to do all I could to make him pretty comfortable, and in spite of all my wishes he would out up like the devil and run me down. Now I want all the women to notice this act of mine. I won't pay a darned cent of his debts, and I hope no one will return him to me. 'cos I don't want him. Maria Barney, Big Meadow."

OTHERS are never eaten in their fresh state in China. After being taken from the shell, they are plunged into boiling water, then exposed in the sun until thoroughly dried. In such condition they retain their elasticity and native flavor for a long time.

STEPHEN AVER.

HARNESSES at either establishment will be sold for prompt pay or cash at three months, cheaper than at any other establishment in the Province. Call and obtain prices.

Business Cards.

EMMERSON & READ,  
Attorneys-at-Law, Solicitors, &c.  
Office of late Albert J. Hickman, Esq.  
DORCHESTER, N. B.

LANDRY & TREMAN,  
Attorneys-at-Law, &c.  
DORCHESTER, N. B.

HANINGTON & WELLS,  
Attorneys-at-Law, Solicitors, Notaries Public, &c.  
DORCHESTER, N. B.

A. E. OULTON,  
BARRISTER-AT-LAW, SOLICITOR,  
Notary Public, Conveyancer, &c.  
Office: - - - A. L. Palmer's Building,  
Dorchester, N. B.

L. WESTERGAARD & CO.,  
Ship Agents & Ship Brokers.  
(Consulate of the Netherlands,  
(Consulate of Austria and Hungary.)  
No. 127 WALNUT STREET,  
DORCHESTER, N. B.

W. F. COLEMAN, M. D., M. R. C. S. ENG.  
Oculist and Aurist to St. John General Public Hospital.  
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.

W. W. WELLS,  
Barrister-at-Law, Notary Public,  
Conveyancer, &c.  
Office: - - - In the Post-Office Building,  
DORCHESTER, N. B.

W. TREMAINE GARD,  
Goldsmith and Manufacturing Jeweller,  
78 Germain Street, a few doors South of King Street,  
ST. JOHN, N. B.

W. T. FOSTER & SON,  
Manufacturers of  
CUT NAILS AND SPIKES,  
SHOE NAILS, TACKS, and Brads,  
Horse Shoes, Horse Nails,  
Clinch and Pressed Nails.  
Office, Warehouse and Manufactory:  
Georges Street,  
ST. JOHN, N. B.

NOTICE.  
THE CO-PARTNERSHIP BUSINESS  
which existed between the Subscriber and his late father, THOMAS BAIRD, Esq., is now continued by the Subscriber JOHN MILTON BAIRD alone under the old style of Firm of  
THOMAS BAIRD & SONS,  
Pursuant to the provision of his father's Will.  
JOHN MILTON BAIRD,  
Sackville, Oct. 22nd, 1877.

CARD OF THANKS.  
THE Subscriber begs to return thanks to his friends and the public for the very liberal patronage he has received during the past season, and to intimate that he will continue the business the coming season, and is now prepared to receive orders for  
Fresh Meats  
of the BEST QUALITY and at the most reasonable prices.  
EDWARD READ,  
Upper Sackville.  
P. S.—FRESH FISH constantly on hand.  
A. B. OSBORNE. Q. A. MORSE.

AMHERST  
Music Store,  
THE Subscribers have in Stock a large lot of  
PIANO-FORTES AND ORGANS,  
By the best known Manufacturers Also,  
Sheet Music, Instruction Books, Music Books, Piano and Organ Stools and Covers, Violins, &c.  
Pianos and Pipe and Reed Organs tuned by the year. All orders by mail promptly attended to.  
OSBORNE & MORSE,  
Amherst, N. B.  
Orders for Tuning and Repairing, left at Mr. Geo. E. Ford's Store, Sackville, will receive prompt attention.

Business Cards.

Park Hotel,  
DORCHESTER, N. B.  
T. W. HELL, - - - Proprietor.

Salisbury House  
Opposite Railway Station,  
Salisbury, - - - N. B.  
A. F. McDONALD, PROPRIETOR.  
Permanent and Transient Boarders accommodated with first-class fare on reasonable terms. Stabling on the premises.

Waverley House,  
AGADIA MINES, N. S.  
James H. Bigney, - - - Proprietor.

PASSENGERS conveyed to and from Londonderry Station.  
Guests staying at this Hotel will receive every attention, and a careful Hostler ways in attendance. feb13

LAMY'S HOTEL  
AMHERST, N. S.  
Renovated and Refurnished Throughout.  
DAVIS & CALHOUN, PROPRIETORS.  
THIS popular Hotel has been recently opened under a new management, and has been refitted, refurnished, and otherwise improved.  
It is situated in the centre of the business part of the town, is provided with all the modern conveniences, and is first-class in every particular.  
The best attention shown to guests, and charges moderate.  
Free Coach to and from all Express trains. Special attention given to Commercial Travellers. april10

AYER'S  
Oil Tanned Larrakins.  
Sole Agents for Nova Scotia:  
Amherst Boot & Shoe & Tanning Co.,  
dec25

T. W. BELL & CO.  
Soap Manufacturers, - - - Shediac, N. B.  
The best and cheapest Soap in the Market.

BEFORE buying or renting a Cabinet or Parlor Organ, be sure to send for our latest Catalogues and Circulars with new Styles and reduced prices. It contains much information. Sent free—MASON & HAMLEN ORGAN CO., Boston, New York, and Chicago; or, G. C. FAWCETT, Upper Sackville, N. B., sole and exclusive Agent for West-land County.

S. R. FOSTER & SON,  
MANUFACTURERS OF  
CUT NAILS AND SPIKES,  
SHOE NAILS, TACKS, and Brads,  
Horse Shoes, Horse Nails,  
Clinch and Pressed Nails.  
Office, Warehouse and Manufactory:  
Georges Street,  
ST. JOHN, N. B.

NOTICE.  
THE CO-PARTNERSHIP BUSINESS  
which existed between the Subscriber and his late father, THOMAS BAIRD, Esq., is now continued by the Subscriber JOHN MILTON BAIRD alone under the old style of Firm of  
THOMAS BAIRD & SONS,  
Pursuant to the provision of his father's Will.  
JOHN MILTON BAIRD,  
Sackville, Oct. 22nd, 1877.

CARD OF THANKS.  
THE Subscriber begs to return thanks to his friends and the public for the very liberal patronage he has received during the past season, and to intimate that he will continue the business the coming season, and is now prepared to receive orders for  
Fresh Meats  
of the BEST QUALITY and at the most reasonable prices.  
EDWARD READ,  
Upper Sackville.  
P. S.—FRESH FISH constantly on hand.  
A. B. OSBORNE. Q. A. MORSE.

AMHERST  
Music Store,  
THE Subscribers have in Stock a large lot of  
PIANO-FORTES AND ORGANS,  
By the best known Manufacturers Also,  
Sheet Music, Instruction Books, Music Books, Piano and Organ Stools and Covers, Violins, &c.  
Pianos and Pipe and Reed Organs tuned by the year. All orders by mail promptly attended to.  
OSBORNE & MORSE,  
Amherst, N. B.  
Orders for Tuning and Repairing, left at Mr. Geo. E. Ford's Store, Sackville, will receive prompt attention.

Business Cards.

Park Hotel,  
DORCHESTER, N. B.  
T. W. HELL, - - - Proprietor.

Salisbury House  
Opposite Railway Station,  
Salisbury, - - - N. B.  
A. F. McDONALD, PROPRIETOR.  
Permanent and Transient Boarders accommodated with first-class fare on reasonable terms. Stabling on the premises.

Waverley House,  
AGADIA MINES, N. S.  
James H. Bigney, - - - Proprietor.

PASSENGERS conveyed to and from Londonderry Station.  
Guests staying at this Hotel will receive every attention, and a careful Hostler ways in attendance. feb13

LAMY'S HOTEL  
AMHERST, N. S.  
Renovated and Refurnished Throughout.  
DAVIS & CALHOUN, PROPRIETORS.  
THIS popular Hotel has been recently opened under a new management, and has been refitted, refurnished, and otherwise improved.  
It is situated in the centre of the business part of the town, is provided with all the modern conveniences, and is first-class in every particular.  
The best attention shown to guests, and charges moderate.  
Free Coach to and from all Express trains. Special attention given to Commercial Travellers. april10

AYER'S  
Oil Tanned Larrakins.  
Sole Agents for Nova Scotia:  
Amherst Boot & Shoe & Tanning Co.,  
dec25

T. W. BELL & CO.  
Soap Manufacturers, - - - Shediac, N. B.  
The best and cheapest Soap in the Market.

BEFORE buying or renting a Cabinet or Parlor Organ, be sure to send for our latest Catalogues and Circulars with new Styles and reduced prices. It contains much information. Sent free—MASON & HAMLEN ORGAN CO., Boston, New York, and Chicago; or, G. C. FAWCETT, Upper Sackville, N. B., sole and exclusive Agent for West-land County.

S. R. FOSTER & SON,  
MANUFACTURERS OF  
CUT NAILS AND SPIKES,  
SHOE NAILS, TACKS, and Brads,  
Horse Shoes, Horse Nails,  
Clinch and Pressed Nails.  
Office, Warehouse and Manufactory:  
Georges Street,  
ST. JOHN, N. B.

NOTICE.  
THE CO-PARTNERSHIP BUSINESS  
which existed between the Subscriber and his late father, THOMAS BAIRD, Esq., is now continued by the Subscriber JOHN MILTON BAIRD alone under the old style of Firm of  
THOMAS BAIRD & SONS,  
Pursuant to the provision of his father's Will.  
JOHN MILTON BAIRD,  
Sackville, Oct. 22nd, 1877.

CARD OF THANKS.  
THE Subscriber begs to return thanks to his friends and the public for the very liberal patronage he has received during the past season, and to intimate that he will continue the business the coming season, and is now prepared to receive orders for  
Fresh Meats  
of the BEST QUALITY and at the most reasonable prices.  
EDWARD READ,  
Upper Sackville.  
P. S.—FRESH FISH constantly on hand.  
A. B. OSBORNE. Q. A. MORSE.

AMHERST  
Music Store,  
THE Subscribers have in Stock a large lot of  
PIANO-FORTES AND ORGANS,  
By the best known Manufacturers Also,  
Sheet Music, Instruction Books, Music Books, Piano and Organ Stools and Covers, Violins, &c.  
Pianos and Pipe and Reed Organs tuned by the year. All orders by mail promptly attended to.  
OSBORNE & MORSE,  
Amherst, N. B.  
Orders for Tuning and Repairing, left at Mr. Geo. E. Ford's Store, Sackville, will receive prompt attention.

Business Cards.

Park Hotel,  
DORCHESTER, N. B.  
T. W. HELL, - - - Proprietor.

Salisbury House  
Opposite Railway Station,  
Salisbury, - - - N. B.  
A. F. McDONALD, PROPRIETOR.  
Permanent and Transient Boarders accommodated with first-class fare on reasonable terms. Stabling on the premises.

Waverley House,  
AGADIA MINES, N. S.  
James H. Bigney, - - - Proprietor.

PASSENGERS conveyed to and from Londonderry Station.  
Guests staying at this Hotel will receive every attention, and a careful Hostler ways in attendance. feb13

LAMY'S HOTEL  
AMHERST, N. S.  
Renovated and Refurnished Throughout.  
DAVIS & CALHOUN, PROPRIETORS.  
THIS popular Hotel has been recently opened under a new management, and has been refitted, refurnished, and otherwise improved.  
It is situated in the centre of the business part of the town, is provided with all the modern conveniences, and is first-class in every particular.  
The best attention shown to guests, and charges moderate.  
Free Coach to and from all Express trains. Special attention given to Commercial Travellers. april10

AYER'S  
Oil Tanned Larrakins.  
Sole Agents for Nova Scotia:  
Amherst Boot & Shoe & Tanning Co.,  
dec25

T. W. BELL & CO.  
Soap Manufacturers, - - - Shediac, N. B.  
The best and cheapest Soap in the Market.

BEFORE buying or renting a Cabinet or Parlor Organ, be sure to send for our latest Catalogues and Circulars with new Styles and reduced prices. It contains much information. Sent free—MASON & HAMLEN ORGAN CO., Boston, New York, and Chicago; or, G. C. FAWCETT, Upper Sackville, N. B., sole and exclusive Agent for West-land County.

S. R. FOSTER & SON,  
MANUFACTURERS OF  
CUT NAILS AND SPIKES,  
SHOE NAILS, TACKS, and Brads,  
Horse Shoes, Horse Nails,  
Clinch and Pressed Nails.  
Office, Warehouse and Manufactory:  
Georges Street,  
ST. JOHN, N. B.

NOTICE.  
THE CO-PARTNERSHIP BUSINESS  
which existed between the Subscriber and his late father, THOMAS BAIRD, Esq., is now continued by the Subscriber JOHN MILTON BAIRD alone under the old style of Firm of  
THOMAS BAIRD & SONS,  
Pursuant to the provision of his father's Will.  
JOHN MILTON BAIRD,  
Sackville, Oct. 22nd, 1877.

CARD OF THANKS.  
THE Subscriber begs to return thanks to his friends and the public for the very liberal patronage he has received during the past season, and to intimate that he will continue the business the coming season, and is now prepared to receive orders for  
Fresh Meats  
of the BEST QUALITY and at the most reasonable prices.  
EDWARD READ,  
Upper Sackville.  
P. S.—FRESH FISH constantly on hand.  
A. B. OSBORNE. Q. A. MORSE.

AMHERST  
Music Store,  
THE Subscribers have in Stock a large lot of  
PIANO-FORTES AND ORGANS,  
By the best known Manufacturers Also,  
Sheet Music, Instruction Books, Music Books, Piano and Organ Stools and Covers, Violins, &c.  
Pianos and Pipe and Reed Organs tuned by the year. All orders by mail promptly attended to.  
OSBORNE & MORSE,  
Amherst, N. B.  
Orders for Tuning and Repairing, left at Mr. Geo. E. Ford's Store, Sackville, will receive prompt attention.

Business Cards.

Park Hotel,  
DORCHESTER, N. B.  
T. W. HELL, - - - Proprietor.

Salisbury House  
Opposite Railway Station,  
Salisbury, - - - N. B.  
A. F. McDONALD, PROPRIETOR.  
Permanent and Transient Boarders accommodated with first-class fare on reasonable terms. Stabling on the premises.

Waverley House,  
AGADIA MINES, N. S.  
James H. Bigney, - - - Proprietor.

PASSENGERS conveyed to and from Londonderry Station.  
Guests staying at this Hotel will receive every attention, and a careful Hostler ways in attendance. feb13

LAMY'S HOTEL  
AMHERST, N. S.  
Renovated and Refurnished Throughout.  
DAVIS & CALHOUN, PROPRIETORS.  
THIS popular Hotel has been recently opened under a new management, and has been refitted, refurnished, and otherwise improved.  
It is situated in the centre of the business part of the town, is provided with all the modern conveniences, and is first-class in every particular.  
The best attention shown to guests, and charges moderate.  
Free Coach to and from all Express trains. Special attention given to Commercial Travellers. april10

AYER'S  
Oil Tanned Larrakins.  
Sole Agents for Nova Scotia:  
Amherst Boot & Shoe &