

CHIGNECTO POST AND BORDERER

SACKVILLE, N. B. NOV. 19, 1891.

PROGRESS ON THE TURF.

Notwithstanding the fact that many are opposed to the encouragement of great speed in the horse, that animal has certainly done his share towards making this part of the nineteenth century marked for great achievements. During the past season this fact has been strikingly borne out. Records which for years have stood as a figure which the knowing ones said could not be honestly lowered, have been swept and swept away, and the question now naturally is, What is the minimum of time in which a horse can trot a mile?

The history of the American trotter and of his performances, from the time when he was first recognized as a strain of family—some authorities claim that there has not yet been attained a fixity of type or character sufficient to warrant the term breed—is interesting reading. His exact origin is in a cloud, but it is presumed that the source of speed lies in the Thoroughbred of Arabia which, in its way to the stables of gentlemen in England and France, who encouraged their fleetness and endurance in the hunt and steeplechase, and latterly to America, where the tendency to depart from their natural style of locomotion the gallop, and take to the trot was encouraged. That the blood of the Thoroughbred is necessary for the production of great performers seems to be borne out in the fact that Sunol the present queen of the is a granddaughter of a Thoroughbred mare. As dates and facts by judicious and intelligent selection of parents and breeding and culling of progeny, produced the famous Durham breed of cattle from the common stock of the district in England in which they lived, so have the horsemen of today by taking advantage of every point favoring speed in the formation of body and constitution in their horses, and by intensifying and perpetuating the same characteristics in the offspring, produced the class of horses which possess the ability to trot at a pace before unknown.

It is not at all a new thing, the fact that a horse named after a famous man, to almost everyone, trotted a mile at about 2:17, that trotting began to attract considerable attention. Goldsmith Maid followed Dexter in popularity by going a mile in 2:16, and later on in 1876, when she reached the wire in 2:14. Ratus in 1878 reduced the record to 2:13. Matters seemed to rest easily then for two years while the breeders were preparing something for record making, and in 1880 St. Julian by Juniper, astonished everyone by going a mile in 2:08. This was and is truly a remarkable performance and until last month when Sunol by Electioneer on a kite-shaped track at California eclipsed the record by only a half second, going the mile in 2:04, was looked upon as a feat of no small importance. Sunol, the present queen of the turf is said to be one of the handsomest horses before the public. She is a pleasing bay mare, full height and with most perfect limbs and feet and a gait which has the regularity and grace of a machine. How long Sunol will hold her present position is a question which none can answer. She has made records every year she has been at work and may yet break 2:04. If she does not, Nuey flanks the owner of this majestic mare, who has been doing some very fast work lately may next season bring the record still lower. We may hear again from Maud S. Her record was broken on a track on the day that she was made and which was faster than the common trot track. There is every indication now for horsemen to lower the record. Human curiosity has been a factor in what a horse can do and Robert Hunter has shown his by offering \$5,000 to the owner of a horse which can go a mile in 2:05. If the past be indicative it is within the limits of the most modest prophetic vision to predict that before the century dies a horse will be found that will not without the fraction, in 2:00.

In our issue of last week currency was given to a report of a horse-shiping at Centerville, Carleton county, that we have been favored with fuller particulars of the case which throw an entirely new light on the matter, and which, instead of attaching any opprobrium to Rev. Mr. Howard, rather show him to be a gentleman of mealy and Christian character and having the courage of his convictions. Mr. Howard is well known in Sackville where he has many warm friends.

The Railway statistics for 1890 reveal the surprising fact that fully twenty per cent of the fatalities occurring on railroads are through persons walking on the track, and who were in no way connected with the road. From this cause there were 163 accidents, 100 of which were fatal. Under the Railway Act walking on the track is strictly forbidden to persons not employed on the road and the Grand Trunk following the example of the English roads are vigorously prosecuting persons who persistently use their line as a thoroughfare. The step is probably taken, not so much to prevent the most suicide of the person who gets run over, but to save passengers whose lives may be sacrificed through the derailing of the train.

Will you suffer with Dyspepsia and Liver complaint? Shiloh's Vitalizer is guaranteed to cure you. For sale by A. Dixon, Sackville, and Fairweather, Dorchester.

K. D. C. has proved itself to be the Greatest Cure.

—LIVER COMPLAINT WITH DYSPEPSIA—Will you suffer with Dyspepsia and Liver complaint? Shiloh's Vitalizer is guaranteed to cure you. For sale by A. Dixon, Sackville, and Fairweather, Dorchester.

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DIXON GENEALOGY.

One of the most important additions to the genealogical history of these eastern provinces has been made by James D. Dixon Esq., of this place who has just published an historical record of his ancestors, Charles Dixon 1st, and Susannah Coates, his wife and their descendants.

Charles Dixon, 1st, was born in 1730. It speaks well for the vigor of that state that their descendants in 1891, having lived, numbered no less than 2067 persons alive. While Mr. Dixon has aimed to present a full and unvarnished record of the facts, he has succeeded in making a work of very considerable interest to those who place a value on local history, by including a great many facts and incidents connected with the early settlement of the country. Charles Dixon 1st, wrote some particulars of his life in Sept. 21, 1773, which are printed. He was born near Yarmouth in the east riding of Yorkshire, and was brought up by his father. When he was 29 years of age he engaged in a paper manufacturing near Hutton Rudby, a business which he followed with success for 12 years, when he sold out and immigrated to Nova Scotia, on the invitation of Governor Cornwallis, sailing on the 16th March, 1765 on the "Duke of York" some sixteen other families also being passengers. Among them were Thos. Anderson who settled on Cole's Island, and Wm. Freese, at Sussex. Mr. Dixon married when he was 31, Susannah Coates, daughter of a farmer, and she brought with her a large family of children. After a stormy passage of 6 weeks and 4 days they arrived at Halifax, and on the 21st of May at Fort Cumberland, where they were provided with quarters at the barracks. He purchased 2500 acres of land from Daniel Hawkins in Sackville for £260, to which he removed his family on the 8th of June. Mr. Dixon brought over with him, besides his effects, about £1000, which he not only rendered him independent, but enabled him to extend a helping hand to other Yorkshire families.

Under the preaching of Thomas Seaborn, a Methodist preacher, Mr. Dixon became connected with the Methodist Society in 1769. He was a serious, pious man, earnest and zealous in his professions, and the early settlers at once extended to him their respect and confidence. His superior education and intelligence also enabled him to fill with success various positions to which he was appointed. He was appointed a Justice of the Peace in 1775. Judge of the Court of Common Pleas in 1776 and in 1786 was elected to represent Westmorland in the first general assembly of New Brunswick, his colleague being Amos Bostwick, who was speaker of the first Assembly. He afterwards held the positions of collector of this port, and commissioner to solemnize matrimony. He was conspicuously active in church matters and the first church erected at Crane's Corner and the first Methodist parsonage built here, were greatly the result of his efforts and his money.

Mr. J. D. Dixon, no doubt from family modesty has not given Charles Dixon 1st, as ample and full a biography as he lived. He played in the troupe of times he lived, warranting, and which would have made interesting reading to the public. A second edition of this work, which will not doubt be required some time hereafter, will give a fuller account of Charles Dixon 1st from the pens of contemporary writers. For instance, Major Batt, in command at Fort Cumberland (1780) furnished evidence as to the character and usefulness of the first Dixon. We can't do better than republish a portion of a letter addressed by that officer to General Halliday, governor of Canada. It appears that General Halliday, after his capture of Philadelphia and the capture of the British army, had appointed Thomas Dixon, although a stranger, to be his successor, and that he had recently died, a successor was wanted. Major Batt writes:

Halifax, N. S. 18 April, 1780.

"I had the honor to receive your excellency's favor of 9th Feb. and immediately wrote to Sir Richard Hughes to consult on such matters as are most likely to defeat the fraudulent intentions of the combination of villains who inhabit your grounds."

Sir Richard and I agree that the appointment of an agent near the estate was essential, but a report that Fort Cumberland was to be evacuated left me with no subject in that case who would venture to embark in a business, which would involve them in disputes with the disaffected, who are now the most numerous and if not kept in awe by a garrison have no idea of submission to legal decision. I am however somewhat relieved from that perplexity by the successful effort which a representation from the Governor and Council had on Dr. Genl. McLean, who has determined to keep up the garrison at Fort Cumberland. In consequence of this I have recommended to Sir Richard Hughes a very worthy man of the settlement of Sackville, in Cumberland County; his name is Charles Dixon. He is a magistrate and a useful and worthy member of Society. If the man will accept the power of attorney, I can pledge my name for his integrity and useful understanding. If by it should be so unlucky as to fall in Mr. Dixon, then there are two others, and I am sorry to say, only two others, whose abilities and loyalty are sufficient for such an undertaking. * * * the natives of New England and Ireland who inhabit Cumberland County there is hardly a man of them who does not owe his life to the great lenity of British Law."

General Halliday opened correspondence with Charles Dixon. The following is a letter from Mr. Dixon to the governor dated at Halifax, May 18, 1780, which does not afford a very pleasing description of the state of the country hundred years ago:

Charles Dixon to General Halliday, 18 May 1780.

Halifax, N. S. 18 May, 1780.

Sir: Your letter came safe to hand informing me of the papers you had received relative to your estates at Shipody. Wonder Working K. D. C. sent to any Address.

—LIVER COMPLAINT WITH DYSPEPSIA—Will you suffer with Dyspepsia and Liver complaint? Shiloh's Vitalizer is guaranteed to cure you. For sale by A. Dixon, Sackville, and Fairweather, Dorchester.

Since that time I have done nothing in the matter, had taken an active part in such a critical time it would expose me to all the ravages of the inhabitants of that place was capable of inflicting, it being the rendezvous of pirates from New England. Now the war is over, and the estate is in danger from another quarter, it is not being settled according to the grant, is liable to be exchequed, and refugees coming so fast in the Province, nothing but your interest with Governor can prevent it. Being aware of what the consequences might be, I have never had any accounts from Mr. Wallace, and the King's Attorney advises to let matters lie at present, for no expectation of the province very soon from New York, and then they will be able to act for themselves. But he also informs us there is no doubt but the judgments will be revived, and a delay a little longer will not alter the case, but nothing can be done without the accounts, and as you are apprized of what will be wanting, you will proceed accordingly and give me a few lines the first opportunity.

I am Sir, Your very humble servant, CHARLES DIXON.

The descendants of Charles Dixon 1st, were:—1st. Mary Dixon, married William Chapman, eldest son of William Chapman 1st, who came to Nova Scotia in 1775, and settled in P. B. 1775. Their descendants now number 645 persons. 2nd. Charles Dixon who married Rhoda Emerson. He lived in the homestead. His descendants number 421 persons. Their children were William, Charles, Hiram, and Benjamin. He married a second time 1799 to Elizabeth Humphrey, and the children were John, Sidney, Jane, Christopher, Alfred, Elizabeth, Leonard, Ruth, Edward, Mary and Matthew.

3rd. Susannah Dixon, married George Wilson, who came to Halifax when a lad of 12 years of age with his father in law. Their descendants number 433. 4th. Elizabeth Dixon who married Dr. Rufus Smith in 1789 and lived at Westmorland Point. Their children were David, John, Gray Black, eldest son of Birken Bay. Their descendants number 108. 5th. Ruth Dixon, married Thomas Roach in 1793. Their third daughter married the Hon. Wm. Crane. Their descendants number 92. 6th. Martha Dixon married Rev. Benjamin Wilson in 1793. She died in a vessel which was lost crossing from Shediac to Summerside in 1824. Their eldest daughter, Susanna, married James, a son of Sheriff Sayre. Another daughter, Martha, married the late Coroner Andrew Waldon. Their children were David, John, and Elizabeth. Their descendants number 184. Their fifth daughter married Rev. Michael Pickles. Their sixth daughter married James Harris, the car manufacturer of St. John. They have living 170 descendants.

7th. Edward the second son, lived on the homestead farm. He married Mary Smith, daughter of a Yorkshire Methodist local preacher, who lived at Falmouth, N. S., and afterwards married John Palmer in 1849. Their fifth daughter married Rev. Michael Pickles. Their sixth daughter married James Harris, the car manufacturer of St. John. They have living 170 descendants.

8th. William Coates married Maria Blackwell of Shediac, and removed to Lunenburg, where their descendants reside.

—SILVER'S COUGH AND CONSUMPTION Cure is sold by us on a guarantee. It is a Broun's Sister of Thomas Power, one of the Yorkshire settlers. He left nine children, Charles, born in 1804, the well known shipbuilder of Sackville; Edwin a respected resident of Midgie who died in 1886; age 82 years; Elizabeth, who married James Chambers of Parrsboro, N. S.; James, who married Capt. David L. Dixon, John E. shipbuilder of Detroit, who died in 1864; Geo. S., a successful farmer resident at Maldenstone Cross; Out; Rufus S., a super-uncary of the Eastern Maine M. E. Conference, and lives in Montevideo, Vt.; and Jane D. the author of the genealogy.

9th. William Coates married Maria Blackwell of Shediac, and removed to Lunenburg, where their descendants reside.

Below are the summaries of the races at Amherst, N. S., on Thanksgiving day, 12th inst.

Amherst Driving Race, Nov. 12, 1891. Named race.

Wm. Blair's ch. m. Maud C. 1 1 1
W. B. Gannon's ch. g. Siney 2 2 2
Uncle Sam 2 2 2
F. S. Black's b. m. Nellie B. 3 4 2
R. C. Sharp's b. m. 4 3 4
Hernando 4 3 4
Time—3:08, 3:09, 3:00.

Same day and track. Second named race.

W. G. Wright's Jim W. 1 1 1
A. Bonnyman's Nat. 2 2 2
M. Latta's b. m. by Peter Blair 3 3 3
William Blair's ch. m. 4 4 4
Time—3:15, 3:13, 3:10.

—SILVER'S VITALIZER is what you need, for Constipation, Loss of Appetite, Dizziness, and all symptoms of Dyspepsia. Price 10 and 75 cents per bottle. For sale by A. Dixon, Sackville, and Fairweather, Dorchester.

—FARMERS are taking advantage of the mild weather by doing fall ploughing which will mount up to the average of other years.

—Extensive preparations are being made for fishing smelts, which will commence about 1st of December.

—The coast will be lined with lobster factories next year, judging from the preparations made this fall.

—Mr. C. Avar has returned from New York, where he has been receiving treatment of the eyes; his sight is satisfactorily recovered.

—Mr. Robert Niles, of Boston, is at present visiting his friends, after an absence of 10 years.

Dr. Kendrick's White Liniment for Swellings, Contractions of the Cerebrum and Muscles.

of the Age, Sample Package of the

K. D. C. COMPANY New Glasgow, N. S.

Maritime Matters.

—Navigation on the St. John, Miramichi and St. Lawrence rivers is about closed.

—The St. John and Miramichi and the St. John and Miramichi Light station at St. John were burned last week.

—Mr. W. W. Clarke jumped into the waters of Digby gut to rescue an American named Goldsmith, last July and has been formally presented with a handsome gold watch by the citizens of Digby as a reward.

—Two young men named Burns and Andrews have been arrested at Sackville on suspicion of attempting to wreck the C. P. R. train near that place on the 12th inst. They were taken before Judge Wallace.

—The Nova Scotia Central Railway was sold by the sheriff at Lunenburg for \$515,000. The purchasers were J. E. Eisenhauer and F. E. Wade of Lunenburg. The road is a well-built work crossing the province from Lunenburg and Bridgewater to Middleton on the Windsor and Annapolis Railway. It was built by New York capitalists and government subsidies. Mr. Wade, for some time, has been receiver of the railroad.

—On Wednesday last Mr. James Kane shipped 210 lambs, and Messrs. Drummond and Deacon shipped 220. Mr. John Avar informs us that he has purchased on the Island this fall the finest lot of lambs he ever bought, amounting to a choice lot raised by Mr. Wm. Fitzpatrick, of Killbuck, Cape Breton, which weighed from 120 to 130 lbs. each. On Thursday 210 lambs and Messrs. Drummond and Deacon shipped 220. Mr. John Avar informs us that he has purchased on the Island this fall the finest lot of lambs he ever bought, amounting to a choice lot raised by Mr. Wm. Fitzpatrick, of Killbuck, Cape Breton, which weighed from 120 to 130 lbs. each. On Thursday 210 lambs and Messrs. Drummond and Deacon shipped 220. Mr. John Avar informs us that he has purchased on the Island this fall the finest lot of lambs he ever bought, amounting to a choice lot raised by Mr. Wm. Fitzpatrick, of Killbuck, Cape Breton, which weighed from 120 to 130 lbs. each. On Thursday 210 lambs and Messrs. 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