

CHIGNETO POST AND BORDERER.

SACKVILLE, N. B., SEPT. 20, 1888.

—To-morrow will be nomination day in Albert County.

—The Nile is rising and the report that Egypt was threatened with a famine is officially declared untrue.

—Mr. Goldwin Smith writes of President Cleveland's retaliation measure that "the event must be considered as most untoward by the friends of Commercial Union."

—Mr. Eugene M. Camp, who has collected the statistics for America on the cost of getting news, says the entire cost of all news used in the papers in the United States, is \$22,655,000 per year.

—A public meeting including a large number of prominent citizens was held at Fredericton on Tuesday evening to welcome home his lordship the Metropolitan. An address of welcome was read by Chief Justice Allen, and a feeling reply was made by his lordship, who said he returned refreshed and invigorated.

—The Globe draws attention to a law in Colorado forbidding non-resident aliens to hold land in that state, and says a number of Canadians are being entrapped by vendors who conceal the provisions of the law. The Globe is kinder than Mr. Blake, who, when praising the United States at the expense of the Canadian Northwest, said never a word about this serious fact.

—The last number of the Canada Gazette gives notice that a charter has been applied for by leading lumbermen of Ontario and British Columbia for an extensive lumbering organization, under the name of the Ross-MacLaren Lumber Company, limited, with a capital of \$500,000. It is said that the operations of the company will be on Fraser River, where it controls extensive and valuable timber lands.

—The Leader, heretofore published at Spring Hill, has been removed to Parrboro, where it will be published under the name of the Cumberland Leader, by the Cumberland Publishing Co. Mr. James Hannay, the historian, will occupy the editorial chair, and Dr. A. S. Towsehead is acting director. The first number under the new management is bright and new, and there is every reason to believe that change in this instance means permanent improvement.

—On some points, two candidates for the U. S. Presidency are agreed. They are both opposed to the modern trusts, which Mr. Cleveland points out as an old conspiracy with a new face and name, and they both oppose to unrestricted immigration. "Under various names," says President Cleveland, "they [the trusts] have been punished by the common law for hundreds of years, and they have lost none of their hateful features because they have assumed the name of trusts instead of conspiracies."

—Hon. Edgar Dewdney, the new Minister of the Interior, was elected last week by acclamation for East Assiniboia. Some Grit newspapers, particularly in the eastern part of the Dominion, have labored hard to show that Mr. Dewdney is a very bad man and that the North West rebellion was due to his maladministration, but the fact that there was not even the form of an opposition to his election seems to be a pretty fair refutation of the charges against him. As the people of the North West have not discovered what an unscrupulous man Mr. Dewdney was, it is evident they do not read the eastern Grit newspapers.

—Only four members of the House of Representatives voted against the passage of President Cleveland's retaliation bill in Congress. The closing day's debate was a significant one. It showed how little reciprocity there is in the United States for the feeling of brotherhood towards "America's" some papers and some politicians in England are continually thrusting forward. It seemed to be a matter of rivalry between these two parties which was due farthest in appealing to elements hostile to everything British; and this, as most apparently as any regard for United interests, was the cause of the almost unanimous passage of a bill that, if enforced, will, by American calculations, annually take many millions from American trade, besides inflicting injury on a friendly country for doing what the President of the United States has formally declared to be clearly within her treaty rights.

—In his remarkable contribution to the third issue of *Le Canada Français*, entitled "Notre Avenir," Mr. A. D. Desclaux points out that, while in the United States centralization is the order of the day, in Canada provincial liberties are so broad and full as to be, in some directions, a danger. "The peril for us," he writes, "is the loss in the too heavy expenditures of the provincial Governments. It is to be feared that the people, alarmed at the increase of the provincial budgets, may seek to simplify our system of government, and, perhaps, look for that simplification in legislative union. He then goes on to compare the State governments of the United States and our provincial governments and concludes that the prestige, authority, and freedom from interference enjoyed under our system far exceeds the privileges of the States in the face of the authorities at Washington. Supposing, he says, in referring to the fact that the local railway development which Quebec has received from Ottawa, that annexation had taken place instead of confederation in 1867, where would we be now? It is evident, unless we are greatly mistaken, that the country would be far less prosperous than it is to-day.

Investigation Required.

It is to be hoped for the credit of Nova Scotia, as well as for the sake of humanity, that the horrible story now going the rounds of the press, to the effect that the death of a woman was recently caused by dental operations performed against her will, may prove to be without foundation. It seems impossible that such a tale can be true or that men could be found in a Christian country who would act with such fiendish cruelty, and yet the story with all its sickening details is being sent broadcast over the country without a word of contradiction. The Government of Nova Scotia should cause a thorough investigation of the matter to be made at once, for such a course is necessary in order to clear their Province of the stigma, if the story be false, or to secure the punishment of the offenders if it should unfortunately prove true.

Opposed to Retaliation.

Senator John Sherman delivered a speech in the Senate on Tuesday in which he opposed the granting of the retaliatory powers asked for by President Cleveland. He said that the time had come when the people of the United States and Canada should take a broader view of their relations to each other than has hitherto been practicable, and he argued that the true policy of the United States was to tender Canada freedom of trade and intercourse, and to make the tender in such a way that it should be an overture to the Canadian people to become part of the American Government. The union could only be accomplished with the hearty assent of both peoples. It could not be promoted by controversies or retaliation. Senator Sherman is undoubtedly right in assuming that Canada cannot be coerced or frightened. The Union, and there is little prospect that jealousy will prove more successful. The Monroe doctrine does not commend itself to the people of Canada, but it must be admitted that the speech of Senator Sherman contained more reason than is usually found in the utterances of American politicians.

—Wednesday's session of the Methodist mission board at Winnipeg was entirely occupied in discussing the basis of the appropriation for missionaries in Manitoba and the Northwest. It was decided, after some opposition, to leave it at \$750 to \$800 to the married and \$750 to the single men. A strong effort was made to increase the Newfoundland appropriation to \$850, but it was left over to see how the funds stood when the division was made. No changes were made in any of the conferences. The following scale was finally agreed upon: First, married ministers in towns and cities, \$900; second, Manitoba, \$900; third, the Northwest, \$900; fourth, British Columbia and the Pacific coast, \$1,000; fifth, other missions, \$750.

—Much interest is being centered at the Toronto industrial exhibition in the Toronto industrial exhibition, the first ever introduced into Canada. Erasmus Wiman delivered four speeches into the instrument before it left New York, which were heard on Wednesday by large numbers of Toronto visitors to the fair. Mr. Wiman's voice, his exact tones and his exact words are reproduced and, as showing the great possibilities of the phonograph, Mr. Wiman had coughed twice while making one of his points, and the coughing was reproduced just as naturally as if he, himself, was in the phonograph. The speeches were on reciprocal trade, the power of commerce, and telephone, and the phonograph.

—There has recently been published an account of the straits to which the Southern States were reduced during the Civil War through their having left to the Yankees the job of manufacturing for them, so that when compelled to depend upon themselves they were in want of their common necessities. This is a lesson for us to become, as far as possible, self-reliant and self-contained. We could not be like the Southerners, in want of shoes, cloth, and even buttons, should the Russians, say, attack us, for we have wisely set up manufacturing for our selves, to the great disgust of the peddling and powerless Grits. We should preserve in the same wise and prudent course.—*Empire*.

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—The Yellow Fever scourge is increasing at Jacksonville, last Tuesday was a terrible day in the history of the city, for there were 156 new cases and twenty deaths. Hot sun, cases following prolonged wet weather, which has thoroughly soaked the ground, makes a condition of things very favorable to the spread of the disease, and a large increase in the number of cases is expected during the present week.

—The facts that some chiefs of the Oneidas have made over a hundred entries at the Western Fair, and that the Manitowaning Indians will also exhibit largely, seems to imply that the Liberal speakers in the House of Commons were mistaken in their very low estimate of our Indian population, who can scarcely be such very degraded and objectionable beings as they were declared to be by those who were assailing them and the Government of Canada.—*Empire*.

Joggins Railway.

Formally Opened for Passenger Traffic.—A Pleasant Excursion and a Bounteous Feast.—Address to Premier Fielding.—After-Dinner Speeches.—The Railway and its Surroundings.

The Joggins Railway has been open for the carriage of coal and other freight since the first of last January, but the formal opening for passenger traffic did not take place till last Thursday. The car which was attached to the St. John express at Moncton for the use of invited guests brought but a small contingent from that town, but received many accessions along the line, and was filled to overflowing when the train left Amherst. Arrived at Macan Station the car was transferred to the Joggins train, which, after a number of additions had been made to the band of excursionists, was soon whirling across the Macan River bridge and over a well ballasted road, through farms and woods and past coal mines, in charge of Conductor Webb and Driver Lamb. The run of nine miles to River Hebert was quickly made, and the train waited long enough to allow the excursionists to examine the bridge at that place, which is a single span of 125 feet, with crib-work approaches, and appears to be a thoroughly solid structure. All aboard again, with further additions to the list of excursionists, and the train proceeded through three miles of wooded country to Joggins mines, the

PRESENT TERMINUS OF THE LINE.

There, under the guidance of the courteous manager, Mr. P. W. McNaughton, the visitors inspected the operation of hoisting and screening coal, and then many of them experienced a new sensation by being forwarded to the beach in the company's coal cars, over a road that proved safer than it looked, and at a speed that was somewhat trying to weak nerves. After witnessing the manner of shipping coal, and making numerous collections of fossils, the visitors were drawn back to the mine by an endless wire cable, operated by steam power, being the only propelling power on the downward trip. Then the visitors once more boarded the train and were taken back to River Hebert, where on being conducted to the public hall they found a bounteous repast awaiting them. The guests with appetites sharpened by the breezes from the bay were soon seated at the long rows of tables, which were loaded with the delicacies of the season and beautifully adorned with cut flowers and house plants, while their wants were deftly attended to by the fair maidens of River Hebert. When the banquet was ended a feast of reason was in order, and the chairman, Mr. George Hubbard, Vice President of the Province, after thanking the guests for their attendance, called upon the Secretary, Mr. W. C. Milner, to read an

ADDRESS TO MR. FIELDING.

The address, which was signed by the Vice President and 300 other residents of the district, was in the following terms: To the Hon. Mr. W. F. Fielding, M. P. P.: We, the undersigned inhabitants of Cumberland, representing all classes and parties, beg to express our official welcome to you on your first official visit to this part of the Province, as Leader of her Majesty's Government of Nova Scotia, a position which you filled in the past by the aid of the highest and ablest of Nova Scotia's sons, and in a unworthy successor. It is particularly appropriate that you should have fallen to us to open the Joggins railway for traffic, as one of the first and most important measures which we have undertaken, and which is a general railway subsidy bill, under which the Joggins railway is the first to be constructed. We feel therefore that this action of the Government, is a great measure, owing to the commencement and consummation of a work of the very first consequence, in promoting the industrial development of our district.

Hon. Mr. Fielding responded in a very pleasing and eloquent speech, in which he thanked the signers of the address for their tribute of respect to the constituted authorities, and referred to the gratification he felt at being present and seeing the railway brought to such a state of completion. He was glad to know that the road was to be of such benefit in promoting the industrial development of the district and he trusted that as in the case of the grant to the Spring Hill Railway, the development of the mining industry would result in the return to the Government, in the shape of increased royalties, of a part of the money that had been given in subsidies. Railways had become one of the essential elements of our civilization, and although the policy of granting subsidies out of the limited revenues of the Province had been questioned in some quarters, yet he believed that policy commended itself to the bulk of the people. Sir John Macdonald had once said that it was one of the undoubted rights of the people of Canada to ruin themselves if they saw fit, and if the people of Nova Scotia thought the best way to expend the revenue was by subsidizing railways no one had the right to object. He doubt the people of Shelburne, Queens and Lunenburg would think themselves fortunate if they were as near a railway as the people of this district were before the Joggins road was built, but this would not prevent the people of Cumberland, who had experienced the benefits of railways, from seeking to develop their railway system still further. He had reason to believe that the work done by the Joggins Railway Company had been well and substantially done and he congratulated the Company and the people on the completion of such an important undertaking. There was much to be proud of in Nova Scotia, but no Country had more reason than Cumberland to be proud of her natural resources and the enterprise of her people.

A BRANCH LINE

runs to the ballast pits 1½ miles from the main line, and it is proposed to extend this branch 2½ miles further to Young's mills. For extension of the line to the east, the Joggins and Reilly's mills, which with Young's mills have an annual output of twelve million feet of deals, and this product is capable of enlargement as the lumber is still abundant.

ANOTHER BRANCH

half a mile in length about a mile from the Joggins Mines connects the main line with the Prospect Mines, which have not been worked for some years for want of transportation facilities but are now shortly to be reopened and operated. The line also gives other coal mines, at the following distances from Macan: viz. Lawson Mine, one mile; Amherst Mine, three miles; Milner Mine, six miles; Lawrence Mine, seven miles; and Minnie Mine, seven miles. There is an excellent prospect for the development of local traffic in another direction, for down the river lies the fertile districts of Minnie and Baronsfield, with their broad marshes, and Lower Cove with its extensive griststone quarries. Deposits of gypsum are also found in this district. In short the possibilities of development are practically unlimited, and it requires no prophetic vision to foresee that wonderful changes will be wrought in this district in the course of a few years. That the Joggins Railway will be a most important factor in the work of development is merely a matter of course. The road is thoroughly built and well ballasted, comparing favorably in this respect with any branch line in the country. An engine house has been erected at Macan and comfortable station buildings are provided at River Hebert and Joggins Mines. The line is well equipped with rolling stock, and more will be promptly added when required by the circumstances of the Joggins Railway.

The Traffic Prospects of the

Chicago, Milwaukee & St. Paul road have decreased so much that no dividend will be paid on the common stock for the half year.

MR. T. R. BLACK, M. P. P.

was the next speaker. He said that he had stated in the House that the Joggins road would run over one continuous coal bed and across two rivers whose shores abounded in agricultural wealth. He was convinced that the road would be of vast importance to the people of this district and he hoped that the day was not far distant when the shore would be extended down the shore so that the people of the western part of the County could do business with each other without having to travel the present circuitous route.

MR. JOSHUA WOOD, M. P. P., thought that the obligation was all on the part of the guests and that their thanks were due to the Company for providing such a pleasant excursion. He congratulated the Government, the Company and the people on the success of this important enterprise, which promised to be of benefit to them all. He had had a good many surprises during the day, and had found that his preconceived ideas with regard to this section of the County were far from correct, but was glad to have his erroneous impressions removed.

HON. D. C. FRASER, M. P. P., delivered an address that was both witty and eloquent. He referred to the mineral resources of the County and said that while the people were sleeping the tide was bringing the wealth of the sea to their doors. He concluded his speech by an earnest appeal to the young men of Cumberland to stay at home and develop the resources of their noble County.

MR. J. L. BLACK, M. P. P.

claimed the sympathy of the audience as a Cumberland boy and said that although he left the County thirty-five years ago he did not go very far from home. He believed that if a comparison could be made between the fortune and condition of those who had left this County for other lands during the last thirty-five years and those who remained at home, the result in almost every case would be in favor of those who had done what they could to increase the prosperity of their County. Mr. J. L. Black, M. P. P., was the last speaker and in the course of his address he stated that although he was in the Opposition, he had voted with the Government in favor of subsidizing the Joggins Road, and said that all the Government measures for the development of the County should receive his support. Mr. Black's speech abounded with humorous allusions which kept the audience in a roar, and when it was over, the guests were waiting them. The guests with appetites sharpened by the breezes from the bay were soon seated at the long rows of tables, which were loaded with the delicacies of the season and beautifully adorned with cut flowers and house plants, while their wants were deftly attended to by the fair maidens of River Hebert. When the banquet was ended a feast of reason was in order, and the chairman, Mr. George Hubbard, Vice President of the Province, after thanking the guests for their attendance, called upon the Secretary, Mr. W. C. Milner, to read an

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PERSONAL.

—Either Emperor Francis Joseph or the Crown Prince of Austria is expected to visit the Pope shortly.

—Pitcher, the Providence bank teller, was found guilty at Montreal last Thursday of bringing stolen money into Canada.

—The London Evening Star says W. H. Smith will be raised to the peerage as Viscount Henley, and Mr. Goschen will become leader in the Commons.

—John Dillon has been unconditionally released from jail by the Marquis of Londonderry, Lord Lieutenant of Ireland, on account of a medical report on the state of Dillon's health.

—Prof. Richard A. Proctor, the celebrated astronomer, died at New York last week. He was en route from his home in Florida to England where he had made arrangements for a course of lectures.

—A Shirley Benn, who was arrested at Montreal on a spy, at the instance of Hon. Peter Mitchell, is contesting the claim. He denies that he owes the money, which he says, was advanced by Hon. Peter Mitchell for the purpose of election fund to assist Colonel Donville.

Ship Railway News.

—Mr. Ketchum is not expected from London till October 1st.

—Messrs. Symmes and Usher, two of the contractors, were expected at Amherst this morning.

—Mr. Dawson, of Dawson, Symmes & Usher, visited Wood Point and Rockport on Tuesday and found that all the contractors to complete the work, as well as the work, yesterday, he and Mr. O. H. Morse, a sub-contractor, were examining quarries on the Straits side.

—Tools and machinery by the car load are beginning to arrive at Amherst, sufficient to commence the most important work there is more than "election blow" in the Ship Railway.

—The price of land is booming in both Port Lawrence and Tignish. In Amherst, houses are hard to get. The staff of the contractors-in-chief, as well as a shoal of sub-contractors, are beginning to arrive.

—The talk is there will be plenty of employment this winter.

—A number of sub-contracts have been let on a large scale and are in progress.

—As in the past, the Post will furnish the earliest, fullest and most reliable information as to this great national undertaking.

—The contractors have already asked the London Directors to consent to a slight deviation on the east side, which will save it said \$100,000 worth of rock cutting.

—The value of land in England has fallen 3 per cent in ten years, but this is nothing compared with the decline in some parts of New England. An exchange reports the sale of a Vermont farm with buildings for fifty two dollars, the farm cutting fifteen tons of hay per year. The N. P. is not responsible for the decline in England, although it is charged with the depreciation of real estate in Vermont. It seems that commercial union and unrestricted reciprocity with the United States have not been able to prevent a terrible fall in the value of farm property in New England.

New Advertisements.

New Fall Goods!

Now Arriving:

Canadian Woollens!

Just Received:

25 Pieces Grey Flannels;
10 " Navy do
8 " Fancy do
10 " Rockmaple Shirts;
40 doz. Shirts & Drawers, 40c to \$2 each;
15 doz. Men's Top Shirts;
Men's Soft Lamb Wool Shirts & Drawers.

J. L. BLACK.

TAILORING!

NEW FALL STOCK OF CLOTHES

Now open for Inspection.

First-Class Cutter!

Satisfaction Guaranteed.

Prices always down at

J. L. BLACK'S.

Flour, Meal & Feed!

Now in Store:

500 Bbls. Choice Brands Flour,

White Granite, Gold Coin, White

Davy, Ruby, Silver Spray; for

Sale from \$5.50 up.

J. L. BLACK.

Fancy Chairs.

We have Just Received a Consignment of

Fancy Reed Chairs,

LADIES' ROCKERS,

Gentlemen's Arm Rockers, &c.,

Ebony Centennial Rockers,

Ebony Camp Rockers,

Fey Plush Cor'd Lounges, &c.

Lowest Prices ever offered here.

J. L. BLACK.

AUGUST 1, 1888.

Molasses and Sugar.

We have Just Received:

One car load Molasses,

20 Casks,

5 Tierces,

10 Barrels,

CHOICEST QUALITY.

ALSO—

Porto Rico Sugar,

Refined Sugar,

Granulated Sugar.

LOW PRICES.

J. L. BLACK.

TEA! — TEA!

25 HALF CHESTS

MORE OF THAT

EXCELLENT TEA,

At 20c. per lb.

Best Value in the Country.

J. L. BLACK.

New Prints.

90 Pieces New Prints

DIRECT FROM FACTORY.

Handsomeness, Low Prices.

New Grey Cottons,

PARK'S WARPS.

CHEAP AT

J. L. BLACK'S.

WIRE FENCING!

Now in Store:

5 tons Barb Wire Fencing, 6lb. 10c.

2 " Thorn do. 6c. 10c.

1 " Ribbon do. 5lb. 10c.

Galvanized Wire Staples.

J. L. BLACK.

Whips! — Whips!

Direct from Factory:

35 DOZ. WHIPS.

Best Value we have ever shown.

Wholesale at less than city prices,

commencing at 90c. per dozen.

J. L. BLACK.

Cedar Shingles.

150 M. Cedar Shingles.

PART TEACH

"No. 1" and "Clear."

FOR SALE CHEAP.

J. L. BLACK.

New Advertisements.

APPLES.

TWO ARRIVE in due Season, and will be

Sold at Lowest Rates.

Reserve your Orders.

ALEX. FORD.

For Sale or to Rent.

MY RESIDENCE at West Sackville.

(Intend leaving town)

DOCTOR FRENCH

September 20th, 1888.

Joggins Coal.

1,000 TONS to arrive by Vessel.

The first Consignment will

be received in about ten days.

Send in your Orders.