

CHIGNECTO 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 message 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 last visit to the capital. 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 limits.

The Leader, heretofore published at Spring Hill, has been removed to Parraboro, 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. Towshend 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 opposed 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 plumes because they have assumed the name of trusts instead of conspiracies."

Hon. Edgar Dewdney, the new Minister of the Interior, is elected last week's acclamation for East Assiniboa. 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 the making of his speeches, 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 imbecile 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 the two parties which led to the great display of elements hostile to everything British; and this, as much apparently as any regard for United interests, was the cause of the almost unanimous passage of a bill that, enforced, will, by American manufacturers, actually 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 Francaise, 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 less in the aggressions of the central power than 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 with 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 aid to its 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 today.

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 details in 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 into the Union, and there is little prospect that cajolery 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.

PRESENT TERMS 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 ferried 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 on the down ward 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 beautiful banquet spread 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, and then the guests were invited to the dining room, where 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 Joggins Railway, presiding, the guests were invited to think the guests for their attendance, called upon the Secretary, Mr. W. C. Milner, to read an address to the Hon. Mr. F. Fielding, M. P. P.

At the underlined habitants of the parish, representing all classes and parties, beg to express our pleasure in meeting you on this your first official visit to this part of the Province, as Leader of Her Majesty's Government of Nova Scotia, a position which filled in the past by one of the highest and ablest of Nova Scotia's sons, and in a unworthy successor. It is particularly appropriate that it 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 a general Railway subsidy bill, under which the Joggins railway is the first to be constructed. We feel therefore that this section of country, in a great measure, owes to you the commencement and consummation of a work of the very first consequence as, 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 industries 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, he would not have any right to complain. 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.

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

Two cases of yellow fever have occurred at Decatur.

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 Macdon 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 Macdonia 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 there 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

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Says the Parraboro Leader: C. J. Anasud, who has been in the employ of the Cumberland Ry. and Coal Co. for some time as a clerk, leaves in a few days to assume the position of Secretary of the Steiwick and Lansdowne Ry., with an office in Halifax. Mr. Anasud is well known as an enthusiastic cricketer and sportsman. His many friends will be pleased to learn of his promotion.

Mr. Ketchum is not expected from London till October. —Messrs. Symmes and Usher, two of the contractors, were expected at Amherst this morning. —Mr. Dawson, of Dawson, Symmes & Usher, visited Wood Point and Lockport on Tuesday and found that all the contractors' work. Yesterday, he and Mr. C. 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 part of the work. —The price of land is booming in both Port Lawrence and Tignish. In Amherst, houses are hard to get. —The contractors are beginning to contract for 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 33 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 Vermont farms 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.

—Several shocks of earthquakes have occurred at Missisquoi. The direction of disturbance was towards the northeast. The damage done by the shocks at Vostiza amount to 80,000 pounds. Large quantities of bread have been sent from Athens to relieve the people at Vostiza, all the ovens there having been shattered.

—The Society for the prevention of cruelty have received two letters from Caledonia, Queen's County, N. S., which state that a woman was held firmly while thirteen teeth were extracted. She suffered great pain, and was given morphine, went to sleep, and never awoke. The body was much bruised.

—It is reported in Rome that an expedition of 25,000 men will be sent against King John, of Abyssinia, in the November. The Italians are arming the friendly tribes at Masowak. The Italian Government has given Armstrong an order for 100 large guns for coast defence.

—A young mother, who was distressed and broken of heart by a sick child, crying with pain of cutting teeth, if so sent at once a bottle of "Boobing Syrup" for Children Teething. Its value is incalculable. It relieves the mother's anxiety, and the child's pain, and restores the mother's peace and energy to the whole system. "Mrs. White's Boobing Syrup" for children teething is pleasant to the taste and in the prescription of one of the United States and is for sale by all druggists and chemists. It is the only one of its kind and is the only one that will cure the child's teething and restore the mother's peace and energy to the whole system.

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New Fall Goods!

Now Arriving: Canadian Woollens!

Just Received: Tailoring!

First-Class Cutter!

Flour, Meal & Feed!

500 Bbls. Choice Brans Flour,

Fancy Reed Chairs,

Ladies' Rockers,

Molasses and Sugar,

Tea!

Excellent Tea,

New Prints,

Wire Fencing!

Whips!

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Whips!

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Intercolonial Railway.

Music Hall.

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Grand Tournament & Fair.

Choice Codfish and Pollock.

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Carding Mill, etc.

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