

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., MAR. 25, 1886.

The Duke of Cornwall has been appointed Major-General of the Bengal Army.

The Government steamer "Landowne" is warning American fishing vessels off the Nova Scotia coast.

Sir John Macdonald is improving in health, though it is not likely that he will be in his place in the House for some days.

Arrangements are being made this spring to ship a considerable number of white fish and salmon to the Maritime Provinces.

The condition of the Princess of Wales is creating some alarm. It is rumored that she is suffering from a serious chronic complaint that threatens to terminate fatally.

The London Chamber of Commerce has petitioned the Imperial Government to aid a Canadian Pacific Steamship Line. The petition points out the value of the new route to the commerce of England.

In the British Commons on Monday, the Government opposed the extension of the principle of the "crosses" bill to Scotland. Chamberlain seized the opportunity to publicly air himself against the government.

Two Pittsburgh women are fighting in the courts over the maternity of a child, both claiming to be the mother of the infant. The case is said to be without a parallel in the history of American and English jurisprudence.

A large number of tenders have been received by the Department of Marine, offering vessels for fisheries protection service. These tenders are now under consideration, and vessels accepted will be sent to their stations with the least possible delay.

The Pope has resumed negotiations with the Russian Government respecting the deplorable condition of the Catholics in Poland. Pitiful stories of social ostracism, oppression and cruelty visited upon the Polish Catholics by the Russian officials reach the Vatican daily.

The ratepayers of Musquodoboit, N. S., have met and chosen delegates to urge upon local and Dominion authorities their claim to a railway line through that valley, starting on the I. C. R. near Mill River, Middle and Upper Musquodoboit.

During a period of ten years, from 1870 to 1879 inclusive, an average of 3,000 men in the old country "struck" for an average of thirty-eight weeks. The average cost of each of these strikes was \$57,000, and there were 2,352 strikes in the ten years. The total cost of these strikes was \$134,064,000, or a yearly loss of \$13,406,400.

Gladstone has announced in the Commons that he will introduce his Irish scheme on April 8th, his budget April 12th, and his Irish bill, 15th. Gladstone and Hartington are interchanging communications touching the latter's attitude towards the premier's Irish policy. Gladstone wants Hartington's support; Hartington wants Chamberlain's secession.

It is pleasant to find that not every one is "on the make" nowadays. The owners of the steamship "Fulda," the North German Lloyd Co., decline to make any claim for remuneration for rescuing and bringing to port the passengers and crew of the "Oregon." They cabled to the Messrs. Conrad: "Highly gratified at having been instrumental in saving 22 many lives. No claim."

The English government defends itself for purchasing machine guns in France on the ground that they are better guns than could be obtained in England. England's supremacy as a nation has, perhaps, been more conspicuous in the various branches of iron-working than in anything else. The present official impachment of the excellency of English workmanship, in its own special sphere, naturally gives great umbrage to the iron-masters and iron workers.

Boycotting, in the United States, at last finds itself face to face with the law. A writ of injunction has been issued at the instance of a boycotted railway company, by a United States court, against three hundred boycotting strikers. Among the complaints, the statement appears that the strikers interfere with the liberty of the company to employ other men and attempt to exercise control over the road. Sooner or later, the shield of the law must be invoked to prevent injustice being done by boycotting, and the sooner a conclusion is reached in this way the better.

The Boston Congregationalist, of March 11, says—

Rev. W. H. G. Temple, a young business man from Nova Scotia, was appointed not long since by the Suffolk South Association, and has since labored in Sheffield with marked success. Union meetings with the Methodists have been held since the opening of the year, and as a result of the interest thereby developed fourteen members were admitted on confession last Sabbath (and two by letter). The gain in membership the last four months has been about twenty-five per cent. Mr. Temple will soon be ordained pastor of the church. The above named gentleman is a grandson of the late Rev. William Temple, formerly of Sackville, and is a graduate of Mount Allison.

THE COLONIAL AND INDIAN EXHIBITION.

LATE ENGLISH ADVICES ARE TO THE EFFECT THAT THE QUEEN HAS COMMANDED ALL MEMBERS OF THE ROYAL FAMILY WHO CAN BE PRESENT AT THE OPENING OF THE COLONIAL AND INDIAN EXHIBITION, WHICH WILL BE A MOST BRILLIANT AFFAIR.

Two thousand cases, or about 1,500 tons of exhibits were shipped from Halifax last week, and about 500 tons additional were forwarded on Tuesday last. Orders were received last Saturday to discontinue receiving exhibits, but Mr. Cornwall has telegraphed for an extension of time sufficient to permit his existing arrangements to be carried out. Mr. Cornwall writes as Commissioner in charge of the exhibition. As the number of Canadian visitors to London during the coming summer is sure to be unprecedentedly large, it is probable that many will avail themselves of Mr. Cornwall's kind offer, and his position as Commissioner is not likely to prove a success. For the benefit of exhibitors and others who may wish to communicate with him during the exhibition we publish his London address as follows:

Mr. J. A. CORNWALL, J.R., Honorary Agent in Great Britain, also Commissioner at Colonial and Indian Exhibition for Province of New Brunswick, Canadian Court, C. & I. Exhibition, London, England.

CANADIAN EXPORTS.

The list of mineral products exported from Canada during the fiscal year 1884-5 is as follows:

Coal	479,700 tons	\$1,488,100
Gold, quartz & nuggets	116,415 lbs.	109,000
Coal oil	954,900 gals.	27,300
Antimony ore	1,257 tons	1,846,000
Iron ore	34,367 tons	120,700
Flint	1,257 tons	1,846,000
Silver	31 tons	7,250
Platinum	18,000 lbs.	262,500
Salt	107,823 bush.	12,200
Sand and gravel	12,736 tons	12,200
Other articles		105,972

Total value, produce of the mine, \$5,559,537

Three-fourths of the coal went to the United States; the remainder to Newfoundland, the West Indies, &c. The apatite, or lime phosphate, went to Britain and Germany, gypsum to the States, antimony and manganese to Great Britain and the U. S.

The exports of products of the forest during the same period amounted to \$20,389,708, and included deals, planks, boards, shingles, staves, railway ties, square timber, logs, telegraph poles, masts and spars, bark, fish-bone-wood, &c. The exports of animals and their products and their value are shown in the following table:

Horses	11,978	\$1,524,620
Other cattle	1,043,040	1,240,000
Sheep	1,043,040	1,240,000
Pigs	1,043,040	1,240,000
Butter	7,230,788 lbs.	8,200,000
Cheese	7,230,788 lbs.	8,200,000
Wool	60,111 lbs.	1,600,000
Flax and skins	7,189,390 lbs.	600,000
Hides	962,827	24,000
Deer, dead	34,200	34,200
Deer, live	34,200	34,200
Pork	30,500	30,500
Other articles	20,200	20,200
Total	820,357,100	

The horses and poultry went, as a rule, to the United States, the horned cattle, sheep and swine to Great Britain. The dead meat went all to the Old Country, as well as most of the millions worth of cheese and butter. Eggs were bought by our neighbors. So was wool, and many of the minor articles, such as bones, horns, hides, furs, which go to make up the total of \$6,759,000 under this heading shipped by the Dominion to the States last year.

Nova Scotia coal mining companies have contracted to deliver coal in Montreal and Quebec during the approaching season of navigation as follows:—The Canada Pacific Railway Company have contracted with the Intercolonial Company for 17,000 tons of Drummond mine coal, to be delivered in Montreal. The Montreal Gas Company are to take 12,000 tons from the Little Glace Bay Company and 20,000 tons from the Intercolonial Company. Thirty thousand tons from Victoria Mines, will be sent to the Canada Pacific Railway, are to be delivered at Quebec and Montreal. The Port Caledonia Company are to deliver about 20,000 tons at Montreal for various consumers. Contracts have been made, and are about to be effected by some other mining companies of the province, and further ones will likely be made by those mentioned.

Mr. Van Horne, vice-president and general manager of the Canadian Pacific Railway, states that the through service between Montreal and the Pacific coast will be commenced by next May. The snow slides in the Rocky Mountains have been comparatively harmless, and the damage sustained to the road would not exceed a few thousand dollars. The engineers who have been stationed in the Rocky Mountains for the purpose of observing the movement of the snow report that remarkably little obstruction may be expected, and the great appliances which have been provided to protect the road are considered satisfactory.

There is considerable grumbling in Manitoba, and no without reason, over the fact that that province will be the only one in the Dominion not directly represented at the Colonial Exhibition. All the other provinces will have agents and representatives, but Manitoba, which surely needs the services of a good man there, will have to put up with representation by proxy.

The *Yarmouth Herald* has been awarded a contract for printing 25,000 copies of the *Yarmouth Manufacturer's Journal*, for free distribution. A half ton of paper was issued in the production of the first issue.

Frederickton Correspondence.

MARCH 29th.—The House will be dissolved in a few days. The session has been short; Mr. Blair has not shilly-shallyed with the business.

It is rumored that the elections are to be rushed on at once—that the writs will be issued after the dissolution and the trouble will all be over by 10th of May. Of course the usual amount of canvassing and scheming and log-rolling has been in progress on both sides to make the most of the present position of affairs to help each side in the coming conflict. Will the Government be sustained? Mr. Blair goes to the polls with the nine points in his favor. His prestige as a leader has visibly grown in the three and a half years of office—an evidence of it is the increase in his majority of at least 5 or 6 votes. He can also point to a reduction in certain expenditures in which reform was called for—notably in Government House and Legislative expenses. On the other hand, his opponents point out that he has failed to carry out the reforms he had promised. There is a growing feeling throughout the Province against the intensely selfish and greedy spirit of Mr. Blair. The Premier cannot afford to carry out any reforms, because it will offend his own constituents. For the same reason, Mr. Wetmore, the leader of the Opposition, cannot too earnestly advocate any reforms. It pays York to own the leaders on both sides. No matter which side is down, York "boots up serene."

Ever since Confederation, York county has practically controlled the legislation and treasury of the Province. Witness the results! What is it she wants she has not secured? Making use of Messrs. Hanington and Landry, she headed off Maritime Union and obtained an expensive and elaborate Parliament building, and retained possession of the law courts, which for public convenience ought to have been transferred to St. John. Operating with St. John, she got a new Normal school building—one that rivals the finest buildings of the country. Next, she struck the Treasury for the Miramichi Valley Railway terminating on the opposite side of the river. This railway affords a short cut between the North Shore and the United States via Fredericton, and is another nail driven into the commercial coffin of St. John. It is nearly completed and will be opened throughout by midsummer. Her next stroke—and one that has greatly strengthened Mr. Blair—is the building of a bridge connecting the capital with Gibson, opposite. It cost \$100,000, or thereabouts, but, as Mr. Hanington in his arid disposal of financial problems of the country is "What for?" It will involve a burden of \$100,000 a year on the Treasury for all time. It may be worth the money—it probably is—but it is another evidence of the gormandizing spirit of York, for which the Province suffers. This is a sort of Free Lunch Counter. The next attempt at absorption was the order made to transfer the Stock Farm to Fredericton from Kings County. This failed—York was "wilted," because a bill could not be got of the far. This is only a delay in the procession of all things towards the Capital—York has set his heart on the stock farm—it will have to go there. The enquiry may be made, is this sort of thing to go on forever? Are we to be forever hoodwinked by the show of fight between the leaders of the two opposing parties, when they invariably unite whenever a dollar for York is to be bagged? Mr. Blair considers Mr. Wetmore a political charlatan; Mr. Wetmore considers Mr. Blair a mendacious statesman; but when the interests of York are at issue, they are as good as all one brother—clapping hands over the bloody chain. Whether Mr. Blair is or is not sustained, all the same, York holds the trump card and takes the trick. It is said he will have to fight the Tories at St. John, the Liberals on the North Shore, with Alex. Gibbons thrown in, as well as the Grits of Charlotte. No doubt the Dominion cry will be raised, here and there, wherever, in isolated counties, Government or opposition imagine they can strengthen themselves by so doing. The Government is Tory in Charlotte, in Albert and Northumberland. It is Grit in York, St. John and Westmorland. Many persons will find themselves confused by this mixture in their principles. Can Mr. Blair conscientiously vote for Surveyor-General Mitchell? How can a Free Trader consistently support Turner, or an National Policy one uphold Killam—however well these representatives may serve the people?

The Upper Chamber has become the rival of the Assembly in the spirit of reform and retrenchment. A report made a few days ago, and signed by Honorable Messrs. Young, Jones, Davidson and Barrie, points out that the total cost of the Province up to 31st Oct. last, was \$1,696,918; accruing subsidies \$188,500. Total revenue \$609,735; estimated expenditure \$629,744; deficit (including interest \$86,863) \$200,000. The proposed abolition of all heads of departments, reduction of executive to six, discontinuance of all public reports except the Auditors, reduction in printing, abolition of grants to agricultural societies, biennial sessions. They also advocated a reduction in the stage rates. This proposal was voted down in the Assembly on Monday by nearly a party vote. The speakers on it were Messrs. Hanington, Stockton and McLeod.

Mr. Stockton, who has taken a very good position in the House, being moderate and uniformly well informed, also spoke, in the course of which in reply to your representative, Mr. Hanington, he stated the latter's "infidelity of temper and mental make up caused him to be an object of amusement to his opponents and of terror to his friends." To Mr. H.—justice, he has been much less violent and frothy than usual, notwithstanding his six and one half hours speech. A notable speech full of constitutional law and history was delivered by Mr. Ellis, editor of the *Globe*, on the abolition of the Council. It is a moderate and convincing argument. Another member who has taken a good position, and who will be heard from hereafter, is Dr. Fagley, of Kings.

The Budget Speech.

Twenty Millions to be Refunded by C. P. R.

Hon. Mr. McLeod moved the house into committee of ways and means and doing so, made a proposal making a pretty full statement of the public accounts. He paid a high compliment to Sir Leonard and trusted that the house would extend its sympathy to him in his endeavor to follow in the footsteps of one who has made financial questions a life-long study. He thought it a good time to revert to the past and see what progress had been made. The eighteen years of our Confederation were, he thought, marked with many evidences of progress and development. In 1867 we were four provinces, and had a country of 388,000 square miles. We are now a country of three million and a half square miles and had increased our area more than ten-fold and our population more than double. The increase in area and population is not the most marked evidence of our progress. The condition of the people was still more marked evidence. We had strengthened the commerce, the social, political and industrial ties. The impassable barriers of 1867 have been removed and now a railway spanned the country from end to end. We no longer have to go through foreign countries to reach our ports of our own country, paying tribute to foreign railways, foreign brokers, etc. The year 1886 will be a red letter year in Canadian history, as the year Canadians obtained their geographical independence. To that end they might travel for pleasure or profit, in peace or in trouble, through our own territory. The premier of the present government had, through evil report and good, faithfully pursued this aim and had now succeeded.

Dr. Fagley, who showed that the taxation on customs in 1885 was eighteen per cent. of goods imported for home consumption; the receipts from customs duties being \$18,900,000, and the imports \$102,000,000. The duty received in 1878 on the amount of goods then imported was 14 per cent. There had been an increase of four per cent. This was not much, when we consider the importance of the public improvements of the country for the last ten years. In 1878 the imports for that year were lumped together, whether they were imports for home consumption or for export. There were thirteen millions imported for export. Deduct thirteen millions from the total imports of 1878, and you have \$77,800,000, upon which the average duty would be 16.45 per cent. Thus fairly compared, the taxation of 1885 from customs was but two per cent. higher than that of 1878. The tax on imports under the present tariff was not on the poor man. Tea and coffee were free. The articles upon which there had been increases were articles of luxury. Silks, velvets, spirits, wines and jewelry, in 1885 yielded a revenue of over one and a quarter million more than in 1878. Bringing these facts into the calculation it would be found that the customs taxation was only about three quarters of one per cent. more than in 1878. In free trade England the laboring classes paid nearly fifty-six per cent. of the whole customs duty. It was less than half that in Canada. More than that, the present tariff gives the poor man employment, which keeps poverty out of the country.

For the coming year, which begins on 1st of July, Mr. McLeod estimated the revenue for the next year at \$34,500,000 and the estimated expenditure \$33,124,550, leaving a surplus of \$1,375,450. He said difficulties had arisen in collecting customs revenue and he had concluded to propose that in some cases the ad valorem should be changed to specific.

After presenting the tariff changes Mr. McLeod presented a statement showing the benefits of the present tariff had conferred upon the farmer, the artisan and the manufacturer, and stated that the great undertakings having been accomplished the aim the government would be to decrease the debt.

mental make up caused him to be an object of amusement to his opponents and of terror to his friends." To Mr. H.—justice, he has been much less violent and frothy than usual, notwithstanding his six and one half hours speech. A notable speech full of constitutional law and history was delivered by Mr. Ellis, editor of the *Globe*, on the abolition of the Council. It is a moderate and convincing argument. Another member who has taken a good position, and who will be heard from hereafter, is Dr. Fagley, of Kings.

New Advertisements.

House to Let.

THE part of the Samuel F. Black House at present occupied by Mr. Mason, and for entry 1st May next. J. L. BLACK.

Mar. 25, 1886.

GENTLEMEN: We have secured the services of

MR. C. A. PETERSON, a holder of First Class Diploma, from the Cutting School of J. J. Mitchell & Co. of New York City, and will, under his supervision, on

FIRST DAY OF APRIL, OPEN ROOMS FOR TAILORING

in connection with our Dry Goods Department. In soliciting an inspection of our newly imported and extensive stock of

Cloths and Trimmings and your orders for SPRING SUITS, we guarantee satisfaction shall be given in all orders entrusted to us.

mar25 J. L. BLACK.

60 PIECES Tweeds, Worsted, Coatings and SUITINGS,

30 Pieces to arrive within a few days, which, with some 40 pieces in stock, affords a choice for the hundreds whose orders we solicit.

CHEAP IS THE WORD! mar25 J. L. BLACK.

GIRLS WANTED. SEVERAL "GIRLS" to run Sewing Machines in Tailoring Department. Apply early.

mar25 J. L. BLACK.

BARQUE "FREYER," Salt Afloat.

By the above ship, which sailed from Liverpool on 11th inst. for this port: 3,000 Sacks Salt.

200 Sacks Factory Filled, FOR DAIRY USE.

ORDERS FOR CAR LOAD LOTS REQUESTED. mar25 J. L. BLACK.

Flour and Middlings.

NOW STORING: 1 car "Gold Coin," Full Patent.

1 car "Phogo," Full Pat't.

1 car 50 Barrels "Gold Dust."

1 car 9 Tons Wharf Middlings.

Remember, we are selling the choicest Flour at lowest rates.

CALL AND PROVE IT. mar25 J. L. BLACK.

IRON.

1 Car Load—12 Tons Londonderry Iron.

Full Assortment. Also in store: 75 tons Iron, Caulk Steel & Tire Steel.

To Carriage Builders and others who will buy large lots we offer at prices much lower than formerly.

mar25 J. L. BLACK.

DRY GOODS.

We have opened first instalment

SPRING GOODS.

100 pieces Prints, Ginghams, Muslins and Cambrics,

80 pieces Children's Grey Cottons,

20 pieces Check Shirtings,

10 pieces Ducks,

5 pieces Tickings, Black and Brown Cashmeres, Corsets, Gossamers, Buttons, Reels Thread, Handkerchiefs, Ladies' and Gents' Collars, Combs, and General Small Wares.

mar25 J. L. BLACK.

Wall Paper.

2,500 Rolls, Price 4c. to 60c.

New Advertisements.

House to Let.

THE part of the Samuel F. Black House at present occupied by Mr. Mason, and for entry 1st May next. J. L. BLACK.

Mar. 25, 1886.

GENTLEMEN: We have secured the services of

MR. C. A. PETERSON, a holder of First Class Diploma, from the Cutting School of J. J. Mitchell & Co. of New York City, and will, under his supervision, on

FIRST DAY OF APRIL, OPEN ROOMS FOR TAILORING

in connection with our Dry Goods Department. In soliciting an inspection of our newly imported and extensive stock of

Cloths and Trimmings and your orders for SPRING SUITS, we guarantee satisfaction shall be given in all orders entrusted to us.

mar25 J. L. BLACK.

60 PIECES Tweeds, Worsted, Coatings and SUITINGS,

30 Pieces to arrive within a few days, which, with some 40 pieces in stock, affords a choice for the hundreds whose orders we solicit.

CHEAP IS THE WORD! mar25 J. L. BLACK.

GIRLS WANTED. SEVERAL "GIRLS" to run Sewing Machines in Tailoring Department. Apply early.

mar25 J. L. BLACK.

BARQUE "FREYER," Salt Afloat.

By the above ship, which sailed from Liverpool on 11th inst. for this port: 3,000 Sacks Salt.

200 Sacks Factory Filled, FOR DAIRY USE.

ORDERS FOR CAR LOAD LOTS REQUESTED. mar25 J. L. BLACK.

Flour and Middlings.

NOW STORING: 1 car "Gold Coin," Full Patent.

1 car "Phogo," Full Pat't.

1 car 50 Barrels "Gold Dust."

1 car 9 Tons Wharf Middlings.

Remember, we are selling the choicest Flour at lowest rates.

CALL AND PROVE IT. mar25 J. L. BLACK.

IRON.

1 Car Load—12 Tons Londonderry Iron.

Full Assortment. Also in store: 75 tons Iron, Caulk Steel & Tire Steel.

To Carriage Builders and others who will buy large lots we offer at prices much lower than formerly.

mar25 J. L. BLACK.

DRY GOODS.

We have opened first instalment

SPRING GOODS.

100 pieces Prints, Ginghams, Muslins and Cambrics,

80 pieces Children's Grey Cottons,

20 pieces Check Shirtings,

10 pieces Ducks,

5 pieces Tickings, Black and Brown Cashmeres, Corsets, Gossamers, Buttons, Reels Thread, Handkerchiefs, Ladies' and Gents' Collars, Combs, and General Small Wares.

mar25 J. L. BLACK.

Wall Paper.

2,500 Rolls, Price 4c. to 60c.

30 pos. Fancy Blinds, 1 Bolt Green Shade Paper.

Newest designs. Just opened.

mar25 J. L. BLACK.

New Advertisements.

House to Let.

THE part of the Samuel F. Black House at present occupied by Mr. Mason, and for entry 1st May next. J. L. BLACK.

Mar. 25, 1886.

GENTLEMEN: We have secured the services of

MR. C. A. PETERSON, a holder of First Class Diploma, from the Cutting School of J. J. Mitchell & Co. of New York City, and will, under his supervision, on

FIRST DAY OF APRIL, OPEN ROOMS FOR TAILORING

in connection with our Dry Goods Department. In soliciting an inspection of our newly imported and extensive stock of

Cloths and Trimmings and your orders for SPRING SUITS, we guarantee satisfaction shall be given in all orders entrusted to us.

mar25 J. L. BLACK.

60 PIECES Tweeds, Worsted, Coatings and SUITINGS,

30 Pieces to arrive within a few days, which, with some 40 pieces in stock, affords a choice for the hundreds whose orders we solicit.

CHEAP IS THE WORD! mar25 J. L. BLACK.

GIRLS WANTED. SEVERAL "GIRLS" to run Sewing Machines in Tailoring Department. Apply early.

mar25 J. L. BLACK.

BARQUE "FREYER," Salt Afloat.

By the above ship, which sailed from Liverpool on 11th inst.