

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., JULY 18, 1889.

Farm Fences.

The time must be near at hand in all progressive countries when the absurd and expensive practice of fencing cattle out of cultivated lands will be abandoned. In places where cattle are not permitted to run at large, no fences are required except for pastures, and the heavy outlay for enclosing cultivated fields is worse than useless. Even in sections where stock may lawfully run at large, it would pay farmers better to combine and provide pastures for the vagrant cattle, than to keep up miles and miles of fences to bind their crops. Few farmers realize the enormous cost of the fences on their farms, for the greater part of the fences are erected and kept up by their own labor from materials grown on their own property, and without any compensation for the use of cash. The custom of fencing cattle out has been handed down from sire to son, and is regarded as a necessary part of farming the same as tilling the soil or harvesting the crop; and as it is generally arranged that the only way the fence has to be renewed or repaired each year, the tax is not severely felt. If the average farmer should from any cause have to renew all the fences on his farm in one year, and if he should be forced to purchase the materials and hire the necessary labor, he would soon be brought to a realizing sense of the cost of keeping his fields enclosed. Even then he might not realize the full amount of the tax, for in addition to the actual cost of construction and repair every fence on tillage land is to some extent a hindrance to cultivation and occupies a portion of ground which is very apt to become a lodging place for weeds and briars. Any government in this country would be very short-lived if it ventured to impose on the farmer a tax equivalent to the cost of the unnecessary fences, and yet the men who talk loudest about taxation, cheerfully tax themselves in obedience to ancient custom to protect their crops from their neighbor's cattle. Surely the conditions of an affair will not be permitted to last much longer. In this age of progress and improvement it cannot be unreasonable to expect that farmers will soon cease to tax themselves by building unnecessary fences at a constantly increasing cost, and they frequently may hope at an early day to witness the removal of the unsightly structures which mar the landscape, waste the soil, shelter noxious weeds and block the highways with knoivdriffs.

Ship Railway Notes.

The Ship Railway, at the Tidnish end of the line, now under the supervision of McDonald & Dawson is making rapid progress. They have on the road at the present time three hundred men and eighty horses. The steam shovel is doing good work. It removes between three and four hundred carloads of gravel a day, which is carried away by a locomotive to the shore, where they are extending two arms or embankments out into the Bay. These arms after they have run parallel for about 150 yards commence to converge, coming so near each other so as just to allow a ship to enter the basin formed by the two arms and bankments. Within this basin will be constructed the hydraulic lift. Immediately outside this basin there will be a breakwater which will extend sea-ward for thousands of feet. They are now busy putting in crib-work for this structure. About three quarters of a mile from the shore we pass inland in a hill which the road has to pass through. Here they will have a cutting of forty feet. Twenty feet of the surface is clay, while the remainder is solid rock. The earth at this point is being removed by carts and scoops. Two miles from the terminus is the Tidnish River, over which they are now building a stone bridge. At this point they have straightened the river by cutting a deep canal across a narrow strip of marsh and thus affording a dry as well as a solid place for the foundation of the bridge. The stone for this structure is being brought from Pugwash in scows. This part of the work is under the management of Mr. Fuller, who is well able to fill his position. This end of the line is visited daily by a great many to see the working of the steam shovel and also have a view of the beautiful seaboard. The health of the men on this part of the line is looked after by Dr. W. W. Goodwin of Bale Verte, who has been quite busy seeing after those who require medical or surgical aid.

—Mr. P. Jones has resigned the management of the Windsor and Annapolis Railway and is succeeded by Mr. J. W. King, whose appointment dates from June 6. Mr. King is thoroughly acquainted with the business of the road and the requirements of the community through which it runs, and will undoubtedly make a very popular and efficient manager.

—Last Saturday the Moncton Transcript celebrated the addition of a large amount of new machinery to its plant by publishing an eight-page edition. It is gratifying to find another G.P. contemporary giving proof of prosperity under the blighting N. P.

Sharp on Time.

The promptness which characterizes the Atlantic House Publishing Company is displayed once more by the payment of its fourth semi-annual dividend of five per cent. today. This company seems daily to increase in favor as a medium for investment and a bazar for house furnishings. Their business grows and prospers, their name is a household word throughout the length and breadth of Maine. We wish them continued success. —Portland Express.

—A faded and discolored beard is untidy and a misfortune. It may be prevented by using Buckingham's Dye for the Whiskers, a never failing remedy.

Records of Chignecto.

The Late John Palmer, Esq.

John Palmer came of good stock. His father held a commission in the British service, was a loyalist, and was amongst the thousands of those who preferred banishment in a northern wilderness with all its toils and perils to their homes under an alien flag. Who can tell how much the pluck and enterprise, the spirit of patriotism and domestic virtue that mark the character of our people does not exist by the law of heredity and descent from the Roman spirit of those political exiles that made our shores their home? The dust of Gideon Palmer, the common ancestor of the Palmer family of this County, reposes in the old Dorchester graveyard, his history being briefly recorded on a headstone:

Gideon Palmer,
late
A Lieutenant in
Delaney's Corps.
Died Oct. 9, 1824,
aged 75 years.

He was still a young man when the loyalists came over (1783), and he appears to have been recognized at once as a man of character and importance. Among the first commissions issued by the newly organized government of New Brunswick, was one to Gideon Palmer, as Coroner, and on the first nisi prius Court held in Westmorland County on 18th Sept. 1787, we find him making his first return.

He was captain of the Dorchester company of Militia. In those warlike days, when an enemy might be apprehended at any time, and when it was necessary to be prepared for attack, the militia were drilled 15 days, 6 in the morning and 9 in the afternoon, in the fall of 1813 in general muster which took place at Sackville. Capt. Palmer drilled his men at Charters. It is related at a general muster at Dixons Island, the officers were dining to the right, when an altercation arose between Capt. Palmer and Capt. Henry Chapman, one occupying a seat near the head of the table the other near the foot. Capt. Chapman in his excitement shouted out to his brother officer in language more brotherly than parliamentary: "You're a liar." Capt. Palmer did not reply. He jumped up on the table, where his movements could not be hindered, and made a dash at his opponent, clearing the table of his victims as he went. The result of this was that the table was overturned, and the fact that Capt. Palmer a few days afterwards paid £6 for broken dishes. Mr. Palmer married a daughter of Christopher Harper; he left four sons, Philip, Gideon, Marcus and John. The late Philip Palmer was a leading J. P., and for years a representative in the General Assembly. Gideon became one of the most successful ship-builders and ship-owners in the Province. It is with John, whose life has spanned more than a century, we have to deal.

Few realize how far back a century of time takes us. When Mr. Palmer was a baby, the great Napoleon was a Lieutenant in the Regiment of Grenobles, at Valence, and dividing his time between writing romantic love letters and making love to Mlle. Colombe. He was three years old when Napoleon was a witness at the Tuileries, (20 June '92) of the commencement of the French revolution, when the rioters forced the unfortunate King to appear at the window waving the white flag. He was nine years old when General Napoleon returned from his first Italian victories, and twenty when Wellington, engaged in the Peninsula war, was working at his triple line of defence on the heights of Torres Vedras.

He was 24 years of age when Geo. Stephenson constructed the first locomotive which ran at the rate of 6 miles, and he had reached 37 years of age before the first passenger railway line was opened—the one between Stockton and Darlington. He was 56 years of age before Morse brought the electric telegraph into practical use between Washington and Baltimore.

His life seems to span the whole period of modern invention and progress—mechanics, arts, locomotion, printing, education, seem almost to have been created within the past century, so marvelous has been the development.

Mr. Gideon Palmer lived when he first came to the Loyalists at Green Hill, Westmorland Point, which was then the political centre of the country between St. John and Halifax. Fifteen years after, when John Palmer was born, the country had made some slight progress, but the whole Province was then practically a wilderness, the few newly formed settlements being separated by almost impenetrable forests. In 1784, the only English settler from Pictou to Miramichi was Mr. William Hamilton, who that year purchased a tract of 5,000 acres, at Shediac. It was only 20 years previously that Mr. William Davidson arrived from the north of Scotland and settled at Miramichi, and the next year obtained the Elm Tree grant on 100,000 acres. But it was not until 1786 that a number of Loyalists and disbanded soldiers settled there and Mr. Davidson was enabled to start two saw mills and two years later open trade with England in the sale of masts. In 1786, Mr. Solomon Powell an American Loyalist from Poughkeepsie, settled on the Richibucto, where the ferocity of the Indians had previously deterred any English settlers from

*The first court was held at the house of Mr. James Law, Westmorland. Mr. Solomon Powell presided. There were present on the bench James Law, Charles Dixon, Christopher Harper, Robert Scott and William Allen Esquires; Ward Chipman, afterwards Chief Justice and as clerk, and Thomas Herriot as constable. The bar was represented by Messrs. Robert Chipman and Hardy. Gideon Palmer, Coroner, made return of an inquest taken upon the body of Geo. Murphy, casually drowned.

attempting it. At this period there were but eight families including Acadians between Baie des Vents Miramichi and Baie Verte and from the entrance of the Richibucto to Grand Lake. On the Bay of Fundy coast, the progress of English colonization and settlement was not much more forward. Twenty four years before Mr. Palmer's birth Messrs. White and Simonds landed at St. John, and Capt. Peabody at Margerville to start settlements at those places, at which date there were only 400 Europeans on the River St. John, and in the city itself. Five years before his birth the population of the whole province (at the arrival of the Loyalists) was then 12,000. But so slowly did the province progress outgrowth of St. John, it was in the up-river country, which was in easy access to it by water, that some years after (1803, when Mr. Palmer was 25 years of age), it was officially reported there was not ten miles of road in the Province, outside of Sunbury, fit for a carriage wheel.

*He went there to carry on fishing and shipbuilding, portaging his implements to the head of Grand Lake to the head of Richibucto, with the help of Indians. Three years afterwards he was followed there by Capt. Jacob Powell, who commenced settlement with William Pagan, of St. John, under the name of Pagan & Powell. Their headquarters were at St. John, and they had four branch houses. To show the difficulty and delay attending communication in those days, it may be mentioned that the Quebec house had heavy losses, which rendered the firm insolvent, and it was six months afterwards before the head house at St. John learned they had been bankrupted. The late Judge Weldon, the late Mr. Sayre and Benjamin Goldsmith, a nephew of the poet, were clerks in the Richibucto house. It is also interesting to note that during the revolution, Capt. Powell sailed a vessel from New York without convoy, for England. He was met off the coast of Nova Scotia by a French privateer, which called upon him to surrender. He refused, and the French vessel shot at his opponent, but he got a fair shot at his opponent, and he receded the rock, landing them at Halifax. The cabin was captured, was brought up by Capt. Powell, and some of his descendants live in Kent Co.

TO BE CONTINUED.

Supreme Court.

On Tuesday afternoon, His Honor Judge King opened the Westmorland July Circuit of Supreme Court. His Honor referred in his charge to the grand jury to the increased calendar of crime for the court, and spoke very strongly of the lack of parental control which permits young men of 18 and 19 to be regularly organized into bands of thieves, and spend their evenings in crime, and the parents have no idea where or how their boys pass their time. His Honor also spoke very freely of the disgraceful goaf of the County, and asked the grand jury to give their consideration and make a report on the matter.

The attendance of grand jurors was very large, nearly the full panel being present.

The docket was made up as follows:

CRIMINAL DOCKET.

Queen vs John Nolles—shooting with intent, etc.
Queen vs Geo F. Nolles—Theft and Forgery.
Queen vs Lockwood Weldon—Breaking and entering.
Queen vs Charles Smith—Breaking and entering.
Queen vs Charles Smith and Ernest Purdy—Larceny.
Queen vs Michael Drilling—Larceny.
Queen vs Sylvan Porter—Attempt to rape.
CIVIL DOCKET.—REMANETS.

Samuel McLean vs M. Jane King, admx. &c., stands over—Hanging, Teed and Hewson.
Alfred J. Babang vs Isaac N. Wilbur—Hanging, Teed and Hewson.
NEW DOCKET.
Alfred J. Babang vs Seymour A. Peters, et al.—Hanging, Teed and Hewson.
Clifford Chapman vs The Commercial Union Association Co.—T. A. Kinser.
Alfred J. Peters vs John Winter and Samuel Winter—D. T. Welch.
Benjamin J. Scott et al vs Miles Wortman—Smith and Kay.
Allan W. Chapman vs Robert S. Chapman—A. N. Charters.

The Grand Jury found true bills in all the criminal cases, and they were taken up Wednesday morning.

Amherst's New Hotel.

Another want about to be supplied in Amherst, a hotel and boarding house combined.

Our reporter was shown through the large establishment now being erected by Geo. D. Hewson, on the property lately owned by Dr. Page, and recently occupied by Jas. D. Bliss, Esq., the basement floor, which is 40x60 ft. and of stone masonry. The ground floor is composed of kitchen, store room and pantry of large size, a dining room 7x22 ft., sitting room 15x26 ft., also parlour, bed room and hall. The second floor has two parlours and two bedrooms. The third floor contains twelve large bedrooms, making in all upwards of thirty rooms. The house will be heated from the cellar by one of Barstow's furnaces, which is warranted to heat 35,000 cubic feet, and when the whole arrangement is completed it will be one of the finest places for the business in the Maritime Provinces, situated, as it is, in the smartest town in Eastern Canada and where there are over 300 new buildings of various kinds in course of erection, and near the site of the greatest ship railway in the world, now under construction, which adds greatly to the advantages of the hotel business.

The property is situated within two hundred yards of the Post Office, Court House and Victoria Square and we think Mr. Hewson will have no trouble in getting a purchaser or a suitable tenant for the house.

We understand there are no arrangements yet for the property. Should any one wish to buy or rent for a term of years, application should be made at once as the proprietor expects to have the premises ready for occupancy by the first of August.

*There was a frog who lived in a spring. He caught such a cold that he could not sing.

Poor, unfortunate, Bactrachian! In what a state of plight he must have been. And his misfortune was one that often befalls singers. Many a once useful voice among those who belong to the "genus homo" is utterly spoiled by "cold in the head," or in the lungs, or both combined. For the above mentioned "croaker" we are not aware that any remedy was ever devised; but we rejoice to know that all human singers may keep their heads clear and throats in tune by a timely use of Dr. Sage's Catarrh Remedy, and Dr. Pierce's Golden Medical Discovery, both of which are sold by druggists.

Parramore.

—Bears are getting thicker and sancier.

—Blueberries and raspberries are arriving in quite large quantities.

—Haying has commenced in real earnest and the yield promises to be large this year. Crops of all kinds look exceptionally good this season.

—Business, the past two weeks, has much improved, owing to the dealers beginning to move from small mills, and the large shipments of coal.

—Our little town is nearly full, now, notwithstanding we have to make room still for two or three hundred more. Still there is no reason why anyone should stay away, all can be accommodated, and once they come here they always are anxious to get back again.

—Steamer Landsdowne is here coaling, and it was reported on the streets last evening that her crew had struck and had been ordered on shore by the captain. She is the only vessel carrying any coal from here that is allowed to stow her own cargo.

—Now that incorporation is a sure thing everybody is in the "gull vives" and the names of several names have been suggested, but the difficulty seems to get a man upon whom all agree. Lots of fairly good aldermen we have, but our list for Mayor is not over half a dozen names long.

Dorchester.

—The court promises to be very short.

—Dorchester is quite gay in a special way at present.

—Many strangers were in town on Tuesday at the opening of Court.

—Mr. and Mrs. McKimmon from Boston are visiting Mrs. John Hickman.

—Have you sent in your application to have your name put on the voters list?

—The Grand Jury found the Gaol to be entirely inadequate for the requirement of the County.

—Rev. T. R. Campbell left on Tuesday for his fortnight's vacation in his old parish of Yarmouth.

—Rev. John Gow will, on Friday evening, lecture in Robb's Hall on Sir John Moore and the Highlanders.

—Warden John B. Foster left for Florida Monday, having received word that his sister living there was dying.

—Hon. Mr. Justice King is holding the July Circuit here. Hon. A. G. Blair is attending Court. F. H. Kistner, Court Stenographer, is in town.

—Hart, traveller for Jardine & Co., St. John, passed through Dorchester Tuesday evening on a bicycle on his way from Annapolis to St. John. He went to Memramook by rail to avoid the hills on that road.

—A union excursion to Port Lawrence will be held on Friday by the Methodist and Baptist Sunday Schools of Dorchester and vicinity. Eleven schools are to join. The excursion leaves Dorchester by a special train at 8 a.m. local time, returning in the evening.

Pugwash.

—Haying time is on, grass crops are fair. What the farmers now want is a fine day to secure the hay.

—Rev. J. B. Giles who introduced himself to his new sphere of labor on the circuit last Sunday, has made a very favorable impression.

—The Steamer "M. A. Starr" made her first trip between Charlottetown and Pugwash last week, calling at Port Elgin coming, and at Wallace, Tatamagouche and River John returning. Three or four Charlottetown merchants were on board looking after business.

—Five ships are in Port, loading deals for G. B. The tug "Mary Ann" is employed towing lighters of stone from the Gulf-shore quarry to Tidnish for Ship Railway, the "Lion" in towing scows of stone from the Gulf and Harbor for bridges and culverts of the branch railway and towing rafts of timber and deals, etc.

—The Railway Station buildings are under course of construction. Messrs. Rhodes, Curry & Co. having sublet the construction work to Wm. Stewart, who is pushing it along as fast as material is on the ground.

The freight house is up and mostly boarded in. Mr. Tros. Fillmore has the foundation of the station house to build, which he will soon have completed. The impediment in the way to prevent trains from running over the road this fall is that the road is in the State of New Brunswick, and the freight house is in the Maritime States of Nova Scotia.

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New Advertisements.

Flour AND Meal!

125 Brls. "Gold Coin."
135 Brls. "White Eagle."
100 Brls. Auction,
75 Brls. "Silver Spray."

And due to arrive in few days:

125 Brls. "White Eagle."
50 Brls. "Golden Rule."

The latter brand we can specially recommend as the very best high grade flour to be obtained. Trial will convince.

100 Brls. Rosebud Cornmeal,
100 Brls. Oatmeal,
Standard, Granulated and Rolled.
Prices Low.

J. L. BLACK.

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New Advertisements.

Grass for Sale.

30 A CRES OF GRASS, situated in No. 1 Body of Marsh—5 Acres cutting English and remainder Mixed Quality of Hay. Will Sell on Reasonable Terms. Apply to

JOHN L. MINER,
Mt. Whitley, N. B.

Teacher Wanted.

SECOND CLASS Female Teacher wanted at Woodside, District No. 1, Woodford.

ROBERT H. SOMERS,
Sect. to Trustees,
Woodside, N. B., July 10, 1889. 31

YOU will find me at BIRN ANDERSON'S, Cole's Island, August 1st, 1889.

LORD CLYDE.

NOTICE.

THE Annual Sale of Grass on the Sackville School Lands will take place on WEDNESDAY, THE 24th INST., commencing at 9 o'clock A. M., on the Sackville Island Lot and on the West Marsh, at 1 o'clock P. M., on the Road Lot.

ALBERT FAWCETT, Com.
J. H. TINGLEY,
J. C. HARPER,
Sackville, July 10th, 1889. 21

SALE OF GRASS.

THE Annual Sale of English Grass, by the Subscriber, will take place on Saturday, the 20th July, Instant, beginning at or near the Neck, so-called, on the West Marsh, at 10 o'clock A. M. Terms as usual.

Should the weather prove unfavorable on Saturday, the Sale will take place on Monday, or the first fine day after.

EDWARD COGSWELL,
Sackville, 10th July, 1889. 21

Butter Salt.

One Car-Load
Best F. F. Butter Salt,
In Fine Order. Just Received.

W. Wood & Sons,
Sackville, July 9th, 1889. 3m

INTERCOLONIAL RAILWAY.