CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., AUG. 11, 1887.

—Sir Charles Tupper, writing to a cabinet minster, has intimated that he would return to Canada about the middle of October in order to prepare work for the next session.

—Mr. George J. Bliss, of Fredericton, the plaintiff in the ritualistic case against his brother in-law, Rev. G. G. Roberts, has written to the vestry of the parish church, asking for a congregational meeting to discuss the points in issue and endeavor to arrange some form of amicable settlement.

—Secretary Bayard is credited with the statement that the British vessels seized in Alaska waters, last year, were released because the right of the American government to hold them was doubtful; and that the release was the spontaneous act of the government; no demand that they should be restored to their owners having been made by the British Government, and Canada, not having diplomatic relations with the United States could not prefer such a request.

—The arrivals of immigrants at the half-dozen chief ports of the United States, which always receive about 98 per cent. of the whole number, says the New York *Post*, foot up 483,116 for the fiscal year ending June this year, against only 328,895 for the fiscal year ending with June, 1886. The most striking feature of the table is the great increase in the number from Italy (47,524 against 21,503), and from Russia, Finland, and Poland combined (36,887 against 21,706). Germany continues largely to surpass Ireland in the size of its contribution, sending 186,559 people to the United States last year, against only 68,130 from Ireland.

—The Toronto *Mail* has the following special cable dated London, 8th: A letter has been forwarded to Lord Salisbury, signed by 300 members of Parliament, in favor of the Canadian Pacific mail contract. A reply is expected shortly. Apropos of this scheme, Lord Tennyson has informed Baden Powell that the loyalty of Canadians deserved every consideration from the government. The poet laureate speaks in terms of great praise of colonial loyalty, about which he is always enquiring, and says the Canadian Pacific Railway is a great and glorious work for the empire.

—Quite an agitation has been started of late in reference to the abolition of petit juries in the trial of ordinary civil suits in the New Brunswick courts, and several legal gentlemen of more or less prominence have expressed themselves in favor of the proposed reform. Probably the first step in this direction was taken ten or twelve years ago by a Westmorland Grand Jury, who in their presentment recommended that petit juries should be abolished. In view of this fact it is worthy of note, and perhaps may be considered an instance of poetic justice, that several lawyers have recently declared in favor of abolishing the grand jury as well as the petit jury.

Maritime Bank.

On Saturday the Supreme Court gave judgment in the case of the Maritime Bank vs. Robinson. The four Judges agreed in their decision on the three questions submitted to the court. The questions were:

1. Is the defendant entitled to offset against the plaintiff's claim any claim purchased by him for the purpose of a set off after the suspension was known to defendant, and prior to the presentment of the winding up petition and appointment of the provisional liquidator? Decided in the affirmative.

2. Is the defendent entitled to offset against the plaintiff's claim any claim purchased by him after the presentment of the petition for the winding up? Decided in the negative.

3. Are the plaintiffs obliged to accept in payment of debts due them their bank notes acquired after the suspension for the purpose of such payment? Decided in the negative.

Circuit Court.

Oulton vs. Allen, which had occupied the court for ten days, was given to the jury last Thursday. Judge Tuck spent two hours in an elaborate review of the case, and charged somewhat strongly in favor of the plaintiff. The jury after deliberating two hours returned a verdict of "No cause of action."

Taylor vs. McCarthy, a Moncton land case, was then taken up. Emmerson and Chandler for plaintiff; Hanington, Teed and Hewson for defendant. The case was concluded Monday night, the jury bringing in a verdict for the defendant.

The court then adjourned *sine die*.

Loyalty Acknowledged.

The President of Mt. Allison University has received the following letter which explains itself:—

OTTAWA, 5th August, 1887.

SIR,—I am commanded by his excellency the Governor General to convey to you, on behalf of the students of Mount Allison College, the Queen's thanks for the good wishes expressed in the address from the students of the universities of Canada, and an expression of the pleasure with which she has observed the great progress which education has made in her Canadian Dominion.

I have the honor to be, Sir,
Your Obedient Servant
CHARLES G. JONES,
For the Gov. General's Secretary.

Drouth in Nova Scotia.

The weather has been very dry in southern and central Nova Scotia and in some places crops have suffered severely. A despatch from North Sydney, C. B. last Saturday says:—Forest fires are still raging throughout the island. At the Bridgeport mine the last two nights the whole available force have been employed saving their houses. The Reserve mines had to knock off work to-day in the pit, in order to save their property.

YARMOUTH ELECTION TRIAL.

The Halifax *Chronicle*, in its anxiety to explain away the crushing effect of the result of the Yarmouth election trial, boldly asserts that the result "is due wholly to the extreme severity of the existing election laws." After admitting that it is "quite impossible to frame a law effective for the purpose of preventing corrupt practices at elections which does not often in its operations produce most unfair results to the member," the *Chronicle* states that Mr. Lovitt, in his preliminary examination, admitted freely that he had asked certain men "to do what they could to aid his election," and then adds:

This at once made each and all of these men his agents, and if any single one of them committed a corrupt act the proof of that single corrupt act, although it had not in the least affected the result of the election, would be sufficient to unseat Mr. Lovitt.

The *Chronicle* goes on to say that "it will be seen that Mr. Lovitt has fallen a victim to one of these indiscreet friends," and makes this remarkable deduction:—"It is clear then that no general system of bribery prevailed in the interest of Mr. Lovitt, but one act is quite as effective as hundreds to void the election." This, if it means anything, certainly means that only one act of corruption had been proved against Mr. Lovitt's agents, and that impression the words are evidently intended to convey. The Yarmouth *Times* replies to the *Chronicle's* not very ingenuous explanation in an article from which the following extracts are taken:

The day of the trial came and, within fifteen minutes after opening, sufficient evidence had been given to void the election; and in less than three hours there was laid bare the details of a systematic, organized corruption so vile that the counsel for the respondent, to put a stop to further exposure admitted they had enough.

We gave our readers the evidence, fairly and impartially reporting what the witnesses said, but without one word of comment. It was the worst revelation of a deliberate, organized and successful effort at wholesale corruption this Dominion had ever seen. There was explicit and damning proof that those who had prated temperance had debauched the constituency with rum; that those who had professed purity had purchased votes wholesale. Still we were content that the public should merely read the evidence for themselves and form their own conclusion. We regarded it not as a triumph of party but of justice.

But now, as the proposed hypocrites and branded boodlers have deliberately attempted to mislead the public by suppressing the evidence and giving a statement of the proceedings in the court which every man of the crowds which packed the building last Tuesday knows to be false; when instead of repentance they resort to brazen falsehood, we feel that further forbearance would be mistaken mercy.

But who are the people who were shown to be guilty of this disgraceful debauching of a constituency? Were they really but "indiscreet friends" whose agency merely consisted in the accident of their having been asked by Mr. Lovitt, in the innocence of his heart, to do all they could for him, as the *Chronicle* alleges? The particulars the petitioners furnished, of charges which would be proved, occupied twenty-four closely written pages and over 300 witnesses were in attendance. The trial had only lasted three hours, only two or three paragraphs of the volume of particlars had been gone into and but half a dozen of the army of witnesses examined, when the counsel in terror cried "enough." Yet during that short time, corruption by one of Mr. Lovitt's sworn agents in town and by a second sworn agent in Kempt, and by a third sworn agent at Pubnico, was established beyond possibility of question. The money was shown to have been paid in Mr. Lovitt's own office by Mr. Lovitt's own brother-in-law, (who is his confidential clerk) to Mr. Lovitt's sworn agent to take into the county to debauch the electorate. Then this money was traced on its mission. It was shown to what sub-agents it was distributed, the amount per head these subagents paid for votes, and who the voters were.

The sworn agent returns after the election and presents his account to the Secretary of the executive committee. The sub-agents come in and do the same and are paid by this secretary for their expenditures over the amount sent out to them from Lovitt's office. This secretary of Mr. Lovitt's committee is no irresponsible youngster whom Mr. Lovitt happened to ask to do all he could for him, but is a councillor and Justice of the Peace of the town of Yarmouth, and ex warden of the municipality; tenant of an office in Mr. Lovitt's building; living on the same street and almost next door to Mr. Lovitt's house; well-known to be one of Mr. Lovitt's most intimate friends.

This same "Secretary of the Liberal-Repeal convention" was shown to have given one of Mr. Lovitt's sworn agents a quantity of rum to store in his employer's cellar; then it was delivered on this Secretary's order in lots to different truckmen to be taken away for use in the election.

In the face of this sworn evidence the *Chronicle* has the forehead to say: "It is clear that no general system of bribery prevailed in the interest of Mr. Lovitt!"

One can scarcely realize that these statements, substantiated by sworn evidence, have reference to the party whose rallying cry last February was "The Boodlers must go!" and who have ever since been shouting from one end of the Dominion to the other that the Government was sustained by bribery and corruption. There is something of the irony of fate in the fact that the first election trial since the general elections has proved the wholesale corruption of a constituency by members of the self-styled "party of purity,"—by men who, as the *Times* puts it, "with the stolen name of Liberalism and the pretended advocacy of temperance went through the county using intimidation, buying votes and distributing rum." No clearer case of "organized hypocrisy" was ever seen than that which has just been laid bare in Yarmouth, and there are certainly strong points of resemblance between the pickpocket who raises the cry of "stop thief!" to divert attention from his own felonious acts, and the men who, while engaged in debauching the electorate, hurl charges of bribery and corruption against their opponents.

An Old Favorite.

An old favorite, that has been popular with the people for nearly 30 years, is Dr. Fowler's Extract of Wild Strawberry for all varieties of summer complaints of children and adults. It seldom if ever fails to cure cholera morbus, diarrhœa and dysentery.

WILL IT PAY?

Mr. Ketchum, in a letter to the *Sun*, points out that the cost of the Ship Railway to the country would be at most some $4,500,000 less than the lowest estimate of a Canal, and that the subsidy granted (capitalized $2,343,000) is not an absolute grant, but simply a guarantee in the event of the work not paying 7 per cent. on a capital of $50,000,000, that the Government will make up the deficiency to the extent of $170,000 per annum for 20 years, and that any earnings above the 7 per cent. will be divided between the Company and the Government. In answer to the question whether the subsidy can be reduced or paid off, Mr. Ketchum presents the following facts:—

"Experience has shown that public works of the character of this undertaking when once established and proved to be safe and reliable rapidly secure traffic, and a notable instance may be mentioned, viz.: The Suez Canal, the object of which is indentical with this undertaking. The number of vessels which availed themselves of this work during the first year of its existence was 486 vessels with an aggregate tonnage of 435,911 tons. Ten years later, 1,592 vessels with a total tonnage of 3,446,431 tons, and from that period (1880) to the present time the traffic has always been increasing until in the year 1884 the total number of vessels was 3,284 with the enormous tonnage of 8,319,967 tons. The financial results of that undertaking were proportionate to the traffic, the receipts for tolls the first year amounted to only £255,000 stg., which increased to £2,567,608 in 1884 and the net profits are now 17½ per cent. on the share capital of £8,000,000.

"To come nearer home, I see by the *Daily Telegraph* of the 3rd instant, that the freight which passed through the Sault St. Marie canal in 1850 was only 400,000 tons; in 1880, it was 1,750,000 tons; and last month alone it was one million tons. The total tonnage for this year, it is estimated will not be less than six million tons.

"In like manner the promoters are confident that when once the ship railway is in operation, the advantages will be found so great that it will meet with similar success. The costing trade of the Dominion is rapidly increasing. According to latest official returns out of a total of 16 million tons there were over eight million tons of entries and clearances in the gulf and bay ports alone, which would be affected by the ship railway. The estimate of only ten per cent. of this tonnage is surely not an extravagant one to make for the ship railway. The number of vessels that passed through the Strait of Canso last season was about 2,000. Therefore assuming 800,000 tons as the traffic of the ship railway during season of navigation, say 200 days, would equal only 4,000 tons a day. If the company at once obtained that amount of traffic, there would be no subsidy to receive from the government for the net earnings would then be seven per cent on the capital. But as this is not the expectation until the new route would be firmly established it is not too much to say that one-fourth of that would be the traffic for the second year, namely 200,000 tons, the first year being free to all. The New York inland navigation commission reported in 1812 that Erie canal would convey as much as 250,000 tons, yet it did actually in 1837 move one million tons. Similarly, let us hope that this very small estimate of ship railway traffic of 200,000 tons for the second year would be realized, as well as the estimate of DeWitt Clinton. The subsidy would be reducible as soon as 360,000 tons were reached, and when it reached 780,000 tons there would be no subsidy at all to be paid by the government. If the traffic were a million tons, then there would be a considerable annual return to the government to pay off the subsidy. Some people may doubt any return of the subsidy, but I have personal knowledge of an instance where $400,000 per annum is paid by the railway company to the government of Brazil, when a contract was made on similar terms. I allude to the San Paulo railway, to which the government gave a guarantee of 7 per cent.

"Will it pay shippers?—The loss inflicted upon the commerce of this Dominion for lack of means of transit across the Isthmus of Chignecto is simply incalcuable. Take one item of shipment from Prince Edward Island to the United States last year. There was an export from there of 826,000 bushels of potatoes, equal to about 300,000 barrels. A propeller of 500 tons would carry 4,000 barrels; therefore it would take a propeller of that size to make 100 trips to the States, which going and returning with their freight would be equal to 100,000 tons traffic. Then look at the lumber, fish, coal, stone and other products that would seek this short outlet in all directions. Again, the freight from St. John to the Straits of Northumberland is $2.50 per ton, while the freight to the head of the bay is only $1 per ton. There is a loss, therefore, of at least one dollar per ton on all freight that would come from the Gulf by the Gut of Canso. On the estimate of the company there is an annual loss to the country of at least half a million dollars for want of this means of communication.

"Will it pay shipowners? Steamers now ply between Charlottetown and Boston, and take a whole week to perform the round trip. By the ship railway they could make two trips in a week, thus doubling their capital. For sailing vessels it would be quadrupling their capital by increasing their business and by saving of time, which the competition of steamers and railways now prevent."

When one considers the startling fact that there is practically no intercourse to-day between the Gulf of St. Lawrence and the continent south by vessels, that Nova Scotia operates as a complete barrier to a trade that forms two-thirds of the business of the Bay of Fundy ports, no further argument seems needed to prove the commercial necessity of Isthmian transit.

Fifty Years Ago.

MR. EDITOR.

Dear Sir:—Much complaint is made that a large portion of the fishing schooners in the St. Lawrence is American. This is laid to our bad Government, our country, and every thing else but the true cause by the ignoble, and the grumbling, disloyal, disappointed newspapers writers who know better or ought to know. Our people are only just getting their lands cleared up and have been enduring the hardships of a new country. It has been easier for the people to get their foreign necessaries by the exportation of lumber from their wilderness lands than to get out fishing vessels. That part of Massachusetts now called Maine had exhausted its timber a hundred years ago and was driven to fishing and the development of the business, and with the influx of immigration and English money they have little to boast of that they have gone ahead of us in fishing &c. Every person, who has taken the trouble to watch events, knows that the Dominion of Canada has made greater progress in the last fifty years than have the New England States. In highways and roads, in agriculture, in schools, in manufactures, in ship building, in foreign trade &c our progress has been greater. They were one hundred years ago where we are now on account of their age.

Let me call attention to another man's memory. Mr. Nelson Bulmer (now eighty), tells of his grandfather Dixon. Mr. Dixon came to Nova Scotia in 1773 with a number of others, the first settlers; he was the ancestor of all the Dixons in Sackville. Mr. Bulmer says, I recollect the old gentleman coming to our house, I was a boy then, and when he wanted to go home, he said—Nelson my boy, yoke up the oxen and take me home, I'm tired. I took him home; he lived near where Mr. Alfred Dixon now lives. I said, why did you not take a horse and wagon; he replied—No horse, carts or wagons in those days, I recollect the first of that kind of thing in Sackville. Mr. Milledge, a merchant of Westcock and Major Wilson, the father of Mr. Wilson now living in Sackville, imported one each from Connecticut, a two wheeled chaise. There were plenty chaises and fine carriages in New England then. They had then been in the United States of America for a quarter of a century. He says his father purchased Mr. Milledge's chaise at Mr. Milledge's decease as well as a table. Some parts of the old chaise may yet be seen and the table is in use in his own house now.

Mr. Bulmer says that a Mr Lockhart told him he was the first man who passed through Dorchester woods with a loaded team. He went with an ox team for a hogshead of rum for Mr. Milledge, and often had to pry up his load to clear his axles of rocks &c. This could not be over one hundred years ago, for Mr. Milledge was a young man, and in the records of marriages he is found to have been married to Miss Sarah Botsford, by Charles Dixon Esq in 1790, such was the state of the roads in New Brunswick and Nova Scotia at this time. Members of Assembly had to travel to head-quarters on snow shoes a large portion of the way. This, the writer had from one of the Members.

In the early days of the settlement of America Nova Scotia got a bad name; settled by the French, who studied only war and the fur trade, its somewhat rugged south-eastern coast, emigration from Europe passed on to the English colonies and has continued to do so, hence the the state of our provinces. Money that left England for America went to build New England towns and manufactories. It is only now since Confederation was effected through much tribulation, with a railway system that astonishes the world, and a general progress unparalleled in history have we fought our way to our merited rank as a field for capital and a place for those looking to emigration in Europe.

What will one hundred years do for us, now, that the immense mineral wealth of Cape Breton and Nova Scotia proper is known, our nearness to Europe is realized, our facilties for transportation are appreciated, our unequalled fishing grounds, and the new state of the country and immense railroad system that is exciting the capitalists of Europe? We have lived down foreign slander and contempt and have only now to contend with the pigmy annexationist and the sour faced haters of every thing and every body. We have drifted beyond the fifty years of Her Majesty's Reign in these letters; the times are so connected is the excuse.

August, 1887. X. X.

Enjoy Life.

What a truly beautiful world we live in! Nature gives us grandeur of mountains, glens and oceans, and thousands of means of enjoyment. We can desire no better when in perfect health; but how often does the majority of people feel like giving it up disheartened, discouraged and worn out with disease, when there is no occasion for this feeling, as every sufferer can easily obtain satisfactory proof, that *Green's August Flower*, will make them free from disease, as when born. Dyspepsia and Liver Complaints are the direct cause of seventy-five per cent. of such maladies as Biliousness, Indigestion, Sick Headache, Costiveness, Nervous Prostration, Dizziness of the Head, Palpitation of the Heart, and other distressing symptons. Three doses of *August Flower* will prove its wonderful effect. Sample bottles, 10 cents Try it.

—There were 36 deaths by sunstroke in the city of Boston during the past month, whereas there were only seven deaths from the same cause during the whole summer of 1886.

—An oak standing in a cemetry at Mount Pleasant, Tenn., afforded shelter in a storm to nine negroes who had just buried a friend. Lightning struck the tree and killed them all.

Personal.

—Mr. Gibson is building a three story brick hotel opposite the cotton factory at Marysville.

—Mr. John Wallace, formerly M. P. for Albert, has been appointed collector of customs at Hillsboro.

—Prof. Wm. Saunders, Director of the Central Experimental Farm, who has been inspecting sites in the Maritime Provinces for an experimental station, has returned to Ottawa, and will shortly report to the Minister of Agriculture.

—Miss Cunningham left Halifax Tuesday to travel via the Canadian Pacific Railway and Steamship line to Japan. She goes to Japan as a missionary under the auspices of, and will be supported by the Halifax women's society.

—Hoegg's Canning Factory in Fredericton is running full blast. It is now engaged in canning green peas and manufacturing cans. Several thousand cases of cans have been shipped from the factory there to the Sheffield factory, which has commenced work.

—Mr. Andrew Somerville, who resides about four miles from Hatfield's Point, on the St. John River, reached the 100th year on the 4th of last month. Mr. Sumeryille was born in Perthshire, Scotland, and today he is enjoying good health and spirits, and can sing a good Scotch song when he wants to.

—Trackmaster J. S. Trites, of the I. C. R., has been superannuated, and the district of which he had charge is divided. Richard DeBoo, of Sussex, has been appointed for the district between St. John and Point du Chene, and W. J. Lockhart (assistant trackmaster under Mr. Trites) will have charge of the track between Painsec Junction and Truro.

—Mr. M. J Hogan the energetic contractor of the Fredericton Railway Bridge company, proposes to get through his work in lively fashion. He will have three gangs of men working day and night—8 hours for a gang, and with the two pile drivers will probably paralyze the steady going celestials. It is said that the company expect to have the bridge ready for traffic next June.

Shediac.

—Mr. Chas. Poirier is erecting a two story house and store on the site of the old Adams House.

—Harper & Webster have given their hands a few weeks holidays, but will soon be compelled to resume work.

—Clarence Webster, Esq. A. M., arrived from Edinborough *via* New York on Saturday night and was warmly welcomed home after his long sojourn abroad.

—There is the usual run of summer visitors here. The Weldon House maintains its old time reputations and has its summer apartments fully occupied.

—The legal profession here has been reinforced by the addition of Senator Poirier, who has also an office in Moncton in connection with Mr. McCully. Mr. W. A. Russell and Mr. H. Gilbert are the other practicing attorneys.

—Mr. J. F. Teed is making good progress with the new Convent, which already presents rather an imposing appearance. The R. C. folks have recently erected a handsome residence for their priest. These with the R. C. church make a fine collection of ecclesiastical buildings. This parish is a change of Fr. Antoine Ouellette.

—The people are grumbling that they have not got a new station house or other public buildings, or grant for a wharf or breakwater for the benefit of their fishermen. The former edifice has, however, lately been painted and is kept in capital order by the station agent, still the latter cannot restore youth to this venerable structure. It is a well authenticated tradition, that it was used a horse stable a third of a century ago, and then was fitted up and promoted to the responsible position of Railway office. When one looks at the plaster, boarded up to the ceiling and the flooring worn through, the upper and in places into the second and even into the third floor below, one can well believe the story is true.

—Mackerel seining is a new branch of business just started here. Capt. Jno. Newman purchased in the spring a very fine oak schooner, the Samuel Ober, for the business. He has had her engaged about three weeks, and has got already about 400 bbls. His success has been so signal that he has since purchased another schooner, the Pioneer, of Arichat. Considering the advantages offered by many North Shore ports, especially Shediac, for conducting this business, surprise may well be felt that no attempts have hitherto been made by our people to engage in it. The rich fields along our coasts and at our very doors have been harvested by Americans. It is no unusual sight to see fifty or a hundred sails of vessels hailing from Cape Ann, Mass., seeking refuge in our harbors, manned in many cases by provincialists, who have left our country for lack of employment, and are now engaged in carrying away the wealth that is peculiarly our own. It is about time this reproach on provincial enterprise had an end. We can build the vessels needed; we can man them, we can catch the fish, and, with abundant railway connection at all the leading ports of the Gulf, we can ship them to their markets.

For Delicate, Sickly Children

Scott's Emulsion is unequalled. See what Dr. C. A. Black, of Amherst, N. S., says: "I have been acquainted with Scott's Emulsion of Cod Liver Oil, with hypophosphites, for years, and consider it one of the finest preparations now before the public. Its pleasant flavor makes it the great favorite for children, and I do highly recommend it for all wasting diseases of children and adults. Put up in 50c. and $1 sizes.

A Person

Unable to sleep in bed, unable to work, unable to take ordinary exercise from the effects of Asthma until using Southern Asthma Cure. A sample package relieved, three packages permanently cured.

Accidents and Offences.

WHY HE STOOD UPON THE ORDER OF HIS GOING.

LONDON, Aug. 9.—It is reported that Prince Ferdinand's delay in starting for Bulgaria was due to the discovery of a conspiracy to murder him on his arrival at Turnsevo rin.

TWO GUYSBORO MEN LOST.

GLOUCESTER, Aug. 5.—Schooner Willie M. Stevens from Grand Banks, reports that July 14th John Stople and Robert Jameson two of the crew, got astray while attending trawls and have not been heard from. Stople leaves a wife in this city. Both belong to Guysboro, N. S.

A DARING ABDUCTION.

While a young man and woman, who were betrothed, were promenading in S. Sauveur, Quebec, Friday night, three men drove up in a carriage and upon alighting assaulted the young man who, seeing the odds against him, made off to secure the assistance of the police. While absent the men kidnapped the young woman. No trace of her or the three men has yet been found. The affair causes great excitement in the municipality.

POISONED WITH TOADSTOOLS.

Some sailors of the Italian bark Olivari while in port at Chatham went out to the woods on a recent Sunday morning in search of mushrooms. They gathered a large quantity of what they supposed to be mushrooms and brought them home and had them cooked. All who ate them took desperately sick. Dr. Jos. Benson was called to attend the sick men, when it was discovered they had eaten toadstools instead of mushrooms. All of the men have recovered.—*Advocate.*

THREE WITNESSES SHOT WHILE ON THEIR WAY TO COURT.

MOREHEAD, Ky., Aug. 5.—Yesterday, near here, while John Taylor, Tim Keelon, John Vance and Elliott Martin were on their way to court, where they were to appear as witnesses, they were met by a gang of men, masked and armed, who demanded their business. They refused to tell, when the maskers opened fire on them and fatally wounded John Taylor and John Vance and killed Martin. No reasons are assigned for the killing save that the evidence of these men might have damaged the case of somebody connected with the late murder of the Logans. The soldiers slept in their clothes last night. The feeling here is at a fever heat, and important developments are expected.

A FAMILY MURDERED IN GEORGIA.

MACON, Ga., August 6.—A horrible tragedy occurred last night, twelve miles from here, in this county. Capt. Richard Woolfolk, a well-known farmer, his wife, four children and Mrs. West, an aunt of Mrs. Woolfolk, were found murdered in the house this morning, having been knocked on the head and their throats cut.

MACON, Ga., August 7.—Later and fuller details from the scene of the Woolfolk tragedy develop the fact that there were nine victims instead of seven, as first reported—Capt. and Mrs. R. F. Woolfolk, their six children, ranging in ages from 18 months to 20 years, and Mrs. West, an aunt of Mrs. Woolfolk, aged 80. The coroner's jury found a verdict of murder against Thomas G. Woolfolk, son of the captain's first wife, who was sleeping in the house.

A TRAIN GOES THROUGH A BRIDGE.

PICTOU, Aug. 6.—Yesterday was a "Black Friday" on the Pictou Branch railway. Young Elliot survived his injuries but a few hours, and in the afternoon a second, and what might have been a most serious accident, occured. A train of seven cars, heavily loaded with earth, was being backed by an engine over the temporary trestling at Horne's Brook, when the whole thing collapsed. Five cars were precipitated to the bottom, a distance of some 25 feet. The engine and two cars remained on firm ground. Five men were on the train, one of whom had his leg broken. The other four were more or less cut, but not seriously injured. So complete was the collapse of the trestling that some of the cars remained on the rails at the bottom of the gulch. The cars were completely destroyed, being broken in two.

Broken Down.

"After suffering with dyspepsia, kidney disease, loss of appetite and pain in the head until discouraged, I heard of B. B. B., took two bottles and am happy to say I feel as well as ever." Mrs. Rufus E. Merry, New Albany, N. S.

Unequalled.

P. B. MacNamara, dry goods merchant, Brockville, Ont., says—As an instant relief for cold in the head and catarrh Nasal Balm is unequalled. The effect is noticed as soon as it is used.

FOR DYSPEPSIA and Liver Complaint, you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure. Sold only by A. Dixon, Druggist

LOOK AT THIS!

In addition to a full Stock of other Goods,
A FINE ASSORTMENT OF
Watches, Plate and Jewellery
WILL BE FOUND AT THE
Sackville Book Store.
Prices to Suit Purchasers.
N. B.—REPAIRING of Watches and Jewellery promptly and thoroughly executed by Skilled Workmen at best rates.
—ALSO—
Two WOODEN FRAMED SHOW CASES, suitable for displaying Small Wares in Country Store, for sale very cheap.
july6 CHAS. MOORE.

Harness. Harness.
AS the subscriber is determined not to be undersold, he offers his stock of Harness, &c., at very low prices. We quote:—
X C Driving Harness, from $10.00 up.
Nickle " " " 11.25 up.
Please call and examine before purchasing elsewhere.
JAMES R. AYER.
Sackville, Oct. 13, 1886.

Cedar Shingles!
In Stock and for sale at Lowest Rates:
Extra Cedar Shingles,
No. 1 do. do.
No. 2 do. do.
Best makes in the market.
JAMES R. AYER.
Sackville, July 18, 1887.

Lard. Bacon.
Leaman's Pure Leaf Lard in pails, 14c. per lb. No charge for package.
Leaman's Choice Bacon, At 10c. per lb.
25 hf. bbls. No. 1 Labrador Herring, At $3.50.
JAMES R. AYER.
Jan. 26, 1887.

New Advertisements.

GRASS AT AUCTION.
At 2 o'clock in the Afternoon on
Wednesday, 24th Inst.
—AT—
Cut Ditch Marsh,
I will sell by Public Auction the usual quantity of
GRASS,
On usual terms. I have also for sale on private terms:
The Bulmer Lot, 4 acres, mostly English; the Broken Bridge Lot, 5 acres, Mixed Grass; the Clancy Sears Lot and Dixon Lots, of 11 and 20 acres, on the Floating Canal.
J. L. BLACK.
Sackville, Aug. 10, 1887.

NAILS.
50 Kegs Steel Nails,
100 do Iron Nails.
JUST RECEIVED.
aug10 J. L. BLACK.

Dry Goods!
New Shirtings,
New Tweeds,
New Cashmeres,
New Grey and White Cottons,
New Coating.
New Fancy Goods,
New Fresh Stock every Day.
aug10 J. L. BLACK.

SALT---IN STORE!
1500 Bags Liverpool Salt,
150 Bags Dairy Salt.
Wholesale, very low; Retail, $1 per Bag.
june29 J. L. BLACK.

SUGAR
4 Tons Porto Rico Sugar,
Choicest Quality;
3 Tons Halifax Refin'y Sugar.
The P. R. Sugar is worthy of special attention.
may25 J. L. BLACK.

NEW GOODS!
MAY 10TH, 1887.
We have now in Store
A Complete Stock of New Goods in all Departments,
And would especially invite the attention of the Ladies to the following Lines:
PLAIN WOOL DRESS GOODS,
Checked and Striped Wool Dress Goods, Bl'k Cashmeres, Colored Cashmeres, Fancy Dress Muslins, Swiss Checked and Spotted Muslins, Victoria Lawns,
Cream & Fancy Seersuckers,
Checked Ginghams—a full Assortment, Hamburgs, Laces, Edgings, Fringes, Jet Trimmings and Laces, Black and Cream Lace Flouncings,
CHUDDA SHAWLS—ALL SHADES,
Black and Fancy Sunshades, Gloves—all kinds, Corsets, Buttons, Trimmings, Black and Col'd Silks and Satins,
3 dozen Trimmed Hats,
Handsome and Cheap;
Sun Hats, Plumes, Flowers and Trimmings, &c.
—ALSO WE HAVE FOR—
House Furnishing:
Carpets in great variety in Tapestry, Wool, Union and Hemp; also Oil Carpets, all widths; Lace Curtains in White and Cream, Fancy Screen Curtains in Sets, White and Cream Curtain Net—by the yard, Table Covers—all sizes and colors, Cretonnes, &c.
PLEASE CALL AND INSPECT.
may11 J. L. BLACK.

Builders' Materials.
NOW IN STORE:
150 KEGS CUT NAILS; 50 kegs Steel Nails;
10 boxes Clinch Nails;
100 " Window Glass; 1 ton Putty;
2 tons White Lead;
1 ton Paint—Black, Red and Yellow;
Carriage Builders' and Painters' Materials—full stock;
Mixed Paints in small packages—full line;
Barrels and half-barrels Mixed Paints for house painting—on sale per gallon;
6 casks Boiled and Raw Linseed Oil;
2 " Spirits of Turpentine;
Japan and Varnish—full assortment;
Paint, Varnish, Whitewash and Camel Hair Brushes; Gold Leaf;
Locks, Hinges, Bolts, Screws, &c.;
Farmers' Barn Door Hinges and Rollers.
apl28 J. L. BLACK.

TAILORING!
OUR Tailoring Department is still under the supervision of MR. PETTERSON, whose fits are unsurpassed. We have just opened a handsome line of
CLOTHS.
Worsted Coatings, in Diagonal, Corkscrew, and Fancy Patterns—Black, Blue and Brown; Tweeds in great variety; Spring and Summer Overcoatings; Fancy Vestings, Corduroys, &c.
Satisfaction guaranteed. Please give us a trial.
mar17 J. L. BLACK.

New Advertisements.

PAPER BAGS
20,000
Paper Bags, all Sizes,
For sale very Cheap
At Office of Chignecto Post.

Mountain House
TO LET at Westmorland Point. Situated about 600 yards from Au Lac Station, I. C. R. Apply to the undersigned here.
MRS. RUTH WELLS.
RUPERT ETTER.
G. K. ETTER.
Westmorland Point, July 27, 1887. 3i

University of Mount Allison College.
J. R. INCH, LL. D., - - - - - President.
THE first term of Collegiate Year, 1887-8, will begin on THURSDAY, September 1st.
Matriculation Examinations will begin at 9 o'clock a. m., Sept. 2nd.
For particulars apply to the President.
Sackville, N. B., Aug. 4th, 1887.

Pic-Nic!
Grand Jubilee Excursion
—TO—
Parrsboro and Return
FOR ONE DOLLAR.
Within easy distance of the famous scenery of Minas Basin, Partridge Island, Blomidon,
Wednesday, 24th Aug.
Under the joint patronage of the Episcopal and Presbyterian Church, Amherst.
Special Trains to suit Sackville and Dorchester.
Refreshments at the grounds. Particulars next week. 2i

AUCTION SALES
—OF—
Lands, Goods AND Chattels.
THE subscribers will sell by Public Auction, at or near the Post Office, Lower Sackville, on
Saturday, the 13th Day of August, Instant,
at one o'clock in the afternoon, all the Lands and Premises following, viz: All that body of Marsh Land, on the line of the N. B. & P. E. Railway, formerly conveyed by the Hon. Amos E. Botsford to Charles Ward; also the Lands and Premises formerly conveyed by Albert Cahill, Esquire, to said Charles Ward, and situate near the Four Corners, in Sackville aforesaid; also the Lands and Premises formerly conveyed by William George, Esquire, to said Charles Ward, and adjoining lands of George Fawcett, in Upper Sackville; also all the Upland and Marsh formerly conveyed by Josiah Wood, Esquire, to said Charles Ward, and particularly described in deed recorded in the Registry Office of the County of Westmorland, No. 49,549; and all other Lands conveyed to us by said Charles Ward; and at the same time and place, the following Goods and Chattels, viz: one Brown Mare, three Cows, four yearling Heifers, one Heifer Calf, one Truck Cart, one Pung, one Sleigh, one Saddle, three Harnesses, seven Sheep, one Plough, two Harrows, two Shovels, four Spades, and all the other Property conveyed to us in Bill of Sale dated the twenty-seventh day of November last, and duly fyled in the Office for Registry of Deeds in and for said County, the same having been conveyed to us in said Bill of Sale by Geo. R. Dixon, Esquire, of Point de Bute, in said County. Terms liberal and made known at time of sale.
Dated this 8th day of August, A. D. 1887.
S. EDGAR WILSON, CHAS. E. KNAPP, } Trustees.

Mount Allison Ladies' College,
SACKVILLE, N. B.
REV. R. C. BORDEN, M. A., PRINCIPAL.
THIRTY-THREE years of progressive Educational Work have given this Institution an unrivalled position in the public confidence. Instruction is imparted on subjects ranging from the Primary English branches through the whole University Curriculum to the Degree of B. A. Young ladies studying for teachers may here combine the accomplishments with the thorough drill necessary to their profession.
Advantages are offered in the *Conservatory of Music*, unequalled in the Maritime Provinces and not excelled in the Dominion. Prof. Mack's long training under Prof. Speidel, of the Stuttgart Conservatory, places him in the front rank of Musical Educationists. Solo, Violin, History of Music, Orchestral and Ensemble playing are among the new features which are being introduced under his direction.
The Violin Department recently introduced has proved a decided success. The Institution is proving itself abreast of the times in thus sharing in the revival of that grand old historic instrument.
Students who wish to join Miss Mack's popular class in Vocal Culture will do well to apply early.
Painting on China, Plush, Wood, Brass, Terraline, &c., are among the novelties which illustrate the progressive character of the instruction imparted in the department of Fine Arts. Mrs. Townshend who has brought this department to its present unrivalled state of efficiency, is now in New York studying the latest designs in Decorative work.
The Fall Term will begin THURSDAY, SEPT. 1ST.
Apply to Principal for Catalogue.

INTERCOLONIAL RAILWAY.
Tenders for Coal Shed and Trestle at Ste. Flavie, P. Q.
SEALED TENDERS addressed to the undersigned and marked on the outside "Tender for Coal Shed and Trestle, Ste. Flavie," will be received until SATURDAY, AUGUST 20th, for the construction of a Coal Shed and Trestle, at Ste. Flavie, P. Q.
Plans and specifications may be seen at the Chief Engineer's Office, Moncton, N. B., and at the Office of the Station Master, Ste. Flavie, where forms of Tender may be obtained.
Tenders must be made on the printed forms supplied.
All the conditions of the specification must be complied with.
The Department will not be bound to accept the lowest or any tender.
D. POTTINGER, Chief Superintendent.
Railway Office, Moncton, N. B., 3rd August, 1887.

JUST RECEIVED
PER Brig Westerbotton from Liverpool: 1½ Ton Genuine White Lead; 1½ Ton Zinc Lead, 5 Casks Linseed Oil. For sale low for cash.
MARTIN LOWERISON,
Mount Whatley, July 12, 1887. 2m