

Chignecto Post.

SACKVILLE, N. B., AUG. 13, 1870.

The War.

On Sunday a battle was fought on the left bank of the Moselle, in which Napoleon claims the victory. The following is the despatch:

Paris, Aug. 13.

The following important despatch, to the Empress Eugenie is just made public:

LONGUEVILLE, Aug. 11, 10 p. m.—The army commenced to cross to the left bank of the Moselle this morning. Our advance guard had no knowledge of the presence of any force of the enemy. When half of our army had crossed over the Prussians suddenly attacked us in great force, but after a fight of four hours they were repulsed with great loss to them. (Signed) Napoleon.

On Monday morning the Prussians claim a victory before Metz.

Brussels, Aug. 13.

King William has sent the following telegraphic despatch to Queen Augusta, announcing the defeat of the French at Metz:

HENRY, Aug. 13.—Our armies have proved victorious in a great battle which has just been fought before Metz. Our 1st and 7th army corps were engaged in the fight, behaving gallantly. I have received no further details of the conflict. I proceed at once to the battle field.

(Signed) WILLIAM.

Except these two battles both armies had previously been quiet, but active enough—the French, of course, acting purely on the defensive, in concentrating their forces on their second line of defence. The Prussians have made some very important movements; so important that the French probably have to retire from their position at Metz and Nancy to the fortified camp of Châlons, which is nearly midway between these cities and Paris. To understand the great advantages already obtained by Prussia, it is only necessary to state that the French intend resting on Metz, Nancy and Strasbourg, and from thence pushing their armies forward with magazines and supplies in their rear. These towns are all strongly fortified. A New York paper says that

is a strong fortified city, the capital of the department of the Moselle, and situated at the confluence of the Moselle and Telle, 170 miles due east from Paris, on the Paris and Strasbourg Railway. It is one of the strongest and most important fortresses in Europe. It has a citadel on the right bank of the river, one of the largest in France, with a cannon foundry, and an armory containing 80,000 stand of arms. It has also a military hospital capable of containing 1,500 patients. It is one of the great manufacturing centres, vast numbers of its population of 60,000 being employed in the manufacture of woollen cloth, muslins, thread and machinery. Metz is one of the old Roman cities, and is covered by no less than six of its famous roads. At one time it was the capital of the kingdom of Austria. It eventually passed into the hands of the Emperor of Germany, who strongly fortified it in order to raise a barrier against the ambition of France. In 1622 it claimed the protection of France against the German Emperor, and has since remained incorporated in that kingdom.

NANCY.

lies twenty-nine miles south of Metz, on the left bank of the Meurthe, and on the southern bank of the Paris and Strasbourg Railway. It is the capital of the Department of the Meurthe and has a population of nearly 5,000. Nancy was captured by Charles the Bold in 1475, who lost his life in again laying siege to it a few years after. Its citadel, which is very strong, still exists, though the town fortifications were destroyed by Louis XIV.

STRASBOURG.

lies on the frontier of France, seventy-two miles north of Basel, and the Rhine. It is very strongly fortified in a triangular form, it is enclosed by bastioned ramparts, strengthened by numerous outworks, and has seven gates. At its eastern extremity, Vieux, occupied a strong pentagonal citadel. The fortifications are surrounded by a system of sluices, by means of which all the adjacent country can be laid under water if the necessities of war demand it. In the tenth century Strasbourg was part of the dominions of the German Emperors but afterwards shook off their yoke and became a republic. It was joined to France in 1681. Its manufactures are important and various, and its general trade with France, Germany and the South of Europe, very large.

Ehrenbreitstein is situated on the Rhine, immediately opposite to Coblenz. This strong fortress is built on the face and summit of a rocky height, 458 feet in elevation, and is Prussia's great military stronghold. It was taken by the French in 1799, and after the peace of Lunéville, the fortress was demolished, but was restored by the Prussian Govern-

ment after the peace of 1815. It is capable of accommodating a garrison of 11,000 men, and presents a most imposing appearance to travellers on the Rhine steamboats.

Metz, last week the headquarters of Napoleon, has been invested, and the Prussians claim a victory before it. It is also reported communication between it and Paris is interrupted. Nancy has been abandoned by McMahon. Strasbourg has been entirely cut off from French communication, is being bombarded, and cannot long sustain the energetic siege maintained by the Prussians. Besides these successes in the field, Prussia gains some prestige by her liberal treatment of Frenchmen in Germany, by her respecting the rights of French non-combatants, and by the circular of Count Bismarck, in which the independence of Holland and South German States is guaranteed, and she disclaims that Prussia means territorial aggrandizement.

Land Damages in Cumberland.

We understand that much indignation is felt by the land-holders in Cumberland, who had their valuable marsh and other lands taken about eighteen months ago for railway purposes, and who up to this time have not received a cent for lands so taken, nor have they even been informed how much they may at some distant day expect. This ought not to be, and we trust that the Government and Parliament will hold the Commissioners strictly responsible for any failures on the Railway, which judgment and foresight could have avoided. It is no excuse to say the surveyors were incompetent; if so they ought not to have been appointed, or, if appointed through a mistake, ought to have at once been dismissed. Westmorland could have supplied men well qualified for the work. To take eighteen months to value a strip of land about 100 feet wide, is really ridiculous. We believe there are only some eight or ten miles on Section No. 4 which go through valuable land, the rest being nearly all wilderness; so that this folly is to us unaccountable. There must be something wrong.

Branch to the Landing.

A large amount of lumber lately has been brought down from Menemcook by rail to be shipped from here. It has to be trucked from the station to the wharves, involving, of course, considerable expense. The necessity of laying rails from the station to the Landing is every day becoming more apparent. The expense would be very light, and some steps ought to be taken to push the matter along. We believe a petition has been presented to the Commissioners setting forth the advantages of this branch line, but so much red tapeism has already crept into our infant Government—there are so many surveys, reports, references to officials, orders, &c., to be made before a spade can touch the work—it is a question whether our merchants had not better at once construct the work themselves.

The Crops and the Weather.

The weather the past week has been very propitious for the haymaking operations of our farmers. The crops, so far, look very favorable. Potatoes are free from rot; oats, barley, buckwheat, &c., all look well. Even English hay, which a few weeks since, it was generally thought, would only be half an average crop, many farmers find the superior quality will quite balance the deficiency in quantity.

The St. John Caramen.

At the Westfield Station some days ago we had the pleasure of seeing the famous Paris crew. Their triumphs do not appear to have in the least spoiled them. They are diffident and avoid rather than court observation. Such entire absence of the "blow" amazingly increases one's confidence in their pluck and muscle. They practice three times a day, twice in the morning; each time they row something over half an hour. Their new boat arrived a few days ago with the maker, Elliot, of Green Point, New York. The "Globe" proposes that an expedition similar to the "Coit Excursion" which was such a success, be organized and proceed from Shediac to Montreal to witness the race. We observe that return tickets to Montreal will be issued in St. John good from 9th to 23rd September, for \$14 gold.

CHESTER.—"Excelsior" of Upper Sackville and the College Club are to have a friendly match on Saturday next, on the agricultural grounds.

War Map.

We present our readers this week with a map of the Seat of War. We have printed it on good firm paper in preference to, inserting it in the Post, in order that it may be more convenient and permanent for purposes of reference. But few explanations are necessary. The boundaries of countries are represented by heavy broken lines. Heavy unbroken lines, railways, and with spaces or loops unfinished railways. Roads and rivers are indicated by light lines. Flags denote fortified towns. The names of some places will have to be guessed at on account of the variations in the spelling of names; thus, Treves is also Trier, Speyer, Spire or Spiers; Mainz on the map is also Metz and Mayence.

Yachting.

England's yachtsmen are not overwhelmingly successful in their matches with our American cousins, notwithstanding the recent race across the Atlantic when the "Cambria" (English) came in a little over an hour ahead of the "Dauntless." In 1851 the "America" completely defeated all opponents in English waters, and won the Queen's cup. This cup has since remained in the United States. On the 8th instant another race took place for it. The "Dauntless" came in second, the old "America" fourth, and "Cambria" eighth, among twenty-five opponents. The "Cambria" was half an hour behind the winner. The "America" is considered the finest yacht in the world. English yachtsmen must come across the Atlantic to learn something of the art of modelling vessels.

Cumberland Enterprise.

The "Gazette" announces the formation of the "Oxford Woodmen Manufacturing Company," for the purpose of making furniture, &c. The capital is fixed at \$10,000, in shares of \$1.00 each. A large portion of the stock has already been taken. First business meeting will be held on 26th inst.

A company to manufacture woollen cloth, &c., with a capital of \$20,000 in shares of \$2.00 each, is being formed, to operate on the Maccan River, 18 miles from Amherst. Excellent water power exists there. Three hundred shares have been already taken up.

Intercolonial Railway.

We are glad to learn that the railway from here to Amherst will be completed sooner than we anticipated. The bridge across the Missisquoi is rapidly approaching completion. The Contractors, Messrs. Grant & Sutherland, have also their Aboldeux on the line nearly completed, and they confidently expect to finish their contract within their time, to the satisfaction, we believe, of all parties concerned. From present appearances of the work, we have no doubt but that by the 1st November the cars can be run to Amherst. Will the station house there be ready? What say the Commissioners? Let there be no delay on that account.

Nova Scotia News.

The Prince's Lodge at Halifax has been sold for \$10,000.

A new Presbyterian Church was opened at Bedford, Halifax, last Sunday.

A monster picnic, of the Presbyterians and Wesleyans, was held at Kentville on 16th.—Reporter.

Mr. James Ritchie, of Liverpool, was on Sunday week tossed a distance of eighteen feet by a bull, and considerably injured.

Londonderry was visited by the great thunder storm that occurred a few Fridays ago. Every room in the house of Hon. W. A. McLellan was injured, but the inmates all escaped.

At Digby, on the 6th inst. a young man named James Dunn observed three girls in bathing being carried away by the tide; he ran a quarter of a mile to the spot, plunged in, and succeeded in bringing them one by one to land; the last one was nearly exhausted. Such proofs of bravery and endurance are rare.

The "Eastern Chronicle" publishes a letter to the N. S. Amexation League from Nevada, U.S., signed by 81 former residents of Pictou, Cumberland, and other counties. We notice several familiar names.

Drowned on the 15th at Truro, Mr. George Christie. He was taking for salmon near the bridge. It is supposed he got entangled in the net. Water was only four feet deep. Decayed leaves a wife and two children.

On the 9th inst. at Bathurst, Geo. Peck, employed at Ferguson & Co.'s mill, was killed by a heavy load of edgings being dumped upon him.

TELEGRAPHIC.

Special Despatch to "Chignecto Post."

St. John, Aug. 18.

Very severe fighting near Metz Sunday and Monday. Prussians claim victory. No official report from Emperor. French army concentrated at Etamp, 12 miles East North East of Verdun. "Times" says French army received finishing stroke at Metz. Emperor is at Châlons organizing siege force. Gold 12 3/4.

LATE WAR NEWS.

Telegrams from Paris of August 16th claim that the Prussians were repulsed before Metz after four hours fighting. All night masses of the people marched through the boulevards and principal streets, shouting joyfully. The Emperor and Prince Imperial have arrived at Verdun. News from London of 15th say disturbances have taken place at Marseilles and Lyons, and crowds collected in the streets, shouting, "Down with the Emperor." Proclamations establishing Republics hourly expected in both Italy and France.

Brussels, Aug. 13.

The action of England in securing the neutrality of Belgium from violation has aroused the strongest feeling of gratitude in Belgium.

Immense crowds gathered yesterday in front of the English Embassy, and cheered for the Queen and Government of England.—Special Telegraph.

The London "Shipping Gazette" states that, in the view of those whose opinions deserve respect, the war is virtually closed.

PRALZBURG, the key of the Vosges Mountains, 25 miles from Strasbourg, has surrendered to the Prussian Crown Prince.

ADMIRAL Farragut, died at 12 o'clock to-day, at Portsmouth, after a long illness.

A Mr. ELLIOT, an English Banker, was arrested at Metz, while visiting the Emperor on the pretext of being at Metz in the interests of Prussia. He was taken under guard to Châlons, where he was subjected to a court-martial, and, being declared guilty, was shot as a spy.

The correspondent of the "London Daily News" was mobbed at Metz. A military force was despatched for his protection, and after considerable difficulty he was rescued and sent to Dijon.

London, Aug. 13.

The "Times" this morning says in a fortnight the Emperor has more perfectly undermined his throne than his enemies have in a score of years. Reassured by the plebiscite he has thrown away the votes of the people and his dynasty.

The "Spectator" thinks that the next battle must decide the fate of the Empire, and the popular faith in the Emperor is vanishing.

The "Post" contradicts the evening papers of yesterday, and asserts that the Prince Imperial is with the Emperor.

It is said that a telegraphic blunder caused Marshal McMahon's disaster. Marshal Faillly was directed to move on to Limbourg; he found Karibach in the telegram so received.

Advices through Prussian channels from St. Avold to Friday state that the Prussians have taken 71,000 prisoners.

The Saarbrück fight was more demoralizing to the French than it has been supposed. The pursuers found arms and equipments on the road with millions of francs.

London, Aug. 11.—A proclamation has been issued declaring that the North West Coast of Germany from the Island of Hattum, a low island in the German Ocean off the coast of Hanover, southward, to be in a state of blockade from to-day. Ten days of grace are allowed, vessels belonging to neutral nations to leave the German ports.

A special despatch from Hagenau, dated to-day, says that Marshal McMahon's army evacuated Nancy, yesterday on the approach of the Crown Prince's army, and retreated across the Moselle to the frontier of Toul.

The French destroyed a fine bridge of seven arches, which spanned the river.

The forces of the Crown Prince now occupy Nancy and Frouard, at a junction on the Paris and Strasbourg Railroad.

The Prussians attacked Point a Mousson, driving the French, but subsequently fell back to the main body.

The head quarters of the united armies of Frederick Charles and General Steinmetz are at Herry, on a direct line with Saarbrücken, and within 20 miles of Metz.

Large quantities of stores were captured in the environs of Metz. General Frossard's division lost all its supplies.

A special despatch from Carlsruhe to-day says that Strasbourg was bombarded with red-hot shot on Friday, and the bombardment was resumed Saturday. The besieged asked for a parley and were given forty-eight hours to decide whether they would surrender.

(Special Despatch to Telegraph.)

Two great battles were fought on Sunday, one at Paggy, eight miles east of Metz; and one at Logneville. The first encounter occurred before the French had drawn off their forces to cross the Moselle.

The Prussians, 60,000 strong, under Steinmetz, attacked the French rear guard under Marshal Bazaine, furiously, by flank and rear, and pushed the French to the very verge of the works.

The French then retired behind the entrenchments and made a determined stand and resisted the Prussian assault.

The second contest then ensued, which resulted in the repulse of the Prussians, in an almost hand to hand encounter on the walls of the outer line of works.

The Prussians, though stubbornly contesting their ground, were beaten off by the French masses supported by the fortifications.

The French made a reconnaissance on Monday of several hours, penetrating the French outposts without resistance.

McMahon's communication with Metz is cut off. Strasbourg is invested and short of provisions.

Private despatches confirm reports of French defeat with heavy loss. French situation very critical.

The French main army is moving to the Metz and Châlons.

The health of the Emperor and Empress is bad.

Disturbances are breaking out in Paris and Algeria, and hostility against the Emperor is openly manifested.

Paris is despondent. Belgium voted twenty millions to fortify Antwerp.

The Belgium army is moving to Holland and Luxembourg.

The British army is rapidly recruiting.

The Prussians have about a million men in the field.

The Battle of Worth.

PARIS, Aug. 11. It is stated that at the battle of Worth the French charged the Prussians eleven times. McMahon was for fifteen hours in the saddle with out food, and finally fell fainting in a ditch, but was accidentally discovered and revived sufficiently to direct a retreat of the fragments of his army on foot.

The pursuit of the enemy was vigorous at first, but soon became a mere reconnaissance. McMahon, after being twenty-five hours in the saddle, passed the day—Sunday—at St. Avonne, which has since been abandoned and occupied by the Prussians.

The Death of General Douay.

The "Moniteur" gives the following account of the death of Gen. Douay at the battle of Weissenburg:—The General was from the beginning in the thickest of the fight.

When he saw the day was lost, after he had done all he could to retrieve it, when not even a battalion was left him, he called his aids, one by one, gave them orders and sent them away. As soon as the last was gone the General, spurring his horse, rode some distance to the front, dismounted, and taking a pistol from the holster, shot the animal. Then turning around he slowly walked towards the enemy. The soldiers vainly tried to stop him. Amid terrible fighting he deliberately walked on. The retreating soldiers, aroused by the spectacle, turned again upon the enemy, but fell in heaps around their General, who still pressed forward. Another discharge from the enemy and Gen. Douay, almost alone, fell dead.

The Murderer Breen.

It is understood that the man Breen, charged with the murder of Doyle in P. E. Island, landed in Richibucto early in the week, and took the road up the Richibucto river, intending probably to go through by Salmon river and cross to the States.

This is a route sometimes taken by fugitives from Justice. A warrant was placed in the hands of Deputy Sheriff Clarke, who proceeded on Tuesday in pursuit of Breen.—St. John Telegraph.

The Exhibition Building at Fredericton is already completed, except painting. Our readers will observe the Exhibition advertisement in another column and the attractions held out therein. We will refer again to the desirability of our farmers and manufacturers competing for prizes, and patronizing the enterprise by their presence. Fredericton has long been famed for its hotel accommodations. Besides all the old houses, the "Queen," a splendid new hotel, kept by Mr. Orr, is unexcelled in the Province. The vastly increased facilities for cheap travel, by railway and steamboat, is rather an inducement to see the country we live in.

The upper St. John has been visited by Messrs. Boyd, C. E., and Mahood, C. E. Mr. Mahood is making calculations of the expense of building a lock at Little Falls. Mr. Boyd hopes to make such a favorable report as will lead to a thorough survey next summer.—Fredericton.

Local and Other Matters.

A TEA MEETING is shortly to take place in connection with the new Presbyterian Church in Sackville.

It is pleasing to note the gradual decline in the price of flour in the Upper Provinces.

Rev. Mr. STERLING, Congregational Minister at Keswick Ridge, died on the 7th inst.

The Rifle Competition at Fredericton is to take place at the Nashwaak.

Messrs. H. CURRIE & Co., St. John, will please accept our thanks for a handsome map of New Brunswick.

A LITERARY and Dramatic Club is about being formed at Dorchester. Success to the enterprise.

Our fourth page: Editorial matter—"Local Legislation" and "Property in Halifax." On first page, Dorchester correspondence, &c.

On the 5th inst. Carleton County was visited by a terrific thunder storm, accompanied with hail, which greatly damaged grain, &c.

The house, store, barn, &c., of Mr. S. N. Raymond, of Aberdeen, were destroyed by fire on the 8th inst.

A public meeting will be held next week in connection with the coming Provincial Exhibition, of which due notice will be given.

SALEM CHAPEL was crowded last Sunday on the occasion of Rev. T. Todd's preaching the obligatory sermon of the late Captain Titus Anderson.

The "Maggie A. Carvell," Mr. Hickman's new vessel, was launched in fine style Thursday last. On the same day a brig was launched at Shepody.

Mr. RIVERS' mill, Indiantown, was burnt down on the 21st March last. The 1st inst. the mill had been rebuilt, and commenced sawing. It employs 150 hands.

The Temperance Entertainment at Moncton, under the auspices of Eureka Division, S. of T., on Thursday last, was well attended. More than three hundred took tea, and music and dancing were the evening's amusements.

St. John has recently been agitated by the report that human remains had been discovered at Red Head. The place has been searched unsuccessfully, and it now appears that a man named Stoker started the rumor to prevent people going on the ground to pick bones.

The Tea Meeting at Joliette on Thursday last, we are glad to learn, was very successful. We were unable to attend ourselves, but it is said the affair passed off pleasantly and profitably, having realised about \$170.00.

The Arcadia Washing Machine, advertised in another column, is of Nova Scotia invention and manufacture. It is simple, cheap, and answers the purpose well. We understand it has had very heavy sales in Nova Scotia.

A BAPTIST Ministers' Institute was formed in St. John on Tuesday night, Rev. J. E. Bill chairman. A thoughtful and argumentative lecture was delivered on the occasion, by Rev. Alvah Harvey, D. D., on "The Consciousness of Departed Spirits." Other lectures are to follow.

HYMNAL.—There was a large gathering at the Wesleyan Church to witness a ceremony chronicled in another column. At the conclusion of the services Mr. Dickson and his wife left for Canada. As one of the numerous friends of both parties, we wish them every happiness.

WRONG ADDRESS.—Complaints are frequently made by subscribers who do not receive their papers regularly. Any such will please write us, and give the name of the W. O. or P. O. to which their papers should be addressed. Delay and loss of newspapers very often occur from a wrong address.

ANCIENT LITERATURE.—"A Discourse About the State of True Happiness" is the title of a work handed us by Mr. W. Stewart. The discourse consists of "certain sermons delivered in Oxford, and at Pauls Crosse, by Robert Bolton, Bachelor in Divinity," &c. It is "imprinted by Felix Kyngston," in the year 1625.

In the Council Chamber, Judge Wetmore is taking evidence in the Equity Sittings, in a matter in which the Crane Estate and the Allison, of Sackville, are interested, involving the real ownership of a large amount of Westmorland Bank Stock. There is a strong array of legal gentlemen engaged in the case. The taking of evidence proceeds slowly.—Telegraph.

CORRESPONDENCE.

Bay Verte Canal.

SACKVILLE, Aug. 16.

To Editor of Chignecto Post:

Sir,—I notice in a late number your paper that our 600 good and true who patronized Dr. Toth's credit of having the Bay Verte Canal surveyed. I myself, that Mr. Burpee, who deserved some little credit for a vote through Parliament for a winter, and a final has just told that one of the senators assured that it was owing solely to his once with the Government the matter was not shelved. Now, upon you to have this matter settled at once, and before the canal is opened for traffic, or else we may another such row as we had, opening of our railway here, so many more but for their infatuation would have been left in the cold, and Gideon would not have been cheated out of his mill, will, no doubt, remember who all thought had the most with having it within sight of Baylyn said nothing and did not care away any champagne in bottles differ with you, however, in support that Dr. Tupper had anything to do with this survey; I am quite satisfied, if so, that he would have employed engineers of the Lower Province and not imported them from a great distance. Men who knew some near where Bay Verte lay and not require an interpreter to tell with them and a pilot to inform which Province they were. It is this important business is carried a little to far in the papers departments.

The Bay Verte Canal has succeeded about half-a-dozen already, by quite as competent engineers as any that can be imported from Montreal or even Quebec. Your old servant, Wm. C. Weir.

[Our correspondent is slightly in error. The Dominion Government appears to exercise such consummate skill in delaying public works measures, that we hardly expect the engineers to survey the would be here much before summer. The speedy arrival of Engineers was something unprecedented, and totally unaccountable unless attributed to the fresh let into the Cabinet. Naturally gave Dr. Tupper the credit for survey at this time.—Ed. Can. Post.]

FIREWORKS papers complete roadways there.

Two towns and several villages were recently destroyed in Greece an earthquake.

Reverend shooting of a Lo Banker by the French at Châlons-Friday is contradicted by despatch from Paris.

The County Island steamer "Tully" was run into by a schooner New York harbor, on the evening the 12th. Ten persons were drowned. The captain and pilot were drowned.

A riot occurred at Red River, Dalhousie, on the 10th inst. A fire in the railway station was kindled in it, but the matter was without the interference of the mob.

A MURDEROUS assault was made on Mr. Bernard Mullin, pilot, on John, on Monday night last, by drunken seamen, who mistook Mullin for some one else. The men were made with a knife and iron and are very dangerous. May and mate, and Cox, steward, of "Earlyrice," are in custody, on suspicion of being the guilty parties.

AFRICAN WINES.—It is not generally known that Cape Colony produces the most delicious wines on the face of the earth. A received as a remittance by neighbors Dr. J. C. Ayer & Co. contains several varieties raised among which the Constance commands the highest price of any in the world. Almost the crop of it is consumed in the of Europe, this rare exception sent to them in exchange for new medicines, which have about the staple remedies of Africa.—Boston Journal.

Old Father Time, with step sublime, Is speeding on his way. In every clime, he thinks no crime, To change your locks to gray.

Gray, gray, gray! To change your locks to gray!

The Magic Comb, within your house, The power of Time defies. This wondrous thing, will beauty bring, Make joy from sorrow rise. Rise, rise, rise! Make joy from sorrow rise!

O, then draw near, without a fear, No more in sorrow roam! This very hour, just try the power Of the Patent Magic Comb!

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