

the Missiquash river, to pass between Dorchester Island and Dorchester Court House. The company having failed, Mr. H. G. C. Ketchum took up the work and the line was opened for traffic to Dorchester in 1869. The first conductor was Mr. John Starr Trites.

When Sir Albert Smith entered public life in the fifties, it was usual for candidates to entertain their supporters on polling day with a dinner. As this cost only a quarter of a dollar per head, it was no great hardship. The price, however, increased with the years, first a dollar a vote, then five dollars, with the increase in population agents had to be employed. As a rule they fixed their own pay and took that out of the head of the heap. The popular estimate of a candidate's expenditure in a Federal election ran up to \$25,000 or \$30,000. It was not unnatural that a candidate mulcted of these disbursements for the honor of representing the people should feel sore and if not particularly scrupulous should make every effort to be recouped by a government job or office or public contract. Such things have been known in Westmorland and not to the public advantage. Sir Albert Smith was a large spender for political purposes—but his record in this respect was most honorable. He expended his own money and never attempted to gain any public office, position or job to balance accounts. He made his mistakes—particularly in following Alexander MacKenzie in his Free Trade policy. But his memory is to be honored for his strict adherence to the highest standards of public life.

EARLY MERCHANDIZING

From an account dated 1795, rendered by Stephen Milledge & Co (at Westcock) to John Keiller, one gets an idea of the prices of goods at that date. Pork was sold for 4½d, butte. 10d, spirits 15 shillings a gallon, pig-tail tobacco. per lb., 1-6, nails 10½d, linen 4-6 per yard; yellow flannel 7-4, rum 11-6.

Mr. Keiller wrote (1804) to John Humbert, St. John, that he had shipped by schooner 50 bushels of potatoes. He had sold two of the saddles furnished him by Mr. Humbert, for \$12 each and received pay in maple sugar.

Benjamin Wilson and Ichabod Lewis wrote to Hon. Mr. Odell (1818) for £500 due them as supervisors of the Great Road to Nova Scotia. Warrant was issued.

In 1798, 29 licenses to sell liquors were authorized by the Sessions. Four of these only for Dorchester and two for the "Bend".

Before the days of stage coaches Mr. John Black, a prominent merchant of St. John, was in Dorchester (1813) and borrowed a horse and saddle from Mr. Keiller to carry him to St. John. He returned the horse by Sch. Downing, Fowler Master with many thanks.

It was not until 1818 that two waggons were obtained from