

## NEW ADVERTISEMENTS THIS DAY.

Lost.—New Fall Goods—M. R. & Allison. Hardware—C. G. Berryman. Fancy Stationery—H. Chubb & Co. Land for Sale—W. C. Miller. Music Box—R. S. Staples & Co. Worn Lozenges—J. Chalmers. Flour & Meal—J. L. Black. Tobacco—do. Coffee and Spices—do. Horse Nails—do. Fruit—W. C. Treadwell. Notice—Joseph L. Aldry. Card—C. W. Smith. Spacious Dentifrice—G. Stewart. Pianos, &c.—C. Flood. Clearance Sale—M. E. Vickery. Life Insurance—W. B. McSweeney. Lockman Machine—D. Miller.

## Chignecto Post.

SACKVILLE, N. B., AUG. 31, 1871.

### The British Army and Navy.

Great and apparently justifiable dissatisfaction exists in England at the state in which both the Army and the Navy are now found to be. The endless military reviews, sham fights, and other martial spectacles, which pleased the eye, and satisfied the public as to the efficiency of that arm of the public service to meet any hostile army has not with a rude awakening, which has alarmed the whole country. The Battle of Dunkirk, which has been going on for months in the press, describing the destruction, in an imaginary battle, of the troops and volunteers by an invading Russian Army, and supposed to be from the pen of a former Governor of New Brunswick, Sir Howard Douglas, thoroughly alarmed the nation, as it was intended to do, as to the state of its defences, and the Government, to give satisfactory evidence as to the efficient state of the army to move at an instant without preparation, garrisons, which would be absolutely necessary in case of any attempted invasion, that 30,000 men should be taken at once to a certain point in the country. It was found it could not be done, or at any rate it was not done, and the practical exhibition on a small scale of the inability of the Government to throw a strong force instantly in any position for the defence of the country never took place; and the fact demonstrated that our army and volunteers must be thoroughly re-organized, before they can meet and conquer an invader. This being the state of the army the people cheered themselves with the protection afforded them by the iron clads, manned with her gallant tars; but here again, mismanagement and incompetency have been at work, and the prospect is more satisfactory there than on land.

Disclosures respecting the Army have occasioned misgivings; and now disaster follows disaster among our ships. If the fleet of St. Paul had not been in the way when the leak in the "Megara" was too great for human control, the ship and all the living souls on board might have gone down in the sea, and no intelligence ever have been received of their fate. The loss of the "Captain," touched upon on Wednesday in the House of Commons, is a matter awaiting fuller discussion; and the mishap to the "Agincourt" has led to a reprimand by a Court-Martial. Our Navy ought to be not only strong and powerful, but, like Caesar's wife, free also from suspicion. The late Chief Constructor of the Navy, Mr. Reed, has published letters that prevent us from feeling easy on the subject. "The present administration of the Admiralty," he says, "is utterly inconsistent with the safety of Her Majesty's naval officers and seamen." This may be open to contradiction; but as the opinion of one who should be competent to speak, it should not be excluded from consideration. "When I left office," he says, "the value of the ships of my design then building (to speak for the moment of those building only) amounted to about three millions sterling, and their aggregate crews will number many thousands. Many of these ships were of perfect novel type, the offspring of my own mind, and in some cases offspring conceived and produced under great pressure from the political head of the Admiralty." The Chief Constructor was desirous of communicating what was in his mind but as yet undeveloped in the drawings, he adds, however, that he was responded to "by a strong and steady refusal to give me any official opportunity whatever of communicating with my successors, and by the instant and compulsory cessation of my connection with every ship in the Navy." The decision of the authorities may be justified, but they are,

nevertheless, bound to make out their case, and show they were right by putting the late Chief Constructor in the wrong.

Mr. Reed persistently disapproved of the "Captain," and three months afterwards she was lost. He reported unfavorably of the "Megara," and she is lost. Now he utters a prediction respecting the "Glatton" turret ship; and, at any rate, what he says should be duly weighed before that ship is sent to sea. An announcement has appeared that she is to be taken out for a cruise to test her sea-going qualities. "I took a recent opportunity," Mr. Reed says, "of mentioning to Mr. Goschen that she was not designed as a sea-going ship, and might be sacrificed if her peculiarities were not born in mind." Will she be sent out after this? "I strongly object," Mr. Reed goes on to say, "to officers and men being ordered to embark in her under present circumstances. This is one of the low freeboard monitors, with a very small margin of safety, and her proper subdivision into watertight spaces, pumping arrangements, anchor gear, means of clearing the deck from water, and other details were the subjects of much anxious thought and care with me." The gentlemen who finished her cannot have known what his intentions were. There was a deficiency of judgment in dismissing the Constructor of such a ship as this without allowing him to perfect the work. There may be others more capable of serving the nation in his capacity; but every man should be allowed to finish his own ship and bear the responsibility attached to it. The warning given by Mr. Reed as to the future may be of importance or it may not, but it should be investigated. Referring to his remarks on other vessels, he adds: "I should have to say precisely the same thing of the 'Thunderer' and 'Devastation' when they arrive at completion; for the committee of 15 officers and gentlemen who sat for some months upon these and other ships have not pretended to inquire into many of those points upon which my anxiety and apprehension hang." These are serious matters. We cannot afford to have a Navy to whose strength and capabilities any suspicion attaches. And the money question is but a secondary one; for if our ships are doubtful the nation is in peril.

It is really a serious matter if Britain is to remain "mistress of the seas," but if the Admiralty have determined to be no better than the War Office we must have nothing more to say to men who can neither sail a fleet nor march thirty thousand men into a camp thirty miles away.

The last fortnight has been one of great and continued excitement in at least the Maritime Provinces; and hardly any other topics than the International Boat Race, the tragical death of Renforth, what was the cause of his death; whether the St. John crew would have won but for that melancholy event, and the Halifax Carnival are discussed or would be listened to, and although we feel no special interest in these contests, we must confess we caught the infection, and participated in the strong desire that animated every one—that New Brunswick's boat should be victorious, and dispossessed with every one the certainty of their success. There is no doubt much of evil attends emulations of this character, and especially when the whole people enter into the spirit of the affair, as they have done in this, with as much enthusiasm as if their lives or liberties were the stakes, contested for, yet we would be unwilling to have these manly sports discouraged or suppressed, because attended with the evil which invariably accompany large gatherings of men. We view boat racing and other aquatic amusements as peculiarly appropriate to the Maritime Provinces of the Dominion. Encircled with the sea, possessed of a large marine, with thousands of hardy sailors and fishermen, what so natural that they should be proud of their vessels, confident in the expertness of their management, and jealous of any competitors, and could they belong to the Anglo-Saxon race without the display of a self reliance, which at least deserves success in entering the lists and competing with the best and most skillful oarsmen in the world, as that they exhibit in all the walks of life? The spirit that animated the champion Renforth and forced him to ply his oar until his physical powers succumbed to the labors his indomitable will subjected him, is but the type of the character of the race from which he sprung and can it be supposed the St. John crew are de-

generate sons of the stock from which they sprung? The sympathies of New Brunswick were with their neighbors and friends, and it would be strange were it otherwise, but that did not suffer them to neglect, much less insult, the champions who crossed the Atlantic to meet them in friendly contest, it was reserved for the capital of the sister Province—to hiss the guests they had invited to row on their waters.

### The Halifax Carnival.

This Grand Regatta commenced on Tuesday. The city was filled with strangers from the Provinces and the United States, and the day was fine and bright. The day was devoted to races (27 in number) by yachts, coasters and fishing smacks, sail boats, wherries, whalers, canoes, gigs, jolly boats, boats pulled by "gentlemen-amateurs," and market flats by market women. Yesterday was to take place the

GREAT FOUR-OARED CONTEST, the prize for which is \$3,000, and perhaps the championship of the world. The contestants for this are the

TAYLOR-WINSHUP CREW from England, which, though beaten by the Tyne crew a few months ago, are splendid oarsmen, and have a good reputation.

THE TANGIER CREW belong to Tangier, and with one exception, are fishermen. They have been in training some time, but are the heaviest crew. Elliot furnishes the boat.

THE ROCHE CREW belong to Halifax, and row in a Halifax built boat. Two of the crew are shipwrights and two are ballastmen.

THE PLYER CREW, the Nova Scotia favorite crew, are all fishermen. They will row in the "Nova Scotia," a boat built by Samuel Norris. They had long training.

THE AMERICAN CREW, consisting of H. Biglin, bow; J. Kaye, No. 2; John Biglin, No. 3; and H. Coulter, stroke, row in a cedar boat 90 lbs. in weight. These are celebrated oarsmen, but old, having a record as far back as 1850. They were beaten on the Charles River several years ago by a St. John crew but are still very able men.

THE TYNE CREW, with Chambers as stroke, contest the race for the benefit of the widow of Renforth.

THE PARIS CREW arrived in Halifax on Saturday evening. On Monday all the crews went out for a spin in the harbor. The English and St. John crews could do nothing on account of the fineness of their boats and the heavy swell. In the afternoon the St. John boat was rigged out with washboards. On returning they announced their intention of not rowing at all, but signified their readiness to row the victors for \$5,000 or \$10,000 on the Kennebecasis or at Springfield. This created intense excitement in the city. The press condemned their course as cowardly, and the feeling in the city was intensely adverse to them. They were hissed in the streets, and on Monday evening their boat was broken by some person or persons unknown. Their alleged cause for withdrawal is that their boat is not fit for the water in Halifax harbor, and that there was a hostile combination against them amongst the crews that entered and that their boat would be fouled. The people of St. John generally endorse the action of the Paris crew. On Tuesday the Paris crew left Halifax to return home. On Wednesday they were ordered back by the committee. Yesterday morning the water not being smooth, the race was postponed till 5 p.m. The Paris crew arrived in St. John last night. The race was further postponed till 8 at night, and up to the time of going to press this morning had not taken place, owing to the swell in the harbor.

### The Loss of H. M. S. "Megara."

The Admiralty have received the following telegram, in reply to a telegram sent to Batavia, asking the cause of the disaster and whether provisions were landed from the "Megara" at St. Paul's. In addition to her own provisions, she carried a considerable quantity of naval provisions destined for Sydney:—

"FROM FRASER, CONSUL, BATAVIA, AUG. 25, 2.51 A.M.—Leak reported about June 8. Kept under for several days by hand pumps. Leak increased; steam then used; water kept under. Insufficient coal to reach Australia; steered for St. Paul's. June 17 anchored. Survey held; diver employed; reported unsafe to proceed; hole through bottom landed provisions; weather stormy; lost three anchors. June 19 ship was run on the bar full speed and filled. Lieut. Jones left July 16, all well; men under canvas; 89 tons cargo saved. Steamship "Rinaldo" left Singapore yesterday for St. Paul's via Batavia."

## Local and Provincial News.

Highest Prices paid for Hides.—See Abner Smith's advt.—11.

The Potato blight has appeared at Athol.

Mr. R. F. STAPLES, the penman, was robbed last week in a St. John hotel of \$450.

ACCIDENT.—Mr. Thomas Wood, Maccan, had a leg broken one day last week, by a stone falling on him from a bankment. Dr. Hodgson was called.

NEW SLATE QUARRY.—Mr. D. M. Carnie and Messrs. Grant, Sutherland & Co., Moncton, have discovered a slate quarry within a few miles of that place. It is of a superior quality, easy of access, and is believed to be valuable.

NEW VESSEL.—Messrs. Smith & McKelvie, of the Caledonia Stone Quarries, Rockland, intend to launch on Saturday next a vessel of 220 tons register, for the stone business. She classes under French Lloyds. Her name is to be the "Beaver," and she is to be commanded by Capt. Wm. Pringle, of this place.

POLITICAL.—It appears that Mr. D. L. Hanington is not to be allowed to walk over the course at the forthcoming election. A number of candidates are spoken of, among them Robert Kaye, Esq., of Peticodiac, and Mr. Ormond Flewelling, son of W. P. Flewelling, Esq., late Surveyor General.

CONTRACTS.—A. Am Tait, Esq., Shediac, has obtained the contract for the construction of the new railway wharf at Point du Chene. The price, we understand, is \$25,000.—He has also the contract for bridge improvements across the Seconale, and the light house to be built at Casey's Cape, Shediac Harbor.

MARSH MCD.—John Hickman, Esq., has secured three and a half tons of prime hay (clover and Timothy) per acre, on an upland field of some acres near Dorchester Corner. The result was effected by a good coat of Marsh Mud. We are glad to notice this, so that our farmers may fully realize the valuable fertilizer they possess at their doors.

RAILWAY MATTERS.—Messrs. Grant, Sutherland & Co., Moncton, are making good progress with their contract. They have had 800 men working previously to the laying season, and have at present over 700.—Sixteen miles of the line are already graded. A large amount of stone has been quarried, and a number of structures completed. The work is so well advanced that the contractors could, if necessary hand it over in a year.

DANIEL L. HANINGTON, Esq., addressed the electors of Sackville at Union Hall on Saturday evening last. There was a good gathering. He made detailed explanations of his political course last winter, and defended himself and his father from the charges made against them. He was particularly severe in his denunciations of Hatheway and Stevenson. We regret we have not space at our disposal to give his speech in *extenso*. As, however, he speaks in different localities in the County, the electors can have an opportunity of hearing from his own lips his defense on the school question, etc.

THE CHAMPIONSHIP.—The opinion is generally expressed, both by those who viewed the late race on the Kennebecasis and the Press, that mishap or no mishap to Renforth, the race belonged to the Paris crew. Undoubtedly the Tyne crew took the water first and gained a few feet, and undoubtedly they were soon overhauled by the Paris crew, who put two boat-lengths distance between them before they came opposite Appleby's Wharf. There is a possibility that Renforth gradually failed from the start, but the probabilities are that the fit affected him suddenly without warning, and that the race was then lost to him. The nature and cause of the fit will be more fully known on the completion of the Coroner's Inquest.

IS BRUEP.—Samuel McGowan, a teacher, in endeavoring to save a drunken man from falling through the St. Croix Railway Bridge fell in, and died soon after being rescued.—A land named Baker, of Sheffield was drowned on the 16th inst., while crossing Portobello, on horseback.

The steamer "Linda" went ashore on Sunday night last, near the Yarmouth, N. S., light. Total loss.—Crow and cargo saved.—On Sunday night U. engine of the Bangor express train telegraphed into the Broxton train at Chelsea, Mass.; 23 were killed, 70 wounded, and a large number scalded.—W. S. Stack died on

Saturday morning at Black River, St. John, from the excessive use of rum.—Messrs. T. H. Barker & Sons, St. John, have added a handsome Retail Drug Store to their already extensive establishment.

Moore's Nail Factory, Lordly's Furniture Factory, and Drake's Block and Pump Works, St. John, were destroyed by fire on Saturday last.—Loss \$26,000. No insurance.—The Dominion Rifle Competition commences at Halifax on Tuesday next. A large number of handsome prizes in money, etc are offered.—Hon. P. Mitchell, Hon. Mr. Langevin and C. J. Byrdes, Esq., are to be knighted according to the prevailing rumors.—Mr. Tilley is expected in St. John on Tuesday next.—Governors Howland and Wilmot have been visiting St. Andrews. The former contemplates purchasing a summer residence there.

Miners' Shovels, Picks, Stool—5 King St.

### FOREIGN SUMMARY.

England. LONDON, Aug. 29. Consols and Markets steady. The British Consul at Zanzibar writes that Dr. Livingston, the African explorer, is safe and slowly making his way homeward.

France. PARIS, Aug. 28.

The French Assembly Committee reported the following:—That Thiers take the title of President, and continue to exercise executive powers under the authority of Assembly.

After a scene of great excitement the debate was fixed for Wednesday. The situation is critical. Aug. 28.—The rebels in Algeria are destroying the villages and attacking all the tribes which remain faithful to the French.

Germany.

A second meeting of the Emperors of Germany and Austria will take place at Salzburg next month. It is proposed that these two nations assume a joint attitude. Italy has agreed to the same policy.

The Kings of Denmark and Greece, father and brother to Princess Alexandra, are visiting the Princess of Wales at Langport Schwallach.

United States. Generals Meade and Sheridan, of the U. S. army, were at Yarmouth last week.

The steamer "Ocean Wave," having two hundred excursionists on board, exploded her boiler near Mobile on the 27th. Between fifty and sixty persons were killed and wounded.

The British ships "Knight Errant" and "Sans Pareil," from Liverpool for San Francisco, have been lost off Cape Horn.

A schooner was sunk in the English Channel by collision and eight lives were lost. Very tempestuous weather is reported on the coast, and much damage to shipping. A great many vessels are ashore on the Irish coast. The Scotch crops have been considerably damaged by stormy weather.

DIED.

At Moncton, on the 29th inst. John, son of Mr. Owen Sherry, aged 18 months.

### NEW ADVERTISEMENTS.

### NOTICE.

THE Subscriber has disposed of his Property and Business at Sackville, and intends in a few days to remove to Moncton. Parties owing the Subscriber will please settle immediately. Debts remaining unsettled will be left in the hands of an Attorney.

JOSEPH LANDRY, Sackville, August 20th, 1871—aug31

Chas. W. Smith, Successor to Joseph Landry, BUTCHER.

### LOST.

ON the evening of the 23rd inst., between the Brunswick House and the A. Lae Station, a CARRIAGE MAT and a light summer OVERCOAT, brown waterproof. The finder will please leave them at this office, or at the Amherst Post Office, aug30

### For Sale.

A LOT of Land situate in the Parish of Moncton, on the Shediac Road, known and distinguished as Lot Number Forty-six and containing One Hundred Acres, with house thereon and other improvements, the same having been deeded by H. M. Cook and wife to John Henderson, Esq., C. E. in 1854. Enquire at St. John of R. R. Chisholm, Esq. or at Sackville of

W. C. MILNER, Sackville, August 28—61 Solicitor.

### Music Box for Sale.

THE subscribers offer for sale—A Beautiful Music Box, plays Eight Tunes. Will be sold low.

R. S. STAPLES & CO., aug31 st. John.

### Imperial Spiteous Dentifrice.

THIS most agreeable and elegant Tooth Powder is sold by

Prepared and sold by GEO. STEWART, JR., aug31 st. John.

## NEW ADVERTISEMENTS.

STEPHENS & BIGGURES, Wholesale Grocers,

36 Dock st. - St. John.

In Store and arrive per 1st Spring

520 CHESTS & 14-chests Black and Oolong TEAS; 50 sacks Java and Jamaica Coffee; 75 Boxes Tobacco, assorted brands; 100,000 Cigars, good quality, very low; 100 kegs Bl. Carb Soda; 100 lbs. Washing Soda; 100 sacks Rice, Hangman & Arracan; 200 boxes Layer Raisins; 240 boxes Tobacco Pipes, assorted; Soap, Candles, Red Cord, Hops, Whiting, Coppers, Nails, Brasses, Pails, Matches, Vinnings, Black Lead, &c., &c. Also—All kinds of the best Liquors in Case and Cask. The above, together with a large stock of unenumerated articles, we will sell at our usual low rates for Cash or good Paper. Persons about to commence business can depend upon getting a good article at lowest price. Every information given.

STEPHENS & BIGGURES, Apr. 13 1871. 36 Dock street.

### W. H. OLIVE,

Insurance, Custom House, Forwarding, Commission and Ticket Agent.

### Tickets Sold

For California and all Points West, via Lake Shore and Michigan Southern Railroad. For all Points in Canada, via Vermont Central Railroad. For New York and all Points South, via Fall River, Stonington and Norwich Line.

Office—Head of International S. S. Co's, Landing, Reed's Point, St. John, N. B.

### Grand Clearance Sale

OF the Stock of Goods in store, belonging to the Estate of the late Thomas D. Vickery, comprising Staple Articles, suited to the country Trade. Sale to commence on Tuesday next, 7th day of September and continue until the entire stock has been submitted. The Public generally are invited. Dealers at the Villages and in country surroundings especially so, as it is the intention of offering largely in Lots to the Trade. The Auction announced for September 9th is postponed until further notice.

MARY E. VICKERY, Administratrix of the Estate of the late Thomas D. Vickery. Sackville, Aug. 31.

### PIANOS,

### CABINET ORGANS.

C. FLOOD, 75 Prince Wm. Street, IMPORTER AND DEALER IN

GRAND, SQUARE & UPRIGHT

### Pianofortes,

Cabinet Organs, Agent for the Celebrated

WM. BOURNE & HALL & SONS' PIANOFORTES,

—AND—

The Smith American Organ,

ACKNOWLEDGED

The Best in the World.

A large assortment on exhibition at 77 Prince Wm. Street.

C. FLOOD, Sr. John, aug31 Agent for N. B.

### CUSTOMS DEPARTMENT,

OTTAWA, Aug 13th, 1871

AUTHORIZED discount on American Invoices until further notice: 11 per cent. R. S. M. BOUCHETTE, Comr. of Customs.

### DISSOLUTION OF PARTNERSHIP.

THE Partnership heretofore existing under the name and style of Ford & Godsoe is this day dissolved by mutual consent. The business will be conducted as usual by Jons Ford, who will pay all debts due by said firm, and all indebted to us will please pay to him.

aug24 FORD & GODSOE.

### Velveteen Sacks.

R. S. STAPLES & CO.

WE have received One Case Misses' and Ladies' VELVET SACKS, which will be sold very low.

A large lot of Remnants of Fancy Dress Silks, suitable for Ladies' Overskirts, or Children's Dresses, will be sold at 75 cents per yard to clear—worth \$1.25.

R. S. STAPLES & CO. 46 Prince Wm. st. aug24

### WANTED

TO keep my business moving—Green Hides and Calf Skins. All persons having either or both for sale, will be fairly dealt with and receive the highest Market Price in CASH for the same, at the

Sackville Boot & Shoe Factory, apr27 ABNER SMITH.

## NEW ADVERTISEMENTS.

1871. 1871.

### GLASGOW HOUSE,

J. L. BLACK.

August 31, 1871.

### Cheap Flour & Meal.

JUST Received from Boston and Montreal: 240 Bbls Flour, (warranted) \$9.50, 35 Bbls Kiln Dried Corn Meal. For sale very low by J. L. BLACK.

### Tobacco.

8 BOXES & Caddies, superior quality, by J. L. BLACK.

### Coffee and Spices.

FOUR CASES CAMPBELL & CO'S. Superior Goods. For sale by J. L. BLACK.

### 500 lbs.

CANADIAN Horse Nails, 8.9 & 10 dwt. For sale very low by 25 lb Boxes, aug31 J. L. BLACK.

### Hats! Hats!

2 CASES Gentlemen's and Boys' HATS. Newest Boston Patterns. For sale by J. L. BLACK.

### Carriage Stock.

DRESSER Leather: Embossed Leather; Rubber Booting; Embossed Cloth; Malacca Casing; White Lead and Gold Paints; Paint Oil and Turpentine. The lowest in the market at J. L. BLACK'S

### HAYING TOOLS.

SCYTHES, FORKS, HAND RAKES, WHEEL HORSE RAKES.

AT J. L. BLACK'S.

### Carriage Wood.

JUST received and for sale very low 45 sets BENT WHEEL RIMS, 50 sets SPOKES, assorted. —ALSO—

Shafts and Poles. J. L. BLACK.

### Clocks

—AND—

### TIME PIECES.

LARGE Assortment Bronze Case, Plain and Fancy 8 day

Clocks and Time Pieces. ALSO, Wood Case Time Pieces and Clocks, from \$2 upward at

Jos. L. Black's.

### JUNE 29, 1871.

Ex Ship "Harvest Home"

### AND NOW IN STORE:

80 BAGS and Kegs English Hot Cut, Wrought and Common

### Cut Nails;

1 Cask Zinc;

1200 Bars ass'd refined IRON;

60 Bundles do.;

12 do. do.;

10 do. Spring and Fire STEEL;

50 Boxes Glass

From \$2.10 to 26.50.

At Lowest Rates.

J. L. BLACK.

### FANCY GOODS!

A very excellent assortment—Also—Plain Black, Figured Black and Colored "Dress Silks."

Everything new in Ladies' and Misses' and Children's Gowns and Hosiery.

Mantles & Mantle Cloths; Ribbons & Trimmings; Buttons and Braids; Gentlemen's Summer Clothes, in extensive variety.

\$1600 Worth Gentlemen's Ready-Made Clothing, English Manufacture and