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CHIGNECTO POST AND BORDER.

SACKVILLE, N. B., FEB. 9, 1882.

Address all Correspondence for this paper to the Editor.

Sackville, N. B.

Mr. S. D. Scott is authorized to collect money, make contracts and order business for the Chignecto Post and Border.

Parliament meets to-day.

The Government of Sir John Macdonald occupies an enviable position—such as has been occupied by few administrations in the history of constitutional government.

They can point to a prosperous people just entering upon the extension of colonizing and industrial proportions to unknown boundaries.

They can point to a full treasury, and to the people's representatives to reduce the tax.

More than that, they can point to the ample fulfillment of their pledges.

Their fiscal policy has been an unprecendented success.

The policy they adopted for opening the great Lone Land to settlement has already proved as brilliant a piece of statesmanship as has yet been achieved in the history of Canada.

The names of the men connected with it will live for ages.

N. B. Legislature.

Our Local Parliament meets on 16th.

This will be the last session before the dissolution, and it will therefore be an interesting session, as this will be the last opportunity our Local Parliament will have to pass as public law any bill or act.

What measures the Government contemplate to run the elections on, is a matter of conjecture.

Certainly not the defeat of Maritime Union nor the Grand Southern.

Hon. Messrs. Fraser and Landry have just returned from making the annual delegation to Ottawa to the Government there for a bill of a few hundred of thousands spent in Eastern and Western Extension.

We trust they have been successful, but it is said that the Dominion Government has steadily declined to pay the bill, not so much because the bill was not all right, but because it is against public policy to place money in hands that would likely throw it away on wild and idle schemes.

The Blackman Scheme.

In 1872, a scheme was proposed to make Whitehaven, N. S., a winter port for the Atlantic steamers, and to construct a Railway along the north shore of Nova Scotia, joining Wallace, Peggus, etc., in Cumberland and entering at the T. C. R. at some point in Cumberland, or at Peggus Junction. This scheme was looked upon at the time as a chimerical one, but still the press regarded it as possessing many merits, as it would undoubtedly reduce the ocean voyage to Europe.

Mr. Blackman, the promoter of the Newfoundland Railway, has projected a still bolder scheme—one that promises to reduce the European voyage to four days and a half, by the construction of a number of links of Railway and the utilization of existing systems.

Hon. Mr. Townshend introduced into the Nova Scotia Legislature on Monday a bill, to give Mr. Blackman's scheme a legal "habitation and a name." It is to incorporate a Company to build a Railway from Cape North in Cape Breton, to Canso, and from New Glasgow via River John, Wallace and Peggus to the T. C. R., near Oxford. This is to form a part of the "Great European and North American Railway Company." The Company intend to run steamers to the east coast of Newfoundland, a direct railway across the Island and a steam ferry to Cape North.

Mr. Blackman has about 150 miles of the Newfoundland Railway graded.

Nova Scotia Railway Bill.

The Government of our sister Province have secured a great triumph in the Senate Bill.

Of the half dozen gentlemen, who are usually numbered with the Opposition, there only opposed the Bill at its second reading. To have introduced a bill which would satisfy the half of the N. S. Opposition and the other party, is a feat of which the administration might well be proud.

Cape Railway.

The meeting on Tuesday was a very successful one.

J. L. Black, Esq., M. P. P., delivered an able and exhaustive speech, and D. L. Hanington a forcible one on the Railway problem generally.

They are reported to-day, the arguments in favor of this line are so apparent and have been produced in these columns so often in past years, their reproduction seems unnecessary.

What the results of the eleventh hour movement of our business men will be can not be predicted.

One thing may be certain: the taxable value of the property of Sackville will be increased by many times \$40,000, the amount it is proposed to pledge, the credit of this parish in order to secure the work.

Having been repeatedly stated, we trust that neither partisan nor political considerations will prevent the parish meeting to carry on the project.

The Scott Act in St. John.

Hitherto, in the Lower Provinces, the vote on the Scott Act has been very "one-sided," but at St. John on the 23rd instant, there will be a strong negative vote.

The question is being discussed freely in the papers. The Telegram is clearly opposed to the present acceptance of the law; that journal not only holding that it would be inexpedient to adopt the Act before the final decision of the Privy Council, but taking the somewhat high ground that such action would be unbecomingly to Her Majesty and dignified.

The Telegram asserts that the delay in getting a decision is due to the fact that the respondents, (i. e. the temperance party) have not acted promptly.

The Sun has interviewed a lot of people of all sorts and conditions, and gets a variety of opinions, some of which are a great nonsense on the face of them, while some sound fairly sensible.

A traveller tells a Sun reporter that he finds as much drinking where the Scott Act is law as elsewhere.

A wholesale dealer testifies that he sells as much to counties which have adopted the Act as he did before.

Before the Scott Act came into force, said he, "I did little or no trade with Moncton, now I am constantly in receipt of large orders, in Dorchester, Sackville, Amherst, Truro, Pictou, and all towns that I know of, the sale is greater than under the old license law."

The dealer probably told a little. Anyway, Pictou is not yet bona fide under the Scott Act.

The dealer said that if the law passed, he as an honest, law-abiding citizen should move to Halifax, since he could not remain to do business in violation of the law.

However, he would continue to serve his customers from that city, he said; which seems to show that he is law abiding in a moderate sense.

A brewer is of the opinion that the morals of the city will suffer by the adoption of the Scott Act.

Another man pointed out how much property in St. John was invested in this business and how the taxes, philanthropies and good things generally, would lose by the adoption of the new system.

His figures are as follows:

Number of licenses, 182

Revenue from licenses, \$ 9,280

Number of buildings occupied as stores, 187

Number of buildings occupied by employees, 160

Number of buildings occupied as dwellings by employees, 160

Rents paid by employees, \$5,000

Wages paid to employees, \$5,000

Tax of employees, 12,000

Employers' cost of living, 1,300

Capital invested, 720,000

On the other side there is an equal amount of testimony.

The Sun itself has not taken sides editorially.

The Intelligence and Fishery are strong for the Act.

Methodist preachers decided to find out about the matter before taking sides; Baptists, clergy go strong for the Act.

E. King Dods has been retained by the liquor men to speak for them at public meetings, while Prof. Foster will oppose him.

Saxony Jones Rev. John F. Betts to show up the good features of the Scott Act and to explain the state of affairs in York County.

Mount Allison.

The meeting of the Board of Governors, held last week, decided on vigorous and prompt action to replace the loss by the late fire.

They will build not an academy alone, but a new college also.

The academy will be not quite as large as the old but will accommodate 70 boarders.

It will occupy the site of the burned building. The new college will contain museum, library, class room, laboratories, etc.

The present college will be raised and improved. It will be entirely taken up by dormitories.

A Halifax gentleman last week subscribed \$5,000 to the endowment fund, which has now reached \$100,000.

The building operations will commence at an early day and a sharp canvass will be made to raise the necessary funds for building.

Cape Tormentine Railway.

The yet unfulfilled promises made them on entering the Union.

Recently, however, a meeting had been held there, the tone of which clearly showed that there was much dissatisfaction among the Islanders at the present state of affairs.

There had been all along a want of co-operation, a conflict of interest, among the principal business men of Prince Edward Island, in regard to this matter.

The shipping interest was not without its share of the merchants there and they had held a monopoly of the carrying trade and produce of the Island for export, and it was possible they desired to hold it a closed borough.

However, at the meeting to which had been invited, the merchants of the Island, and their voices were in favor of the Cape Railway.

Should the railway as the outcome of agitation by the people of the Island, be built, he had no doubt that the best route was to Sackville.

The engineers had pronounced the route as the best, and they had no doubt that the Continent lay to the west of us.

All freight therefore which was to be carried by the proposed road to any other place in America excepting Nova Scotia must be brought from Amherst to Sackville, where it would be loaded for the terminus, making nine miles of unnecessary carrying.

The same was true as regarded mails and passengers.

Besides there was no water terminus at Amherst as there is here.

The ship railway would not only be built, but so far as it was connected with the carrying of the railway to Amherst, he did not believe in it.

It was a Utopian scheme anyway, nature had pointed out Sackville as the terminus.

The freestone, griststones, etc., apart from the shore of the Bay of Fundy, and the products of the soil and fisheries of P. E. Island and the northern waters, should have direct line conveyance to and from the northern and southern sides of the isthmus.

Up to this time, the shipping interest has been looking towards the Dominion Government, as the source from which funds should come, because of the claim of P. E. Island, a hope which the want of united action on the part of the people of this time, prevented from being realized.

Now, the shipping interest is about being memorialized to recognize the claim of the Island to a better connection with the Intercolonial, the interests of Sackville with regard to the location should be stoutly maintained.

Apart from the claim of P. E. Island, he could not see that anything could be expected from the General Government, it not being the policy of the Dominion to subsidize branch railways.

The proposal now was to appeal to the Local Legislature.

There is at present a bill under consideration to take such action as the Legislature may see fit to take.

The Act of 1871 under which power was given to give subsidies of \$5,000 per mile had expired.

Another subsidy act could only be passed by uniting the influence of all the counties that had railroads under consideration.

By the Act of \$5,000 per mile under late Act, and to revive that act, and construct the several roads then contemplated—300 miles in all—would cost the Province \$1,500,000.

A sum which in his opinion the country could not afford to pay.

The speaker of the ship railway was a "Utopian," but he (Mr. H.) was sure that there would be some time either a ship railway or a ship canal across the isthmus.

In regard to the increased demand for railways, he would say that he had that day met a representative of the Newfoundland Railway Company, and that the progress was being made on that island with the new railway.

The same company now propose to extend their lines so as to connect New York with Europe by way of Newfoundland.

They would run a line through Cape Breton, run a ferry from Cape Breton to Nova Scotia, and from there to New Glasgow, and from thence to the North Shore to the Intercolonial.

It was proposed then that passengers would be conveyed from Britain to New York in four days and twenty hours.

Railways were wanted to connect the islands, and they were formerly thought to be.

As to the 300 miles of proposed railways now agitating in this Province, he was ready to say to all this was a reasonable extent.

He would not promise to assist this line in getting a subsidy without the same time aiding other roads in the same way.

When the first roads were built a subsidy of \$10,000 a mile was needed.

This was afterwards reduced to \$8,000, then to \$7,000, and finally to \$5,000.

This company would accept less, he thought, than \$8,000.

He believed that all roads would be built, but he gave, if not now at least within five years.

He supposed that the aid would be less than \$5,000.

He would be always willing to support such facility bills to a reasonable figure.

He again denied the seven millions or seven hundred million dollars charge, and again expressed his willingness to let the people judge of his course and to bow to their decision.

We have now an advertisement of \$25,000 to our revenue by increased subsidies, since the last session. We were about square before, that is we made our revenue meet our expenditures, and we will then without neglecting our other duties, give a subsidy for this road, of \$5,000 a mile which would cost \$10,000 a year interest.

This was not a very large sum, and he did not want a subsidy bill for this road alone.

He had no doubt however that the Megantic line and the River Loup line would yet be built.

Let us say for all this 300 miles of road \$3,000 per mile, or \$900,000 in all, interest be \$45,000.

This was not a very large sum, and it gradually expended more than the country could easily bear.

When a student he had heard the late Judge Fisher advocating the claims of the Shediac line, the first road built in the province, and that gentlemen told the house then that persons within his hearing would live to see the country gridironed with railways.

The prediction was proving true. It was said that the country would be railroads.

Is it not true that the country is now being railroads?

Have not the railways increased the price of our products, and we are to ourselves the legitimate results of our work?

All the money at this office.

ENTHUSIASTIC MEETING.

Strong Resolutions.

Sackville to be Asked to Contribute to the Enterprise.

The Railway meeting at Chignecto Hall on Tuesday afternoon was attended by a large number of the citizens of the Parish of Sackville, and a fair representation from other parts of the County.

Double the state of the roads prevented many who would have attended from the back districts.

Nearly all the merchants, manufacturing men and farmers from the vicinity were present, so that the meeting represented the business element of the county.

Mr. Wm. Morice was called to the chair, and H. A. Powell, Esq., assumed the duties of Secretary.

After the chairman had announced the purpose of the meeting.

Moved by J. L. Black, Esq., and seconded by Wesley Fawcett.

Whereas it is the opinion of this meeting that the people of the Parish of Sackville have material interests at stake in the construction of the contemplated line of railway from Cape Tormentine to the Intercolonial;

Whereas efforts are being made to secure its divergence at or near Baie Verte southwards towards Amherst, N. S.; and

Whereas if such location shall be secured the progress and development of this Parish, commercially, mechanically and agriculturally will be most seriously circumscribed and retarded; and our rights and advantages incident to location, curtailed and even destroyed;

Whereas in the past a company obtained incorporation in contemplation of building the said road, with the aid of a subsidy from the Local Legislature, under the Railway Subsidy Act, passed A. D. 1871, which subsidy they failed to obtain;

Therefore Resolved: 1. That application be made to the Local Legislature for aid in the construction of this much required public work.

Moved by Josiah Wood, Esq., and seconded by Mr. Abner Smith:

II. That in the opinion of this meeting it is desirable to make to the Local Legislature application for an "Act" to enable the Parish of Sackville, Westmorland and Bedford, or either of them, to enable money by assessment in aid of the construction of said line of the Intercolonial.

Moved by Chas. E. Knapp, Esq.

III. That a committee of seven be appointed to carry these resolutions into effect, and take such other action as in the judgment of the said committee, and in the judgment of the Directors of the Cape Tormentine and Prince Edward Railway Company may seem advisable.

IV. That the following named persons constitute said committee: R. C. Boxall, A. McQueen, H. A. Powell, Josiah Wood, Mr. J. L. Black, Walter Chubb and Thomas Dickard.

Josiah Wood in moving the first resolution said that every other portion of the Province, with population as large as that of this section, and neither anything like the business which is transacted here, is better provided with Railroad communication than we.

He believed it was the right thing to do to petition the Local Government.

The movement now in progress to build the road to Amherst instead of to Sackville was not calculated to promote the best interests of the country.

Such a location would divert the trade district on the shore from its natural route to St. John.

He himself, personally, warmly interested in the work and was ready to aid in it by giving his time and attention, and by aiding the movement by subscribing any reasonable amount of money towards it.

R. C. Boxall, C. E., who surveyed the line from Cape Tormentine to Sackville, being called upon said that as an engineer his testimony was entirely in favor of the Sackville route as compared with the Amherst line.

The gradients were easier and the curves not sharp.

Moreover it was decidedly untrue that the Amherst route was shorter.

It was not a chain shorter. He could not see, that considering the mechanical and commercial advantages of the Sackville route, how any one could do otherwise than support the former in preference to the latter.

The line as proposed between Sackville and the Cape and that between Amherst and the Cape must touch Baie Verte, and from Baie Verte to Cape Tormentine the line was in common.

On an air line the distance Amherst and Baie Verte is about 14 miles, the greatest deviation from this air line is 3 1/2 miles east.

An air line passing up through the boggy land at the head of the Amherst strait, in a course on which it would not be advisable to construct a Railway, hence the detour eastward.

An air line between Sackville and Baie Verte is 16 miles long, the greatest deviation from this air line on the proposed route is two miles.

There is, therefore, but little curve in the proposed route, and no curve less than a half mile radius.

The gradients are better than allowed on the Intercolonial Railway.

J. L. Black, M. P. P., said that it was the duty of every resident of this parish to support this enterprise by word and work.

In regard to the Dominion Government being disposed to build this road it was well known that the chief leverage on that body was held by P. E. I.

The people of the Island have not hitherto taken the action that might have been expected with regard to

incident to our location and our relations with the people of our own County.

He would not now say that this taxation scheme was advisable, but he was sure that the construction of the railway from Cape Tormentine to the Bay of Fundy, and believed that Sackville was the proper terminus for that road.

It was a great pity that the old company was not prepared to apply for the \$5,000 per mile when the subsidy act was law.

He was sure that if Sackville was the better terminus but Amherst was selected, he was of the opinion that another road would be built, wild as the theory might seem.

Anyway, he held that the Country could not be injured by useful expenditure of public money for railway extension.

He would give his best services as a representative of the County, as a member of the Government and as a lawyer to the promotion of the work, and would like to see the project carried out.

Charles E. Knapp, Esq., said that some twenty years ago he had commenced advocating the Cape Tormentine Railway. Sackville during that time had not gone ahead any.

It was at Amherst, he recollected, when large vessels were being built in the vicinity when dollars were as plentiful as quarters are now here; when you could meet thirty or forty ship carpenters in the streets.

Of course, this cannot be now. The days of the building of wooden ships are passing by, but something should be done for the good of the industry.

He could build the Cape Tormentine Railway himself, without asking anybody for a cent, if he had the expenditure of the public money.

There was revenue enough to pay for all the public services, and to build railways, if it were properly expended.

If he were a member of the Government and a measure was introduced by the Legislature to subsidize all the railroads he would resign, and not only resign, but oppose.

He knew the proposed route for the road well, and knew that Sackville was the best place for the terminus.

The Sackville route passes through cultivated and valuable lands, while that to Amherst runs through ten miles of bog.

He thought the result of this agitation depended for the most part on the Sackville people themselves.

At this stage in the meeting Josiah Wood, Esq., was called to the chair and a hearty vote of thanks passed to the chairman.

Mr. Morice in response expressed his gratitude to the audience. He felt a strong personal interest in the thing. He thought that a tax of 2 per cent on the property of Sackville would about build the road to Baie Verte and as the route from thence to the Cape was common to both the Sackville and Amherst line, so by building the road to Sackville he would be doing a great deal for the question in his favor.

He had travelled a good deal in this and the adjoining Provinces and in the States, and he saw no place where a road was more needed than in the road we were talking about.

The road from Sackville to Amherst, before the English came here at all, proposed a canal across the isthmus, and we are no further ahead than they were a century ago.

Mr. Hanington now proposed three cheers for the Queen, which were heartily given, after which the meeting dispersed.

New Advertisements.

which is being spent in them goes into the hands of our own men.

Are we not better off than we formerly were? What are necessary to us were luxuries with our fathers.

It was for the construction of the railway from Cape Tormentine to the Bay of Fundy, and believed that Sackville was the proper terminus for that road.

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Important Information

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Some as low as 5 cents per Pound.

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