CHIGNECTO POST AND BORDERER

SACKVILLE, N. B., JULY 26, 1894

NO SCANDALS.

The *Transcript* says:—

The Liberals were in power at Ottawa for nearly five years; and during that time. *** There were no grave scandals; no charges of robbing the public treasury * * *

All however has changed! No premier rests upon his arms all night now to keep the thief out of the citadel, but the thieves are within.

No there were no scandals during the Liberal regime of 1873-8!

There was no Neebing Hotel.

There was no Fort Francis Lock.

There was no Fort Pelly Works.

There was no Ingonish Harbor Job.

There was no scandalous payment of $41,000 for alleged surveys to ex-Senator Foster.

There was no improper award of contract to one David Moore.

There was no payment of over $500 per acre to Adam Oliver and his friends for wilderness lands at Kaministiquia.

There was no subsidizing of the Speaker of the House of Commons with printing contracts.

There was no letting of contracts to members of the House and whitewashing them afterwards.

Yes! Everything was pure and clean and sweet under the Reform government of 1873-8.

SHIP RAILWAY.

The news comes from London that $1,500,000 capital has been raised to complete the Ship Railway and the work has been let personally to Messrs B. Pearson & Co. The Company suspended work in August, 1891, owing to the financial disturbances having carried down their contractor, Mr. Meigs. Until now the money market has not seemed to be in a condition to enable the company to resume, though it has made the most strenuous efforts to do so.

The Company has spent $3,000,000 and the total expenditure $4,500,000 will stand against the subsidy which capitalized amounts to about half that sum.

The Government is now called upon to extend the time.

As Canada has paid out or expended nothing for the work, and has suffered nothing by the delay, it would be difficult to make out a good and sufficient plea in the minds of foreign and English stockholders, in which the government can safely rest a denial of extension, and deprive them of the value of the money they have invested *bona fide* under the authority and sanction of an act of Parliament.

Very few public works of any magnitude are constructed in which there are not more or less delays, but neither the history of this country nor we doubt of any other civilized one will furnish a precedent, where, a contractor, has for delays originated from causes beyond his control, been made to suffer and mulcted the entire cost of his work!

If the government reverses in this particular case the whole practice and policy of the past, investors abroad will learn to look upon Canada, as a country in which the government keeps faith in good bargains and repudiates distasteful ones, where possible.

Now this is not the position we are satisfied either the people or the government wish to occupy. A good name is better than much riches is an apothegm applicable to a country as to an individual, and we are quite satisfied that the government understands too well the importance of sustaining the honor and dignity and credit of this country, to permit even a semblance of breach of faith.

We quote the opinions of a number of papers this issue.

No newspaper on either political side, so far as we have seen their utterances but condemns any proposed repudiation of this country's obligations to the Ship Railway Company.

—A promising coal mine has been discovered in the neighbourhood of Fredericton.

—Joggins defeated Springhill at Association football last week.

—The sale of the Thousand Isles is in progress. Over three hundred have been sold for about $40,000, which is more than the upset price. These islands were largely purchased by Canadians.

—Work on the famous Woodstock bridge has been suspended by an injunction issued at the instance of the C. P. R. The bridge or its support crosses the C. P. R. track.

—Moncton papers promise new developments in the cases of Carter vs. Thompson and Carter vs. Hebert. It is said that the defendants in those suits will prosecute Carter, Hebert for assault and false arrest and Thompson for perjury.

—It is now certain 140 persons went down with the Italian steamer Columbia, which collided with the Russia steamer Vladimir in the Black Sea a few days ago. All the evidence badly inculpates the Russian seamen, who deliberately abandoned the Columbia and crew and passengers to their fate, although the vessel floated an hour and a quarter after collision.

—In a severe thunder and lightning storm two houses in Wellington, P E I., Saturday, were shattered. A man lying beside the stove struck by falling bricks from a flue and stunned, and a horse was struck and stunned. F S Arsenault and wife, in their house at Abrams Village, were thrown out of bed and injured. The side of the house was torn badly. In some parts of the country deep trenches were torn in the road. The telephone lines were considerably damaged.

—Abel Lewis, while engaged stoning up a well at Boundary Creek on Friday evening, met with a distressing accident which caused his death. The deceased was in the bottom of a well and, it is supposed was struck by falling earth or, in attempting to dodge it, inflicted fatal injuries. When found a few minutes after life was extinct, one side of the temple and cheek being crushed in. Death must have been instantaneous, as deceased made no noise, and the men who were at work above handing down stone did not know the accident had occurred until they looked for Lewis. The deceased was about 56 years at age and lived near Petitcodiac.

Chignecto Ship Railway.

Company Has Money and Contractors Ready to Proceed.—Leading Liberal and Tory Papers Join in Asking Extension of Time. —Honor and Credit of Canada at Stake.

(From St. John Daily Telegraph 17th.)

Chignecto Ship Railway Obligations.

The Chignecto Ship Railway was designed as a substitute for the Bay Verte canal, to unite the waters of the gulf with those of the Bay of Fundy. The canal has been agitated ever since the early settlement of the country, and was finally, after a voluminous amount of evidence had been taken, reported favorably on by the canal commission of 1871, as a part of the canal system of Canada, and the work was actually put up to tender by the government, but was postponed owing to a proposed change in the route. In 1875, the government appointed Hon. John Young and others to report on it. Two reports were made: one in its favor by the late Mr. J. W. Lawrence; Mr. Young reported against its commercial advantages in comparison to its cost, which was then estimated at from $7,000,000 to $14,000,000, according to the design. The government of the day acted on Mr. Young's report, which has had much to do with prejudicing the public mind against this route, although it was subsequently found that his conclusions were partially

BASED ON AN ERROR

in distances. He had obviously adopted some unauthenticated map for measuring his distance. He stated the distance saved between St. John and parts north of Bay Verte would be 225 miles, whereas it is over 500 miles. It is difficult to account for so stupendous a blunder. Afterwards the ship railway project was mooted, as a private speculation, to be assisted if successful by a government subsidy for a term of years. An act of incorporation was obtained in 1882 and English capitalists interested.

Sir John A. Macdonald gave a good deal of study to the project, and finally became an enthusiastic supporter of it. He made a personal canvas of public men for it and it was mainly through his instrumentality that parliament voted a grant of $170,000 per annum to the company to be paid, commencing one year after its completion and successful operation, and ceasing, if at any time it failed in operation. The then present value of the subsidy was less than $2,500,000, which was but a fraction of any estimate of the cost of the Bay Verte canal. The company, consisting mainly of railway men and capitalists in England, commenced the work of construction in Oct. 1898, and continued vigorously until July 1892, when the contractors in chief, Messrs Meigs, were obliged to suspend owing to their connection with Argentina, the financial collapse of the Barings having shattered their resources. The company has already expended something over $3,000,000 in the work and they require $1,500,000 to complete it, all of which has been subscribed. In the meantime the subsidy act has expired and the company are

APPEALING TO THE GOVERNMENT

to renew it. There is an agitation to prevent its renewal on the ground that there are no adequate commercial advantages to be derived from its construction. It is singular that some of the most bitter opponents of the railway were strenuous in their advocacy of the construction of the Baie Verte canal, on the ground of its enormous advantages to the commerce of the maritime provinces. Why the commercial advantages should be less to the railway, it is not easy to imagine. We do not know that the government has any direct precedent to guide them in this case. The company is a contractor and has not fulfilled its contract. Sometimes in such cases the government takes the contract off the contractors' hands, finishes it themselves and, after paying the cost of such work, pays the residue over to the contractors. If the government had adopted this course the company could not probably complain, but it would hesitate to shoulder the entire liability of a work, the major part of which is already assumed as a matter of private enterprise. There are two ways of meeting the case; one is to stand on the strict terms of the contract, exacting the severest conditions of the bond on the precedent of the celebrated

CASE OF ANTONIO VS. SHYLOCK,

leave the investors to their fate and the work to ruin, after it is three-fourths completed. The other course is to continue the contract until the company can resume active work. There is a good deal to be said against the former course. While in all contracts, it is necessary to have time limits, these are not always of the essence of the contract, and it was clearly not in this case, because it is the company and not the government that makes all the losses, by the delay. The government pays nothing until the work is one year finished, and the longer that event is delayed, the further is the government payment postponed. The government not having a dollar in the work, sustains no pecuniary loss by delay and is scarcely in a position to take advantage of it, to declare the contract off, and compel the investors to sustain a heavy loss, for which they are in no way responsible. The preamble to the act of parliament granting the subsidy makes this declaration:—

"In consideration of the advantages which would accrue to the maritime provinces and intercolonial trade of Canada generally, from the construction of a ship Railway across the Isthmus of Chignecto," etc "Her majesty enacts," etc. This parliamentary declaration of the great advantages of the work was

EQUAL TO A PLEDGE OF FAITH

and confidence in the commercial character of the undertaking and an indirect invitation to capitalists to invest in it, and thereupon, after an investment of over $3,000,000, this country cannot with any show of honor or decency, its promoters claim, now declare it has no advantages and abandon it and the capital invested in it. If it possessed great commercial advantages 10 years ago, it does so to day. If capital was induced by representations, backed by act of parliament to invest in it, then it is equally entitled to-day to fair and reasonable consideration, and any government having the public honor and credit of Canada at heart, cannot refuse to protect investments made under the solemn sanction of an act of parliament.

The company is now appealing to the government, not for aid, but simply for an extension of time, to enable them to complete the work. To refuse it would be

AN OUTRAGE ON THE STOCKHOLDERS

in England and would leave an indelible stigma on the good name and credit of Canada in the mother country.

(Montreal Shareholder.)

"Had the location of this railway been in the United States it would, we are confident, have been completed long ago, as its completion is regarded by engineers whose opinions are entitled to the highest respect, as

A GREAT SCIENTIFIC ACHIEVEMENT.

In Canada there is, we regret to say, a feeling of apathy in regard to it which ought not to be. Its completion will be something to be proud of, as no doubt exists in the minds of those competent to form a reliable opinion, that it will be an engineering triumph. The railway was undertaken under very promising circumstances, and had it not been for the depression and suspicion of financiers in London, consequent on the failing of the Baring Bros., the company would have been enabled to float its bonds advantageously and to have prosecuted the work to completion. The work was undertaken and pushed forward with earnestness and determination. Several millions of dollars were expended upon it, the structures being of the most substantial nature; but the crash came unexpectedly, and forced a suspension of operations. The large amount of money expended has, so far been of no advantage either to the shareholders or the country. When this great work was undertaken, the Dominion Government

REALIZED THE ADVANTAGES

that would result from its completion and a subsidy of one hundred and fifty thousands dollars per annum for twenty-five years was provided for, but payable only on condition that the railway be kept in thorough repair and satisfactorily perform the services for which it is to be constructed. This subsidy was subsequently changed to $170,602 a year for twenty years, and the limit for the completion of the works was extended from time to time until 1st July, 1893, when owing to the suspension of the works, the subsidy lapsed. It now appears that a new proposal is about to be submitted to the Dominion Government. That it will be objected to, there will be little doubt, judging from the past. We trust, however, that any reasonable proposition will be favorably considered and that the completion and success of the railway being secured, a renewal of the subsidy will at least be the result. If the railway should not be constructed or prove a success the subsidy will not be payable Should it be a success, the Dominion will gain greatly in reputation and in the transportation facilities which it will furnish. The shareholders of the company and the capitalists who are furnishing the money for its completion, evidently have great faith in its success; or they would not proceed to complete the work. Under these circumstances we trust the legislators of Canada will aid rather than obstruct the completion, especially as the re-enactment of the subsidy, surrounded with the old safe-guards, will not involve any expenditure on the part of the Dominion unless the road proves a success and performs satisfactorily the services expected of it.

The Government and the Ship Railway.

St John Sun 15th July.

The Chignecto Ship Railway Company would probably be willing to undertake all over again the proof of the utility of the enterprise in which so much good money has been invested. But there appears to be little time for such argument during the present session, and in any case the period when such a discussion was pertinent has long since expired. Assuming it to be true that the company is now prepared to finish the work, the present question is whether the government and parliament will permit it to be completed. From the point of view of the stockholders this is an important consideration, since two-thirds of the outlay required for the whole undertaking has been made at the expense of the holders of the shares and bonds. Because of a financial panic in England they were unable to get the railway into operation at the time specified, and therefore the country has the technical right to say that the subsidy will not be paid even when the ship railway is at work. But as was remarked the other day, it would be considered

EXCEEDINGLY SHARP PRACTICE

to use this technical advantage and deprive the people who in good faith have invested, of a chance to make their enterprise a success. If a contractor undertook to build a house for another party within a given time, and should, for reasons beyond his control, fail to meet the date, it would not be considered a fair thing to deprive him of all the labor and material he had invested in carrying the structure nearly to completion. The subsidy to the Ship railway was granted, payable yearly, to commence one year after the completion of the work. And to cease at any time that the railway ceases to be successfully operated. The company assumed all risks, and if an extension of time is given the country will be in no worse position by reason of the delay. The investors have lost their interest and something by deterioration. But the government took no chances and is safe. The government is said to have had at one time the advertisements printed to put the Bay Verte canal up to tender. The substitute cannot possibly cost the country more than one-quarter of the sum required for the canal. It has already cost the company more than the value of all the promised subsidies. The money required to finish the undertaking has, it is said, been raised, and all the company asks is that the time be extended to enable the contractors to finish the railway, and put it into operation. The government is undoubtedly in a position to cause the outlay already made to be an utter loss. But if this keen practice is adopted there is reason to fear that English capitalists will think the Canadian public too sharp for ordinary investors.

(From Moncton Times July 18th)

Late cable advices from England announce that the $1,500,000 required to complete the Ship Railway has been provided by the company and that responsible contractors have undertaken to complete it.

The time within which it was to have been completed by the Company has expired and the Government is asked to extend the time.

In view of the fact that the company has expended some $3,000,000 in the work and the government has expended nothing and therefore lost nothing by delay and the country has in no way received any damage by it, it would seem to be

A VERY HARD AND UNJUST STRAINING

of the letter of the law, if the government took advantage of the delay to deprive the foreign stockholders of the benefits of the expenditure they have already made. We hope such is not the intention of the government. If so, it will react to the

DISCREDIT OF CANADA

hereafter. Capitalists who put money in this enterprise, which has met reverses owing to the fact that the contractors went down in the Argentina explosion three years ago, will hereafter regard Canadian ventures with suspicion, if the government takes advantage of these misfortunes, and refuses to extend the time. Outside of keeping moral faith with these people, in another and a larger sense the successful completion and operation of this work, may prove of great benefit to Intercolonial trade and transportation. Its object is to open

A NEW CHANNEL

for vessels between two great continuous seas, separated by only 17 miles of low lands, each already the highway of commerce for territories large in extent and enormous in resources. The peninsula of Nova Scotia, projecting far into the Atlantic and presenting an iron bound and dangerous coast, not only operates as a complete barrier to trade between the ports on the north and the south of the Isthmus, but deprives the whole Gulf of St. Lawrence country of any participation in the trade and markets of the continent south, except at a ruinous disadvantage.

These markets are of extreme value to the Bay of Fundy ports; except deals nearly all their exports are south. In round numbers half their shipping business is with Atlantic coast or West India ports. The Atlantic Coast ports are apparently as far removed from the trade of the Gulf ports as if located at the other side of the Pacific Ocean. The growth and development of the Gulf of St. Lawrence country is thus largely retarded. For instance, boards, scantling, laths and small lumber generally are exported largely from Bay of Fundy ports to United States by water, and

NOT FROM THE NORTH SHORE

ports. This affects the value and price. For instance, laths were recently selling in Chatham f. o. b. at $1·20; in Bay of Fundy ports at $1.50. Pulp wood and piling have little or no market value on the North Shore. On the other hand, building stone is carried by rail from Sackville to Toronto; plaster from Hillsboro by rail. The saving by water carriage would be a handsome profit.

The statistics of the ports on the two seas afford at a glance the most conclusive evidence as to how the commerce of the maritime provinces is confined. We are indebted to Mr. Clarke Wallace, Controller of Customs, for the figures. The first is a table of the reports in and out (for sea) in a number of Bay of Fundy ports, showing in round numbers that out of a trade of 1,900,000 tons, 900,000 tons is with the United States. The second is a table of Gulf ports, showing that out of a trade of 1,360,000 tons, only only 62,000 tons is with the United States. In other words—

Bay of Fundy trade with United States is .47 per cent of total trade.

Gulf ports trade with United States is only .046 per cent. of total trade

The trade of Pictou and Charlottetown, (embracing 50,000 tons of the 62,000) serves to more clearly emphasize the need of

A SHORT AND DIRECT CHANNEL

between the two bays. This business principally represents the efforts of a steamboat company to establish trade between shore ports and Boston around the coast of Nova Scotia. With the ship railway in operation, they could make three trips where now they make two. It will be seen that the lack of a short cut across the Isthmus, deprives the gulf ports so largely of the market south that they only participate to the extent of 7% what the Bay of Fundy does in that trade, although the business of these ports is 25 per cent. greater. Freights would be reduced. Products of the forest and mine, too weighty and bulky to be transported under present conditions, would then have a market value and become articles of trade. The repealing of the McKinley bill and removal of trade restrictions would also give an enormous impetus to this trade. The Maritime Provinces are not at a standstill; richly endowed by nature with wealth of all kinds, they are yet in the infancy of their growth; the future will witness a continuing prosperity and an expanding trade, in which a leading factor will be the Chignecto Ship Railway, which will practically join the two seas and make them one, as a highway of commerce.

Table 1.

TRADE FROM BAY OF FUNDY PORTS.

Ports.	Tons to or from U. S.	Tons to or from Transatlantic ports.	Total tons.
Canada creek, French Cross, Harbourville, Wolfville..	..	7,214	7,214
Canning..	824	12,168	16,816
Port Williams.. ..	1 066	4,955	5,960
Advocate Harbor ..	983	4,100	5,083
Apple River.. ..	8,054	3,116	11,470
Port Greville.. ..	159	5,315	5,431
Five Islands, Economy, Londonderry..	..	1,851	1,851
Acadia..	880	22,028	12,908
Bellivеaux Cove	64	7,553	7,617
Meteghan..	864	13,236	13,300
Port Gilbert, Salmon River	..	31,976	31,976
Cheverie..	9,750	11,742	21,492
Huntsport, Maitland Walton	..	35'601	35,601
Annapolis..	7,925	13,245	21,170
Bridgetown, Margaretville, Parrsboro..	..	71,858	71,858
Digby..	1,558	4.412	5,970
Weymouth	194	14,580	14,774
Windsor..	23,919	97,347	121,246
Dorchester..	..	3,626	3,626
Hillsboro..	25,786	17,590	43,358
Moncton..	434	10,723	11,157
Sackville	1,241	2,228	3,469
St. Andrews ..	237,937	27,537	257,405
St. George	1,170	5,363	7,523
St. John	546,933	552,004	1,098,937
St. Stephen	9,181	18,786	27,967
West Isles	7,444	6,289	13,733
Clementsport ..	258	6,041	6,299
Bear River	11,755	14,669	26,424
Thorne's Cove, Freeport, Sandy Cove Westport	..	6,479	6,479
Rockland	284	1,329	1,613
Alma	636	3,765	4,401
Harvey, Waterside	..	29,211	19,211
Rockport	1,946	3,128	5,076
Lepreaux	352	1,126	1,478
Musquash	436	5,115	5,589
Quaco	723	5,518	6,141
Total	893,836	1,064,386	1,959,222

Table 2.

TRADE FROM GULF PORTS.

Ports.	Tons to or from U. S	Tons to or from Transatlantic ports.	Total tons.
Bathurst..	..	15,205	12,205
Dalhousie.. ..	..	86,349	86,349
Richibucto.. ..	..	25,829	25,829
Shediac..	..	16,976	16,976
Bay Verte.. ..	..	25,949	25,949
Caraquet, Shippegan, Gaspe, Pierce, Rimouski..	..	46,178	46,178
Pictou	23,468	33,945	57,413
Quebec	2,357	938,446	940,803
Charlottetown.. ..	27,818	55,435	83,253
Cardigan	..	2,117	2,117
Georgetown	870	2,274	3,114
Montague, Murray Harbor, New London; Orwell, Rustico	..	2,134	2,134
Souris	2,553	5,065	7,618
St Peter's Bay ..	3,443	15,722	19,166
Alberton	..	1,154	1.154
Summerside	..	7,914	7,914
Port Hill, Tidnish Vew Bandon, Cocaigne	..	4,709	4,709
Campbellton	1,412	10,708	12,120
Northport	..	15,521	15,521
Pugwash	..	23,685	23,685
Tidrish	..	11,858	11,858
Wallace	..	2,267	2,267
Total	61,921	1,299,580	1,361,501

Dominion Parliament.

The legislative business of the session was practically completed on Saturday, prorogation did not take place till Monday afternoon. Barely a quorum attended the opening of the House Saturday morning.

The adoption of a joint address of congratulation to the Queen on the birth of a son to their Royal Highnesses the Duke and Duchess of York was moved by Sir John Thompson, seconded by Mr. Laurier and carried. His Excellency was then prayed to transmit the address. Sir John Thompson then moved that a message be transmitted from this House congratulating the Duke of York on this joyful occasion.

In course of discussion on Saturday in the house on the subject of binder twine, the Premier said twine made at the Kingston penitentiary is being sold at 6½ and 7 cents per pound, which cover cost of convict labor at 50 cents per day and interest on the plant. This was the same price at which twine was being sold from the central prison works and by the consumers' cordage company, although there was no arrangement between them as to price. It was sent free of freight charges as far west as Owen Sound. Davin endeavored ineffectually to secure promise of free transportation at these prices to the Northwest.

Among the last bills to go through the final stages were supply bills and those relating to iron bounties and railway subsidies. The Premier announced that the fundamental changes in the franchise bill would not be made till next session and in committee on the bill it was decided that the revision of the preliminary list begin on August 1st and end on October 1st, and the final revision from the latter date to Feb. 28th, 1895. Sir John Thompson announced that the business was concluded and prorogation would take place on Monday at 2 o'clock. The resolution relating Judges of the Supreme Court on full pay at the age of 70, the insolvency bill and joint stock companies bill were left on the paper and are consequently dead.

The house of commons met Monday morning at 11 o'clock and the clerk at the table read a petition that the insolvency bill should not become law, a prayer which was speedily answered in the affirmative. There were only a dozen members of the house in attendance. The speaker of the senate said: It is his excellency, the governor general's will and pleasure that this parliament be prorogued until Saturday the first day of September next. The outdoor spectacle was much as usual. The governor general's foot-guards furnished a good looking guard of honor, and the band played the National Anthem as his excellency in gold lace and cocked hat drove up in a stylish equipage drawn by four horses with postillions and escorted by the brilliant troops of Dragoon Guards.

HEART DISEAE RELIEVED IN 30 MINUTES.—All cases of organic or sympathetic heart disease relieved in 30 minutes and quickly cured, by Dr. Agnew's Cure for the Heart. One dose convinces Sold by A. Dixon.

Notice!

3 cattle in pound at Middleton Dorchester, 2 heifers, one year old, color red and white no ear mark 1 yearling steer, color white and black, ear mark piece out top side of left ear. If not claimed by the owners before the 7th of July they will then be sold at 4 o'clock p m to pay expenses.

G. S. WELDON
Pound kepeer.

June 20th, 1894 tf.

NEW BRUNSWICK

COUNTY OF WESTMORLAND, S.S.

L. S. COPY.

TO THE SHERIFF of the County of Westmorland, or any Constable within the said County,

Whereas John Manning Hicks, surviving administrator of all the goods, chattels and credits which were of Nathan Hicks, late of the Parish of Sackville in the said County and Province, at the time of his death, has filed an account of his administration of the estate and effects which were of the said deceased, and prayed that said account may be passed and allowed as required by law: You are therefore required to cite the said John Manning Hicks as such surviving administrator and all others interested in said estate and effects, to appear before me at a Court of Probate to be held in the office of the Registrar of Probates at Dorchester within and for the said County on Tuesday the twenty eighth day of August next at ten o'clock in the forenoon to attend the passing of said account as prayed for.

Given under my hand, and the seal of the said Court, this twenty fourth day of July, A. D., 1894.

SIGNED. SIGNED.

CHAS. E. KNAPP, Registrar of Probates, Judge of Probate, County of Westmorland.

FREDERICK W. EMMERSON, County of Westmorland.

GRASS SALE.

The annual sale of grass on the school lands of the parish of Sackville will take place on Tuesday 31st inst commencing at 9 o'clock a m on the Sunken Island Lot so called. Terms Cash.

July 25 1894. 1i.

Committee { ALBERT FAWCETT, S. J. TINGLEY, I. C. HARPER.

Fancy CHAIRS

We have received this week a new stock of Rattan Chairs in new and Fancy designs, Oak Rockers in Silk Plush trimmings and a few of the very newest things in Centre and Work Tables. Also a lot of

EXTENSION DINING TABLES.

in oak and dark woods. Look at them.

TO FRESHEN OUR STOCK OF CLOTHING WE HAVE JUST ADDED

50 Men's Suits,
20 Youth's do,
25 prs. Mens Pants.

Which in addition to our Spring Stock gives our customers a **Large ASSORTMENT** to select from. Prices on Clothing lower than ever.

CALL

On us when you buy

HAYING TOOLS,

of any and every description. The W. A. Wood American Mower, the lightest easiest running and most improved machine on the market.

The ITHICA & MASSON HORSE RAKES,

An A1 Rake for $15.

SCYTHES,
SNATHES,
HAND RAKES,
FORKS,
EMERY STONES.

Best goods at bottom prices.

Extra Parts & Repairs

for new Model Buckeye and Wood Mowers and Ithica and Masson Rakes always on hand.

GROCERIES.

J. L. BLACK.

Sackville June 28th, 1894.

New Advertisement.

MUSIC HALL

ONE NIGHT.

Saturday July 28th.

McCLOUD & MELVILLE'S WILL O' THE WISP CO.

IN

MUGGS LANDING

The Brightest Wittiest and Prettiest of Irish Plays.

Special Scenery, Startling Effects, Novel Sensations, Thrilling Climaxes, Clever Specialties.

PRICES.....25, 35 & 50

Reserved Seats on sale Friday morning, July 27.

KILL THE FLIES!

WILSON'S FLY POISON PADS.

Dutchers Lightning Fly Killer.

TanglefooT INSECT POWDER

At Sackville Drug Store

A. DIXON.

MISS PHILA MAY

THE PHILA MAY CONCERT CO.

MUSIC HALL.

THURSDAY EVENING AUG 2.

Tickets, 35c and 50c. For sale at Goodwins.

Selling Off!

BIG DISCOUNTS!!

GREAT BARGAINS!!!

We find a great many are taking advantage of our Bargain Sale. We are offering bargains in every Department. Those who have not called since we commenced selling off should loose no time. We are making preparations to move to our new store and will give great bargains until we move.

25c. Challies for 17c.
20c. Dress Goods " 10c.
12c. Prints " 7 and 8c.
14c. Flannellets " 10c.
12c. " " 8 and 9c.
12c. Crepons " 8c.

Great bargains in Hosiery.

" " " Parasals.
" " " Men's Hats.
" " " Boy's "
" " " Children's "
" " " Room Paper.
" " " Brussels Carpets.
" " " Tapestry "
" " " Wool "
" " " Union "
" " " Floor oil "

COME ONE COME ALL,

MOWERS, RAKES AND REPAIRS.

We are headquarters for Mowers, Rakes and Mowing machine Knives and Repairs on hand. The American Richardson New Model Buckeye Mower with 1894 Improvements. The No. 5 Frost and Wood New Model Buckeye Mower. The Ithica Wheel Horse Rake. The above are the best machines in use and we offer them at very low prices.

GEO. E. FORD.

New Advertisements.

GRASS SALE.

TO BE SOLD AT PUBLIC AUCTION on MONDAY, 30th day of JULY, inst., at two o'clock, p. m., the grass on the

CARTER FIELD,

about eight acres.

At Dorchester Island Road Corner near Mr. Cook's. Terms—approved notes at 3 mos

MRS. E. V. GODFREY.

Dorchester, July 23rd, 1894.

IN POUND.

At Westmorland Point five one year old cattle, four steers and one heifer, color, on dark red, two red and white, ear marks three with slit in the end of the ear with small crop off underneath. Two with the end of the left ear cut off. And a small crop off underneath part of both ears.

If not claimed before 11th of August will be sold at 4 o'clock in the afternoon.

W. C. FILLMORE.
July, 25th, 894 3i. Pound keeper.

PUBLIC NOTICE!

EDWIN SPENCE and NELSON W. TUCKER of Botsford in the County of Westmorland and Province of New Brunswick, doing business as Lobster Packers under the name and style of Spence and Tucker have this day **ASSIGNED** all their property estate, and effects to me in trust for the benefit of their creditors. The trust deed lies at the offices of Grant and Sweeney, Moncton, and Malrose, N. B., and all parties wishing to share in said Estate are required to execute the same within three months from this date.

Dated at Botsford this 17th day of July, A. D. 1894.

GRANT & SWEENEY, Solicitors. } GEORGE OULTON, Assignee estate Spence & McLeod.

SALE OF GRASS!

The annual sale of English Grass by the subscriber will take place on

SATURDAY, 28th JULY.

next, to begin on the THOMPSON LOT, West marsh at 10 o'clock, a. m.

TERMS the same as heretofore.

Should the weather prove wet on Saturday the sale will be held on Monday or the first fine day after.

E. COGSWELL,
Sackville, July 18, 1894. 2i

Dwelling House for Sale

The subscriber will sell her Dwelling House and premises situate on Squire St. Anyone desiring to purchase will apply to Messrs. Powell & Bennett, Sackville, N. B.

Dated this seventeenth day of July, A. D 1894. MRS. ALEX. ESTABROOKS,

LOT OF MARSH FOR SALE!

Twenty six acres of marsh half English and half Broadleaf, situated in Sunken Island body of Marsh and lately occupied by Walter Cahill Esq., of Sackville, N. B. For sale at once. For further particulars apply to

CHAS. T. LOGAN, Amherst Point,
or ALBERT FAWCETT.
Upper Sackville, N. B., July 5, '94. tf.

ROBB-ARMSTRONG

ENGINES

MONARCH

BOILERS

And all kinds of

MACHINERY

ROBB ENGINEERING CO. LTD., AMHERST, N. S.

It Beats All

WHAT EXCELLENT GOODS

Are to be found at our Establishment.

And the prices are right too. We want to sell goods and if you call at our store you will be sure of being welcomed. In many lines we can give you special bargains and save you money. We can't go into details in an advertisement, but call and learn the facts.

Just Received our stock of the Gem self-sealing Jars and Preserving Kettles which we will sell at the lowest possible prices. Also a large assortment of Dinner Sets, Tea Sets, Water Sets, Toilet Sets and Glassware of all kinds. Also Willets Washing Machines and the American Eureka Ringers. The cheapest in town.

EDWARD READ.

Sackville, July 5th, 1894.

Headquarters

FOR

SPORTING GOODS

CONSISTING OF

Rods, Lines, Flies and Hooks,

BASE BALLS, BATS and FOOT BALLS.

I have also opened a MUSICAL DEPARTMENT in which I have a good stock of

VIOLINS FROM $3·50 TO $40

Also agent for the

Cornwall Organ.

W. I. GOODWIN.
SACKVILLE BOOK STORE.

SEASON OF 1894.

RED WILKES,

The fine young stallion Red Wilkes was foaled May 8th, 1890. He is a beautiful blood bay with black points (no white) with the best of legs and feet, stands 15¾ hands high, and weighs over 1200 lbs. He has a fine disposition, and is safe for any man to handle.

Red Wilkes was sired by Harry Wilkes, he by Geo. Wilkes, 2.22 Harry Wilkes is the sire of Roselind Wilkes, record, 2.14¼, Katrina, 2 38, Helen B., trial 2.36, and a lot of other good ones. 1st dam Beckie, by Red Cloud, he by General Havelock, he by Deerfield Morgan; 2nd dam Daisy, by Sutton.

RED WILKES will stand at Jas. ROberts'on's,

SACKVILLE, FOR THE SEASON.

TERMS—Single Service $7. Season $10. To Insure $12

All mares at owner's risk. Parties parting with mares served by the above horse will be held accountable for fees agreed to

FRANK M. STOCKTON, Owner.

MILLEDGE BOWARE, groom, Sackville.