CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., JUNE 15, 1882.

Sir A. J. Smith and Hon. Mr. Landry.

Th closing proceedings at nomition were marked by a "little onpleasantness" between the above gentlemen. Hon. Mr. Landry felt aggrieved because Sir A. J. Smith had been steadily characterizing him as guilty of ingratitude, treachery, &c., and naturally enough took the first occasion to vindicate himself before the public. We do not know—nor is it important to know the merits of the disputes between these gentlemen—but it must be evident to any one possessing a knowledge of the elections run by Sir A. J. Smith between 1852 and 1874, that he was sustained in power between those periods by the solid phalanx of votes given him by the late Amand Landry, Esq. At every election he was defeated in the English parishes. Mr. Landry was a most ingenuous and upright man; no money could corrupt him; no artifice could seduce him, and his steadfast support prevented Sir A. J. Smith being "retired" again and again from public life. It was only proper that Sir Albert should requite such extraordinary services, by at least some attention to his son, Pierre A. Landry, without any ulterior motives of benefitting himself thereby. And when Mr. P. A. Landry was called upon to discharge the duties of leader of the French, it is absurd to suppose he was bound to Sir Albert by his father's ties, or if so united, that he could bind the French nationalty to the Smith party. Not at all. The French people have learned to think and act for themselves. They are educated and ably led. They are not hide-bound to the traditions and struggles of the past; they have aspirations and hopes of their own for the future, and are thorougly progressive and in sympathy with the movements of the times. If Mr. Landry had ventured to impose on the French people the old slow Obstructive policy, popular twenty years ago, for the purpose of linking them with Sir A. J. Smith, he would have been quietly discarded and a more advanced leader selected. In allying himself with the party of Progress—the party that has given Confederation, Railways, the North-West and the N. P., to the country—he is simply moving onward with his own people to better and higher conditions. Hence, Sir A. J. Smith is entirely ignorant of the general movement of the times—the spirit of the age—when he imagines that the wide-spread feeling amongst the French, in favor of the policy of the Government, is owing to Mr. Landry's "ingratitude." That is the acme of childishness.

The Onderdonk Contract.

"The names only are true, fancy has supplied the rest," said a humorous writer in regard to his little story. The same applies to Sir Albert's version of the Onderdonk affair. The debates, to which probably Sir Albert did not listen and which, of course, he has not read, reveal the facts, which are these: There was a piece of work to do. Tenders were asked for the work. Fourteen were received. Every tenderer was asked to give the rates for doing every part of the job. So much per yard for rock cutting, so much for fencing, so much clearing, &c. When the tenders were opened the schedule rates of Onderdonk were far the lowest, but McDonald & Charlebois was the lowest lump sum. Mr. Mackenzie has made a regulation that all tenders were to be accompanied by a cash deposit. A cheque marked "good" by a bank is held to be the same as cash. The cheque in this case was to be for $20,000. The tender was opened and McDonald & Charlebois were found to have deposited a cheque which was not so marked. It was marked "good for two days only," and the time had gone by. So there was no cheque and McDonald & Charlebois had nothing to complain of.

Mr. Blake himself said: THE CIRCUMSTANCE THAT THE CHEQUE IS LIMITED TO TWO DAYS RENDER IT POSSIBLE THAT MCDONALD & CHARLEBOIS MIGHT WITHDRAW THEIR BALANCE AND IF THEIR BALANCE WAS WITHDRAWN IT RELIEVED THE BANK OF THEIR LIABILITIES FOR THE CHEQUE."

Now, did the country lose anything? The rejected tender was lower in the lump sum than the one accepted. But mark: It was $1,242,740 lower than the schedule price fixed by MacDonald and Charlebois. They said that the cost of the work would be over three millions and a half, but at the same time offered to do it for two and a quarter. This looked suspicious, especially in view of the fact that the Government is supposed to pay as the work goes on, according to schedule rates. But MacDonald and Charlebois were not unknown to the Government. The firm had once before taken a contract in British Columbia. They had deposited cheques there as security for two contracts, which cheques were for over $200,000. It was found afterwards that they had not a cent in the Bank to meet the cheque. So much for their financial status. The capacity of the firm for carrying on work may be judged by the fact that they once took a contract to do an $800,000 job in less than two years, and during the first year and part of the next, managed to do about $20,000 worth of work. It would have been a piece of criminal negligence for Sir Charles Tupper in view of the fact that it was necessary that this work should be done early, to have given the work to Charlebois.

Sir Albert makes a great talk about this matter, but his wiser leader, Mr. Blake, carefully abstains from any mention of it, in his canvass.

NOMINATION AT DORCHESTER.

Electors en Masse !!

N. P. Men in Overwhelming Majority !!

SPEECHES OF THE CANDIDATES !

Mr. Wood's Masterly Address !!

The weather on Tuesday could not have been more fitting for the occasion had it been made to order. Special and regular trains brought in many persons from all parts of the county, and the street was lined with carriages.

The present system of nominating candidates by filing papers takes away the dramatic effect from that part of the performance. Josiah Wood, Esq., was nominated by Walter Cahill, Esq., Hon. Edwin Botsford, Christopher Milner, Esq., Paul R. Moore, M. D., Reuben Chase, Esq., Amos Ogden, Wm. Morice, W. J. M. Hanington, Chas. A. Holstead, John L. Harris, C. H. Gallant, A. J. Babin, and 250 others.

Sir Albert J. Smith was nominated by Joseph Hickman, Rufus Cole, DeMill Buck, Jos. B. Peck, Timothy Savage, Reuben Wood, Thomas Pickard, Capt. Wm. Milner, A. W. D. Knapp, Hugh Davidson, and several others.

At 2 o'clock the Sheriff announced that Albert J. Smith, Knight, Barrister and Attorney, and Josiah Wood, merchant, were nominated and that a poll would be opened on the 20th. Then the meeting was given over to the people and the candidates. Sir Albert Smith took the platform first, amid enthusiastic cheers from his friends.

SIR A. J. SMITH'S SPEECH

was much the same as his Baie Verte speech, his Midgie speech and his Shediac speech. He discussed the same subjects and naturally fell into the same style and language. Sir Albert cannot be accused of inconsistency in regard to varying his language during this campaign in his discussion of Onderdonk and the Syndicate, or of the travelling expenses of ministers. He referred with complacency to his long service of his country, and waxed somewhat pathetic as he asked if he was not to be continued a little longer. He was indignant at the cruelty of the Government in bringing on elections at this busy season, a year earlier than was necessary. (Uproarous cheers from Timothy Savage, who partly was in favor of Sir A. "And partly he was drunk.")

He had reason to complain of his old friend Mr. Wood, who after presiding last fall at a meeting where he (Smith) spoke, had taken the field against him. He admitted Wood's right to change his mind but complained because Wood had not informed him of his reasons for the change. (Timothy Savage, "He has none to give."

The Pacific Railway Syndicate was a piece of iniquity without parallel. (Hearty response from Mr. Savage.) Sir Albert then proceeded to add up the various sums given to the Syndicate. He as usual asserted that all the property of the Syndicate was free from taxation forever. Sir Albert's forever is just two-thirds as long as he has represented Westmorland, viz.: 20 years. The worthy speaker by counting the same items two or three times over succeeded in getting startling results. He dwelt at considerable length on the Onderdonk matter and the Murray and Oakes case. Sir Leonard Tilley had come to Moncton and had told the people what to do. What right had Tilley to dictate the people of Moncton? He had not a dollar invested there!

Sir Albert then attacked Sheriff Chapman, charging that the Sheriff's son had told some stories about him (Smith,) He (Smith) was excessively hounded down. The *Times* had circulated vile slanders and vituperated him.

Sir Albert then went into a lengthy discussion of what he had done for Moncton, in which discussion he was ably assisted by responsive remarks from Messrs. Savage and Dixon Goodwin. He would not put money in the sugar refinery. That concern paid too high dividends. He had advised his friends to subscribe, however. These concerns would pay 40 per cent. profit. Was that right? Mr. Savage intimated that he thought not and Sir Albert made a remark aside to him, to the effect that he had better "stop, stop." He did not stop, however, and the *Transcript* got the benefit of the rest of the dialogue.

Sir Albert spoke next of the prospects of the Moncton industries. If the present Government were sustained the N. P. was all right and the factory men could set their heart at ease. On the contrary if there was a change of Government, would it not be well to have him in the Government to look out for the interests of the Moncton manufactories. Moncton was ill used in the matter of railway works. He, if in the Government, would increase the number of men at work there to 900 instead of 200 or 300 as at present. We could not have absolute free trade any more, we must have a revenue of thirty millions. The danger of Chinese laborers coming to Moncton was next treated of and fault found because nothing was done to protect the country from that evil.

The next subject treated of was Mr. McNab, followed by reference to Mr. Tilley's travelling expenses. In this discussion Timothy came to time and responded with good effect. Then followed an enumeration of the number of men who left the country last year. Sir Albert spoke somewhat exhaustively of his services in connection with the fishery award, and read letters from Carnarvon, Galt and others, wherein he, Smith, received much *praise* and, as Sir Albert intimated himself, well merited praise.

He asked again whether he was worthy of the confidence of the people. (The friend from the Emigrant road previously spoken of intimated he was.)

He was certain that if no wrong influences were used that he would beat Mr. Wood four out of five. (Appropriate responses from several persons.)

He felt that this was the last time that he should appeal to them. He had nothing further to say. Mr. Wood, he feared, was influenced by mercenary motives in supporting the N. P. Blake had written him a letter and it said that the Reform party would carry all before them in Ontario.

He repeated the legend that he would be of great assistance to Moncton industries if a change of Government should take place, in arranging a fiscal policy for their industries. He closed by asking for a better majority than he had before. Several gentleman in the audience promised to give it to him. Amid loud and cheering Sir Albert took his seat.

Josiah Wood, Esq., on coming forward was loudly applauded. The Moncton Brass Band greeted him with a lively air and the cheering was renewed.

MR. WOOD'S SPEECH.

It is with pleasure and pride I appear before you to-day the candidate of the Liberal Conservative cause; for the first time a candidate for the highest honors which it is in the power of the electors of this County to confer on one of their number. I desire to express my hearty thanks for the position in which you have placed me to-day. I consider it the highest distinction of my life, that I have been asked by so large and influential a portion of the people of this County to contest this election in the interests of their party and whatever may be the results of this election, this is an honor, I shall always highly appreciate and gratefully remember. Should the results of your vote on this day week prove the Liberal Conservative party to be in a majority in this County, as I believe it will do, (cheers,) and should I thus have the higher honor of serving as your representative in the Parliament of Canada, I shall at all times endeavor to show my gratitude and my appreciation of the honor you have thus conferred upon me, by doing my utmost to serve your interests and prove myself worthy of your confidence. (Mr. Wood proceeded to state his regret that he was called upon to oppose a gentleman with whom he had had the most friendly and cordial relations in the past, but he did so because he felt the views his hon. friend entertained and the principles he advocated were not such as would meet the requirements of this country and the demands of this progressive age.) He and his party have taken passage by too slow a train and the results has been the past few years, they have been switched off on a siding—laughter.) There is a party of progress in this country which travels by express trains, and express trains, as you all know, always have and always will have the right of way. (Laughter and cheers.) I wish to be identified with the party of progress, by whatever other name it may be called, and I propose to travel by the fastest train. I should be glad to have the company of my hon. friend and his supporters and if they would join us we would put on a special car for their accomodation, if they will not do so, reluctant tho' we are to do it, we must leave them behind, for life is too short and time too precious to be wasted idly waiting. I feel we have this reflection to console us, tho' we leave them behind for the present, they will ultimately reach with us the same destination, for public opinion in this country is all tending in one direction, and those who differ from us now will ultimately embrace our views and aid as best they can in promoting the general welfare of our common country. My hon. friend's 30 years of public life have given him an intimate acquaintance with its public business. I have no claim to this advantage. To discuss the departmental details, the character of individuals, to criticise their acts and errors, to discuss the Onderdonk contract and such like matters is to follow a misleading line of argument, and to raise false issues in this contest. I might reply to such charges by repeating the answers that have already been given and by following a similar course of argument dwell upon the expenditure upon the Fort Francis Locks, the Neebing Hotel, Steel Rails purchased by Hon. Alex. Mackenzie, in which transactions, hundreds, thousands, and even millions of public money was wasted, but I feel there is no Government which is perfect—none composed of infallible men, and I feel that the dignified and statesmanlike course is to discuss those great principles which govern the political parties in this Dominion, and I feel it my duty to-day to endeavor to convince you of the soundness of those principles which form the platform on which the Liberal Conservative party stands. The question before the electors to-day is, whether or not they approve of those principles and if you do, your duty will be discharged by electing a man in sympathy with the Government, and in accord with those principles, and one in whom you can place confidence to do all in his power to see that the public business is transacted in an honest and economical manner. The Canadian Pacific Railway is the most important work ever undertaken in Canada. The principle of contracting with private parties for the construction of this work was first announced and settled and adopted by Parliament by resolutions introduced by the Sir John Government of 1872. The same principle was affirmed by the Liberal Party when in power, and the leaders of that party in their speeches in Parliament endorsed it, during every year of their Administration. Notwithstanding the desire of both political parties, so often expressed, to secure the construction of this work by this method, no contract was secured until 1881, the hon. Minister of Railways submitted to Parliament for their approval the present contract, which altho' every conceivable objection was urged against it, was ratified by a large majority of the House. I shall now endeavor to shew you that the terms of this contract were such as to merit the sanction of Parliament and such as should merit the reason-expectations of the people of this county. In 1872 the McDonald Government offered $10,000 in cash and 20,000 acres of land per mile to any parties who would undertake this work. These terms formed the basis of the negotiation with Sir Hugh Allan and his colleagues, and would have amounted upon the length of line to be constructed to $26,000,000 in cash and 54,000,000 of acres of land. The leader of the Liberal party, hon. Alexander Mackenzie, placed a much higher estimate upon the cost of this work. In an able speech delivered in Parliament during his administration, he estimated the cost, basing it upon the fullest information, at upwards of $120,000,000, and the Government, of which he was the leader, made the same proposals for its construction by private parties as their predecessors had done ($10,000 cash and $20,000 acres per mile) but with this generous offer in addition: a guarantee of 4 per cent. for 25 years upon what might be required to secure the construction of this work upon the terms, they advertised for tenders. I ask you to compare these proposals and estimates with the cost under the present contract: 25,000,000 acres land, $25,000,000 in cash and the cost of certain portions of the line constructed at the Government's expense, the cost of which does not exceed $28,000,000, (not $33,000,000, as represented by my hon. friend, in his address to-day,) thus giving us now this great national highway across the continent from ocean to ocean, at the total expense of $53,000,000 cash and 25,000,000 acres of land. A comparison of these figures shows how much more favorable are the terms of this contract, than any proposals previously made or any estimates, or any plan that even had an existence in the minds of the leaders of either party. There is another method by which we can judge of the merits of this contract and that is by comparing it with the I. C. R. This Railway may be taken as a fair standard in estimating the cost of Railways of this character. It cost $45,000 per mile. The Canadian Pacific will cost, estimating land at $1 per acre, $30,000 per mile, shewing a difference in favor of the latter of $13,000 per mile. Or if we omit land granted to Syndicate and take into consideration merely the cash paid by the Government for its construction, we have this great road put in operation at a cost of less than $20,000 per mile, or four-ninths of the cost of the I. C. R. This comparison shews that this road will be constructed at a much less cost than it could have been built as a government work, and further, I venture to assert that it will be put into operation at a less cost than any road of a similar class on the Continent of America. The objection was urged against it, that other parties offered to construct it on better terms. I do not hesitate to say that that offer was not genuine, that the parties who made it knew, when they did so, that it could not and would not be accepted, nor were they willing or able to carry it out if it had been. An examination of the circumstance under which that offer was made fully justifies this statement. The Government had been advertising for tenders for years—the very high estimate which Hon. Alex. Mackenzie placed upon this work and the liberal terms which the Government, of which he was the leader, were willing to make with private parties for its construction were publicly known, yet during all this time, these parties were not heard from, but, afterwards, when the present Government, after lengthy and protracted negociations with men of wealth and experience in Railway matters in all great cities in Europe and America, had finally succeeded in forming the present Syndicate and securing the present contract, then when this contract was submitted to Parliament and its terms made publicly known, then and not till then, was this Company organized, and even then it was organized by men possessing only limited experience in railway matters and limited capital or credit, organized in a few short weeks, without taking time even to survey the ground or form any intelligent estimate of the cost or requirements of this great work. (Cheers.) That Co. had a growth as rapid as a mushroom and had only a mushroom's strength and ability, and even when they appear before the Government and public of this country with this offer, they do not come prepared with any estimates to shew that they can construct the work upon the terms, and make it a profitable transaction for themselves, but profess that they were influenced by a patriotic desire to save public money. No Government would have been justified in entertaining a proposal under such circumstances, and I can characterize it as nothing better than an ill-advised attempt to buy political popularity at a cheap rate. How much more favorable is the position of this work and the position of the country under this contract. The Syndicate is composed of men of great experience in Railway matters, of broad views on commercial subjects, of great business ability and of undoubted financial standing. The advantages of entrusting so important a public work to men of this standing are very apparent and can already be seen in the vigorous prosecution of the work and the rapid growth and development of the country. Already rails have been laid upwards of 200 miles westward of Winnipeg, and before the close of the present season, it is estimated that 500 miles will be finished and in operation, while satisfactory progress is being made with the Eastern section. What further has followed? The Syndicate are obliged in their present position to become active and efficient immigration Agents. Their interests have been identified with the progress and settlement and prosperity of this country. They exert a wide influence and as a result hundreds and thousands of families have crossed the Atlantic to our shores. Between the 1st January and the 1st of May, upwards of 24,000 emigrants entered the North-West—an illustration of marvellous rapidity with which that country has been settled. The Syndicate feel it to their interest to dispose of these lands on most favorable terms. From the published terms they are offering the whole of the 25,000,000 acres at $2,50 per acre, or if settled within four years at one-half that price, or $1-25 per acre, and in these on most favorable terms of payment—one-sixth in cash at time of purchase and balance in five annual instalments with interest at six p. c. To show how rapidly the lands are being sold, I quote the following:

The Syndicate have sold 433,760 acres and agreed to dispose of 1,930,000 more to colonization companies, making 2,363,760 acres practically disposed of up to the present time. The Government have disposed of 2,258,163 acres in free homesteads and there are 1,270,751 acres for which application has been made for pre-emption. In addition to that 1,400,000 acres are allotted to Half Breed settlers. There are sales to the extent of 1.277,680 acres making 6,000,000 acres disposed of by the Government to the present time. If we should add to this the land granted to colonization companies and applied for by railway companies during last session of Parliament, we would have 23,000,000 acres disposed of by the Government, sufficient at $1 per acre to pay within 2,000,000 the whole cash subsidy to the Syndicate. Then, gentlemen, what is the position of the Government with respect to lands of North-West at the present time. The quantity of fertile lands is estimated at 250,000,000 acres. If we deduct from this 25,000,000 granted the Syndicate; also sufficient to cover at $1 per acre the cash subsidy; also sufficient to pay the cost of the portions of the line constructed by the government, we would still have left upwards of 170,000,000 acres, sufficient at $1 per acre to more than pay the whole public debt of Canada. Whatever fears may have been entertained in the past with reference to the ability of the country to enter upon this undertaking, however honest my hon. friend and his colleagues may have been in their conviction that to build that road would involve this country in financial ruin, and create a public debt, which would for all future time embarrass the government and burden the people with taxation, however honest they may have been in opposing the contract on the ground that it would create a monopoly and lock up the lands of the N. W., these fears must vanish and these predictions prove unfounded, when viewed in the light of facts as they stand before us at the present day. And yet so strong are prejudices of party feeling that the press of this country in a sheet lately circulated characterised this contract as the "most disastrous contract and greatest railway swindle of 19th century." I feel that is not the sentiment of this country. This contract has been the means of the rapid settlement of the N. W. It has been the means of adding so greatly to the wealth and population of this Dominion that already the financial standing of Canada in all the money markets of the world is raised to a higher level than has ever before been reached in any period of our history. That great undertaking if we look at it as an act statesmanship stands without a rival in the history of this county, or if we regard it simply as a business transaction, is one of the grandest successes of the 19th century. I believe that to be the growing sentiment of the people of this country and one to which they will give clear and emphatic expression on the 20th day of June.

And now I ask your attention to the fiscal policy of the Government. There is a disposition in discussing this question, to introduce arguments in favor of Protection, as opposed to Free Trade, and to decide its adaptability to the wants and requirements of this country, upon the relative merits of Free Trade and Protection theories. I fear this is a misleading line of argument; Free Trade is not one of the living issues to-day before this country, and does not come within the range of practical politics in this Dominion; for there is no public man, and no party in this country, prepared to advocate the adoption of a purely free trade policy. All parties agree upon the necessity of having a customs tariff by which to raise a revenue sufficient to meet the requirements of the country, and the real question which to-day divides the two great parties in this Dominion is to what extent that tariff should be used to protect our manufacturing industries. The position which I take upon that question is this: that under existing circumstances looking at all our surroundings, taking into consideration our relation to foreign countries and to the Dominion, of which we form a part, it is of the utmost importance especially to the Maritime Provinces that every effort should be made to foster, protect and promote the growth of manufacturing industries. In support of this proposition, I ask your attention to a few facts in connection with the past history and present position of these Provinces. The two principal industries in the Province of N. B. for some time past have been the shipbuilding and lumbering industries. In the shipbuilding industry, statistics of the past few years show a marked and steady decline.

Tonnage of new vessels built in the Province:

1874	42,029 tons.
1875	33,485 "
1876	31,040 "
1877	31,158 "
1878	27,368 "
1879	19,067 "
1880	18,896 "
1881	18,259 "

It will be noticed that from 1874 to 1879 the decrease was more than one-half. This decline under the administration of the Liberal party, utterly refutes the argument that has been used that the decline was due to the operation of the National Policy. The decline has since continued, but in a less marked degree, and to any thoughtful person its course is apparent. The swift steamships of the present are superseding the slow and uncertain wooden sailing ships of the past. So many have been the improvements in steam navigation during the past few years, and so great has been the reduction in the cost of transporting freight across the ocean by this means, that steamers have become successful competitors for almost all classes of ocean traffic. They have absorbed the fruit trade of the Mediterranean, the coffee and sugar trade of the Brazils, the cotton trade of the Southern States, the grain trade of New York, Baltimore, Boston and Montreal, and now this very year they are entering the ports of this Province and asking for and receiving a large share of the deal trade of St. John and Miramichi. There are certain trades which for many years will furnish employment for a limited number of wooden ships especially of the smaller class, but I venture to predict that the time is not far distant when steamers will as fully monopolize the freight traffic between all principal sea-ports as they now monopolize the passenger traffic of the western ocean. In view of these facts we are forced to the admission that ship building in the Province of New Brunswick can never regain in the future its former importance. Then, gentlemen, I ask you to consider the condition of our lumbering interests.

Statistics show that the value of exports of lumber from N. B. for

1876	$4,567,308
1877	4,766,408
1878	4,561,030
1879	4,031,734
1880	4,226,429
1881	4,739,496

These statistics show that during these six years no material change has taken place. The value of exports of 1877 have never since been quite reached. A prominent business man, not long since, stated before a meeting in the city of St. John, that the lumber trade of that port must decrease; that the volume of export could not for any great length of time continue as large as at present. Now, gentlemen, if we look around us, take into consideration the limited area of our forest lands, and the rapidity with which their supplies are being exhausted, we must admit the truth of that statement, both in its application to the city of St. John and to the whole Province of N. B. Do not infer from what I say that the lumbering industry will not for many years, yet to come, hold a prominent place and rank among the most important industries of this Province, but the point to which I wish to draw your attention is this, that it affords no room for growth or expansion; that the area of its operations is circumscribed and its development limited. Now, gentlemen, I wish to ask you what is the question of first importance to the people of this Province. Is it not upon what are we to build our hopes for the future? Shipbuilding must decline; we cannot all become agriculturists; our mines and fisheries, rich though they be, cannot furnish employment for all, and the great lumbering interest of the past affords no further room for growth or expansion. Then gentlemen, where are we to turn to find investment for our accumulating capital, and employment for our increasing population. I believe there is but one answer to this question. The future of this Province would indeed be dark, our energies would be paralyzed, our growth and our prosperity must cease, if we cannot hope for the growth of manufactures in our midst. The people of the Maritime Provinces are most favorably situated to become largely the manufacturies for the whole Dominion. Lying on the sea cost, we have every facility for procuring raw material at the cheapest rate. In our mines we have an exhaustless supply of cheap fuel, we have abundance of water, healthy climate, cheap food and an industrious population, our people are always willing and anxious to work if they can receive a fair renumeration, and in addition to this, in the great North-West, a fertile country that is destined to be rapidly filled with an agricultural population; a population that will be large consumers of manufactured goods, thus creaiing a great and growing market at our very doors.

Now gentlemen, I claim that it is only just and right that since that immense territory has been added to this Dominion at so great a cost, since so large an expenditure has been made in building the Canada Pacific Railway and opening that country for settlement, since so large a portion of the public debt has been created all in the interest and for the development of the agricultural resources of this Dominion, that the manufacturing interest should also receive due consideration; that the markets which has been thus created, should be made to give life to manufacturing industries; to protect them during their weak and struggling infancy, to give them a healthy growth and a vigorous development and ultimately a strength which will enable them to compete with rival manufacturies in older and wealthier counties,

And gentlemen it is because the policy of the present government admits this right and acknowledges this claim that I claim for it the support of the people of this country. Under this tariff new industries have been created and old ones revived in all parts of the Dominion, and under its operation the Maritime provinces are already becoming, and if made permanent will more largely in the future become the principal seat of manufacturing industry in the Dominion. And, gentlemen, that insures our future growth and our future prosperity. Our growth will be as rapid as the settlement of the great North West—our prosperity will keep pace with the prosperity of the rest of the Dominion. Our capitalists will find creating new industries a more attractive investment for their capital than bank stocks or mortgages or city bonds and the industrious and frugal among our people will be furnished with a safe and profitable investment of their surplus earnings. Our mechanics will find employment and good wages in our workshops and factories, our

(Continued on third page.)

New Advertisements.

FLOUR ! FLOUR !

JUST RECEIVED:

125 Bbls. "Rosebud."
125 do. "Snowflake."

AT BOTTOM PRICES.

may1 J. L. BLACK.

Tea ! Tea !

Direct importation from London:

162 CHESTS

Superior Black Tea.

We are prepared to sell on most advantageous terms.

Wholesale prices from 20c. up to 35c. for choicest "Congou," that will suit the most fastidious taste.

may1 J. L. BLACK.

FURNITURE !

NEW STOCK.

CHAIRS, all Common Kinds.
Dining Chairs, perforated seats.
Rockers, Cribs, Bedsteads.
Fall Leaf and Extension Tables.
Bureaus, with and without Mirrors.
Centre Table, Toilet do.
Sinks, Mirrors, Lounges.

8 Bedroom Suits, Complete,

from $20 to $30 each.

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Hats. Hats.

Men's Felt Hats,
Men's Wool Hats,

MEN'S SOFT HATS,
MEN'S STIFF HATS,
MEN'S PANAMA HATS,
MEN'S LINEN HATS.

Boys' and Youths' Felt and Straw Hats,

New Styles and Low Prices.

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Carpets ! Carpets !

English Oil Cloths !

30 Pieces Carpets:

BRUSSELS,
TAPESTRY,
WOOL,
UNION,
JUTE,
HEMP.

15 pieces English Oil Carpets,

1, 1¼, 1½ and 2 yards wide.

These goods are just imported direct from England, and will be sold low.

may1 J. L. BLACK.

DRY GOODS.

NOW OPENING NEW STOCK

GREY COTTONS, White Cottons;
Prints, Sheetings, Ginghams;
Colored Shirtings, Dress Goods;
Linings, Battings, Corsets, Gloves;
Sunshades Silks, Satins, Laces;
Hats, Flowers, Plumes;
Handkerchiefs, Ties, Collars;
Laces, Hamburgs, Carriage Dusters;
Rubber Carriage Dusters, &c.

A Complete Assortment in All Departments.

may1 J. L. BLACK.

House Builders' Stock.

8 CASKS Boiled and Raw LINSEED OIL; 2 casks Spirits Turpentine.
Jappan, Furniture Varnish,
White Damar do., Patent Dyers.
2½ tons Best White Lead.
2 " Red, Black, Yellow, Blue and Green Paint.

Lowest in the Market.

may1 J. L. BLACK.

Steel Ploughs.

Wilkinson & Co's Patent

Steel Ploughs,

THE BEST AND CHEAPEST.

may1 J. L. BLACK.

Timothy & Clover Seed.

NOW in Store, and for sale low by the bag:
100 bush TIMOTHY SEED.
1200 lbs RED CLOVER.
800 " ALSIKE "

may1 J. L. BLACK.

Wall Paper.

5,000 ROLLS

WALL PAPER,

From 6c. to $1 per Roll.

may1 J. L. BLACK.

New Advertisements.

Laborers and Quarrymen Wanted.

Highest Cash Wages Paid.

ROCKPORT FREESTONE CO.,
Wood Point, Sackville, N. B.
FOSTER PICKARD, Supt.
Moniteur Acadien please copy. 3i

Political Meetings !

Messrs. Hanington, Landry, Humphrey and Dr. Black

Will Address the Electors at

MIDGIC, Friday, 16th inst.; ROCKPORT, Saturday, 17th.; OULTON'S CORNER, Botsford, Monday, 19th.; DOVER, Wednesday, 21st, at 7.30.
June 14th, 1882.

P. E. ISLAND

BANK BILLS

TAKEN IN EXCHANGE FOR

DRY GOODS

Boots and Shoes, Millinery, Ready-Made Clothing, &c.

june14-10i GEO. E. FORD.

New Goods. New Goods.

JUST OPENED:

NEW SETS Wreathes and Coronets;
New Sets Flowers;
New Light Flowers;
New Ostrich Feathers;
New Bonnet Frames;
New Black Silks and Satins;
New Black and Col'd Watered Silks;
New Sets Bonnet Crowns;
New Lace Mitts, Silk and Lisle Jersey Gloves;
White Cream Ecru and Black Spanish Scarfs;
Black and White Ecru and Cream Spanish Laces.

At Lowest Living Profits.

☞Those in need of MILLINERY should see our Stock.

june14 GEO. E. FORD.

SEED OATS !

ON CONSIGNMENT:

1,500 Bush. Seed Oats,

FROM P. E. ISLAND.

Now is the Time for Farmers to get GOOD, CLEAN SEED.

Must be Cleared Out at Once !

55c. PER BUSHEL,

Net Cash on Delivery.

june1 GEO. E. FORD.

CHILDRENS', BOYS', YOUTHS' AND MEN'S

CLOTHING.

JUST OPENED:

3 Cases Childrens' Boys', Youths' and Men's

CLOTHING.

Undoubtedly the Best Assortment, Best Cut and Best Value

EVER OFFERED IN THIS PLACE.

MEN'S SUITS, from $6.00 up.
BOYS' " " $4.00 up.
CHILDRENS' " $2.00 up.

If you are wanting anything in the CLOTHING LINE, see these goods before you purchase.

june1 GEO. E. FORD.

CEDAR SHINGLES !

AT STATION:

100 M. No. 1 Split Cedar Shingles.

For Sale Cheap. Apply at Once.

je1 GEO. E. FORD.

Ploughs and Rakes.

DANIEL E. CASEY & SON

HAVE JUST RECEIVED A SUPPLY OF

Ploughs and Horse Rakes

From Messrs. Frost & Wood.

We have been selling these Ploughs for several years, and find them to give satisfaction.

The Rake is a first class article with all the new improvements which make them second to none.

☞Come and see them before buying elsewhere.

DANIEL E. CASEY & SON.
Bay Verte, June 8, 1882. 3m

Great Discount Sale

—AT—

C. A. BOWSER'S.

Rare Bargains

IN EVERY DEPARTMENT.

250 Yds. French Linen,

VERY NICE.

See my 55 cts. Tapestry.

Butter Wanted at 22c.

C. A. BOWSER.

TO LET.

HALF of my New House opposite Methodist Parsonage, near Station, Post Office, Academies, &c., containing 7 Rooms, 2 Halls, Kitchen, Cellar &c., with large Tank. Apply to

may1 GEO. E. FORD.