



CHIGNECTO POST AND BORDERER

SACKVILLE, N. B., MARCH 20, 1890.

Too Much Revenue.

This Province is indeed fortunate amongst all the communities of earth; it has too much revenue! The Premier, Mr. Blair, has discovered since the elections went against him that the Province has too much revenue and a reduction can be made in the dues from the forest. Better terms—a Readjustment according to Quebec Resolutions—claims from the Dominion—these things are now of no importance whatever; the Province has too much revenue already. Happy Province! Lucky government to control so replete a treasury!

This is truly an age of advanced ideas. In old times we were taught to believe that our public domain was the property of the people at large; that the people of Westmorland, Albert, St. John and Carleton, were as much owners in it as the people of Northumberland or Kent. It was also a school day belief that lands at large required the public timber lands to be conserved and preserved in such a way as to make the most revenue possible out of them; the tax-payers were entitled to every dollar they would yield when put into the market for open competition.

To Mr. Blair's advanced theories of government, the above system is old-fashioned and has to be relegated to the good old honest past. We are enjoying an era of progress. We learn now for the first time that the public are not entitled to all they can get out of the timber lands in the open markets of the country. They are only entitled to what a government has to leave after using the public lands to pay for support to keep them in power. We are living in a remarkable period of the world's history. We remember in old times, our politicians used to struggle to get all the money they could on the roads and bridges—and all they could devote to the public schools in order to reduce the direct taxation on the taxpayer. We have now outrun and out-grown any such foolish ideas, thanks to Mr. Blair. The people are satisfied to have no more money on roads and bridges. There are no back settlements that need road grants. There are no school districts whose rate-payers desire to be lightened of the tax. The tax-payers are so delighted to have a continuance of Mr. Blair's regime, that they can go with poorer roads and bridges, or pay for them themselves, and pay more school taxes in order to enable Mr. Blair and his friends to spend the public money.

We have no doubt that the enlightened and progressive House of Assembly will sustain Mr. Blair in his efforts to keep down the revenues within their proper limits.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

The enormous increase of the rate on stoves and other castings is another illustration of the folly of attempting to manage the I. C. R. from Ottawa. The increase in charges, if continued, will prove to be practically prohibitory for at least 150 tons of stoves and hollow ware will be shipped from Sackville to St. John by vessel during the coming season. The same conditions will prevail at Moncton and other shipping ports on the I. C. R. and Merchants and other shippers will send or receive the bulk of their goods by water. The result of continuing the obvious charges will be that the railway will receive less revenue instead of more, while manufacturers and others are put to unnecessary loss and inconvenience.

Maritime Matters.

Henry Peters the largest real estate owner in Halifax, died recently. —Yarmouth, N. S. has voted against town incorporation by 236 to 204. —Mr. Gover Prior, of Ludlow, North Carolina, has a horse which crawled into his hay mow last fall, and is still sleeping. —Large quantities of oats are now received at Fredericton from Ontario, which sell at 30 1/2 cents per bushel by the carload. —St. John is going to use electricity instead of horse power for the street railways. The change will be made in the early spring. —Gaspereaux are coming in St. John harbours in fair quantities and small catches are reported. —The Donaldson line steamer, Columbia, is at Halifax loading 40,000 bushels of grain and 450 cattle for Glasgow. —Burglars broke into the store of L. S. Doucet & Co., and the house of Mr. Chisholm at Bedburn, and carried off some goods, recently. —Rial Howe, of Victoria settlement was instantly killed at Oranmore, on Tuesday last week, by falling off a load of hay and dislocating his neck. —Hugh McCormick, the world's champion skater, was presented with a handsome gold watch, a purse of \$100, and an address, by the citizens of St. John last week. —The shipping of horses from the Island to St. John and other markets has commenced. A carload of light and heavy ones arrived at St. John last week. —The Halifax banks have made the following net earnings to capital during the last year: Nova Scotia, 10 1/2 percent; Merchants, 12; Halifax, 12; Union, 10 1/2 percent. —Says the Richibucto Review: The St. Louis Branch Railway has not been in running order for some time. The freight is handled out by Daniel Flanagan the well-known teamster. —Forty-four carloads, or about 25,000 bushels of potatoes, have been shipped to the United States via the Moncton & Buctouche Ry., since last fall. —While the schooner, Cecilia, of Horton, was sailing from Parrabro to St. John, a whale about 70 feet long appeared alongside the vessel and followed it for fully two hours. —Wm. Delaney, St. John man, attempted to commit suicide some months ago, but was only badly injured. On Sunday last he again attempted it, but was again assisted to have no more money on roads and bridges. There are no back settlements that need road grants. There are no school districts whose rate-payers desire to be lightened of the tax. The tax-payers are so delighted to have a continuance of Mr. Blair's regime, that they can go with poorer roads and bridges, or pay for them themselves, and pay more school taxes in order to enable Mr. Blair and his friends to spend the public money.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

THE RECENT increase in freight rates on the Intercolonial, while discriminating unfairly against Maritime interests in general, appears to bear with particular severity upon the founders of the Lower Provinces. In the first place, the classification of stoves and other castings has been changed, and they are now charged at second class rates instead of third class as formerly, but unlike nearly all other kinds of second class goods, they are only carried at the owners' risk. This change in the classification, with the increase in rates, makes an advance in local charges equal to fifty per cent. For instance, the old rate on stoves from Sackville to St. John was eighteen cents per 100 lbs., while it is now twenty-five cents for the same distance and weight. The local rate on the I. C. R., for stoves and other goods of the same class, is twenty cents per 100 miles, for shorter distances the charge is proportionately very much higher. The through rate on second class goods, from Montreal to the Maritime Provinces is only seven cents per 100 lbs. for 100 miles, or only one-third of the local rate, so that the manufacturers of the Lower Provinces are practically deprived of the advantages which should be theirs from their proximity to the market, and an unfair discrimination is created in favour of the Upper Provinces. To further illustrate the exorbitant character of the local charges on the I. C. R., it is only necessary to state that the combination rate for 100 miles on the Boston & Maine and the New Brunswick Railways is only four cents per 100 lbs.

Industrial and Commercial.

Small contractors that usually retail for ten cents such in Boston, now bring from fifty to seventy five cents. —Plan has been established at Windsor for the manufacture of the typograph an improved typesetting machine. —The Canadian Pacific Railway expects to obtain from the government free running powers over the I. C. R. from St. John to Halifax. —Now it is reported that an English syndicate has an option on all the British Columbia salmon canneries but three. The transaction in value is \$1,000,000. —The chamber of commerce at Halifax, on Wednesday passed a resolution on its justly increased rate in the flour duties and favoring the removal of duties on American corn. —Lack of work is felt so keenly by the working classes of I. C. R. that the government is consulting upon property owners to devolve some employment for the unemployed. —H. H. Vivian & Co. of London, proprietors of iron and steel works, have applied to the Dominion Parliament for letters of incorporation. Our mineral resources are evidently attracting their attention. —The British Colonial office has done their utmost to the effect that Royal assent be given to the long pending Canadian reports of British literary works, to which the best British authors are opposed. —A Washington despatch says the world's hold is now agreed upon by the submission of the Republican members of the Ways and Means Committee makes the duty on wool of less than one cent and class 11 cents per pound. —The wire mill men of the United States, with a few exceptions have done their best. The steel wire, it is alleged, is part of the scheme to force certain manufacturers of wire to sell their wire at a price below the cost of production. —R. Turner of traffic earnings on the I. C. R. from March 1st to March 9th 1890 were: 1890 \$239,000 1889 \$229,000 Increase for 1890 \$10,000 —A war boat of Chippewas Falls, Mass., states that the action of manufacturers, who so secure most of their working hands from among immigrants, is to be reduced. —Premier Mercier is about to introduce resolutions in the house of assembly favoring the immediate construction of a bridge across the St. Lawrence between Quebec and Lévis. The engineer is likely to be Eiffel & Co. of Paris, who built the tower. Eiffel is willing to undertake the enterprise provided the province of Quebec guarantees interest on \$3,000,000.

Personal and Political. —The Turkish reserve soldiers have been ordered to hold themselves in readiness to be called out. —Norman Levan, formerly a writer for the Halifax N. S. Herald, has been elected a member of the Hawaiian legislature. —Judge W. C. O'Connell who signed the warrant for the execution of John Brown, of anti-lavery fame, died on Tuesday at Fort Scott, Kan., aged 74. He was lieutenant-governor of Virginia when Brown was hanged. —The warrant of the Egyptian claimant was already had a beneficial effect upon Lord Hartington, who is looking much better than any time since his illness and has been going about Cairo, riding and walking as if he had never been ill. —Parabro. —Owing to the spreading of a rail on the C. P. R. by near Westbrook on Saturday evening, the train was delayed about seven hours, and the mail was not delivered until Monday morning. The engine and fourteen hoppers were thrown off the track. —The Carnival on Tuesday evening was quite largely attended and was a fair success. —S. Howard's mill at Five Islands was burned one day last week. He has moved here to his ship yard and intends fitting his mill there for use this summer. —Maple candy, warranted pure, is beginning to arrive in large quantities, and is bringing good prices. —Mr. Thomas Flinn has bought the "Trout" "Gay Charter" from Charles Fennell, of Sackville. —People were taken by surprise this morning by hearing of the marriage of Mr. D. A. Huntley to Miss Josephine Stuckey, which took place at the bride's residence this morning. The happy couple left by train for Halifax, followed by the good wishes of a host of friends. —J. R. McNamara, Confectioner, is moving his old shop back from the street and intends building a new front to it.

Dominion Parliament.

OTTAWA, March 12.—In reply to an enquiry Sir John Macdonald said the freight rate on coal from Stellarton to London for use of the Steel Company is thirty cents per ton. He said that the rate was not to be raised. —The subject of erecting suitable monuments over neglected battle fields was discussed by Sir A. P. Carleton and other members. —Mr. Eisenhauer, (Lunenburg, N. S.) advocated an increase of the bounty allowed fishermen in proportion to the bounty allowed manufacturers of pig iron. —Mr. Laurier said the fishermen were more desirous of the improvement of better facilities than increase in the bounty. —Mr. Kenyon said it seemed as if the bounty should be increased to service at the pending provincial election in Nova Scotia. —The promoters of the Hudson Bay railway had an interview with the government and showed a strong case in favour of the project. —The 112 members of the Commons in favour of building the road and a king the government to aid in the scheme. The company intend to go through one of the fine agricultural counties in Southampt. —The place is new. Nobly walks or drives abroad on account of the mud—no agents and no transfers, for as they may come and may go they go on for ever. The agents are driving a brick road in ploughs and harrows. One man said he was a farmer and was working on his lands well. "The march of improvement" is felt in this county as it has never been before. —There was a good run of last week in sugar districts, some camps gathering 1500 bushels of sugar. —In his reply to C. M. Fowler, the Editor of the Gazette sent a shaft with substance that it is a waste of time to have the markman himself. He says in substance "with regards to firing mark-sellers, we presume Mr. Foster like all our other public men, is a man of high intelligence, but for the Scott Act projector to do" and so these public men etc, take water and wash their hands in the presence of the multitude and say "we are innocent of the blood of our neighbors slain by drink," "Innocent" as much as Christ was guilty of the blood of the crucified Christ, and no man is so innocent as Mr. Cass. They are away at his leather, and liquor is sold under his very eyes. For whom does he leave this in the face of the public, and to do this in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two saloons are running in full blast at the junction, while others are selling under an assumed name and brand. One saloon keeper sells "the meals" as a sort of bait, and the hungry passengers and train men in the winter are not so dexterous in the face of the masses by from a basement window. In Athol the very trash of trash is sold, composed largely of logwood and bad water. Two sal



