

CHICAGO POST.

WILLIAM C. MILLER,
Proprietor.

VOL. 12.-NO. 33.

SACKVILLE, N. B., THURSDAY, DECEMBER 22, 1881.

WHOLE NO. 604.

Travellers Column.

Cumberland Hotel,
PARRSBORO, N. S.
Twenty yards from Railway Station.
Sample rooms. Livery stable.
sept7 THOS. MAHONEY.

BY RAILWAY.
PASSENGER TICKETS
TO
SACKVILLE, N. B.
AND
ST. JOHN, N. B.
AND
ST. JOHN, N. B.
AND
ST. JOHN, N. B.

INTERCOLONIAL RAILWAY.

1881 WINTER ARRANGEMENT 1882

ON and after MONDAY, the 21st NOVEMBER, the Trains will run daily (Sunday excepted) as follows:

WILL LEAVE SACKVILLE:

Express for St. John and Quebec, 9.28 p.m.
Express for Halifax and Pictou, 6.08 a.m.
Express for Halifax and Pictou, 1.02 p.m.
Express for St. John, 2.48 p.m.

WILL LEAVE DORCHESTER:

Express for St. John and Quebec, 9.56 p.m.
Express for Halifax and Pictou, 5.35 a.m.
Express for Halifax and Pictou, 1.02 p.m.
Express for St. John, 3.16 p.m.

The Express Train from Quebec runs to Halifax and St. John on Sunday morning, and the Express Train from Halifax and St. John runs to Campbellton on Sunday morning.

D. POTTINGER,
Chief Superintendent.
Railway Office, Moncton, N. B.,
November 15th, 1881.

MANHOOD

HOW LOST, HOW RESTORED!

We have recently published a New Edition of the **Culverwell's Celebrated Essay on the radical and permanent cure of the Debility, Mental and Physical Incapacity, Impediments to Marriage, etc., resulting from excesses.**
Price, in a sealed envelope, only 6 cents, or two postage stamps.
The celebrated author, in this admirable Essay, clearly demonstrates, from thirty years' successful practice, that alarming consequences may be radically cured without the use of the knife; pointing out a mode of cure at once simple, certain and effectual, by means of which every sufferer, no matter what his condition may be, may cure himself cheaply, privately and radically.
This Lecture should be in the hands of every youth and every man in the land. Address
THE CULVERWELL MEDICAL CO.,
41 ANN ST., NEW YORK,
Post Office Box 450, Jan 28

AUTHORIZED CAPITAL, \$2,000,000.
PAID UP CAPITAL, \$592,650.

THE MARITIME BANK

of the Dominion of Canada.

ST. JOHN, N. B.

DIRECTORS:

LeB. Butford, M. D., Vice-President.

Jer. Harrison, (of J. & W. F. Harrison, Flour Merchants).

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Robt. Cruikshank, (of Jardine & Co., Grocers).

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John Tapley, (of Tapley Bros., Indian-Town).

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THE BANK, under new arrangement and with fresh capital, is now open and prepared to transact a general Banking Business.

Loans granted, Deposits received, Exchange bought and sold, Drafts issued, Collections made at and money telegraphed to, all accessible places.

Every facility offered to customers, and business transacted on favorable terms.

THOS. MACLELLAN, President.

ALFRED RAY, Cashier.

Parliamentary Notice.

NOTICE is hereby given that application will be made at the next session of the Parliament of Canada for a charter to incorporate "The Chignecto Marine Transport Railway Company," and to empower said Company to enter upon lands, to locate, construct and carry on a railway for transporting vessels, with or without cargo, from Chignecto Bay to Bale Verre; and to locate, construct and maintain a Passenger and Freight Railway in combination therewith from Amherst to Cape Jourdain; and to invest the said Company with all usual and requisite powers for the above purposes.

H. G. C. KETCHUM,
Promoter and Engineer.
Fredericton, Nov. 22, 1881.

NOTICE.

THE undermentioned non-resident rate-payers of the Parish of Westmorland, in the County of Westmorland, are hereby notified to pay their respective Highway Assessments as set opposite their names, together with the cost of advertising (80 cents each) on or before 25th February next, otherwise legal proceedings will be taken to recover the same.

David Lawrence.....\$1.00

John Atkins.....1.00

Wm. Fitchett.....1.00

John Trenholm.....1.00

James Gleason.....1.00

JAMES LOWRIE,
ROBERT TINGLEY,
Commissioners of Highways.
Dated Oct. 3rd, 1881.

Business Cards.

ROBERT BECKWITH,

Attorney-at-Law, Conveyancer, &c.

DORCHESTER, N. B.

R. BARRY SMITH,

Barrister, Solicitor and Notary.

Main Street, - Moncton, N. B.

D. I. WELCH,

Attorney-at-Law,

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All Legal Business attended to promptly.

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J. R. WOODBURN & CO.,

44 & 46 DOCK STREET,

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To Farmers & Shippers.

Butter, Cheese, Eggs, Poultry.

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J. E. PHILLIPS & CO.,

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General Produce Commission Merchants.

oct28-4m

G. N. EMERY & CO.

Wholesale Commission Merchants.

Foreign and Domestic Fruits, Produce, Oranges, Lemons, Bananas, Apples, and Cape Cod Cranberries; also

Hay, Potatoes, Poultry, Eggs, &c.

Quotations always given when desired.

110 South Market Street,

BOSTON, MASS.

Harness. Harness.

20 Sets Silver Plated Harness.

ALSO

Harness in Nickel, Brass and Japanned.

THESE Harness are thoroughly made and of the very best material.

Parties in want, please give me a call and examine the quality of my work. I will not be underbid by any in the trade.

C. B. GODFREY.

Dorchester, May 6th, 1880.

J. WILSON & CO.

MANUFACTURERS OF

Marbled Slate Mantels

AND

GRATES.

DEALERS IN

Stoves, Ranges, &c.

104 PRINCE WM. STREET,

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H. PHINNEY, Agent for Sackville.

RHODES, CURRY & CO.

AMHERST, N. S.

HAVE REBUILT and are now running the

Amherst Wood-Working Factory,

And with the aid of good men and good machinery are prepared to fill orders at short notice for

Doors, Sashes, Blinds, Window and Door Frames, Brackets and Mouldings of all Descriptions, Kilm Dried Lumber and Building Material.

Planing, Sawing, &c.

Stores and Offices fitted out. All orders promptly attended to. may7

To be had at J. C. COLE'S,

AMHERST, N. S.

POSITIVELY

CHEAPEST

AND BEST

ORGANS

AND

PIANOS

A. BEATTY'S PIANOFORTES

A magnificent holiday present; square grand pianofortes, four very handsome round corners, rosewood cases, three unisons, Beatty's matchless iron frames, stool, book, cover, box, \$225 to \$275; catalogue prices, \$800 to \$1,000; satisfaction guaranteed or money refunded for one year's use; upright pianofortes, \$125 to \$255; catalogue prices, \$500 to \$800; standard pianofortes of the universe, as thousands testify; write for mammoth list of testimonials: Beatty's cabinet organs, cathedral, church, chapel, parlor, \$30 upwards; visitors welcome: free catalogue meets train; illustrated catalogue (holiday edition) free. Address, or call upon, Daniel F. Beatty, Washington, New Jersey.

\$777 A YEAR and expenses to agents. Outlets free. Address P. O. Vickery, Augusta, Me.

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Marine Railway

AND

Cape Tormentine Railway are now

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CHEAP READING FOR 1882.

Terms for the Magazines and Papers.

CHIGNECTO POST CLUBBING RATES.

The CHIGNECTO Post and Borderer will be sent with any of the following periodicals, postage paid, at the rates below:

Weekly Toronto Globe and Post,	\$1.75
" " Mail,	1.00
Daily Telegraph,	6.00
Daily Sun,	6.00
Daily News,	6.00
Daily Herald, Halifax,	6.00
Scotiabank's Monthly,	4.25
Harper's Bazar,	4.25
Harper's Magazine,	4.00
Harper's Weekly,	4.25
Harper's Young People,	4.25
American Agriculturist,	2.00
Scientific American,	3.00
Canadian Monthly,	1.75
Cottage Hearth,	2.50
Mining Journal,	2.50
Canadian Spectator,	2.50
Daily Witness,	3.25
Weekly,	1.88
Breeder's Live Stock Journal,	1.75

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., DEC. 22, 1881.

—Guilean's trial still progresses.

—A MERRY CHRISTMAS to our friends and readers.

—Sir Charles Tupper made it hot and lively for Mr. Blake at Coburg on Thursday.

—Mr. Domville, M. P., protests in the Sun against the Pacific Syndicate making Boston and Portland their Atlantic terminus, instead of St. John and Halifax. "Canada for the Canadians."

—Mr. Rigby, Q. C. of Halifax, has been appointed a Judge of the Supreme Court of Nova Scotia, vice Judge DesBarres resigned. Mr. Rigby is a man of first class ability and will be a real acquisition to the Bench.

—The Maritime Railway meeting at Amherst on Monday was a very gratifying one to the promoters of the scheme. The people of Amherst appear to be aware that on its construction their town would swell into the magnitude of a leading Canadian city. We devote a good deal of space to the report to the exclusion of other matters.

—James Gordon Bennett's yacht, the "Jeannette," that he sent to the Northern seas has at last been heard from. She was crushed in the ice, June 11th, in lat. 77, lon. 154. The crew embarked in three boats, which were separated by wind and fog. Number 3, with eleven men, Engineer Melville commanding, reached the mouth of the Lena, September 19. Subsequently No. 1, with Capt. Delong, Dr. Ambler and 12 men reached the Lena in a pitiable condition. Prompt assistance was sent. No. 2 has not been heard from.

—The Government has scored another victory. The promised re-election is a long time coming and unless the Opposition do better work at elections than they have the past three years, they will have a slender chance of holding their own in 1883.

Mr. Guilean, the Government candidate, has been elected for West Northumberland by 68 majority. The vacancy had been created by the resignation of the sitting member, owing to ill health. The Government majority in 1878 was 88; in 1881 it was 69. This is an apparent decrease of 20, an expected result, as smaller votes are polled in bye-elections than in general elections.

Scott Act.

Mr. Wells entered on the trial docket of the Westmorland County Court, an appeal from the conviction of James Smith by Walter Cahill, Commissioner, for violation of the Scott Act. H. A. Powell moved to have the case struck off on the ground that no appeal lay from a conviction made under this act by a Commissioner. After a three hours argument the Judge ordered the case to be struck off the docket.

Church Opening at Point de Bute.

The New Methodist Church at Point de Bute was opened on Sunday last. The morning service was preached by Rev. Dr. Stewart; in the afternoon Rev. Mr. Dobson, of Portland, N. B., preached, and Mr. Duncan in the evening. Rev. Dr. Pickard, Prof. Burwash and Mr. Fisher assisted. The church, vestry and all was filled. The proceeds of the collections were \$62. On Monday morning a sermon was preached by Rev. Mr. Dobson, after which a sale of pews took place. The seats sold for \$400, more than the entire debt of the church, leaving enough to buy an organ. The Methodists of Point de Bute are to be congratulated.

SCH. ENTERPRISE.—Our Parrsboro' correspondent, usually well informed, stated that the Captain and officers of steamer "Earl Dufferin" at the inquest did not give very satisfactory reasons for not going to the relief of the ill-fated vessel, and that they are severely censured for dereliction of duty. The Windsor Mail of a later date says:—

"Our report at the time, obtained from a reliable source, states that Capt. Tooker saw the wreck from the beach and ran a half mile to the pier for assistance. In the mean time the crew had left the wreck in their boat, which filled and disappeared. Capt. Tooker thinks if they had clung to the wreck they would have been rescued."

Chignecto Ship Railway.

ENTHUSIASTIC DEMONSTRATION.

The Project Endorsed at a Mass Meeting.

THE SPEECHES, ETC.

The Court House was quite crowded on Monday evening last, by the leading business men of Amherst, to discuss the scheme proposed by Mr. Ketchum, M. Inst., C. E., for a ship railway to connect the waters of the Gulf with those of the Bay of Fundy. The notice given was too short, to enable persons from the out-districts to receive it and attend. Hon. Senator Dickey, president, and J. Albert Black, Esq., of the Gazette, acted as Secretary. The Senator first referred to Mr. Ketchum's standing as an engineer—the promoter of the New Brunswick railway; the constructor of the Eastern Extension, and his connection with important railway works in Brazil; his opinions were entitled to respect. He wished to make a statement that has a bearing on this matter. He was one of the delegates at the Convention of seventeen years ago, that settled the terms of Confederation, and he wished to place it upon record, that it was a perfect understanding that the Bay Verte Canal should be constructed. In pursuance of that understanding the first administration adopted it as part of their policy, had surveys made, and sums placed in the estimates for its construction. That policy was afterwards changed and the work postponed, by the succeeding administration. We have to-day not only the claim that dates from Union, but the terms of Union with P. E. Island provided for steam communication to be kept up winter and summer. It was unfortunate that the Government did not make connection at the nearest point, and where winter communication has always been maintained, but undertook a costly experiment—the "Northern Light." The result is what at the time was apprehended—a failure. The result of this failure is that an agitation has arisen to compel the Government to perform their agreement by establishing steam connection by the Capes. Mr. Ketchum's scheme embraces both the objects of the Canal and the Capes railway. Many persons are incredulous as to its practicability. He (the Chairman) was not an engineer, but he could state that the scheme was endorsed by some of the foremost scientific men of the age. Mr. Ketchum proposes to connect the waters of the Gulf of St. Lawrence with the Bay of Fundy by a hydraulic lift. He (the chairman) made a statement in Parliament some time ago as to the power of hydraulic lifts and some of the hon. gentlemen were somewhat skeptical, until he pointed out to them the lift at Amherst, on the River Weaver in Cheshire, where vessels are raised to and from the canal and river, not ten feet as Mr. Ketchum proposes but fifty-three feet. He is a bold man who will set limits to the resources of engineering science. Mr. Ketchum is present and he would invite him to explain what he proposes to do and how he proposes to do it. (Cheers.)

MR. KETCHUM.

was received with cheers. Two events, he said, had induced him to revive a project broached some years ago, the first being the agitation in favor of the Capes Railway, and the second the progress of Captain Ead's Ship Railway across Peninsular, 100 miles of which was now being graded. The estimated cost of the Canal was \$8,500,000. Many persons believed, however, the cost would reach \$12,000,000. If you can accomplish every object for which the Canal was designed at one third the cost, you may have reason to congratulate yourselves the Canal was not constructed. To that saving may be added \$400,000 per annum cost of repairs and maintenance saved. He was desirous of getting the government to locate the Capes' Railway that it could be made subservient to the purposes of the Marine Railway, first in its construction and afterwards in its operation. A Marine Railway across this isthmus was not novel with him. Some twenty-five years ago Mr. John Woodward, of St. John, proposed it to him (Mr. Ketchum) for schooner, but he confessed he saw difficulties. Twenty-three years ago the Thames Graving Docks came into operation and their practical operation since then is undoubted. It has been said the water in them would freeze in winter and destroy them. To this he could only say they would not be in operation in winter and the water would be let off. Has there ever been a marine railway in operation? Yes. As long ago as forty years, before the Pennsylvania Railway was built, large boats were hauled on rails thirty miles between Hollidaysburg and Johnstown. There had also been other marine railways, but this was the first occasion to which hydraulic lifts were utilized for such purposes. He did not propose to carry vessels of 5,000 or 6,000 tons, but only coasters and the ordinary lake propeller—vessels up to 1,000 tons. He had no doubt whatever, not only that a road-bed could be made sufficiently firm to carry these vessels and cargoes, but that locomotives exist that could haul them. There are locomotives on the I. C. R. capable of doing it. He then referred to the cheapness of water

transportation. It costs \$0.75 to carry a ton by rail 100 miles. For \$0.75 a ton can be carried by water 500 miles. Hence when water and rail are competing, water will always hold its own for bulky articles. (Cheers.)

Hon. C. J. Townshend moved a resolution:

That the construction of the railway from Amherst to Cape Tormentine by the Government in pursuance of the terms of union with P. E. Island, is necessary to the development of the resources of the country, &c.

Mr. Townshend referred to the resolutions passed at the Tidalist meeting which have been fully dealt with in these columns.

The complete and entire failure of the "Northern Light" scheme rendered it a duty devolving upon the country to build the Capes' railway without further delay. That must now go forward. Besides its immediate object, its results would be most beneficial in building up and developing our local resources, and taken in connection with the Marine Railway was a matter of the first importance.

JAMES S. HICKMAN, ESQ.,

seconded it in a humorous and enthusiastic speech, which was received with repeated rounds of applause. He believed the scheme to be perfectly feasible. If carried out it would prove of the greatest advantage to the country. Nature has provided a place to build it; nature has given us the coal and stone, the lumber and plaster, to carry. We have great maritimes and shipping interests which would receive a vast impulse. The North Shore and P. E. Island, by the short cut to the South, would be immensely benefited. Mr. Ketchum was entitled to all the support and encouragement they could give him. He never knew before we were entitled to the Canal by Confederation, and he contended this was the time to press for their rights, and at the same time give the country a great public work that would yield them, and their children after them, means for developing the great natural resources of the country.

JOHN. MR. BLACK

moved the following:

Resolved, that a railway for the transport of vessels, laden or unladen, across the isthmus separating the head waters of the Bay of Fundy from the Gulf of St. Lawrence would, in addition to these advantages, stimulate the industries and shipping of the district bordering upon the Bay and Gulf, respectively, as well as P. E. Island, with the adjacent fisheries, and otherwise largely benefit the trade of the Dominion.

He would assume, first, that the project is feasible, and second, that the tolls would be moderate. Large quantities of perishable and bulky articles of produce are raised in P. E. Island and the portions of N. B. and N. S. bordering on the Strait. Few districts can be named which have increased their surplus farm products as has the Parish of Botsford. The Gulf Shore of our own County possesses equal natural advantages, but one or more persons have gone from every house to the United States—a state of things which would not exist had there been accessible markets. It has been said that it costs \$2,000 to raise a parcel of manhood's estate. If it cost only half this sum, and he leaves us on arriving at this period, how can the country improve? It is as if a culture were at its vital. Not only are our agricultural interests, but many others, lying at rest for want of an outlet such as this highway would afford—the griststones, quarries of Bay Chaleur, the quarries of Wallace, and the coal of Pictou. During the past summer a loaded vessel lay at Wallace windbound for ten days, when if this railway had existed, she could have been taken to the Gulf in four hours, and within three days have reached Boston. There is now no local competition; we have to compete with the markets of the world, in the prices of our apples, beef, butter, &c. But P. E. Island would be the great beneficiary by this road. Last season \$300,000 worth of potatoes were shipped from that province, requiring, at an average of 4,000 bushels capacity each, 187 schooners to carry them. Who can estimate the benefit to the Island for the single product for one season. He instanced one cargo of potatoes which came under his notice. The vessel was delayed for days in the Strait, and finally got to Rockland, Me., with a rotten cargo. With this railway vessels can make two trips from P. E. Island to the United States, in many cases, where they now make but one. The road would benefit agriculture largely, and to do this is to benefit all other interests. He referred to the increase of traffic on the I. C. Railway beyond all conception, and believed that this avenue once open there would be such an increase of business upon it as we do not now dream of. He made a slight allusion to the Tidalist meeting, which he said his name had not been very well taken. Had they known that he had taken the only opportunity he had of speaking in favor of the Cape Tormentine Railway, they would not have charged him with indifference. Respecting Mr. Hickman's remarks on the abolition of the Legislative Council, he entirely concurred with Mr. Ketchum. Let the people of P. E. Island awaken, as they have not yet sufficiently done, and unite with us to press for this work, and there will be a strong probability of its construction. Everything is now favorable. Money is plentiful, agricultural products are rapidly increasing, new industries are being opened up, and there is certainly good reason to press for the construction of this important work.

DR. K. TUPPER,

in seconding the resolution, said, that as one who was directly interested in having this meeting called, it might be well to explain that he had been held at short notice, in order to have the presence of Mr. Ketchum, and for this reason there

him, and had voted for its abolition since his appointment to the Council.

Capt. R. Lowerison seconded the resolution, and it passed unanimously.

W. M. FULLERTON, ESQ.,

moved the next resolution, viz:

That having been informed of a proposal made by H. G. C. Ketchum, Esq., C. E., to the Dominion Government, to undertake the immediate construction of the line to Cape Tormentine, in conjunction with the said Marine Transport Railway, on receiving a reasonable guarantee or subsidy, this meeting is of opinion that it would be in the public interest to grant such aid to these important undertakings as may be agreed with the promoters of the enterprise and be justified by the finances of the country.

This resolution had been put in his hands by Mr. Tipes who had been unexpectedly called away. The way in which it is proposed to carry out this work is the only feasible one. The Baie Verte Canal was advocated as of great benefit to the country generally. Let us see what it is to be carried out. The Marine Railway can be built for one-third the estimated cost of the Canal. In pressing the Government for the road we are only asking it to carry out pledges made when we entered Confederation. When we see what it is to be carried out this railway, and the new interests constantly springing up, we cannot but be convinced of its necessity. As Mr. Hickman says, we got none of the fishery money, and as if to remind us of a great whole come ashore at Northport, near one of the proposed termini, we had not been an opportunity of notifying people of Bay Verte and others from a distance who would gladly have joined us. 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LOCAL MATTERS.

The stores will be closed on Monday next.

THE MISSISSIPPI BRIDGE.—The top is being raised.

CORRESPONDENCE and other material unavoidably crowded out.

ORIGINAL and selected poetry, Agricultural, etc., on first page.

The steamer "Northern Light" commenced her winter work on Friday last.

The skating rink will be opened next week. Mr. Beckwith has put it in thorough repair.

Two boys were drowned in the Magalloway River and one in the St. Croix on Friday last.

The steamer "Albert," 165 tons, built at Shepley in 1872, was burned on Tuesday, near Shelburne, N.S.

The trial of Tertius Theal for the murder of his wife ended on Thursday last, the jury finding the prisoner guilty of manslaughter.

A GRANGE supper takes place at North River, Salisbury, next Wednesday. Mr. Killam, M.P.P., and Hon. A. McQueen, are expected to be present.

CHRISTMAS VACATION.—Yesterday the students of the College and Academies crowded the trains going east and west bound to their homes for the holidays.

P. E. ISLAND BANK.—A despatch says: "The depositors and note-holders will be paid in full, but the shareholders will be called on for a contribution of \$150,000."

This first freight over the Oxford Branch was two cars loaded of roofing material for the extension of the Oxford Woollen Factory, which was carried over on Saturday week.

The Methodist Sabbath School will have a public service on Xmas Day in the church. All are invited to attend. Rev. Mr. Shenton will speak on "Quarter's Lessons," at 2.30 p. m.

MEAT SUPPER and Refreshment table takes place at the new Baptist Church, Dorchester, on Saturday, 5th January. The proceeds are in aid of the building fund. [An enjoyable time is expected.]

SUDDEN DEATH.—Mr. Frank Gooden, of the firm of E. C. Gooden & Co., Baie Verte, died suddenly on Sunday after a week's illness of pneumonia. He was a promising young man, and his death is deeply regretted by hosts of friends.

ANSWERS TO CORRESPONDENTS.—An obliging correspondent from Dalhousie writes us that the Robert Ferguson enquired about by a Shin-linac correspondent some weeks ago, and who was drowned at Campbellton some months ago, was from Sterling, Scotland, age 43, height about 5 feet 8 inches, laborer, and lived in Campbellton about 9 years.

CHECK STEALING CASE at St. John's.—The jury in the Furlong case found a verdict of "not guilty" Tuesday night. His companion and alleged associate in crime, James D. Lewin, Jr., (in whose case the jury disagreed, 11 for acquittal and 1 for conviction,) skipped his bail some night, leaving for Augusta, Maine, in the 9 o'clock express for Bangor. Only his brother and a policeman were at the train to say good-bye.

THE "ROLL CALL."

The subject of "The Roll Call" was of course the artist's own choice. It had long been in her mind, it was painted in buoyant confidence and hope, sent to the Academy, and the rest is history. The first intimation received by the artist, her suspense, of the astonishing success of her work, came from the interior of the Academy. The artist, who had been looking at the picture in its presentation for judgment with a round of cheers—a generous and cordial recognition which took the artist fairly by surprise. Then came the royal speeches at the banquet; then the newspaper storm of congratulation, and then the "public" spoke. It is not given to many, even among great geniuses, to move the heart of the million. Masters in literature, in painting, in music, have been fain to content themselves with an audience of 50, though few. But an audience of the whole people listened to this young girl's story of "Calling the Roll after an engagement in the Crimea." * * * An incident without precedent in the annals of the Academy occurred: Her picture was removed from its place in the hall of the season by the Queen's command, and taken to Windsor for inspection; so greatly was her Majesty, whose interest in her art is intense, pleased with the work, that she intimated the wish to become its purchaser.—JOHN O'NEILL, in the *Treasury of Art*.

A beautiful and successful representation of the picture, "THE ROLL CALL," or "Quatre Bras," the artist before James Vick, Rochester, N. Y., for it will be disappointed. Instead of getting a cheap thing, as the price would seem to indicate, they will receive a very handsome work of 10 pages, and perhaps 1000 illustrations—not cheap, but elegant illustrations, of the very best of calendar paper, and as a set it is the whole, two beautiful Colored Plates that are worth twice the price of the book.

LOCAL MATTERS.

(From our own correspondents.)

DORCHESTER ITEMS.

The risk is in good condition. Christmas decorations are well advanced.

Little McKay has re-christened Santa Claus.

A celebrated Boston pulpit orator, the Rev. J. M. Gray, of the Reformed Episcopal church, lectured on the Reformed Ritual, to a large audience in Robb's Hall on Monday evening.

Mr. Richard is a County Councillor, not a Privy Councillor. Nevertheless, his attention has been called by His Honor, Judge Botsford, to additional accommodation required in the Court House.

ALBERT ITEMS.

Rough roads, a little snow, and mild weather.

Somebody has started a singing class at Riverside.

The Elgin people are annoyed because a rum-shop has lately been started in their village.

Captain William Wood has hauled his "Pearl" up to the winter, after bringing in the buoys.

Rev. L. S. Johnson preached a splendid temperance sermon in the Methodist Church last Sunday night.

It is said that two men were injured at Hillsboro', last week, by being thrown from a wagon. One man had his arm broken.

The pumps of the A. R. R. engine got out of order last Thursday and it was nearly ten o'clock before the train left Albert, but it was very little behind time on the down trip.

P. E. Island Notes.

The steamer "Prince Edward" which was at one time given up as lost and which was towed into Newfoundland by the steamer "Thamesmore," arrived at Charlottetown Tuesday morning. All the church bells rang in honor of her arrival.

The Lieut. Governor of this province has ordered that Monday, the 26th, be observed as a holiday (Christmas being on Sunday) New Year's day, also coming on Sunday.

Charlottetown and Georgetown harbors are still open and vessels are leaving port. The "Northern Light" is making daily trips from Georgetown to Pictou and return.

Trotting at Bay Verte.

The horsemen of Bay Verte who are noted for their fondness for trotting on ice have arranged the following races for Monday, the 26th, weather and ice permitting: Three minute trip for \$100 open to those who have never beaten 3 minutes. Entries as follows: Wm. Prescott's "Little Siranger," Edw. Casey's "Gipsy," R. Prescott's "Maud," W. S. Willet's "Dan the Prophet," Aubrey Copp's "Nellie," L. O. C. Goodwin's "Santa Claus," L. M. L. Miller's "Captain Jack." Three thirty class is J. Prescott's "Curiosity," Wm. Prescott's "Busy Bee," W. S. Willet's "Dan the Prophet," Aubrey Copp's "Nellie," Edw. Kinneen's "Gipsy Belle," J. Mutta's "Maud S. Jr."

Westmorland Co. Court.

DORCHESTER, Dec. 21, 1881.—Estache Baudreau vs. E. J. Smith et al. occupied the court from Friday till Tuesday. This was an action for \$800 on a promissory note, the 20th, defendant gave to the Sheriff on repaying one hundred and sixty pounds from the plaintiff. The jury disagreed. Messrs. W. J. Gilbert and H. Gilbert for defendant, and Hon. P. A. Landry, Messrs. Richard and Landry for the plaintiff. The Queen on the complaint of G. Chappell Fawcett vs. James Smith, an appeal from a conviction under the Scott Act was argued yesterday. Mr. Wells appeared for appellant Smith, and Mr. Powell for the temperance committee. After a lengthy discussion as to the right of appeal to county courts from convictions under said Act, his Honor ordered the case struck from the docket because the magistrate had not filed the conviction as required by law.

The criminal cases were disposed of on Tuesday last. Albert Bonneau committed for shopbreaking at Campbellton was acquitted with a caution not to do so again. John McKenzie for stealing two cakes of maple sugar was found guilty and was yesterday sentenced to three years in the Penitentiary. James McKinnon for stealing and selling a pair of shoes and attempting to escape from the Penitentiary pleaded guilty and was yesterday sentenced to two years in the Penitentiary, to commence when his present term of imprisonment expires. This is the man who for freedom ran the gauntlet under fire of a dozen Winchester rifles.

Jadduce Baudreau who pleaded guilty to the charge of stealing a boat was sentenced also to three years in the Penitentiary. Steadman & Jones vs. R. A. Borden occupied the Court to-day. R. B. Smith, Esq., for plaintiff, and Hanington, Q. C., for defendant. In the case of the Queen vs. L. N. Wilton for obstructing the Intercolonial Railway, the Crown entered a *nolle prosequi*.

PRIZE OF CHARGE.—Corneus vs. Kimball was settled.

A Card.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a receipt that will cure you. This great remedy was discovered by a missionary in South America, and is a self-administered cure to the Rev. Joseph T. Jones, Station D, New York City.

Health, the poor man's riches, and the rich man's bliss is maintained by the judicious use of Ayer's Sarsaparilla which strengthens and invigorates the system, purifies the blood, it is to be highly concentrated that it is the most economical medicine for this purpose that can be used.

MOUNT ALLISON.

Ladies Academy Exhibition.

As many Sackville citizens as could find room were at Lingley Hall on Monday evening. A better natured or better gratified audience never went anywhere.

The Mount Allison girls never appeared to better advantage. The gloom and darkness of the outer world was charmingly contrasted by the splendor, freshness and light within.

Miss Wilson made her first appearance in public as Preceptor of the Institution. Prof. Francis appeared for the first time as the Musical Professor. Also we noticed three other new faces among the teaching staff, Miss Reid, of the Fine Arts Department, Miss Langlan, teacher of French, and our country woman, Miss Edith Fawcett. The following was the

PROGRAMME:

1.—DEVOTIONAL EXERCISES.
2.—Musical: "Jubel Overture" (W. H. Miles) (Dobson and Bishop).
3.—Musical: "Christmas Carol" (Miss E. Shenton).
4.—Musical: "Memories" (Miss J. Pierce).
5.—Musical: "Chorus" (Hall Smiling Morn) (Miss J. Pierce).
6.—Musical: "The Rose Tree" (Misses Willis and Mounce).
7.—Musical: "The Poet Laureate" (Miss J. Pierce).
8.—Musical: "The 24th Psalm" (Miss C. Tompion).
9.—Musical: "Kenna's Song" (Miss Weldon).
10.—Musical: "In life worth living" (Miss J. Pierce).
11.—Musical: "The Last Thing" (Miss J. Pierce).
12.—Musical: "Great Fanfare of Norma" (Miss J. Pierce).
13.—Musical: "The Rose Tree" (Misses Willis and Mounce).
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THE COLLEGE.

The terminal exhibition of the College took place Tuesday night.

The roads were bad, and the weather generally open to objection, but the audience was good withal. It is a fact worth noting, that there are always more ladies than gentlemen at college exhibitions; while the public exercises by the ladies are attended better by the male sex. The following was the

PROGRAMME:

1.—Musical: "The Rose Tree" (Misses Willis and Mounce).
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REPORTS, &c.

MUSIC.—"Rhapsodie Hongroise" (List, Miss Cairns Johnson).

Want of space forbids us to say much about the individual merits of the various performances. Prof. Francis must have been highly gratified at the enthusiasm displayed by the audience over the instrumental music.

The singing class was larger than usual and the choruses were given with plenty of energy. The literary portion of the exercises, as will be seen by reference to the programme was varied. Miss Pearce spoke touchingly of her childhood's days, made some humorous allusions to her feelings when wearing the fool's cap at school, (which shows that the young lady is not without imagination), spoke touchingly of the open fire-place at home, and then drifted on to the discussion of the style of memories which came to us at middle age—which last rather took us by surprise, as we had hastily supposed that Miss Pearce had not as yet arrived at that period of life. Miss O'Brien, a young lady, gave a short historical sketch of the laurel-crowned poets, *seriatim*, a brief critical review of the works of each with illustrative selections from Tennyson, and explained how the fashion of having a laureate arose. Miss Cole was necessarily discursive, having a good deal of ground to go over. She read in clear tones and "had no nonsense about her." Miss Flinn attacked the custom introduced to the public by Mr. Mallock. She took the affirmative view and argued with earnestness and with apparent sincerity that life was worth living. The fact that the careworn expression so usually found on the faces of young ladies at school, was conspicuously absent in this case, and the presumption that life will be pleasant to Miss Flinn, will go far to excuse her for holding these exceptional opinions. In fact the philosophical spectator on looking at the representation from the Academy could not fail to think that these young people had it in their power to make life somewhat endurable for several people. Miss Flinn's appearance and style of reading, however, and her argument sufficiently good to lead us to a reconsideration of our proposed suicide. Miss Taylor and Miss Johnson debated the burning question of whether or not we should be most destructive to life. The discussion was polemical in the extreme. Neither debater was disposed to give quarter for an instant, and the weak spot in an opponent's armor was selected for attack with a certain vindictiveness and malignity which ill accords with the idea of meekness and quietness which, correctly as otherwise, is mostly accredited to the female character. If any fault could be found with the debate it would be that the points made were rather too technical, and the logic rather stern and cold blooded, so that the bitterness of the strife had not the extension of being the result of a fiery impetuosity of passionate nature.

We would like to say a good deal about the recitations but are too crowded, Miss Emma Shenton made her voice heard all over the hall, with great apparent ease and gave her selection with good taste.

The selections from Shakespeare, by Misses Willis and Mounce, were well given. Special commendation might be given to Miss Mounce for the power and feeling with which she gave the most difficult selection of the four, Henry the Fourth's appeal to Sleep.

Miss Weldon, while evidently unaccustomed to declamation, has some of the true instincts. She has nerve, and a good voice well under control.

The hit of the evening in recitations was Miss Bishop's reading of "The Last Thing."

A hearty encore drowned the voice of Dr. Kennedy, who tried to

announce the next piece. The avowed crowd refused to be conciliated by Miss Bishop's prettiest bow and nothing less than a repetition of the piece could prevent the ruthless boycotting of the whole performance. Miss Bishop should feel proud, for a Sackville audience did not often encore a recitation.

The solo and duet were well received as they deserved to be, though ignorance of the technical language which ought to be used in this connection keeps us silent.

The French dialogue was good—pictorially. Our opinion is that the sentiments expressed in it were good sentiments and that the accents and all that sort of thing were right, but we are not so sure as we would be if we were a Frenchman. Dr. Kennedy reported that there had been an attendance of 75, and that 20 of these were in the first division. Every thing had gone well, hard work had been done by all, and most gratifying results shown by the examinations. Revs. Jonathan Borden, Job Shenton and Dr. Kennedy spoke briefly, the latter complimenting Miss Wilson on the results of her drill in elocution.

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Sixty boxes Valencia Raisins, just received. Sixty barrels Best American Kerosene Oil. A few Elegant Dinner Sets, Repousse Design.

Fancy Goods, House Furnishing Goods, Mill Supplies, Lumbermen's Supplies.

PORK, BUTTER, OATS, POULTRY, SOCKS AND MITTS, BOUGHT AND SOLD.

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NEW ADVERTISEMENTS.

On Nov. 30th, at Goose River Mass., by Rev. S. R. Stormont, Mr. Mercurius Atkinson, of Buctouche, N. B., to Miss Margaret Mills, daughter of Daniel Mills, Esq., of Goose River, N. S.

On 29th ult., at the residence of the officiating clergyman, by Rev. Geo. E. Harris, John Sales, of Windsor, to Lillian S. Payton, of Parrsboro'.

At Goose River, Dec. 6th, by Rev. W. S. W. Keirle, Mr. James F. Bates, of Hanford, to Miss Mary Ann Chase, of Amherst Shore.

At the residence of the bride's father, on Wednesday, 7th inst., by Rev. J. F. Bates, Thomas A. Colpitts, Esq., of Elgin, A. C., to Miss Etie M. Armstrong, daughter of James Armstrong, Esq.

At the residence of the bride's mother, Norton, K. Co., on the 23rd ult., by Rev. S. W. Keirle, Mr. James F. Bates, of Norton, and Catherine McLennan, of the same place.

On the 15th, by the Rev. W. A. Cory, Capt. James A. Dixon, of Harvey, Albert Co., and Lavinia M., youngest daughter of Capt. Alfred Dickson, of Portland, N.B.

DEATHS.

At the residence of S. C. Charters, Esq., on Wednesday, 7th inst., at 10 o'clock, the only child of William A. and Sophia J. Charters, aged 2 years and 5 months.

At Windsor, N. B., on the 3rd inst., Walter Hicks, a young son of John C. and the late Lizzie Dobson, aged 4 months and 12 days.

At River Hebert, on 12th inst., after an illness of many years duration, Moses Ross, aged 77 years.

At Amherst on 25th ult., Miss Emancie Freeman aged 46 years.

At Amherst on the 10th inst., Mrs. Mary Emma, widow of the late John Barnes, Westmorland, N. B., aged 63 years.

SHIPPING INTELLIGENCE.

COASTWISE.

At Montreal 22nd brig Octavian from Demerara with sugar for the refinery.

OTHER PORTS.

At Santander 12th inst. brig Kosmark, Turner, for New York.

At Naples 12th inst. bark Matilda S. for New York.

At Antwerp 12th inst. ship S. B. Weldon, Wright for New York.

At New York 12th inst. ship S. B. Weldon, Wright for New York.

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