

S. R. FOSTER & SON

MANUFACTURERS OF

Wire Nails,

Wire Brads,

STEEL AND IRON-CUT NAILS.

And SPIKES, TACKS, BRADS,

SHOE-NAILS, HUNGARIAN NAILS etc.

ST. JOHN, N. B.

Railways, &c.

N. B. & P. E. I. Railway.

1894 - SUMMER ARRANGEMENT - 1894

EFFECT MONDAY, JULY 2, 1894.

Train Running Eastern Standard Time.

On and after Monday, July 2, 1894,

Trains will run as follows:

Leave Sackville daily (Sundays excepted)

at 12.00 P. M., arriving at Cape Tormentine at 2.25.

Returning, will leave Cape Tormentine

at 2.45 and arrive at Sackville at 5.00.

Connecting with Evening Express Trains

both East and West.

Every Monday Morning a Special Passenger

Train will leave Sackville for Cape Tormentine

at 7 A. M. Returning, will leave Cape Tormentine

at 7.45 and arrive at Sackville at 10.00.

All Freight for the Eastward, to insure

being taken on day of delivery, must be

at Sackville Station or Wood's Siding

before 11 o'clock A. M.

JOSEPH WOOD, President.

Sackville, Sept. 11th, 1893.

Intercolonial Railway.

1894. Summer Time Table. 1894.

TO TAKE EFFECT JUNE 25th.

GOING WEST

Night Express..... 2.27

Accommodation..... 8.05

Express..... 13.14

Freight..... 15.15

Through Express..... 18.10

Freight..... 1.05

GOING EAST.

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CHIGNECTO POST AND BORDERER

SACKVILLE, N. B., JULY 26, 1894

NO SCANDALS.

The Transcript says—

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

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

No there were no scandals during the Liberal regime of 1873-81.

There was no Neebing Hotel.

There was no Fort Pelly Lock.

There was no Igonish Harbor Lock.

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

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

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

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

There was no letting of contracts to members of the House and white-washing them afterwards.

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

SHIP RAILWAY.

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

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

The Government is now called upon to extend the time.

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

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

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

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

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

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

A promising coal mine has been discovered in the neighbourhood of Fred Ericton.

Joggins defeated Spryfield at Association football last week.

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

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

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

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

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

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

Chignecto Ship Railway.

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

(From St. John Daily Telegraph 17th.)

Chignecto Ship Railway Obligations.

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

In 1882, the project was again taken up. He had obviously adopted an unauthenticated map for measuring the distance. He stated the distance saved between St. John and parts north of Bay Verte would be 225 miles, whereas it is over 600 miles. It is difficult to account for so stupendous a blunder. Afterwards the ship railway project was mooted, as a private speculation, but was assisted by a government subsidy for a term of years. An act of incorporation was obtained in 1882 and English capitalists interested.

John A. Macdonald gave a good deal of study to the project, and finally became an enthusiastic supporter of it. He made a personal canvass of public men for it and it was mainly through his instrumentality that parliament voted a grant of \$170,000 per annum to the company to be paid, commencing one year after its completion and successful operation, and ceasing, if at any time, the project failed in operation. The present price of the subsidy was less than \$2,500,000, which was but a fraction of any estimate of the cost of the Bay Verte canal. The company, consisting mainly of railway men and capitalists in England, commenced the work of construction in Oct. 1888, and continued vigorously until July 1892, when the contractors in chief, Messrs Meigs, were obliged to suspend work to their contract with the company, on the ground of the collapse of the Barings having shattered their resources. The company has already expended something over \$3,000,000 in the work and they require \$1,500,000 to complete it, all of which has been subscribed. In the meantime the subsidy has expired and the company are appealing to the government to renew it. There is an agitation to prevent its renewal on the ground that there are no adequate commercial advantages to be derived from its construction, and it is singular that some of the most bitter opponents of the railway were strenuous advocates of the construction of the Bay Verte canal, on the ground of its enormous advantages to the commerce of the maritime provinces. Why the commercial advantages should be less to the railway, it is not easy to fathom. We do not know that the government has any direct precedent to the construction of the Bay Verte canal, and a contractor and has not fulfilled its contract. Sometimes in such cases the government takes the contract off, and sometimes it is the company and not the government that is the contractor, and, after paying the cost of such work, pays the residue over to the contractors. If the government had adopted this course, the company could not properly complain, but it would hesitate to acknowledge the entire liability of a work, the major part of which is already assumed as a matter of private enterprise. There are two ways of meeting the case; one is to stand on the strict terms of the contract, exacting the severest conditions of the bond on the precedent of the celebrated case of Antonio vs. Shyllock, leave the investors to their fate and the work to ruin, after it is three-fourths completed. The other course is to continue the contract until the company can resume active work. There is a good deal to be said against the former course. While in all contracts, it is necessary to have time limits, these are not always of the essence of the contract, and it was clearly not in this case, because it is the company and not the government that makes all the losses by the delay. The government pays nothing until the work is one year finished, and the longer the work is delayed, the further is the government payment postponed. The government not having a dollar in the work, sustains no pecuniary loss by delay and is secure in a position to take advantage of it, to declare the contract off, and compel the investors to sustain a heavy loss, for over \$3,000,000, the way company cannot, with any show of honor or decency, its promoters claim, now declare it has no confidence in the commercial character of the undertaking and an indirect invitation to capitalists to invest in it, and, as a consequence, after an investment of over \$3,000,000, the country cannot, with any show of honor or decency, its promoters claim, now declare it has no confidence in the commercial character of the undertaking and an indirect invitation to capitalists to invest in it, and, as a consequence, after an investment of over \$3,000,000, the country cannot, with any show of honor or decency, its promoters claim, now declare it has no confidence in the commercial character of the undertaking and an indirect invitation to capitalists to invest in it.

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

In Canada there is, we regret to say, a feeling of apathy regarding it, which ought not to be. Its completion will be something to be proud of, as no doubt exists in the minds of those competent to form a reliable opinion, that it will be an engineering triumph. The railway was undertaken under very promising circumstances, and had it not been for the depression and suspicion of financiers in London, consequent on the fall of the Baring Bros., the company would have been enabled to float its bonds advantageously and to have prosecuted the work to completion. The work was undertaken and pushed forward with earnestness and determination. Several millions of dollars were expended upon it, the structures being of the most substantial nature; but the crash came unexpectedly, and forced a suspension of operations. The large amount of money expended has, so far as we have no advantage either to the shareholders or the country. When this great work was undertaken, the Dominion Government realized the advantages that would result from its completion and a subsidy of one hundred and fifty thousand dollars per annum for twenty-five years was provided for, but payable only on condition that the railway be kept in thorough repair and satisfactorily perform the service for which it is to be constructed. This subsidy was subsequently changed to \$170,000 a year for twenty years, and the limit for the completion of the works was extended from time to time until July 1893, when, owing to the suspension of the works, the subsidy lapsed. It now appears that a new proposal is about to be submitted to the Dominion Government. That it will be objected to, there will be little doubt, judging from the past. We trust, however, that any reasonable proposition will be favorably considered and that the completion and success of the railway being secured, a renewal of the subsidy will at least be the result. If the work should not be constructed or prove a success the subsidy will not be payable. Should it be a success, the Dominion will gain greatly in reputation and in the transportation facilities which it will furnish. The shareholders of the company and the capitalists who are furnishing the money for its completion, evidently have great faith in its success; or they would not proceed to complete the work. Under these circumstances we trust the Dominion Government will not involve any expenditure on the part of the Dominion unless the road proves a success and performs satisfactorily the services expected of it.

THE GOVERNMENT AND THE SHIP RAILWAY.

St. John Sun 15th July.

The Chignecto Ship Railway Company would probably be willing to undertake all over again the proof of the utility of the enterprise in which so much good money has been invested. But there appears to be little time for such argument during the present session, and in any case the period when such a discussion was pertinent has long since expired. Assuming it to be true that the company is now prepared to finish the work, the present question is whether the government and parliament will permit it to be completed. From the point of view of the stockholders this is an important consideration, since two-thirds of the outlay required for the whole undertaking has been made at the expense of the holders of the shares and bonds. Because of a financial panic in England they were unable to get the railway into operation at the time specified, and therefore the country has the technical right to say that the subsidy will not be paid even when the ship railway is at work. But as was remarked the other day, it would be considered EXCEEDINGLY SHARP PRACTICE to use this technical advantage and deprive the people who in good faith have invested, of a chance to make their enterprise a success. If a contractor undertakes to build a house for another party within a given time, and should, for reasons beyond his control, fail to meet the date, it would not be considered a fair thing to deprive him of all the labor and material he had invested in carrying the structure nearly to completion. The subsidy to the ship railway was granted, payable yearly, to commence one year after the completion of the work. And to cease at any time that the railway ceases to be successfully operated. The company assumed all risks, and if an extension of time is given the country will be in no worse position by reason of the delay. The investors have lost their interest and something by deterioration. But the government took no chances and is safe. The government is said to have had at one time the advertisements printed to put the Bay Verte canal up to tender. The substitute cannot possibly cost the country more than one-quarter of the sum required for the canal. It has already cost the company more than the value of all the promised subsidies. The money required to finish the undertaking has, it is said, been raised, and all the company asks is that the time be extended to enable the contractors to finish the railway, and put it into operation. The government is undoubtedly in a position to cause the outlay already made to be an utter loss. But if this

keen practice is adopted there is reason to fear that English capitalists will think the Canadian public too sharp for ordinary investors.

(From Moncton Times July 18th.)

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

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

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

A VERY HARD AND UNJUST STRAINING of the letter of the law, if the government took advantage of the delay to deprive the stockholders of the benefits of the expenditure they have already made. We hope this is not the intention of the government. If so, it will react to its disadvantage.

DISCRETION OF CANADA

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keen practice is adopted there is reason to fear that English capitalists will think the Canadian public too sharp for ordinary investors.

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A VERY HARD AND UNJUST STRAINING of the letter of the law, if the government took advantage of the delay to deprive the stockholders of the benefits of the expenditure they have already made. We hope this is not the intention of the government. If so, it will react to its disadvantage.

DISCRETION OF CANADA

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Remnant Sale.

WE are now running up Remnants for our semi-annual sale and will endeavour to make this season surpass all others in the way of

BARGAINS

and volume of sales. We have given important orders for a large assorted stock of

Fall Dress Goods

to come to us direct from London and we are anxious to make a total clearance of all dress goods and Remnants—Have a look at them.

We don't want any more wool now.

GLOVES, HOSIERY

OUR SILK FINISHED BLACK TAFFETA GLOVE at 25c is the best value in town.

C. PICKARD.

NEW SPRING GOODS

SACKVILLE BOOT & SHOE STORE.

Our STOCK of Footwear for this season is now complete in every line and far exceeds in style, quality, and quantity any other stock in town. Be sure and have a look through this immense stock before buying. We show twenty five different styles of

Ladies' Oxford Shoes. and fifteen different styles of Ladies' Slippers. We have Low Shoes for men, boys, women and children, and **OUR PRICES ARE THE LOWEST** in the place.

We sell the celebrated "Bell" shoes, every pair guaranteed to give satisfaction

W. TURNER.

Powell's Block, May 10th, 1894.

HAYING TOOLS!

AT LOW PRICES.

Scythes, Snathes, Hand Rakes 2 and 3 bow, Forks, bent and straight handles, Sickles, Fork Handles, 2 Bbls. best Machine Oil, 1 Bbl. Neatsfoot Oil.

Machine Oilers.

PRESERVING KETTLES.

In White Enamel from 7 to 12 quarts, Granite Iron from 4 to 8 quarts, Also full range

HOUSE FURNISHING TINWARE.

AT BOTTOM PRICES.

J. E. HICKEY.

BELL'S STORE, Sackville, N. B., July 26, 1894.

WE ARE READY FOR SPRING!

WE ARE Opening Up the NICEST LOT of Spring Goods we have ever shown.

New Dress Goods, New Prints, New Challies.

New Mantles & Wraps. A special line of fine FRENCH DRESS GOODS. Trimmings to match at No two dresses alike.

WILSON & CO.

TREE'S BLOCK, Amherst, April 19th 1894.

DEATH TO POTATO BUGS

PARIS GREEN AND CHURCHES BUG FINISH DOES THE WORK. We have a large supply

HAYING AND HARVEST TOOLS; Our stock this season is large, principally from the A. S. Whiting Mfg. Co. including the celebrated solid steel, Climax, Damascus Blade and Bush Scythes, Snathes, Forks and Rakes, Handles for Forks and Hacks, Hoes, Lawn Cutters and Rakes.

PAINT! PAINT! We are headquarters for the celebrated Brandram's and Elephant brands. Also a full assortment of Ready Mixed Paints, in 1, 2, 3 and 5 lb cans.

HOUSE BUILDER'S HARDWARE. Carpenter's Blacksmith's and Shoemaker's Tools. Carriage Builder's and Saddlery Goods. 25 tons Iron and Steel including Drill machine steel 2 tons Sheathing Paper, Dry and tarred. 8 tons Fencing Wire in plain, barbed and d woven, 250 kegs steel, cut, and wire nails and spikes. 200 kegs Horse Shoes, Iron and Steel. 125 boxes Horse Nails Nos. 3 to 12. 50 Rolls green wire mosquito Netting, 18 to 40 inches wide.ENAMELED PRESERVING Kettles, 4, 6, and 8 quarts. Glass Preserve Jars in pints, quarts and half gals. 1 car fine dairy and coarse SALT.

2 CARS FLOUR including Ogilvie's Celebrated Hungarian and the Hurona Pastry in halves and whole bbls. None better manufactured.

DUNLAP BROS & Co'y. AMHERST, JUNE 19, 1894.

Advertisements this Week.

Haying Tools. J. E. Hickey. Fancy Chairs. J. L. Hickey. Kill the Fleas. J. L. Hickey. Death to Potato Bugs. J. L. Hickey. Grass Sale. J. L. Hickey. Public Auction. J. L. Hickey. House Landings. J. L. Hickey. In Pound. J. L. Hickey. Sheriff's Notice. J. L. Hickey. Grass Sale. J. L. Hickey.

Special Locals.

If you want to save money buy at Ford's great clearance sale genuine Bargains. WONDERFUL bargains are offered at Ford's. He is bound to reduce his large stock & sell every thing at great reduced prices. LIME AND CEMENT.—100 Casks by schr. Alta. June 27th. E. Chase. If you want lime, Brick Cement, Casing paper, Lead or zinc, go to Ford and you will save money. CEDAR SHINGLES.—One consignment 140 m Cedar Shingles we offer them very cheap. GEO. E. FORD.

Local.

THIS BAND will play at Middle Sackville Saturday evening, weather permitting.

AUCTION SALE.—The lot of land situate in Sackville in possession of Mrs. Dorothy Smith will be sold at public auction on Aug 8 next. See posters.

THE CASTAWAYS.—Harry Lindley's play "The Castaways" in Music Hall last night was well received by a fair audience. The troop play in Dorchester this evening.

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It is reported that a new millinery and dress-making establishment is to be opened here, the latter part of August.

Erb's Photo Tent has been placed on the picnic grounds and Professor Erb is always on hand to take the photos of the fair ones.

An excursion to the blueberry planters is being organized. It is said it will be a pleasant drive as well as profitable.

The "Globe Hotel" has been repaired and painted inside. And under the management of Mr. W. Jones is getting to be the Popular House in the town.

The Potato Bug is spending the summer in the town, and the sea breeze seems to agree with them as all look healthy and large.

Mr. J. McCready formerly of the "Telegraph" St. Johny but at present agent for "Sun" Insurance Co. has been in town for a few days in the interest of the Company.

Mr. W. McLaughlin has been appointed agent for P. S. McNutt & Co.'s agricultural implements and is doing a good trade among the farmers.

The mine's monument at Springhill, will be unveiled on August 25th. Over \$1,000 more is needed to defray the expenses of the monument. The money has been so far obtained by a general collection from the employees.

The wife of Palma Theores of St. Genevieve, Que. is thirty years old and the mother of seventeen children. She has just given birth to triplets for the second time in five years besides twins on three occasions.

Local.

THE HAY CROP this year promises to be immense.

SPRINGHILL will try conclusions with Sackville at base ball on Saturday afternoon. A large attendance is requested as a collection will be taken in aid of the club.

STONE SHIPPING is very brisk this week, the output on Monday, Tuesday and Wednesday totalling eleven cars, but orders are slackening up and men are being discharged on that account.

SCHOONER WRECKED.—Last Thursday morning schooner Martha Jane loaded with coal from Pictou for J. B. Snowball, Chatham, Cape Tormentine. Both vessel and cargo are a total loss. She went to pieces Tuesday.

THE BANNER offered by the B. Y. P. U. of America for the best class in Bible study was won by the Amherst class at the late session in Toronto.

The contest is open to all American Baptist churches and was also won by Amherst last year.

THE ESTATE of the late Chipman Smith of Shediac was probated on Friday. It is as follows: Real estate \$4,000; personal \$500, and insurance \$3,000. The latter goes to his daughter, Miss Carrie Smith, who for many years was his assistant in the post office. The estate has virtually no claims against it. Mr. James A. McQueen is executor.

A BRIDE AND GROOM passed through Sackville last night on their way to Cape Breton. The groom was Mr. William Rutherford of Cape Breton. They were united in marriage at the Cape Tormentine Baptist church yesterday afternoon by Rev. Mr. Vincent.

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The wife of Palma Theores of St. Genevieve, Que. is thirty years old and the mother of seventeen children. She has just given birth to triplets for the second time in five years besides twins on three occasions.

THE BRITANNIA has won nine Races the Vigilant three.

It is one thing for a yacht to sail a race in its own waters, with a captain and crew familiar with every turn of wind, every look of the sky, every peculiarity of current and eddy, and quite another thing to put a yacht in order for a voyage, cross the ocean, and then sail such a race in unfamiliar waters, with all the advantages named against you. It does not show that the Britannia could come over here and beat the Vigilant as she has beaten her at home; but it does show that our regular defeat of challengers for the America's Cup was not quite as much of a performance as we thought it was, and that complacent assertion of our superiority in the matter of yacht building, which nobody has questioned for many a year, is not founded on fact.

Trains Telescope. ON THE WINDSOR & ANnapolis RAILWAY. MUCH PROPERTY DESTROYED BUT NO ONE FATALITY INJURED.

A terrible collision occurred Monday morning at 9 o'clock on the Windsor & Annapolis railway, near Mount Denison, in which a special from Kentville for Windsor, and the special cherry excursion train from Windsor for Digby, came together. The latter train had just left the station and was moving quite slowly when the special from Kentville, which was running at a high rate of speed, suddenly rounded a curve in the road, colliding with the cherry excursion train. The collision was terrific, so much so that the tender of the west-bound train was shoved back into a first-class car a distance of twenty feet. Luckily no passengers were in this car, and no passengers in any of the cars were in any way injured with the exception of a bad shaking up. The only injuries received occurred to the train men, Driver Taylor and Miller. The collision occurred on a bridge with a steep embankment on each side, and considerable time was necessary to clear away the wreckage, and in consequence the road was blocked for the day. The damage to the rolling stock will be considerable. The engines are driven by completely together and are very badly smashed. One first-class passenger car was telescoped and one van is badly and completely wrecked. The annual cherry excursion, which has been one of the attractions of the road for a number of years past, is always largely patronized, and it is lucky the accident did not occur further up the line, as only about fifty excursionists were on the train.

Mr. Neilly will make a statement.

The Halifax Herald says: J. B. Neilly who published the reports of the meeting of the Memorial and cheerfully donated the same, is preparing for publication a full report of the results of all the tests since he's had anything to do with the mine. This report will be looked forward to with much interest, and will appear in the Herald about Wednesday.

The Canadian Bi-ley team won \$549 during the meeting.

Circuit Court. In the circuit court Monday afternoon the troupe case brought by Mrs. Jane McCafferty, a widow, of Moncton, against George L. Beatty of the same place, was commenced. At the opening of the case R. Barry Smith for the plaintiff moved some amendments which were allowed. Mrs. Jane McCafferty was the first witness called for the plaintiff. She testified leaving the Central house in the city of Moncton from the defendant. She leased it in the month of October 1891. The lease was produced in court. She claimed that plaintiff had illegally and wrongfully ejected her from the house under distress warrant and that she became terrified in both body and spirit. Robert Hallett was the next witness called. He testified to leaving the lease for Beatty.

The last witness called last afternoon was Wm. McCafferty, the son of the plaintiff. His testimony corroborated that of the former witnesses. The court adjourned. R. Barry Smith appeared for the plaintiff, and D. Welch and M. G. Teed for the defendant.

Albert. A. Co. The debt on "Oulton Hall" has been reduced to \$300.00.

The weather could not be better than now for the excellent hay is being stored.

Mr. A. Canseman has opened a shop in Albert and will keep a full supply of the best of goods.

Rev. C. I. McLean who for the past year has been engaged in Mission work in Chicago preached in the Baptist church here on Sunday last to a large congregation.

The shipody river bridge is in a dangerous condition. It is to be hoped that the proper authorities will attend to it and perhaps avert a serious disaster.

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RHODES, CURRY & Co.

AMHERST, NOVA SCOTIA.

Manufacturers and Builders



SCHOOL, OFFICE, CHURCH AND HOUSE FURNITURE.
Manufacturers of and Dealers in all kinds of Builders Material
Send for Estimates.



ADMINISTRATOR'S NOTICE.

All persons indebted to the estate of the late Thompson, Esq., of Amherst, N. S., are requested to pay same to the undersigned administrator within three months from the date hereof, and all persons having claims against said estate are also requested to have the same in the same to the administrator, properly attested, within the like time.

Dated this 18th day of April, A.D. 1894.
[Signed] MARY R. ESTABROOK.

Notice of Co-Partnership.

THE public are hereby notified that we have this day formed a partnership, and have taken the name of **CRANE & DOBSON.**

A full stock of goods such as are usually kept in a country store will be offered, where inspection of quality and prices is kindly invited.

The business lately conducted by Mrs. F. Crane having been purchased by us, all persons indebted to Mrs. Crane will please pay same to us.

W. LEONARD CRANE,
W. HARVEY DOBSON.

Bayfield, March 15, 1894.

NEW BRUNSWICK REGISTRATION ACT WESTMORLAND COUNTY.

Persons required by said act to report births and deaths to the Division Registrar will please forward all returns for half year ending 30th June at once to the undersigned.

All returns so marked passed through the mails free—Blanks are gratuitously furnished on application by post cards or otherwise to undersigned.

Physicians who have not forwarded the required returns as provided by recent amendment to said act for half year ending June 30 are requested to send in the same at once.

F. A. McCULLY,
DIV. REGISTRAR,
MONCTON.

VALUABLE PROPERTY FOR SALE!

The subscriber will sell his residence on Main St. This is a desirable and commodious property situated within a short distance of the different institutions of learning and the business part of the town, also of the Bay Station. The house is comparatively new, thoroughly finished throughout. A fine large lot with garden and ornamental trees, also an excellent barn on the premises. There is a perfectly dry cellar, with tank holding three hundred gallons of water, and a good furnace. Any person wishing to purchase would be well to embrace this opportunity.

It can be had on easy terms.

DAVID G. DICKSON,
Sackville June 20th 1894.

Executor's Notice.

All persons indebted to the estate of the late Charles N. Raworth will please make payment to the executor immediately, and all persons having any claims against said estate will please file the same duly attested with the executor within three months from the date of this notice.

MARY ELIZABETH RAWORTH
Botsford May 17th 1894.

—To be placed in the British Museum are 1,000 books wherein are bound up the 5,000 native volumes of the wonderful Chinese encyclopedia. This is the only perfect set in Europe, and even in China there are not more than five copies of this edition.

NO HOPE OF RECOVERY.

WEAKNESS, NERVOUSNESS, SLEEPLESSNESS. A WONDERFUL CURE.

Mrs. VAIL, the well-known Cheque of the C. R. Freight Dept., St. John N. B., makes the following statement:

"Oct. 12, 1892.—Last spring I was completely run down from the effects of overwork and an attack of the Grip. I was weak and nervous, and had no appetite. COULD NOT SLEEP, and felt tired and depressed. I tried doctors and various remedies but got no better, and had to give up. I became so weak and exhausted that I had GIVEN UP ALL HOPE OF RECOVERY, when I was introduced to PAINE'S CEREAL COMPOUND.

Entirely Cured of Nervousness.

I am stronger now than I have been for years, and can do my work without fatigue or exhaustion. To anyone suffering from weakness or exhaustion, I heartily commend it as a most valuable restorative tonic, as it restored me to health and strength, after all other remedies had failed."

We enclose the above statement of Mrs. Vail's case, as we have had a personal knowledge of it, and hereby do affirm the statement to be true and correct.

W. G. Robertson, Station Master, I. C. R., St. John N. B., Hamilton, Ticket Agent, I. C. R., N. B.

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THE LAMENT OF EL MOULOK.

Within the sacred precincts of the mosque, Even on the very step of St. Sophia, He lifted up his voice and spoke these words,

El Moulok, who sang aught but love's songs once, And now was crazed because his son was dead.

O ye who leave Your slippers at the portal, as is meet, Give heed an instant ere ye bow in prayer.

Agonies ago, Allah, grown weary of His myriad worlds, Would one star more to hang against the blue.

Then of men's bones, Millions on millions did he build the earth.

Of women's tears, Down falling through the night, He made the sea.

Of sighs and sobs, He made the winds that surge about the globe.

Where'er ye tread, Ye tread on dust that once was living man.

The mist and rain, Are made that first from human eyelids fell.

The unseen winds, Breathe endless lamentation for the dead.

Not so the ancient tablets told the tale, Not so the Koran, This was blasphemy And they that heard El Moulok dragged him hence.

Even from the very steps of St. Sophia, And loaded him with triple chains of steel.

And cast him in a dungeon.

None the less, Do women's tears fall ceaseless day and night, And none the less do mortals faint and die.

And turn to dust, and every wind that blows About the globe seems heavy with the grief Of those who sorrow, or have sorrowed, here.

Yet none the less is Allah the Most High, The Clement, the Compassionate. He sees Where we are blind, and hallowed be His Name.

—Thomas Bailey Aldrich.

An Ocean Interference.

By M. D. Hatch.

THE afternoon was overcast, and the thoughts of Archibald Stuart were likewise wrapped in gloom, as he hurried up the street from the Hoboken ferry to share in that outwards journey of seeing a steamer off.

He feared he was late, unavoidably so, for he had been already once before on the Jersey that morning in quite an opposite direction—to go over the site of some houses for which he was to draw up the plans—too big an order for him to trifle with in the present condition of his affairs—and although he had plenty of time under ordinary circumstances, cars, boats, trains, everything, had seemed diabolically possessed to delay him.

He glanced at his watch once again as he rose along, and found he would be in time for a glimpse of the face that it would not be his to see for months to come; a chance to bid God-speed to the woman who had just completed the world for him. He put the thought shudderingly aside, and these months might mean forever.

When he reached the long deck it looked quite vacant; all the passengers were aboard, and all of their friends with them, to judge by the tightly wedged necks crowding the deck. It was easy to distinguish the traveller, but hard to find just the one he was in search of. He looked up and down the deck, but could not see her, plunged a moment into the stifling perfume of dining room, where, although he did not notice it, a small table had been entirely devoted to her.

In the United States, as here and elsewhere, the movement toward the dissolution of existing social forms and reorganization to a social basis, I believe, is irresistible. We have had times before and you have still—evil war, immense bloodshed, and eventually military despotism of the severest type.

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CHIGNECTO POST. THURSDAY, JULY 26, 1894.

As she stood leaning against the rail, the two boys joined her, and raised her eyes to his from the flowers, they seemed quite alone with each other.

"Is that all you can say to me?" he whispered.

She smiled up at him, with the tears rushing into her eyes. "No, no; I have a thousand things to say and kindnesses to thank you for, but not now. I am afraid I shall break down I am so homesick already."

And taking another dip into the violet depths, she brushed the tears rapidly away and turned back to the others, while Stuart stood gloomily beside her.

"You will not be homesick when you get to Algeria," he said, coldly. "You know the story about Eve outside of the gates of Paradise. Well, I remember just how I feel to be in Eden, and you will forget there is such a thing as homesickness anywhere in the world when you are there."

"Don't be unkind," she murmured, and then laughed at Teddy Edwards ostentatiously wringing out his handkerchief preparatory to saying good-by.

He laid his hand on her shoulder, and she felt the warm pressure of his hand, and the last few minutes he spent again beside her in wretched silence, while one after another said good-by.

She had so many friends it irritated him to witness it. He would like to be taking her away from all this, and the last few minutes he spent again beside her in wretched silence, while one after another said good-by.

"Good-by," he said at length, mentally bracing himself for the final wrench. "I shall not wait to see the steamer leave the dock."

And the girl clasped his hand and held him back for a moment as if she would say something; and finding she could not, murmured a God bless you, and let him go.

Then he walked slowly down the gang-plank, looking back once at the ship, but could not see her for the crowd, stepped to the dock and felt that the last link had snapped that held him to her. At the foot of the gang plank stood a man in shabby clothes muttering to himself; he could not tell who he was, but he felt that he had seen him before.

Then the crowd began to come off the ship, and Stuart fled before the onslaught of his fellow-men to be alone with his despair.

After setting her state-room, which adjoined her aunt's on the main deck, and crushing out a sentimental impulse to send a written farewell to her mother, Stuart fled before the onslaught of his fellow-men to be alone with his despair.

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could write to him and tell him of the pitiful mischance that had kept her from knowing and again the new joy swept through her, to be crushed by the thought of the days and days before she could, and that he had gone away believing that she had no love to give him, and was believing it now, and would believe for all those days to come.

(Continued.)

All Sorts.

—A newspaper cannot be read to suit the individual tastes of its readers. It should be treated as a bit of fare—you take the things you like and leave the things you dislike.

When Travelling.

Whether on pleasure bent, or business, take on every trip a bottle of Syrup of Figs. It is as pleasant as candy and as effective as medicine. It cures constipation, headache, and other ailments of travellers. For sale in 75c. bottles by all leading druggists. Manufactured by the California Fig Syrup Co. only.

—All Paris is talking of the very marked attentions paid by Prince Francis Joseph of Battenberg to Miss Anna Gould, daughter of Jay Gould.

—The Vigilant won the yacht race at Bangor, Ireland Tuesday. She was six minutes ahead of the Britannia and had completed three-quarters of the course when the jaws of the Britannia's gaff broke and she retired from the race.

PURVIS'S EMULSION OF Cod Liver Oil still retains and justifies the good opinion of the best medical practitioners. Its virtues are tested by thousands of its patrons everywhere.

A NEW KIND OF COAL.

"Do they get good soft coal at these mines?"

"Madam, it is so soft that we call it the pianissimo brand."

Ayer's Sassaaparilla cures liver complaint, rheumatism, and all diseases of the blood.

A STAND-OFF.

The Father—You're not exactly the kind of a man I would like for my son-in-law.

The Son—Well, you're not my ideal of a father-in-law, but we needn't be chummy unless you wish.

Ayer's Sassaaparilla cures liver complaint, rheumatism, and all diseases of the blood.

A lady tells a good story of her cook. "I took it for granted she was a Catholic," she says, "and on the first Sunday after her arrival I said, 'Bridget, at what time do you wish to go to church this morning?' The answer came to me in a lady's superior tone, 'I don't go to church at all, my dear. I'm a Jew.'"

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It was a Cambridge car and it had stopped just in front of Beck Hall. Mrs. Cisey, who sat near the front door, looked out of the window and started to leave by the front platform. The bundle was rather large and decidedly awkward to handle, and when she reached the street it slipped from her grasp and fell upon one of the tracks.

She started quickly to recover it, but a sudden apprehension seized her and she stopped. Looking at the motorist she said anxiously: "If I put me on the track will it not shock?"

"No, madam," replied the motorist gravely, "not unless you put your other foot on the trolley wire."

REHUMATISM CURED IN A DAY.—South American