

**SEPT.**







## CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., SEPT. 7, 1882.

## Results of Confederation.

The benefits of union to the Maritime Provinces is a subject that has long since passed out of the arena of controversy into that of acquiescence and satisfaction. Few political revolutions have been attended by so complete and unqualified a success, but as in all revolutions, there are a few who cling to the old regime, prompted either by that self-love that cannot admit a mistake or from greed and ambition that have soured and turned to discontent and disappointment—so here and there is found an agitator for retrograde measures. One of the past-age, no progress kind is the St. John Globe, which had the assurance to publish the following on 2nd inst.:

So far as the Maritime Provinces are concerned, Confederation has done little to them. It checked their development. It has kept their people by thousands and tens of thousands in the United States. It has transferred their trade to strangers, it has filled the country with office holders, increased taxation, and made harder the conditions of life. We have not increased our interest in the Upper Provinces to any appreciable extent. We cannot sell to our fellow Canadians any great amount of goods, and in no way have we been benefited. That a time must come when the people of the Maritime Provinces will imperatively demand a re-arrangement of the terms of Confederation is as certain as that the sun shines.

Is the St. John Globe prepared to have these statements tried by the facts? Has not New Brunswick developed to an enormous degree since and by reason of confederation? Has not her population increased at a greater ratio than the adjoining states of the American union? Has not the trade of the country increased? Look at the returns—

Imports, 1879.....\$5,328,000  
1880 (corresponding).....3,426,000

or an increase in 14 years of about 50 p. c. And yet the Globe is left ns. Then let us compare entries and clearances of vessels:

1875.....2,129 511,910 tons  
1880.....2,482 697,220 "

An increase of over 35 per cent. does not look as if confederation had ruined our shipping trade. The conditions of life could not have been made harder for the savings of the people of this Province, even before the present period of prosperity had set in, increased to an almost incredible extent, thus:

SAVINGS BANK.  
Balance due depositors in cash and debentures in 1880.....\$1,392,439  
Balance due in 1879 (including amounts transferred to 4 p. c. Dom. Stock).....\$2,164,187

In other words, the people's prosperity was such that their savings increased 58 p. c., during a period when the increase of population was only 18 p. c. Not only was union a benefit locally, but abroad it improved our credit and relieved us from an interest account of such magnitude, that out of union would have added severely to our burdens. Thus, up to 1866, this Province paid in its borrowed capital (\$7,000,000) 6 per cent., or over 13 per cent. more than in Union. This difference alone would make \$105,000, or more than one fifth of the entire revenue of this Province.

"It has transferred their trade to strangers." We cannot sell to our fellow Canadians, &c. In previous days we used to hear that the traffic on the I. C. R. would not pay the axle grease. What is the cry seventeen years later? The complaint is the I. C. R. cannot do all the work required of it. Its receipts of nearly \$2,000,000 per annum would form by itself tolerable good evidence of the existence of an inter-provincial trade, where Anti-Confederates declared none would ever exist, but we have still further evidence, not only of the past growth but future prospects of the inter-provincial trade. Two powerful corporations are now pushing their lines through to compete with the I. C. R. for the trade of the West. The capitalists who are pressing on the River du Loup and Megantic Railways evidently do not take a desponding view of the trade between the West and the Provinces by the sea, and take no stock in axle grease predictions. The growth of the material interests of these Provinces since Union is not less wonderful than in the political and commercial feelings and aspirations of the people. Our world is no longer bounded by the Missisquoi and the St. Croix. Our people have emerged from narrow provincialism and become animated by a Canadian sentiment fitting the broad country we inhabit and the great interests we inherit. If Joseph Howe was writing in 1882 in the spirit of 1866, he would remodel his famous utterance about laying the bones of himself and his sons on the Titanic marauders and lay upon a location for his heroic deeds thousands of miles further west, which is all our own, to defend, to mould and to make, and in return to contribute to the general prosperity of our whole country.

## Road Wanted.

We direct the attention of the Government to the necessity of taking immediate steps to open the road from the Murray Road to the Shore Road, parish of Botsford. The distance is three miles. It connects two settlements nearly parallel. The first grant was made nearly 28 years ago, and it has, we learn, ever since been on the list. The money has been granted in such dribs and drabs that the original clearing has grown up again and again. What is needed is enough money to open it at once. Money spent otherwise is only wasted. The subject was fully discussed in a letter in our last issue. While many people may not object to money expended on Railway projects such as the Grand Southern, and on Parliament Houses, we believe that the back roads of the country—those opening up new settlements—have the first claim on the Government. They are to be starved and neglected in order to subsidize works, the utility of which the public mind is divided about.

## The War.

Latest News from the Battle Field.

ALEXANDRIA, Sept. 3.—The health of the troops is suffering owing to the heat and the vile sewerage. At McKee's, Sept. 6.—Antonio Paulo, arrested on suspicion of being connected with the plot against the lives of Europeans, will be sent to Greece. He is not consular agent as first stated.

LONDON, Sept. 6.—A despatch from Ismailia says no advance can be expected before the 9th inst.

The Times Kassa's correspondent telegraphs the enemy are showing increased boldness. Yesterday a force of 300 men was observed within a half hour's march of the British camp. Infantry designated as penants frequently fired at the British vanguard.

The Progress of Cremation.

The president of the New York Cremation Society states that organized cremation societies exist in Italy, at Milan, Udine, Cremona, Como, Rome, Bologna, Pavia, Codogno, Padua, Genoa, Turin, Modena, Florence, Venice, Ancona, Novara, Brescia, Leghorn, Pisa, Placentia, and Parma.

There are established and in practical operation crematories at Milan (two), Lodi, Cremona, and Varese. There is in process of building a crematory at Ancona, and it is reported that crematories are about to be built at Turin, Como, Brescia, and Padua. The actual number of crematories of human bodies at points named have been, down to the end of June, 1882: At Milan, 196; at Lodi, 20; at Cremona, 8; making a total in Italy of 219. At Götting there have been 69 cases. In this country there have been 20, of which 14 were in the Le Moyne furnace.

—The News gives an interesting account of a rencontre at the Kings County Scrutiny Court, between Mr. Fairweather and Col. Dornville, in consequence of the former making an insulting statement regarding the latter, who straightway reached out and attempted to strike Mr. Fairweather across the table. Afterwards launching a chair in the direction of his antagonist. For a few seconds it seemed likely that blood would be shed. The ink-stand was upset and the reporters sought refuge in remote portions of the room. It was not until Mr. Seely recovered possession of his chair that the contestants stepped outside and settled their dispute that order was restored. Colonel Dornville having in the mean time called Mr. Fairweather a liar, and the latter having made a series of remarks disparaging to the Colonel's reputation.

—The new Solicitor General, Mr. Morton, is charged with having been operating with and in accord with the Opposition, and his accession the Government ranks is another instance of the "what will you take?" "what will you give?" policy, by which party lines are broken down, and principles are ignored, in the scramble for office. Since all attempts to remodel the local machinery on a more economical basis have failed, and the Maritime Union scheme has been throttled by the friends, there seems but one remedy left, and that is to wipe out our little Provincial Legislature and Government entirely, dividing the duties between the General Government and the municipalities.

—Bellefleur Railway scheme is being pressed along as well as public meetings can do it. Another meeting was held at Bellefleur on 30th. The speakers were Mr. Girouard, M. P., Wm. Wheaton, M. P., O. J. LeBlanc, M. P., C. J. Savoy, Esq., Rev. Messrs. Michael and Murray and others. A committee of ten was appointed to study the project. The following gentlemen were duly appointed as the committee: John McKee, Esq., Rev. Messrs. Michael and Murray, Damien P. Gallant, Everett LeBlanc, Martin Grady, Anthony Johnson, Margate Girouard, James Bourgeois and Charles Lucas.

—St. John is already commencing to arrange for the Dominion Exhibition in October, 1883; \$35,000 will be wanted, of which \$10,000 is expected from the Local, \$10,000 from the Dominion, \$5,000 from the city, and \$10,000 from gate money.

The elections of sixteen Conservative members of Parliament and of fourteen Grit members have been protested.

## The War in Egypt.

General Wolsey telegraphs from Kassassin Lock as follows:—"Major General Graham, commanding the post, was attacked on the evening of the 28th by about twelve guns and eight battalions. Our men behaved extremely well and inflicted severe loss upon the enemy. He attacked the enemy in front, while the First cavalry brigade, under Col. Sir Baker Russell, charged in flank, sabring a considerable number. The cavalry were well handled by Major General Drury Lowe. General Graham's dispositions were all that they should have been. His operations were carried out with the coolness for which he has always been well known. Arabi Pasha was on the field during the action. The cavalry charged by moonlight, but were unable to secure the rebel guns, which the enemy withdrew during the night. They left, however, all their ammunition.

MAHARAH STATION, August 29, 1882.—This has been a busy day for the troops at the front; the cavalry, especially under General Drury Lowe, having had a hard time. At seven o'clock guns were heard in the direction of Kassassin Lock, four miles to the front. The troops were called under arms. The Household Cavalry and Seventh Dragoon guards were added to the British camp, infantry designated as penants frequently fired at the British vanguard.

The cannonade increased in violence. The cavalry moved away to the right, the horse artillery following, and passed round toward the flank of the enemy's infantry. With the movements of such masses of men and horses the dust rose over the whole scene more thickly than ever, and it was impossible to obtain more than a general idea of what was going on.

SUNSET.

While the sunset threw a red glare over the sandy plain the cavalry proceeded still further to the right until they were hidden from the enemy by the low hills. They then galloped their weary horses into as fast a trot as the heavy sand and their weary condition would permit. It was evidently the General's intention to repeat the tactics of the previous fight. He meant to get round to the enemy's rear, and a striking proof of his confidence in the troops, that with tired horses and night approaching he should attempt these manoeuvres against an enemy unknown in strength and with fresh horses. Against any other enemy it would have been a result, but the result proved that General Drury Lowe did not overestimate the respective fighting power of his men. Soon the red, angry glare, showing where the sun sank, grew dim and darkness came down rapidly upon us. The rattle and roar of the combat still never ceased. It was evident that the 2,000 infantry at Kassassin Lock were hard pressed.

Presently the moonlight streamed palely over the gray sand, but the clouds of dust obscured the advancing horsemen, who sometimes trotted and sometimes walked. About nine o'clock we had got in the rear of the firing and wheeled in that direction, advancing slowly to allow the artillery to come up. We could see flashes of artillery gleam on the horizon, like flashes of incessant summer lightning. Slowly we drew near the scene of conflict. It was almost dark, but fortunately we saw a black mass standing out against the bright moonlight sky and ground. A sudden rush of shell toward the far followed, and by the explosion far in our rear showed that the enemy had discerned us too. They were fifteen hundred yards away. We saw nine flashes one after another at short intervals spout out, no longer like sheet lightning, but angry jets of flame. Almost simultaneously the sky above us seemed torn to pieces by a mighty hurricane of shells, which screamed and burst. Shrapnel bullets tore up the sand on either side.

## THE CHARGE.

The cavalry now advanced in echelon form, the Seventh Dragoon leading. Under cover of these the Life Guards formed for a charge, and at the word of command the dragoons opened right and left to allow them to pass. Already the brigade major had passed down the line the word, "The cavalry are to charge the guns." Sir Baker Russell in front shouted, "Now we have them. Charge." Away went the long line, disappearing almost instantly in the darkness and dust. Away behind them went the Seventh Dragoon pressing on the flank of the guards. We who remained in the rear had the full benefit of the storm of shot and shell which greeted the advancing horsemen, of whom from this moment we saw no more till the battle was over.

## THE FLIGHT.

Led by Sir Baker Russell they charged straight at the guns, sabring the gunners as they passed, and cutting down the men who were trying to fire. General Russell's horse was shot under him, but he seized another and kept with his men. When the battle ended a scene of wild confusion ensued. Some guns still fired as the British moved on. The enemy kept up a fusillade. Many of our infantry had a hot time. Hundreds of shells burst in the confined space. The shelter of trenches afforded but poor protection. The Egyptians came on with much spirit, and were gaining ground, when the roar of guns on their left and rear, followed by the rush of cavalry, proved too much for them. From that moment they thought only of flight. As I am writing, Sir Garnet Wolsey and

## Personal and Political.

—Mr. Schrieber has gone to Winnipeg.

—Cetewayo is on the ocean en route for Africa.

—Hon. B. R. Stevenson has been appointed Judge of Probates for Charlotte County.

—G. R. Price, Esq., is a candidate for the representation of Kings County.

—It is announced that there is no chance for the recovery of the Archbishop of Canterbury.

—A British Columbia despatch announces the death of Angus MacLeod, formerly of Amherst.

—Cetewayo and his sister, Miss Arthur, of the President's family, have been visiting St. John.

—Lt. Col. Rendie, formerly of N. S., has been appointed Brigade Major for the first, second and third divisions of N. B.

—Among the presents showed up on Cetewayo's previous leaving for Zululand were shawls for his wives and a bull-dog. The Maharajah Duleep Singh now that Cetewayo has been so handsomely treated has made a demand for compensation for the loss of his character.

—G. Hudson Flewelling, Esq., of Clifton, will be a candidate for the seat in the House of Assembly vacated by the death of Hon. J. H. Crawford.

—Mr. Flewelling is a son of the late Hon. W. P. Flewelling, and is a member of the House of Commons.

—M. L. LeBerthier Marie DeRochechild, daughter of the head of the Frankfort branch of that family, will be married on Thursday next to Prince Alexandre DeWagram.

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## New Advertisements.

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ST Packages Choice Tea,  
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"NOW IN STORE:"  
100 Boxes and Caddies,  
Of following Brands:—"Black Hawk,"  
"Challenge," "Little Sergeant," "Maggie  
Mitchell," "Yellow Bird," & "Gold Star."

AT BOTTOM PRICES.  
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**Shovels, Mattocks, &c.**  
10 dozen Round Point Shovels,  
1 " Short Cut Mattocks,  
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250 Bbls. Choice Brand FLOUR,  
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june22 J. L. BLACK.

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3000 lbs. Codfish and Pollock.

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**MOLASSES!**  
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TRIMMINGS, MOIRE AND BROCADE SILKS, FRINGES, LACES, ORNAMENTS, GIMPS, &c., &c.  
The New Chenille Peterine, Parasols and Umbrellas, Novelties in Millinery.

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ONE Case Table Linen, Towels, Sheetings, Factories, Shirtings. (Marked lower than the lowest.)

ONE Case Union Dress Goods in Cheviots, Serges, Zulu Cords, Twilled Lustres, Black and Col'd Cashmeres, and All-Wool Cashmeres. Best value ever offered.

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Felt and Quilted Skirts, Grass Matting 36 in. wide, White and Col'd Table Damasks, Table Spreads, Table Napkins, D'Oyleys Round and Oval, &amp;c., &amp;c., &amp;c.

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Experienced workmen constantly employed and satisfaction always given. Inspection invited.

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Cheapest! Most Useful!

WATERING GARDENS, WASHING WINDOWS, CARRIAGES, &amp;c.

Handy Fire Extinguisher!

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Goes Off Like Hot Cakes!

P. E. ISLAND

BANK BILLS

TAKEN IN EXCHANGE FOR DRY GOODS,

Boys and Shoes, Millinery, Ready-Made Clothing, &amp;c.

GEO. E. FORD.

CALD.

MISS STEWART is prepared to take a few pupils for instruction on the PIANO. Terms made known on application. Sackville, Aug. 9, 1882.

100 Men Wanted.

THE subscribers will commence work on MON. DAY, 21st inst., near Merce's Mill, and want 100 men.

Sackville, Aug. 12, 1882.

Delays are Dangerous.

And none more so than to neglect the incipient stages of complaints in infants or adults. Dr. Fowler's Extract of Wild Strawberry will cure it as well as all other forms of bowel complaint, and is a most reliable remedy.

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LOCAL AND GENERAL NEWS.

—A whale eighty feet long was seen near Windsor last week.

—The North Atlantic squadron performs at Eastport, Sept. 6th.

—A new Episcopal church is nearly completed at Kingston, Kent County.

—Eggs have fallen so low in the Boston market that Provincial Shipments have ceased.

—Mrs. Jane E. McIntosh has been fined \$50 for selling liquor to small boys at Fredericton.

—Mechanics are earning high wages in St. John, and more are required in the factories.

—Rev. Mr. Barnes, F. C. Baptist minister at Salisbury, resigns his charge and goes to Grand Manan.

—Three bar-rooms are run openly at Salisbury, Westmorland County, and the liquor law is set at defiance.

—Some fine specimens of iron ore have been found on the farm of Mr. T. C. Wallace, of Buctouche, N. B.

—A \$1,600 organ has been ordered from Messrs. Warren &amp; Sons, Toronto, by St. Andrews church, Chatham.

—There are 6,000,000 miles of fence in the United States, the annual cost of which is estimated at \$2,000,000,000.

—Work has recommenced on the Kent Northern Railway Branch, and the road will be completed ere winter sets in.

—Two young ladies of Upper Brighton, Carleton County, lately captured a ten pound salmon with a hook-spear.

—A second furnace is about to be started at the foundry of iron mines. The output of ore will be largely increased.

—James Amos, J. T. Murray, G. C. Spence and S. A. Spence, of Botsford, have united to carry on the lobster business.

—Mr. Thomas Smith, of Hantsport, has a daughter six years old who plays any common tune on the organ after hearing it once.

—A bribery and corruption petition is entered against Dr. McIntyre, Kings Co., P. E. I., by Dr. Mutart his defeated opponent.

—A bull moose attacked a man in a hay cart at Wellfield Settlement recently, but did not relish the taste of cold pitchfork.

—Mrs. Higgins, New Ireland, Albert, was lost in the woods two days and two nights and finally found in a famished condition.

—One hundred persons were killed and three hundred others injured in the railroad accident near Hugstettin, Germany, on 2nd inst.

—The deaths from cholera at Manila average three hundred daily. Forty-five hundred people have died at Iloilo with it the past fortnight.

—The corner stone of the Baptist Church was laid at Fredericton, Sept. 1st, with imposing ceremonies in the presence of a large number of citizens.

—A mortgage of \$160,000,000 was executed jointly a few days ago by the Philadelphia and Reading Railroad and the Philadelphia Coal and Iron Companies.

—The New Baptist Academy for N. B. appears to be coming. A prospectus says that it will be ready to open with a corps of six teachers by the first of October.

—The apple crop on the continent is said to be fairly good but it is said to be the worst known in England for many years, American apples will have a high value.

—The Nova Scotia coal mines yielded 335,182 tons during the month ending June 30th. The production for the corresponding period last year was 267,404 tons.

—A man named John Hooper got drunk and lay down in a swamp at Tallahassee, Florida. When found he was covered with mosquitoes, who had killed him, sucking his life's blood.

—Three young ladies who went out boat sailing at Shediac Cape a few days ago were upset, and but for one Mr. McDonald, who put out in a boat, they would have drowned.

—Advices from St. John's, Nfld., state that fearful destruction has been wrought in the fishing fleet by a recent gale. The Perth Cove, out of 57 vessels, a solitary fish remains. The coast is strewn with wrecks.

—It is reported that the experiments of the Australian Frozen Meat Company, in shipping meat from Victoria to London, have not been a success, chiefly owing to the low price of meat in English markets.

—The civic assessment of Winnipeg shows that the city has increased in value from \$2,000,000 to \$80,000,000. The population of the city has increased from 10,000 to 25,000 in one year. Building operations this year are estimated at nearly \$5,000,000.

—News comes from London of the grounding of the British steamship "Lake Nipigon" on Orkney Bank, near Wicklow, on Friday. Passengers are entertained for the passengers and crew, of whom only one out of six boat loads has yet been rescued. The commander, Capt. H. Campbell, is in St. Andrews, N.S.

—The steamer has since been got off and reached Liverpool safely.

—The down freight train from Campbellton to Moncton, on I. C. R., on Saturday afternoon, was waiting on the main line, when a working train loaded with logs backed up on the same track with a result that the tail of the working train collided with the engine of the freight train. The van was telescoped by a flat car, and a man named Delaney being caught between the end of the car and the engine box, was terribly crushed, dying shortly after.

—Virtue Acknowledged.

—Mrs. Ira Mulholland, Oakville, writes: "For several years I have suffered from rheumatism, and at times it was so bad that I could not walk. I have tried many remedies, but without success. I have now been cured by your Burdock Blood Bitters. I am entirely relieved."

—A Safe Remedy.

—Many medicines check too suddenly attacks of Bowel Complaints, inducing dangerous inflammation. Dr. Fowler's Extract of Wild Strawberry, cleanses, strengthens and heals the diseased mucous surfaces of the Stomach and Bowels, and safely cures every form of Summer Complaints.

—Be Prepared.

—Many of the worst attacks of cholera morbus, cramps, dysentery and cholera come suddenly in the night, and the most speedy and prompt means must be used to combat their effects. Dr. Fowler's Extract of Wild Strawberry is the remedy. Keep it at hand for emergencies. It never fails to cure or relieve.

—A New Principle.

—The principle upon which PUTNAM'S PATENT CORN EXTRACTORS act is entirely new. It does not sink deep into the flesh, thereby producing sores, but acts directly upon the external covering of the corn, separates it from the underlying tissue, removes the direct pressure from the part, and at once effects a radical cure, without any pain or discomfort. Let those who are suffering from corns, try it, and be convinced of its efficacy. The completeness of the cure, they will be ready to recommend PUTNAM'S PATENT CORN EXTRACTORS to others.

—The First Step.

—Self-respect is the first step in all reformation; and when your blood is laden with impurities and you are suffering from biliousness or dyspepsia, the first step to a radical cure is to take Burdock Blood Bitters. Price \$1.00, trial size 10 cents.

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—The village at the Acadia Iron Mines has a population of 2,500. Six hundred men are employed in the works and many of them are learning, or have learned the business.

—Nine car loads of cattle were thrown down a bank on the Grand Trunk Railway on Sunday, 200 animals lost their lives. The railway company's losses, to make good the damage, will be \$10,000.

—Mr. Maurice O'Neill, proprietor of the "Monkton Hotel," dropped dead in his house about ten o'clock Tuesday night. It is believed that death resulted from some affection of the heart. The deceased was about 32 years old.

—W. B. Wilson, a Nova Scotian, was driving with a friend in the St. John's and Maine Railway bus when a lightning storm, which fell across the wagon, killing Wilson's friend instantly, and injuring Wilson on the shoulder.

—The increased facilities and rapid transit afforded by the St. John &amp; Maine Railway has had a stimulating effect on the export trade in the district. The cattle are all slaughtered and being conveyed in refrigerator cars, reaching Boston in excellent condition.

—Alexander Corner, of Sheet Harbor, N. S., was a few days ago found dead in his boat, lying off Egmont Bay shore. On Saturday evening he was at the house of a Mr. Henry who he had just left. On Sunday he was seen to set sail and cross a creek where his boat went ashore and remained all night with the sails set. Monday morning Mr. Henry went on board and found deceased crumpled forward as in an attitude of prayer—dead.

—Schr. "Alma," launched from the wharf of A. A. Albert Co., on 29th ult., is a fine looking vessel of about 190 tons, and is highly creditable to the builder. Her cabins are unusually large for a vessel of her tonnage and are well lighted and comfortable in every respect. The rail, keelson, hatchways, bitts and bowsprit are of pitch pine; the stem, stern and rudder stock of oak, and the keel of birch. Her owners are Messrs. Wm. Stephenson and Samuel White, and she will be commanded by Capt. W. M. Hogan, formerly master of the "G. F. Hathaway."

—River Philip Notes.

—There is a general feeling of contentment and hopefulness.

—The "Donkin" factory is working up to its fullest capacity.

—Having is on. The yield is good, the quality very superior. Oats are in fine condition.

—The potato bug has made its appearance in some localities, but too late to do much damage the present season.

—The rapidly growing village of Colwellwood, at the confluence of the east and west branches of the River Philip, bids fair to be a place of considerable importance.

—The firm of Surman &amp; Harper does an extensive business here, and Mr. Surman is about erecting a dwelling house, which will be quite an ornament to the village.

—The air just now is full of utterings and mutterings regarding railways, railway contracts and that sort of thing. Meanwhile, we look on and say, "Well, let us see what comes of all that is going on at home and abroad."

—Dorchester Items.

—Mr. W. D. Wilbur, his wife and family, have left for a trip through the Southern States. They will take one of the Allen steamships at Halifax for Baltimore.

—The church-lance which has been lately put round Trinity church, and has been paid for, the fund showing a very respectable balance. The work is very generally admired.

—On Tuesday, the 29th ult., Trinity Church Sunday School held their annual picnic, by the kind-ness of Mr. Chandler, on the Rock-land grounds, where various sports and amusements were provided and heartily enjoyed; although certainly not more so, than the very ample feast which the ladies had provided in the school room.

—On Friday, 1st, the detail of the "Trinity Churchwomen's Guild"—an Institution for combining various useful and charitable church-work—was arranged and agreed upon by the ladies. We observe, among the officers, Mrs. Chandler is President; Lady Smith, Honorary President; Mrs. Thos. Keiller, Vice-President; and Mrs. Campbell, Directress. They are well supported in the several committees by a staff of willing assistants.

—The schooner "Vesta," Capt. E. C. Palmer, sailed from Dorchester on Saturday last, loaded with building stone for New York. She was run into on Sunday night by the schooner "Emma K. Smalley," bound for Moncton. The "Vesta" was struck on the quarter, near the mainmast, and the shrouds were torn out. The damage done the "Vesta" is about \$300 or \$400. Capt. Palmer returned to Dorchester, where the vessel will be repaired.

—How to Get Rid of an Unwelcome Visitor.

—"Rheumatism" says Mr. A. McFall, proprietor of the City Hotel, Kingston, used to hold his own pretty well, but the days of old are over. He is now a cripple, and he is suffering from it. I had it badly only a short time ago, but I used St. Jacobs Oil and I am now as well as ever. I can now do a similar manner."

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