

# CHIGNECTO POST.

AND RECORDER.

Deserve Success and you shall Command it.

Terms: \$1.50 per Annum Postage prepaid. If paid in advance, \$1.00.

WILLIAM C. MILNER, Proprietor.

VOL. 13.-NO. 2.

SACKVILLE, N. B., THURSDAY, MAY 18, 1882.

WHOLE NO. 625.

## Travellers Column.

**Cumberland Hotel,**  
PARRSBORO, N. S.

Twenty yards from Railway Station.  
Sample rooms. Delivery of  
Sept. 7. THOS. MALLORY.

BY RAILWAY  
PASSENGER TICKETS  
H. C. HOBBS  
ST. JOHN, N. B.

**INTERCOLONIAL RAILWAY.**

1891 WINTER ARRANGEMENT 1892

On and after MONDAY, the 1st  
NOVEMBER, the Trains will run  
daily (Sunday excepted) as follows:

WILL LEAVE SACKVILLE:  
Express for St. John and Quebec, 9.28 a.m.  
Express for Halifax and Pictou, 6.03 a.m.  
Express for St. John, 1.30 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 St. John, 1.02 p.m.  
Express for St. John, 3.10 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 16th, 1881.

**E. M. ESTEY,**  
WHOLESALE AND RETAIL DRUGGIST.

**MEDICAL HALL,**  
Moncton, N. B.

DEALER IN  
Chemicals, Druggists' Sundries,  
Profumery, Essences, and  
Patent Medicines,  
Sponges.

We buy DIRECT and sell at the lowest  
quote Goods as cheap as any City.  
Orders receive prompt attention,  
and 1-year

**UNDERTAKING**  
THE subscriber has constantly on hand  
Caskets and Coffins,  
in Walnut and imitation Rose-  
wood. Orders filled at shortest  
notice. Having obtained  
A HANDSOME HEARSE,  
in St. John, N. B., he is prepared  
to attend funerals, and carry on  
Undertaking in all its branches.  
Prices very reasonable.  
(CHARLES TREWMAN,  
Cranes Corner,  
Sackville, N. B., Feb. 15, '82.)

**C. FLOOD & CO.**  
87 KING ST.  
ST. JOHN, N. B.  
DIRECT IMPORTERS OF  
Steinway & Sons  
Chickering & Sons  
Wm. Bourne & Son  
Hallett & Cummings  
Wholesale Agents for the Maritime  
Provinces for the  
SMITH AMERICAN ORGAN CO.'S ORGANS,  
Accordions, Conchinas, Violins,  
Guitars, Banjos, Violin Strings,  
and Band Instruments.  
Of every description. Price List mailed  
free on application. SILENT MUSIC and  
Music Box.

**NOTICE!**  
WE have just received our SPRING  
STOCK of  
**Ready-Made Clothing,**  
HATS AND CAPS,  
Boots, Shoes & Rubbers,  
all of the latest Styles, which we offer at  
Moderate Prices.  
E. C. GOOLEN & CO.  
Bay Verte, April 26th, 1882.

## 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,  
CONVEYANCER, &c.  
OFFICE.....MAIN ST.  
MONCTON, N. B.

All Legal Business attended to promptly.

**DR. E. T. GAUDET,**  
Physician and Surgeon.  
Office: Opposite St. Joseph's College,  
MEMRAMOOC, N. B.

Special attention given to diseases  
of the EYE and EAR. ly dec29

**EMERY & BRADEN,**  
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.

55 Commercial and 62 Clinton Streets,  
**BOSTON, MASS.**

**Harness. Harness.**  
20 Sets Silver Plated Harness.  
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  
before purchasing elsewhere, as I will not  
be undersold by any in the trade.

**C. B. GODFREY.**  
Dorchester, May 8th, 1880.

**VICTORIA**  
TEA CONFECTIONERY WORKS,  
R. WOODBURN & CO.,  
44 & 46 DOCK STREET,  
ST. JOHN, N. B.

**J. WILSON & CO.**  
MANUFACTURERS OF  
Marbled Slate Mantels  
AND  
GRATES;  
DEALERS IN  
Stoves, Ranges, &c.  
104 PRINCE WM. STREET,  
ST. JOHN, N. B.  
H. PHINNEY, Agent for Sackville.

**RHODES, CURRY & CO.**  
AMHERST, N. S.  
HAVE REBUILT and are now run-  
ning 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 Moldings of  
all Descriptions, Kilm Dried Lumber  
and Building Material,  
Planing, Sawing, &c.  
Stores and Offices fitted out. All  
orders promptly attended to. may7

**J. C. COLE,**  
AMHERST, N. S.

**ORGANS**  
AND  
PIANOS  
THE  
Cheapest  
and Best  
POSITIVELY

**Tobacco!**  
IN WAREHOUSE:-  
135 Boxes, } **TOBACCO,**  
comprising the following:  
Crown, Imperial, Campbell B,  
Pilot, Hawthorn, Florence,  
Napoleon, Little Sergeant,  
Myrtle Navy, Countess  
Bismarck.

FOR SALE AT LOWEST RATES.  
**Stephens & Figgures**  
DOCK STREET,  
ST. JOHN.

**Winter Apples.**  
100 Barrels of Winter Apples.  
BLAIR ESTABROOKS.

## Business Cards.

**A. D. RICHARD, LL. B.,**  
Attorney-at-Law, Notary Public, Etc.  
DORCHESTER, N. B.

Special attention given to the collection  
of Accounts in all parts of the  
United States and Canada.

**W. F. COLEMAN, M.D.**  
M. R. C. S. ENG.  
OCULIST AND AURIST  
To St. John General Public Hospital.  
PRACTICE LIMITED TO  
EYE AND EAR.  
OFFICE: 40 GURNEY STREET, - St. John, N. B.

**DR. MORSE,**  
AMHERST, N. S.  
Graduate of Edinburgh University,  
Physician and Surgeon.  
SPECIAL attention devoted to the  
Diseases peculiar to Females and  
Children.

**W. W. WELLS,**  
Barrister-at-Law, Notary Public,  
Conveyancer, &c.  
Office: - - - In the Court House,  
DORCHESTER, N. B.

Special attention given to the Collection  
of Debts in all parts of the Dominion and  
the United States. may7

**A. E. OULTON,**  
BARRISTER-AT-LAW, SOLICITOR,  
Notary Public, Conveyancer, Etc.  
OFFICE: - - - A. L. Palmer's Building,  
Dorchester, N. B.

**J. R. CAMERON,**  
Ennis & Gardner Block, Prince Wm. Street,  
ST. JOHN, N. B.  
DEALER IN  
American and Canadian Oils, Chem-  
icals, German-Steel, and En-  
glish and American Lamps,  
Burners, Wicks, &c.

**L. WESTERGAARD & CO.,**  
Ship Agents & Ship Brokers  
(Consulate of the Netherlands.)  
(Consulate of Austria and Hungary.)  
No. 127 WALNUT STREET,  
PHILADELPHIA.  
L. WESTERGAARD, 310 N. 7th Street,  
PHILADELPHIA, Pa.

**REMOVED TO**  
King St.  
Over Colo-  
nial Book  
Store.  
Electro and  
Stereotyping.  
Best work  
and prices.

**CH. FLEWELLING**  
ENGRAVER  
ST. JOHN, N. B.

**Nails, Tacks and Brads.**  
S. R. FOSTER & SON,  
MANUFACTURERS OF  
CUT NAILS;  
ALL KINDS OF  
Shoe Nails, Tacks & Brads.  
Office, Warehouse and Manufactory:  
Georges Street,  
ST. JOHN, N. B.

**ALEXANDRA**  
Saw Works!  
J. F. LAWTON, - Proprietor.  
ST. JOHN, N. S.

**ADMINISTRATOR'S NOTICE**  
ALL persons having claims against the  
Estate of the late John H. H. H.  
of Sackville, are hereby notified, and  
to present the same day after three  
months from the date hereof, and  
all persons indebted to the said estate are  
requested to make immediate payment to  
the undersigned or to A. D. RICHARD, Esq.,  
of Sackville, N. B.  
Dorchester, March 21st, A. D. 1882.  
VETAL BUREAU,  
Administrator.

**Winter Apples.**  
100 Barrels of Winter Apples.  
BLAIR ESTABROOKS.

## JACOBSON'S

TRADE MARK



**THE GREAT**  
**GERMAN REMEDY**  
FOR  
**RHEUMATISM,**  
Neuralgia, Sciatica, Lumbago,  
Backache, Soreness of the Chest,  
Gout, Quinsy, Sore Throat, Swell-  
ings and Sprains, Burns and  
Scalds, General Bodily  
Pains.

Tooth, Ear and Headache, Frosted  
Feet and Ears, and all other  
Pains and Aches.

No Preparation on earth equals St. Jacobson's  
as a safe, sure, simple and cheap External  
Remedy. A trial will convince the most  
trifling sufferer of its efficacy, and every one suffer-  
ing with pain can have cheap and positive relief  
in five minutes.

Directions in Eleven Languages.  
SOLD BY ALL DRUGGISTS AND DEALERS  
IN MEDICINE.

**A. VOGELER & CO.,**  
Baltimore, Md., U. S. A.

**Selling Out!**  
**GREAT BARGAINS.**  
AS I INTEND MAKING  
A Change in My Business,  
I WILL SELL MY  
STOCK OF GOODS  
AT EXTREMELY LOW  
Low Rates for Cash of  
Produce.

Immediate payment is requested of  
Bills due 31st December, 1881.  
F. C. HARPER.  
Bayfield, 28th March, 1882.

**SEED!**  
**SEED!**  
**SEED!**  
Just Received:  
A LARGE and well assorted Stock of  
FRESH  
Farm, Garden & Flower  
SEEDS!  
Timothy, Red Top, Kentucky,  
Blue and Orchard Grass.  
The last three are specially suited for  
Pastures.

Red, Alsike and White Dutch  
CLOVER.  
Russian White Wheat, Oatmeal Wheat,  
and Carling Red Wheat; Russian White  
Oats.

The following VEGETABLE SEED  
in great variety, by the ounce, or in papers  
suit customers:-  
Mangel, Turnip, Beet, Carrot,  
Parsnip, Cabbage, Cauliflower,  
Radish, Tomatoe, Onion, Cress  
Lettuce, Celery, Cucumber,  
Pumpkin, Squash, Spinach,  
Pole and Bush Beans,  
Broad Beans, Dwarf and  
Pole Pease, Salsify,  
Egg Plant, Pot Herbs, etc., etc.  
For sale low for Cash.

**ALEX. MCKAY,**  
Druggist, Seedsman, &c.  
Dorchester, N. B.,  
April 19th, 1882.

**WE WANT**  
CONSIGNMENTS OF  
SHIP KNEES,  
SPILING,  
R. W. TIES,  
CORDWOOD,  
TAN BARK,  
POTATOES.

WRITE TO  
**HATHEWAY**  
Central Wharf,  
Sackville.

## LITERATURE

Above and Below.  
BY JAMES RUSSELL LOWELL.

O dwellers in the valley-land,  
Who in deep twilight grope and cower,  
Till the slow mountain's distant hand  
Shortens to noon's triumphant hour,  
While ye sit idle, do ye think  
The Lord's great work is done?  
That light dare not o'creep the brink  
Of noon, because 'tis dark with you?

Though yet your valleys slunk in night,  
In God's ripe fields the day is cried,  
And reapers, with their sickles bright,  
Troop, singing, down the mountain-side  
Come up, and feel what health there is  
In the frank dew's delighted eyes,  
As, bending with a pining kiss,  
The night-shed tears of Earth she dries!

The Lord waits reapers: O, mount up,  
Behold! right comes, and says, "Too  
late!"  
Stay not for taking scrip or cup,  
The Master hunders while ye wait;  
Our day, for him, is long enough,  
And when he giveth work to do,  
The bruised reed is smugly tough  
To pierce the shield of error through.

But not the less do thou aspire  
To lift thy earlier message to preach;  
Keep back no syllable of fire,  
Plunge deep the reeds of thy speech.  
Yet God does not thine earlier sight  
More worthy than our twilight dim;  
For meek Obedience, too, is Light,  
And following that is finding Him.

Lone watcher on the mountain-height,  
Light's precious to be hold,  
The first long surf of climbing light  
Flood all the thirteenth east with gold;  
But who, in the shadow's side too?  
Know also when the day is nigh,  
Seeing the shining force lead it  
With his inspiring prophecy.

Thus hast thou office; we have ours;  
God looks not merely service here;  
But what are these eleven hours  
He counts with us for morning cheer:  
Our day, for him, is long enough,  
And when he giveth work to do,  
The bruised reed is smugly tough  
To pierce the shield of error through.

But not the less do thou aspire  
To lift thy earlier message to preach;  
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The Last Cruise of the  
Judas Iscariot.

"She formerly showed the name  
Flying Sprite on starboard moulding,"  
said Captain Trumbull Cram, "but I  
don't think she would be so bold as to  
show it now, after the manner of  
Judas Iscariot in gilt set that  
instinct."

"That was an extraordinary  
name," replied the  
"strange craft," replied the  
captain, as he absorbed another inch  
and a half of nigger-head, "I  
never saw a more profane man or an irrever-  
ent; but sink my jug if I don't be-  
lieve the spirit of Judas possesses  
that schooner. Hey, Aum!"

The young man addressed as An-  
drew was seated upon a rickety bar-  
rel. He deliberately removed from  
his lips a black briar wood, and shook  
his head with great gravity.

"The Cap'n," said Aum, "is nei-  
ther a profane nor an irreverent.  
What he says he mostly knows; but  
when he sinks his jug he alters to  
be depended on."

Fortified with this neighborly es-  
timate of character, Captain Cram  
proceeded: "You talk of the idea of  
a schooner's soul? Perhaps you  
have sailed 'em forty odd year up  
and down this here coast, and  
spiced yourself with their dispo-  
sitions and habits of mind. Hey,  
Aum!"

"The Cap'n," explained the gen-  
tleman on the mackerel keg, "has  
just asked an' he's fished for forty-six  
year. He's lumbered an' he's iced.  
When the Cap'n sees fit to talk about  
schooners he understands the sub-  
ject."

"My friend," said the Captain, "a  
schooner has a soul like a human  
being, but considerably broader of  
beam, whether for good or for evil.  
I can't agree to deny that I prayed  
for the Judas in Tuesday's Thurs-  
day evening meetin', week after week  
an' month after month. I ain't  
going to deny that I interested  
Deacon Plympton in the 'rastle for  
her redemption. It was no use, my  
friend; even the Deacon's powerful  
prayers were clear waste."

I ventured to inquire in what  
manner this vessel had manifested  
its depravity. The narrative which  
I heard was the story of a demon of  
treachery with three masts and a  
jibboom.

The Flying Sprite was the first  
three-masted ever built at Newaggin,  
and the last. People shook their  
heads over the experiment. "No  
good can come of such a critter,"  
they said. "It's contrary to nature.  
Two masts is masts enough." The  
Flying Sprite began its career of  
base improbity at the very moment  
of its birth. Instead of launching  
decently into the element for which  
it was designed, the three-masted  
schooner slumped through the ways  
into the mud and stuck there for  
three weeks, causing great expense  
to the owners, of whom Capt. Trum-  
bull Cram was one to the extent of  
an undivided third. The oracles of  
Newaggin were confirmed in their  
tearfulings. "Two masts is masts  
enough to sail the sea," they said;

"the third is the devil's hitchin'  
post."

On the first voyage of the Flying  
Sprite, Capt. Cram started her for  
Philadelphia, loaded with ice belong-  
ing to himself and Lawyer Swanton;  
cargo uninsured. Ice was worth six  
dollars a ton in Philadelphia; this  
particular ice had cost Capt. Cram  
and Lawyer Swanton eighty-five  
cents a ton shipped, including saw-  
dust. They were happy over the  
prospect. The Flying Sprite cleared  
the port in beautiful shape, and then  
suddenly and silently went to the  
bottom in Fiddler's Reach, in eleven  
feet of salt water. It required only  
six days to float her and pump her  
out, but owing to a certain incompa-  
tibility between ice and salt  
water, the salvage consisted ex-  
clusively of sawdust.

On her next trip the schooner  
carried a deck load of lumber from  
the St. Croix River. It was in  
some sense a consecrated cargo,  
for the lumber was intended for a  
new Baptist meeting house in  
Southern New Jersey. If the prayer-  
ful hopes of the navigators, combined  
with the prayerful expectations of  
the consignees had prevailed, this  
voyage, at least, would have been  
successfully made. But about sixty  
miles southeast of Nantucket the  
Flying Sprite encountered a mild  
September gale. She ought to have  
weathered it with perfect ease; but  
she behaved so shamefully that the  
church timber was scattered over  
the surface of the Atlantic Ocean  
from about latitude 40° 15' to about  
latitude 43° 50'. A month or two  
later she contrived to go on her  
beam ends under a gentle land  
breeze, dumping a lot of expensive  
carved granite from the Rock Island  
quarries into a deep hole on Long  
Island Sound. On the very next  
trip she turned deliberately out of  
her course in order to smash into the  
starboard bow of a Norwegian brig  
and was consequently libelled for  
heavy damages.

It was after a few experiences of  
this sort that Capt. Cram ceased  
the old name from the schooner's  
stern and quarter, and substituted  
that Judas Iscariot. He could dis-  
cover no designation that expressed  
so well his contemptuous opinion of  
her moral qualities. She seemed  
animated with the spirit of purpose-  
less malice, of malignant perversity,  
she was a floating tub of cursed-  
ness.

A board of nautical experts sat  
upon the Judas Iscariot, but could find  
nothing the matter with her, physi-  
cally. The lines of her hull were  
all right, she was properly planked  
and ceiled and caulked, her spars  
were of good Oregon pine, she was  
rigged taught and trustworthy, and  
her canvass had been cut and stit-  
ched by a God-fearing sail maker. Ac-  
cording to all theory, she ought to  
have been perfectly responsible as  
to her keel. In practice she was  
trickily cranky. Sailing the  
Judas Iscariot was like driving a  
horse with more vices than hairs in  
his tail. She always did the unex-  
pected things, except when bad  
behaviour was expected of her or  
general principles. If the idea was  
to luff, she wouldn't invariably fall off  
to jibe, she would come round  
lead in the wind and bang there  
like Mahomed's coffin. Sending a  
man to haul the jib sheet to wind-  
ward was sending a man on a flying  
horse; the jib habitually picked up  
the ventrooom; navigator, and  
after shaking him viciously in the  
air for a second or two, tumbled him  
overboard. A boom never crossed  
the deck without breaking some-  
body's head. Start on whatever  
course she might, the schooner was  
certain to run before long into one  
of three things, viz, some other  
vessel, a fog bank, or the bottom.

From the day on which she was  
haunched her scent for a good, sticky  
bottom was unerring. In the  
clearest weather, fog followed and  
enveloped her as misfortune follows  
wickedness. Her presence on the  
banks was enough to drive every  
fish to the coast of Ireland. The  
mackerel and porgies were  
always where the Judas Iscariot  
was not. It was impossible to cir-  
cumvent the schooner's fixed pur-  
poses to ruin everybody who  
chartered her. If chartered to  
carry a deckload, she spilled it; if  
hired between decks, she spilled it;  
if one of the trick mules which, if  
they cannot otherwise discharge the  
river, get down and roll over and  
over. In short, the Judas Iscariot  
was known from Marblehead to the  
Bay of Chaleur as the consummate

schooneration of malevolent tur-  
pitude and treachery.

After commanding the Judas Is-  
cariot for five or six years, Capt.  
Cram looked fully twenty years older.  
It was in vain that he had attempted  
to sell her at a sacrifice. No man  
on the coast of Maine, Massachu-  
setts, or the British provinces would  
have taken the schooner as a gift.  
The belief in her demonic obse-  
sion was as firm as it was universal.

Nearly at the end of a season,  
when the wretched craft had been  
even more unprofitable than usual,  
a conference of the owners was held  
in the Congregational vestry one  
evening after the monthly missionary  
meeting. No outsider knows exactly  
what happened, but it is rumored  
that in the two hours during which  
these capitalists were closeted cer-  
tain arithmetical computations were  
effected which led to significant re-  
sults and to a singular decision. On  
the forenoon of the next Friday  
there was a general suspension of  
business at Newaggin. The Judas  
Iscariot, with her deck scoured and  
her spars scraped till they shone in  
the sun like yellow amber, lay at the  
wharf by Capt. Cram's fish house.

Since Monday the Captain and his  
three boys and Andrew Jackson's  
son Tobias, from Mackerel Cove,  
had been busy loading the schooner  
deep. This time her cargo was an  
extraordinary one. It consisted of  
nearly a quarter of a mile of stone  
wall from the boundaries of the Cap-  
tain's shore pasture. "I caulked,"  
remarked the commander of the  
Judas Iscariot, as he saw the last  
board disappearing down the main  
mast, "that's high two hundred  
fifty ton of stone fence aboard that  
schooner."

Conjecture was wasted over this un-  
necessary amount of ballast. The  
owners of the Judas Iscariot stood  
up well under the consolidated wit  
of the village; they returned with  
clim for witicism, and kept their  
secret. "If you must know, I'll tell  
ye," said the Captain. "I hear that's  
a stone wall family over Machias  
way. It's goin' to take mine over'n  
middle it out by the yard."

Left entirely to herself, the  
schooner rolled once or twice, tossed  
a few bucketsful of water over her  
board, and fastened the rope with sev-  
eral half hitches around the cleat,  
thus lashing the helm, jumped into  
a dory, and sailed over to the tug.

Left entirely to herself, the  
schooner rolled once or twice, tossed  
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## CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., MAY 18, 1882.

## Mr. Wood's Candidature.

The surest evidence of a people's capacity for the work of self government is said to be their ability to meet in council, to decide on a policy, to abide the voice of the majority and follow that voice to its legitimate result. Westmorland may feel proud of the representative gathering called on Tuesday last at Sackville to select a candidate in the interests of the Liberal-Conservative party, for while representing divergent nationalities, religions, interests and feelings, the discussions were parliamentary in their moderation and good taste to friends and foes alike. The decision finally reached by a vote was acquiesced in by all, and renewed pledges were given and exchanged of support to the great party, whose watch words are the N. P. and the Pacific Railway. Such gatherings are no mere parties, they are an evidence of the highest state of political development—of free institutions in their most perfect form, for in those chaotic states where revolution alternates with despotism, it is force—brute force and not the moral weight of the majority that guides.

Two leading names were before the Convention, both so strong, both representing such extensive interests, that the representatives found themselves in a quandary which to select.

Hon. F. A. LANDRY is a gentleman of acknowledged ability, political experience, great popularity and having a personal following exceeded by few of Canadian politicians. Besides, he is an old and tried friend of the party. On the other hand, Mr. JOSIAH WOOD, who has been seen as active politician, represents large commercial and industrial interests, which have forced him to the front, and he has become the recognized leader of that large section that has seceded since 1878 from the Grit ranks in this constituency. These two gentlemen, who were on the ground, good-natured spectators of the affair, must have been pleased that the Convention instituted no personal comparisons between them, but occupied itself purely with balancing the interests and the merits of each. And if the Convention at the close, decided that the veterans who had fought so many battles in the past, who had made such a splendid record in 1878, should now advance to the new battle front recruited from the ranks of the future, and if the Convention, who were the leaders of the command of the united force, who shall say that the decision was not a gracious and graceful one, inspired by confidence in those who have lately embraced the cause and by devotion to the party and the true interests of the country? Work entered upon with such generous motives—in which personal ambition played so small a part and all were so united and earnest for the common cause, surely argue strongly for the success of the party at the coming conflict. While no man can call the issue of a victory near seemed more certain or more complete.

Good government, progress, prosperity, the highest and best elements are with us in this conflict. If our ranks sustain defeat they can show their opponents, as they have before, that they cannot be conquered, the next struggle will find them again to the front. But, to-day, Westmorland belongs to the Liberal-Conservative party by right of common sympathies and common interests. The young men of to-day going to tie up their future to the obsolete politics and traditions of a past generation? Are the men of enterprise—those interested in workshops and factories—those farmers who want their sons and daughters to inherit a land blossoming into wealth and all the civilizing arts it brings—are these men willing to be sunk again into the mire pits of hopeless obstruction? The political issues, the impassioned appeals, the personal favors that were highly effective a quarter of a century ago, come to the young men of to-day mouldy with the mildew of age—they have nothing to do with such things—their work and their interests are with the future and with the party that is working that future.

## Chignecto Ship Railway.

In the Commons on 12th: "Sir Charles Tupper moved the House into committee of the whole on the resolutions granting a subsidy of \$150,000 per annum to the Chignecto Railway Company. Sir Charles explained the aim and object of the scheme, referring to the St. Lawrence Canal which was estimated to cost \$5,000,000 and toward which the Government had once voted \$1,000,000. In conclusion, he said that there should not be any hesitation in passing these resolutions, because they did not pledge the country to pay anything until after the railway was finished and in effective operation.

Mr. Mackenzie said he would not oppose the resolutions, but he did not have much confidence in the scheme, because he thought that if marine transport railways were practicable, so eminent an Engineer as DeLesseps would have adopted that means of crossing the Isthmus of Panama, instead of the costly canal he was now engaged on.

The resolutions were adopted and a Bill founded on them was read a first time. After the passage of the resolutions Mr. H. G. C. Ketchum immediately left Ottawa for New York, and has sailed from there in the *Servia*. If all goes well, next week he will be pushing his scheme in the London money market.

## THE LIB-CON. CAUSE.

## THE CONVENTION.

## THE PROCEEDINGS AND SPEECHES.

Josiah Wood, Esq., the Candidate.

The nominating Convention met on Tuesday morning, at Chignecto Hall. Of the 35 delegates, only two were absent, those being J. Carroll, Esq., and W. A. Wells, Esq., of Bedford. The delegates were the parties whose names were given last week, together with H. V. Crandall, Esq., John A. Wheaton, Esq., and Elisha J. Langley, the delegates from Salisbury. W. J. M. Hamilton, Esq., of Shelburne, was called to the chair and Harvey Atkinson, Esq., of Moncton, was chosen Secretary. The early part of the day was occupied in getting the views of the various delegates as to who of the possible candidates would take the best vote. It will be remembered that in 1878 nobody cared to take the risks of the fight against Sir A. J. Smith. Mr. Chapman was prevailed upon to take the nomination then, but he did it knowing that the odds were all against him. No difficulty is found now in obtaining a man who is ready to take his chances. The only trouble that met the Convention was to choose one from a number of good men. One thing was evident, from the first, that while a difference of opinion existed as to the expediency of selecting this or that man, all were agreed to abide by the decision of the majority. Delegates gave their opinions quietly, firmly and candidly, but all claimed that they were open to conviction and were willing to support the nominee of the Convention. It was soon evident that the choice lay between Mr. F. A. Landry and Mr. Wood. On the first ballot, Mr. Wood was pronounced the choice of the Convention. The nomination was at once made unanimous, and Mr. Wood was sent for. Mr. Landry, Mr. Hamilton, and Mr. Black, Mr. P. E. I. Landry entered and a large number of the electors and others of Sackville were soon in the hall. Mr. Landry, after congratulating Mr. Wood on his nomination, took a seat with him on the platform. The chairman having announced the nomination of the ballot and Mr. Wood being loudly called for, he came to the front and accepted the nomination and thanking the delegates for this expression of their confidence in him. He said he would have been content to have remained in the ranks and to have been a quiet supporter of the party, but the nomination of another gentleman, whom the convention might have chosen, he had not expected to be honored with the choice of the people, as he had not taken an active part in discussing Dominion politics. He said that he was in sympathy with the present Government, in regard to the questions at issue between the parties. He strongly endorsed the Government policy in reference to the Pacific Railway. He had all along held that the present Government was the best that the country had, and that the tariff, there was every evidence of its beneficial effect upon the trade and industries of the country. A critical time had arrived in the development of Canada. So much needed to be done, and the young men of to-day going to tie up their future to the obsolete politics and traditions of a past generation? Are the men of enterprise—those interested in workshops and factories—those farmers who want their sons and daughters to inherit a land blossoming into wealth and all the civilizing arts it brings—are these men willing to be sunk again into the mire pits of hopeless obstruction? The political issues, the impassioned appeals, the personal favors that were highly effective a quarter of a century ago, come to the young men of to-day mouldy with the mildew of age—they have nothing to do with such things—their work and their interests are with the future and with the party that is working that future.

Good government, progress, prosperity, the highest and best elements are with us in this conflict. If our ranks sustain defeat they can show their opponents, as they have before, that they cannot be conquered, the next struggle will find them again to the front. But, to-day, Westmorland belongs to the Liberal-Conservative party by right of common sympathies and common interests. The young men of to-day going to tie up their future to the obsolete politics and traditions of a past generation? Are the men of enterprise—those interested in workshops and factories—those farmers who want their sons and daughters to inherit a land blossoming into wealth and all the civilizing arts it brings—are these men willing to be sunk again into the mire pits of hopeless obstruction? The political issues, the impassioned appeals, the personal favors that were highly effective a quarter of a century ago, come to the young men of to-day mouldy with the mildew of age—they have nothing to do with such things—their work and their interests are with the future and with the party that is working that future.

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well that the sentiment of the people was in favor of the party which Mr. Wood represented, but he was also aware of the fact that there were many influences against them. As for himself he would give no uncertain sound. His colors were what they were in 1878. J. L. Black, Esq., M. P. P. was disposed to take a sanguine view of the state of affairs, and he could sympathize with his friend Mr. Wood in his feeling of reluctance. The Co. of Westmorland was populous, wealthy and important. It was second to no other in Canada, and a man might well feel backward in the responsibility of representing the county. He had confidence in the strength of the nominee, and believed that the County would elect him. He had hoped that Westmorland would have two seats assigned to the representatives, and he thought it ought to have been so. Had there been two seats, then, a greater unanimity of opinion might have prevailed, and the task of selection would have been easier; but he was glad to know that the parties concerned would be loyal to the man who had been chosen. He, himself, would have given his hearty support to any man who had been selected. It would have given him the greatest pleasure to have supported his friend, Mr. Landry, whose worth, honor and integrity he had recognized, and with whom his relations had always been friendly, though he had differed from him at times on some matters. But his friend was young, and his time would come; he was needed in local politics, too. The present policy of the Dominion Government had not, as always, his (Mr. Black's) support. The country had prospered under Protection. Of course, Protection did not make the grass grow, or crops turn out well. He did not claim for the N. P. all the prosperity of the country, but he knew that something more than good weather and productive soil was necessary to produce manufactures. Money was needed, and confidence in the success of the enterprise. A few years ago nobody could raise any money for a factory; capitalists were afraid to lend money on the credit of such a business. Now the stock lists show that money could be obtained for any respectable business of the kind. This showed that the people had faith in the future of such investments. He was sure that the Westmorland people would support the National Policy and Sir Wood.

John A. Humphrey, Esq., of Moncton, had a decided feeling in regard to the protective policy. He realized that the time had come some time ago when some new policy had to be given shape to the investments of capital in the Maritime Provinces. The woods were fast falling under the axe and the days of lumbering could not last always. The laboring men would have to seek other shores if work was denied them here, and the encouragement given to laborers by this protective policy would give our people work enough at home. Whatever influence of any kind he had, he would give it in support of his friend Mr. Wood, not only on personal grounds, but because he represented the industries and making the country prosperous. John Mackenzie, Esq., of Moncton, felt himself under obligations to support the representative of the party which he believed in. He had assisted Sir Albert Smith in 1878. At that time, though he believed in the theory of protection, he had his doubts that there was capital enough in the country to make such a policy of any advantage to us. He had since found out that there was plenty of money available. His friend Mr. Wood was the best man for the great North-West, and he would support him. Mr. Wood had money there, and stock was taken in Dundee, Scotland, and in the United States. This country was more favorably situated for manufacturing than any other almost, and the time was coming when the great North-West would be filled up, and the lower Provinces would be the workshop of the Dominion. There was nothing that the opponents of protection would give us instead of it. We could not get mutual free trade with the States. He had said that he would support one side. Personally, he would have been glad to have continued his support to Sir Albert Smith, but the interests of the country were the other way and he would be glad to do what he could for Mr. Wood. A hearty vote of thanks was given to the Chairman and Secretary and the meeting adjourned. All the speakers were warmly cheered on rising and at intervals through the speeches and the meeting was most animated and pleasant, notwithstanding the differences of opinion.

From the Cape's Railway date, printed in another column, the electors of Westmorland can judge for themselves how much they may expect from the Grits should they return to power. Mr. Mackenzie is reported to have said: "I think we have done very well by the Island, and we have carried out the terms of Union to the utmost possible extent."

—Sir Charles Tupper in moving the railway subsidy resolution said that the New Brunswick railway connecting Edmonton with River de Loop was of Dominion importance as it would bring St. John's 158 miles nearer Quebec than the Intercolonial. He pointed out that the line between Oxford and New Glasgow would be the connecting link of the shortest route between Montreal and Europe.

—The steamer "Porvian" with freight and 1000 immigrants 18 days from Liverpool, lost her propeller and got adrift up Cape North. Two steamers have been sent to her assistance.

## A New Nova Scotia Railway.

The resolution introduced by Sir Charles Tupper to provide for the construction of a railway from Oxford, Cam. Co., to New Glasgow, is an agreeable surprise to his constituents and to Nova Scotians generally. The item allows "for a railway from Oxford to New Glasgow, both in Nova Scotia, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole \$224,000." The local advantages of such a line are manifest. Communication along the North Shore is closed in winter by ice, and all that flourishing portion of the province lying along the coast of Cumberland, Colchester and Pictou suffers greatly by its distance from market. The land through which the road will pass is generally good and is settled by a sober, industrious and progressive class of people, who will not be slow to avail themselves of the advantages which will be afforded them.

The distance between Pictou, with the localities which it is, and neighboring province will be greatly lessened. Then the prospect of this new line becoming a part of the grand system of railways by which Europe and America may be connected, gives it a wider significance. The great American Intercolonial Short Line Railway Company have at last made their contract with the Government of New Brunswick. This scheme is to build a line across Newfoundland. The Government there give them 5000 acres of land per mile, and immunity from taxation on all material. They are conceded also the exclusive right of building railways on that island for to five years.

A railway will connect the Newfoundland terminus with Cape Breton. A line through Cape Breton has been provided for by the N. S. Government, and also a continuation to New Glasgow. This short cut connects New Glasgow with the Intercolonial and the Atlantic coast. If it be true that the passage across the ocean can be thus made shorter, easier, cheaper and quicker, then Nova Scotia, New Brunswick and Newfoundland are fortunate in being in the way. The subsidy will cover the problem of railway construction with English Wallace, River John, etc., etc.

Light Literature. Too much of it is bad. A little reading of works of imagination is undoubtedly good. Sir Albert Smith knows this and has written a sheet called "Record of Conservative Administration" through this County. The street is paved with it. On the sidewalk it shares the post of honor with Mr. Allison's invitation to the public to use peristaltics. Children up at Midgie are learning the alphabet from printed varied specimens of type printed on this useful sheet. Around the School house at Aboussagan the children prowl; and it may be found in many other places not necessary to specify. No doubt people read these sheets. Some of the readers, unfortunately, are not in a position to know how many lies there are in this innocent looking piece of paper. Sir Albert Smith may be a man of truth, but he certainly, if he sent those documents through the country, is not above circulating lies. We may speak of these more direct falsehoods later, but at present will call attention to a plausible kind of misrepresentation, because that sort of thing is usually more effective than outward lying.

"A lie that is half the truth is a harder matter to fight." We have the following: "MINISTERIAL JUNKETINGS. The departmental waste already referred to is not the only way in which the present Government has endeavored to waste the public funds. Take the travelling expenses of Ministers on public business in Canada:—

Hon. E. Blake	\$ 45 00
Hon. A. Laidlaw	27 00
Hon. W. B. Vail	218 70
Sir Richard J. Cartwright	118 00
Sir Albert Smith	500 00
Hon. J. Burrows	500 00
Hon. Mr. Cauchon	30 00
Hon. Mr. Pelletier	30 00
Hon. L. S. Hamilton	205 00
Total	\$2000 20

Hon. Mr. Monaghan	\$ 634 20
Sir John A. McDonald	406 40
Sir A. Campbell	219 10
Sir H. Langdon	85 80
Hon. A. P. Caron	504 00
Sir Leonard Tilley	461 00
Hon. M. Bowyer	399 50
Hon. J. C. Pope	655 00
Total	\$3691 75

This looks fair but it is easy enough to select years when the Grit expenses were small and those of the Conservatives large. Supposing, however, we take the year 1875, also under Grit rule:—

Hon. L. S. Hamilton	\$ 600 00
Hon. J. Forster	296 70
W. Ross	480 00
W. B. Vail	152 00
H. J. Cartwright	108 00
Travelling Expenses Minister of Public Works and Secretary	152 50
Hon. A. J. Smith	125 00
Thos. C. Mc	800 00
Isaac Burpee	960 00
Hon. J. C. Tache	400 00
Hon. D. A. McDonald	227 30
Total	\$4875 00

—The steamer "Porvian" with freight and 1000 immigrants 18 days from Liverpool, lost her propeller and got adrift up Cape North. Two steamers have been sent to her assistance.

## Communication with P. E. I.

Cape Traverse and Cape Tormentine Railways.

We give the Harbord report of the discussion which took place in regard to the extension of the Cape Traverse Railway:— 374 Cape Traverse Railway...\$189,200. Sir Charles Tupper. One of the conditions of union with Prince Edward Island was an engagement on the part of the Dominion Government to provide continuous steam communication between Prince Edward Island and the Intercolonial Railway. To carry out this engagement the Dominion Government had the steamer "Northern Light" constructed; but that steamer, though effecting considerable improvement in the existing communication, entirely failed in maintaining continuous communication. The late Government directed a survey of such routes as between the Intercolonial Railway and Cape Tormentine, on the one side, and Cape Traverse and the Island Railway on the other. This survey was completed, and a report made by the able engineer appointed by the late Government, recommending the best route for a railway connection. And we are now carrying out the policy contemplated by the late Government in ordering this survey to be made. This route is for the purpose of constructing eleven miles of railway, or thereabouts, from the Prince Edward Railway, in the neighborhood of the county line. It is not settled whether it shall be the county line or another point, the name of which escapes me, as the best means of connecting the Island Railway with Cape Traverse and the construction of such docks as are necessary at Cape Traverse for the purpose of making the communication as perfect and as efficient as possible. I may be asked why provision is made for carrying out this design. I may say that the late Government, in the late session, had prepared to bring down an estimate for the construction of the connection between the Intercolonial Railway and Cape Tormentine, but for the fact, that in the meantime that service has been provided for by the Government of the Cape Traverse, who have now been chartered of a private company who proposes to construct that work with the aid of a subsidy. Under the circumstances we felt that we could not ask Parliament to provide for a service which was already provided for by the local Government.

Mr. Mackenzie. Under what Bill is this to be constructed? There is no Bill for building a railway in this place that I know of. Surely the gentleman does not intend to build a new railway by virtue of a vote in the Estimates.

Sir Charles Tupper. The hon. gentleman knows that I have never, without even going to Parliament, to build six miles of a branch. Mr. Mackenzie. I am not aware of that.

Sir Charles Tupper. Yes, the hon. gentleman knows that there is a provision to extend railways for six miles—I think the authority of Parliament to extend a branch of Government railway of the party which would be quite as sufficient on Prince Edward Island as it is from St. Charles to Point Lewis.

Mr. Mackenzie. The hon. gentleman must be aware that he cannot appropriate land or do anything else merely because he happens to represent the Government. He has no power to touch property.

Sir Charles Tupper. I will look into that point.

Mr. Anglin. Will the hon. gentleman state what provision he will make at the terminus of this road to enable the steamer to play during winter? During winter the solid ice extends out one and a half miles, and it is necessary to make some provision to enable the steamer to approach some wharf or place connected with a railway, unless he expects the steamer will be strong enough to force her way through the ice.

Sir Charles Tupper. That is a very important point. It will have to be, to a certain extent, experimental as to the best means of establishing water communication during the severe portion of the winter. A considerable expenditure is involved in the design, but in Prince Edward Island and at Cape Tormentine, to attain such short communication as will give the necessary facilities when we are not obstructed by the ice. When the ice forms measures will have to be taken to make the communication which is so regularly maintained by ice boats. It will be some extent experimental as to how far the ice will have to be made available on the two sides. It would not be possible to run up what communication seems to me a connection without a line of the ice which forms on the two sides for a portion of the winter.

Mr. Anglin. There is great reason to doubt whether the section of the Local Legislature grants a sufficient subsidy. I think it is only \$3,000 a mile. Mr. Tupper says that he had some idea of getting assistance from the Dominion Government.

Mr. Mackenzie. I differ wholly from my hon. friend beside me. I think the Government should build the line if they can get other people to build them. It was the policy of the late Government to get rid of all the branches as soon as possible.

Sir Charles Tupper. That is our policy too.

Mr. Anglin. There is a small piece of a line forming portion of a through line which we are bound by our treaty with the Island to finish if possible.

Mr. Mackenzie. I think we have done very well by the Island, and we have carried out the terms of Union to the utmost possible extent.

## New Advertisements.

Tea, Tea.

Direct importation from London: 102 CHESTS Superior Black Tea.

We are prepared to sell on most advantageous terms. Wholesale prices from 20c. up to 35c for choice "Congou," that will suit the most fastidious taste.

J. L. Black.

## Wall Paper.

5,000 ROLLS, FROM 6c. to \$1.00 per Roll. All the new Colorings and Designs.

J. L. Black.

## Furniture!

NEW STOCK.

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

8 Bedroom Suites Complete, from \$20 to \$40 each.

J. L. Black.

## Flour, Flour.

TWO CANS each 100 lbs. "B" brand. Bottom prices. J. L. Black.

## House Builders' Stock.

3 CANS Baled and Raw LIMESEED OIL, 2 casks Spirits Turpentine. Japan, Furniture Varnish, White Gum do, Patent Yellow, 8 1/2 lbs. Red, Black, Yellow, Blue and Green Paint.

The Lowest in the Market.

J. L. Black.

## Steel Ploughs.

Wilkinson &amp; Co's Patent.

THE BEST AND CHEAPEST.

For sale by

J. L. Black.

## Timothy &amp; Clover Seed.

NOW in Store, and for sale low by the bag:

100 bush TIMOTHY SEED.

1200 bush RED CLOVER.

800 " ALSIKE "

J. L. Black.

## Dry Goods.

NOW opening, new stock of Grey Cottons, White Cottons, Prints, Shirtings, Gingham, Cold Shirtings, Carriage Drapers, Rubber Carriage Robes, Dress Goods, Linings, Battins, Corsets, Sunshades, Gloves, Silks, Satins, Hat Flowers, Laces, Hamburgs, and general Dry Goods, making

A COMPLETE ASSORTMENT

ALL DEPARTMENTS

J. L. Black.

## Hats, Hats.

Mens' Felt Hats,

Mens' Wool Hats,

MENS' STIFF HATS,

MENS' PANAMA HATS,

MENS' LINEN HATS.

Boys' and Youth' Felt and Straw Hats.

New Styles and Low Prices.

J. L. Black.

## CARPETS!

English Oil Cloths!

30 Pieces Carpets:

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

15 pieces English Oil Carpets,

1 1/2, 1 3/4 and 2 yards wide.

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

J. L. Black.

## New Advertisements.

WANTED!

HIGHEST Price Paid for Eggs, Roll and Ferklin Butter, Cattle, Barley, Potatoes, Hams, &c. GEO. E. FORD.

## SEED OATS.

ONE CAR LOAD of P. E. I. Seed Oats at the Station, we will be there on SATURDAY to deliver them to those who want them. Terms cash. JAMES R. AYER.

May 17th, 1882.

## Methodist Church Dorchester.

TENDERS will be received until Monday May 22nd, for parties willing to purchase the building now used as a Methodist Church at Dorchester. Any information may be obtained on application to the Rev. Thomas Marshall, to whom tenders may be sent.

May 17th, 1882.

## AUTOMATIC PENCILS.

CLOCK &amp;c.

JUST OPENED:

AUTOMATIC Pencils and Leads, A Nicked Alarm and Time Clocks, the Waterbury Watches, cheap 1 doz. Hand Mirrors, Metallic Hair Brushes, Spectacles and Cases, cheap.

GEO. E. FORD.

## TO LET.

HALF of my New House opposite Methodist Parsonage, near Sackville Office, Academics, &c., containing 7 Rooms, 2 Halls, Kitchen, Cellar &c. with large Tank. Apply to GEO. E. FORD.

## Public Works.

LaCoup Bridge.

THE report of the line of LaCoup Bridge, at Sackville, N. B., will be published on THURSDAY NEXT, 25th inst. at 2 p. m., on the premises.

By order, S. T. WELLS, Supervisor.

Sackville, 16th May, 1882.

## PLANING,

MATCHING,

RIPPING,

and JIG-SAWING,

Done at moderate rates at

the Sackville Furniture

Factory.

CHAS. A. DOUILL.

## 24th of MAY,

(Queen's Birthday.)

C. A. BOWSER'S

Store will be closed.

Black Spanish Lace,

Black Matinee Lace,

White Matinee Lace,

Cream Flannelette Lace,

Cream Shell Lace,

White Matinee Lace.

Finest Neck Fillings! Newest Neck Goods!

C. A. BOWSER'S.

AT LAST!

CONCERT!



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