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WHOLE NO. 596.

LITERATURE

Chiqueto Post, AND BORDERER.

Sackville, N. B., October 13, 1881.

Cape Tormentine Railway.

The meeting at Baie Verte on Saturday evening, as will be seen by to-day's report, was of a very amicable, not to say inoffensive character. Politics were severely eschewed. The several speakers deprecated any idea of giving it a political caste. Hence any phases of Local or Dominion politics were ignored, and even the great Dorchester Corner would not have been mentioned at all, had not an old farmer broke in upon the proprieties of the evening and in his wrath made a sanguinary dash at the knight. It is right that the question should be considered apart from politics, and that making of all parties and all shades of belief should drop their differences and unite to carry out a common purpose for the common weal.

We were disappointed to find that Hon. Messrs. Landry and Hanington had nothing to offer to the people—no proposal or scheme of any kind, except the far away one of an address to the Ministers. Hon. Messrs. Landry and Hanington did not promise or even hint at a renewal of the local subsidy or of attempting to build it by such resources as we can command. We give them credit for candor in not holding out any false hopes; if questioned why they do not renew the subsidy, they would probably reply the Local Government has not the means at its disposal. They would perhaps fairly contend that the demands on the treasury together with the accumulated debts and liabilities are such, that they cannot insist upon their colleagues renewing the subsidy. This is fair ground, and it justifies in the fullest and amplest manner the opposition the Post has given first and last to sinking of \$400,000 on the Grand Southern Railway and to the expenditure of \$100,000 in the new Parliament buildings in Fredericton. Hon. Messrs. Landry and Hanington, having accomplished these works have nothing left for Westmorland County. Had they deflected those two schemes, the government could have subsidized the Cape Tormentine Railway as two more railways of equal length without being poorer than now. It is not a complimentary reflection on the sagacity of the statesmen of Westmorland County, that although the Cape Tormentine Railway was the first to be incorporated and subsidized, that four other lines of vastly inferior merit have since been built by means of local subsidy alone, or local subsidy supplemented by old rails given by the Dominion Government, viz: the Richibucto Branch, Elgin Branch, St. Martins and Upland, and the Grand Southern.

Without wishing to undervalue the effects of the meeting of Saturday evening, we may say that some more substantial basis is required in the construction of railways, than resolutions and addresses and that fifty thousand of such would not counterpoise a dollar's genuine money invested in the undertaking.

The Grit party in Quebec is evidently demoralized beyond hope. It will be recalled that Sir Albert Smith in his celebrated letter written to Mr. Tilly in December 1877 offering him the Governorship of New Brunswick essayed the part of a prophet in the following amusing style: "If we should win I take it for granted you would take a seat in the Cabinet with us, if you could have seen your way to have run with us, and that we will succeed at the next election is my firm conviction. What ever may be the results in New Brunswick, Sir John calculates with his host when he talks of gaining fifty seats in Quebec. The current in that Province is setting strongly in our favor and the opinion of many well-informed persons is we shall have a majority. There are several reasons for this one of which is that the Local Government is in a state of decadence and becoming more unpopular every day."

Three years and a half have now elapsed since these prophetic words were written and it is to-day the position in that Province? Every election with scarcely an exception has been a Conservative victory, until the Grit-Rouge party has not only lost in numbers but in spirit and morale. Mr. Joly, the leader, is about to remove with his family to France. Mr. Turcotte, the turncoat Speaker, has got disgusted and is about to settle in Manitoba. Mr. Mercier, the deputy-leader, has announced his retirement from politics and his determination not to "interfere farther in the interests of the party." Prof. Flynn, of Laval University, led a movement by which they have lost four or five able young men in the Assembly. All this on the eve of an election. And now some of the Reform papers avowing their inability to reform and control that Province advise that no further effort be made there, and it be left to fate! And yet Sir Albert still poses as a prophet!

President Arthur since his accession is singularly unobtrusive in his conduct and political acts. He does not possess the pomp of the White House at present, nor does he propose changing his confidential advisers, and will not probably till Congress meets in December. The American papers are busy speculating who will form the next Cabinet. It is generally recognized that Conkling is to-day the leading power in American politics. It is a striking comment on the ups and downs of political life, that the man who four months ago was so badly set down by the late President, by the Senate, and by the Legislature of his own State, is to-day the

foremost man in the United States. It is doubtful if he will accept office; the opinion is he will remain the power behind the throne. He little thought on the day at the Chicago Convention when the Republicans, who had nominated Garfield, approached him and asked him to name the vice-President, that he was then selecting a President for the United States!

Blaine, the leading spirit in Garfield's Cabinet will step down and out in December and speculation is rife as to his future movements. He has been nominated by many as Minister to Great Britain. Others again assert he will enter the House of Representatives of Maine, next year, keeping himself well before the people with an eye on the next Presidential Nomination. His close personal and political intimacy with the murdered President identifies him with the Garfield sentiment and invests him with the mantle that fell from the sufferer of the White House, and beyond his own ample resources, he will make him a conspicuous figure in the next Presidential Nomination.

At no period of history is the extent cordial stronger than at present between the United States and Canada. An indication is seen in the failure of Parnell and other Irish agitators to arouse American hostility to England. The N. Y. Herald, which is said to be a gauge of the political weather, exemplified the prevailing sentiment by opposing and ridiculing the aims of Parnell et al., and in handsomely supporting the policy of Gladstone, a policy that had been adopted by most of the American papers. So too, the shadows that gathered around the White House, invoking the common sympathy of all English speaking peoples, has been a bond of closer union between the two countries. The American people are about celebrating the Centennial at Yorktown, and as a mark of the kindly feeling existing between the two countries, they purpose saluting the English flag not only on that occasion, but on that day at every military post throughout the country. The English people will not fail to appreciate and remember the motives that inspire such demonstrations.

The Lobster Business.

The close season from 1st August to 1st April along the Atlantic coast, and from 20th August to 1st April in the Gulf, created much opposition and discontent at the time it was instituted by the present Government. An idea had gone abroad that the close season was managed by a ring of lobster packers, who sought to remove the glut in the European market by reducing the supply of lobsters here. The results have exactly the contrary, and the wisdom of making a close season. It is true the supply has not increased in the Gulf, because the great number of factories recently erected have over-fished the waters and the natural production has been reduced. On the Atlantic seaboard the supply has greatly increased owing to the protection afforded. Private returns state the imports of lobsters into the United Kingdom to 31st August, 1881, compare as follows:—

1880. 1879. 1878. 1877. 163,313 158,253 128,160 73,501 Cases. The lobsters caught in Overseer Deacon's district for the past season was:—

Boxes. Lbs. Matthias Robicheau..... 600 28,800 Fred. Hebert..... 870 41,760 Gabriel Leliane..... 275 12,600 C. Prescott..... 2,665 99,168 Françoise Dorian..... 550 24,400 H. Robinson..... 500 22,500 C. H. Gallant..... 740 33,220 F. Kimball..... 5,110 245,280 Total..... 10,711 514,128

The business in P. E. Island has, of late, greatly increased. There have been about 114,000 cases, of four dozen each, packed during the season, against 70,000 cases last year. The total export of preserved lobsters from Canada for the fiscal year 1880 was 6,114,889 lbs., of which the Island furnished 523,344 lbs., or about 9 per cent. Nova Scotia was by far the largest exporter, New Brunswick and Quebec following in order. The proportion of cases packed to each factory is less than the season of 1880. In 1880 the average "pack" to each establishment was 1,225; this season the ratio is 1,000 cases to each concern. There have been in operation during the season just closed, as far as we can ascertain, 114 factories. The net average return for each case exported, we are informed, is \$4.50, so that if we are accurate in placing the entire "pack" at 115,000 cases, the volume of business will amount to over half a million of dollars. The Messrs. Hughes Bros. of Charlottetown, have controlled the largest portion of this business, having handled 70,900 cases. The number of lobsters caught per factory is much less than last year, and next season the number will be still further reduced.

ENLARGED.—There are few towns, of the size of Moncton, in these provinces or anywhere else that have a newspaper with as much enterprise as the Moncton Times. It was a daring adventure to start a daily in the first place, and the Moncton business men did well to support it. They have been well rewarded, for the Times has done much for them. Now, such is the enterprise of business that the Times has been enlarged to a 28 column paper. The price is the same. We congratulate Mr. Stevens on his success and hope this enlargement is only the first of a long series of such steps. When Moncton becomes a New York the Times will be a Herald.

An Albert Industry.

GYPSUM DEPOSITS OF HILLSBORO.—SKETCH OF PLASTER WORKS.—HOW THE TRADE IS AFFECTED BY GOVERNMENT POLICY.

One of the leading industries in New Brunswick is the Plaster Works at Hillsboro'. An extensive deposit of gypsum of a very superior quality exists on the surface three miles west of the Petitoctid River. About twenty-five years ago, an American capitalist having become possessed of it, erected mills at a convenient shipping point at Hillsboro', for its grinding and calcining, and the article was exported to various cities on the Atlantic seaboard. Twelve years ago the mill was consumed by fire, and though the company that then owned the property had lost some \$100,000 by their venture, nothing daunted, they at once re-built. The twenty per cent. duty placed on manufactured plaster by the American Government has killed it as a successful undertaking, but the company with indomitable pluck has steadily manufactured it and shipped in the face of the duty. The loss incurred by such duty has in part been compensated by the establishment of a mill at Newark, New Jersey, where the rock plaster is shipped to the extent of from 8,000 to 10,000 tons yearly and ground for the N. Y. market. The operations of this company are a notable instance of capitalists pursuing for years a losing venture in a forlorn hope that the tide will some day turn. Still there ought to be money to the people of the Maritime Provinces in the sale of this article, as Nova Scotia and New Brunswick are the only sources of supply open to the Atlantic cities. It can only be bad fiscal trick or unnecessary competition amongst the owners that makes the business a profitless one even at its best. Various remedies have been proposed from time to time to place this industry on a paying basis. The N. P. imposed a duty of 45 p. c. on the American article. This has a tendency to exclude the Ontario article from the Ontario market, but it has only a very limited degree assisted Maritime plaster. The increase of shipments west this season will be only 1,000 bbls. from Hillsboro'. Probably there is some increase from the quarries of Cape Breton, Montreal, and in the totals, the duty has proved a very inadequate remedy. Another method of dealing with it has been suggested and that is, to place an export duty on the rock plaster. The immediate effect of this would be to neutralize the American article in the market, thus stimulating its export. This would tend to the erection of more mills in the Provinces, to the transfer of the manufacturing here, to the employment of more labor and capital in it and lead to more profitable results generally. Whether, however, the American Government would not meet such a move by piling on heavier duties on the manufactured article is a point worth considering.

The want of an American market, has led Mr. J. T. Tompkins, the manager of the Company, to look for a market in Ontario, where an almost unlimited demand could be created for it as a fertilizer. The peculiarly dry atmosphere of that province has a parching influence on the soil, making a moisture-attracting substance like plaster, a valuable motive of vegetable growth. Unfortunately, however, for Mr. Tompkins' project, railway tariffs prevent any but very limited consignments there. Plaster is a product of nature, and Mr. Tompkins claims it ought to be classified the same as salt, etc., and forwarded at low rates, if not lower.

As the value of coal is at least 100 per cent. more than plaster at the pit, the discrimination in rates ought not to be against plaster. Mr. Tompkins states that not only is coal carried more cheaply by rail, but that the cost of transportation of a car load of plaster to Toronto costs \$45.20, which is about ten dollars more than a car load of flour from Toronto. Trains of four cars return West empty, which Mr. Tompkins claims he could fill with plaster, provided he was granted the same rates as the flour dealers of Ontario. He claims he could add considerably to the receipts of the Intercolonial with but slight increase of expenses, if the plaster was placed even on a footing with the flour trade. Mr. Tompkins views are worthy of consideration by the Railway authorities, not only for the purpose of giving new life to a struggling industry, and to promote the agricultural interests of Ontario, but as an element of traffic on the Intercolonial. The highest purposes of the policy inaugurated by the country in 1878, would be fulfilled, were the natural resources of the country made by it to contribute to its wealth and prosperity. If a business that grosses say a hundred thousand dollars yearly could without any unusual stimulus be increased to half a million, it would reflect no discredit on the administration.

Gypsum is simply lime with the addition of sulphuric acid and water. The proportions are as follows:—

22.56 Sulphuric acid..... 46.51 Water..... 20.93

How plaster operates as a manure has never yet been definitely settled. Sir Humphry Davy supposed it to act directly as a nutriment to the crops, whereas Leibig advanced the theory, it fixed the ammonia of the air and conveyed it to the roots. At any rate its value as a manure results from its solubility in water, although it possesses this power only to the extent of one part to 461. Experience proves it to be most valuable to clover crops.

The imports of plaster into Canada in 1867 was as follows:—

Belleville.....	\$ 381
Brandon.....	269
Hamilton.....	291

Of this, the United States supplied 741 and England \$665. The imports in 1880 of ground gypsum were:—

Lbs.	Value.
Ontario.....	1,036,768 \$3,408
Quebec.....	110,000 603
Nova Scotia.....	2,250 10
New Brunswick.....	412,876 1,684
Manitoba.....	10,800 68
British Columbia.....	80,800 608
P. E. Island.....	960 48

The following were the imports of calcined plaster:—

Lbs.	Value.
Ontario.....	508,374 \$1,741
Quebec.....	22,700 121
Nova Scotia.....	7,700 37
New Brunswick.....	77,602 280
Manitoba.....	67,000 291
British Columbia.....	10,000 48
P. E. Island.....	7,800 42

All from United States.

The following are the value of the exports of ground plaster in 1880 to United States:—

From Ontario.....	\$ 139
" Nova Scotia.....	8,917
" New Brunswick.....	\$9,317

The following shows the tonnage value of one gypsum shipped to the United States the same year:—

Tons.	Value.
From Ontario.....	703 \$ 1,028
" Nova Scotia.....	109,409 87,440
" New Brunswick.....	9,756 10,308

The Ontario markets are supplied in some extent from Oswego, Port Hope importing and grinding about 5,000 tons a year.

The operations of grinding and calcining are very simple. The plaster after being blasted and quarried, is carried by rail to the mill. It is first placed in a drying shed; then it is placed in the rock crushers, sort of coffee mill—from which it is carried to two runs of stones. It is then screened or bolted. From the screens it goes to the kettles, where it is calcined. Calcining is merely driving off the water from it by heat. The kettles are iron, and each holds 65 barrels. Their engine is 20 horse power. The process occupies half a day, so that the capacity of the mill is over 400 barrels a day. The mill is at present running from 100 to 200 barrels a day. Elevators take the material from the crushers to the stones, from the stones to the screens, from the screens to the kettles and from there to the barrels, where it is packed. There are three sidings to the several wharves of the Company. The first one is exclusively for barrel plaster, the second one for lumber, wood, ship-cargo, and the third is for the rock plaster wharf. Last year the Company erected a rotary saw mill driven by the mill engine. They saw this season a million feet, which they send off as deck loads. They have also a barrel factory, having slave saws, trimmers, leadings, &c. Their engine is 20 horse power. The mill has four large boilers. The mill refuse furnishes the fuel. The mill and quarry employs from 60 to 100 men.

The Hillsboro' gypsum has a high reputation for purity. Much of it is pure alabaster, and presents a very fine texture. It is extremely brittle and prevents its use for works of art. It is used in the finest kinds of architecture and occasional car loads of it for this purpose are shipped as far West as Detroit, St. Louis and Chicago. It is probably the finest kind of plaster in use, and if it were the name of terra alba, in the manufacture of white paper and for various purposes of adulteration. Rock plaster is worth about \$1.00 per ton on the wharf and calcined \$1.00 per barrel. Six barrels constitute a ton.

All Aboard for Cape Tormentine.

(From our Correspondent.)

In response to an invitation from Hon. Messrs. Landry and Hanington, a large and enthusiastic meeting was held in Baie Verte Hall on the evening of the 8th inst., to have another talk about the Cape Tormentine Railway. As we did not count the numbers present, we are not sure to be exact but think 300 is no exaggeration. The chair was occupied by W. C. Silliker, Esq., and the object of the meeting was explained by Hon. Mr. Hanington. He spoke of his pleasure in being permitted to see his friends once more; of his interest in their welfare; the importance of a Railway; the benefit likely to result from its construction; that this being an era of progress, was an opportune time to move in the matter; that experience had demonstrated the Cape to be the proper place to keep up winter communication with P. E. Island, and considered the development of our resources as duty developed upon us and as a legacy bequeathed to us by an honored and laborious ancestry.

The first resolution was moved by Robert Goodwin, Esq., and seconded by W. H. Faulkner, Esq., each speaking briefly, pledging their best support and also expressing their readiness to work, make sacrifices, and persevere in well doing until the thing was an accomplished fact. A. E. Killam, Esq., M. P. P., in response to calls from the chair and audience, showed how very necessary this road was; how greatly it would advance the commerce of the Province, and would continue to do so, thought the Islanders ought to lead in the matter as they had claims that we could not urge; thought it well to keep up the agitation; to enter upon a regular campaign; and if the Dominion Government failed to build it and the Local Government would give \$5,000 per mile as in other cases, he would promise them the road would be built.

Whereas this meeting is impressed with the importance of using all constitutional means to advance the establishment of a line of railway from Cape Tormentine to the Intercolonial, and that an appropriation for their construction may be made at the approaching session of Parliament; and that

Therefore Resolved, that it is desirable to press upon the Privy Council of Canada the importance of this service, with a view to the early completion of the work necessary to secure the same.

This was seconded by D. A. Casey, Esq., in a brief but appropriate address, referring to the first meeting of this kind he attended in 1859, his interest in all railway enterprises since, and his hearty sympathy with the project now under consideration. Hon. Mr. Landry then stepped to the front, and avowed his determination to keep to the point and eschew all party issues. He frankly admitted that were he not their representative he might not have been present, but as he was he felt it his duty to try and promote their interests. He believed that past agitation had done good, would do greater good, and hoped it would be continued until the object sought had been obtained. In reply to those who agreed that P. E. Island should take the initiative, he contended the question was a national one, that our interests were theirs, and vice versa, that it mattered but little who took the work as long as it was done, that now knowing what the Cape Tormentine Railway would cost, the Government of the Dominion could make correct calculations as to what was possible to be done; that if the compact with British Columbia was binding that with P. E. Island, the latter was not to be taken with a surplus work could be undertaken that with an empty treasury would be wrong to attempt, that while he did not promise them the road he would do all in his power to have it built, and would say he would be in command of the leading men in the Island looking towards united action. He hoped also it would all be built in the county. Motion carried unanimously.

The second resolution was made by O. McCully, Esq., M. D., in which he characterized the address, neat, brief and to the point, in which the audience was congratulated upon the presence of their most esteemed representatives, continued agitation was urged, the encouraging outlook noted, and combined effort strongly recommended. The motion was seconded and supported by A. Rayworth and J. Carroll, Esqs., after which J. L. Black, Esq., M. P. P., was called out. He, too, was pleased to be present, felt under obligation to the people, and though he had not been invited to the meeting, he felt it proper to put in an appearance and help forward this movement. He reminded us that this was no new matter, had been agitated for years, that last year considerable had been done in that way; that the articles of confederation, he regarded as a sacred bond, the Cape the proper points of connection, called attention to the past, that the Minister of Railways had promised connection somewhere, and the claim to build was based on the contract with the Island. He spoke of the changes in the Dominion, of road would involve the reasons for such changes and the beneficial outcome thereof, and hoped construction would be entered upon at once, that should a new set of men come into power the work could not be interfered with. He strongly urged its being all built in the county. Motion carried unanimously, which was as follows:—

Whereas a line of railway from the Intercolonial to Cape Tormentine would pass through a fertile country, rich in agricultural and other resources, irrevocative of its general importance to the Dominion, and would materially advance the development of the agricultural, manufacturing, and commercial interests of the locality which it might traverse, which development would guarantee a very considerable local traffic; therefore resolved, that the commercial importance of this work is deserving of the highest consideration by the Government of Canada, in the initiation of any measures to secure inter-provincial communication between the Dominion and the Island of P. E. Island.

Resolution third was moved by Robert Goodwin, Esq., and seconded by W. H. Faulkner, Esq., each speaking briefly, pledging their best support and also expressing their readiness to work, make sacrifices, and persevere in well doing until the thing was an accomplished fact. A. E. Killam, Esq., M. P. P., in response to calls from the chair and audience, showed how very necessary this road was; how greatly it would advance the commerce of the Province, and would continue to do so, thought the Islanders ought to lead in the matter as they had claims that we could not urge; thought it well to keep up the agitation; to enter upon a regular campaign; and if the Dominion Government failed to build it and the Local Government would give \$5,000 per mile as in other cases, he would promise them the road would be built.

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New Advertisements.

FLOUR.

DUE TO ARRIVE:
250 Bbls. "Snowflake" Flour,
Will sell the LOWEST to be had on the Market.

J. L. Black.

Oil, Shad, Sugar, Etc.

JUST RECEIVED:
60 Bbls. High Test Burning Oil,
WHOLESALE AND RETAIL.

20 HALF-BBLs. SHAD;
BRIGHT PORTO RICO SUGAR;
GRANULATED SUGAR;
GOLDEN SYRUP.

For Sale at Lowest Prices.

J. L. Black.

CARPETS, CARPETS.

FALL STOCK.

6 PIECES JUTE CARPET;
5 Pieces UNION;
12 " ALL-WOOL;
8 " TAPESTRY;
5 " BRUSSELS.

Full Stock Rugs & Mats,
At our usual Low Prices.

J. L. Black.

TEA, TEA, TEA.

100 CHESTS,
From London direct. Choice Quality, at 24c., 28c., and 35c.

The best value in the Province.
Wholesale and Retail.

J. L. Black.

Londonberry Iron, &c.

12 TONS.
FULL ASSORTMENT OF SIZES.

60 BOXES
Horse Nails—7, 8 and 9 Dwt.

The Lowest ever offered, and Best Quality made in the Dominion.

J. L. Black.

Choice Molasses

JUST RECEIVED:
1 Car Load Molasses.

Now being stored and for sale Wholesale or Retail at Lowest Rates.

J. L. Black.

COTTON WARPS

JUST RECEIVED:
125 Bundles Cotton Warps.

J. L. Black.

MAPLE SUGAR.

2,200 LBS.
Nice Quality Maple Sugar.

Just received, and for sale Cheap.

J. L. Black.

Ladies' Dress Silks, &c.

Black Silks, Rare Bargains.

BLACK CASHMERES.

Black Lustres, Linings, &c.

50 Pieces PRINTS, Choice Patterns.

Men's Strong Shirts.

MEN'S SUITINGS, &c.

PRICES VERY LOW.

J. L. Black.

FURNITURE

NOW IN STOCK:
ASH BEDROOM SUITS—very nice;
PAINTED BEDROOM SUITS;
ASH BEDSTADS;
ASH BUREAUS, with or without glass;
ASH SINKS and TOILET TABLES;
PERFORATED CHAIRS;
PERFORATED ROCKERS;
CANE SEAT CHAIRS & ROCKERS;
WOOD SEAT do. do.
CENTRE TABLES;
LEAF TABLES, LUNGES;
TOILET STANDS, CRIBS, &c.

ALL AT LOWEST PRICES.

J. L. Black.

New Advertisements.

TEACHER WANTED.

A SECOND CLASS Female Teacher is wanted for District No. 2, Lower Rockport. Apply to
RUFUS C. WARD,
Secretary.

Oct. 10, 1881.

DAMAGED WHEAT!

80 BBLs. Damaged Wheat FLOUR,
at \$3 per barrel, to clear quick.
One barrel is worth two of Corn Meal for pig feed.

JAMES R. AYER.

Municipal Election.

NOTICE is hereby given that the Annual Election of County Councilors for the Parish of Sackville, will take place on TUESDAY, 20th OCTOBER, inst.

WM. OGDEN,
Sackville, Oct. 8, 1881. Town Clerk.

SALE!

To be sold by Public Auction, at the Dorchester Penitentiary, on
FRIDAY, 14th OCT., INST.
at 4 o'clock p. m.

One Yoke of OXEN,
now weighing 3,752 lbs. These cattle have not worked since the 1st of June last, and have been in a good pasture. Terms cash.

BLAIR BOTSFOED,
Dorchester, Oct. 4, 1881. Warden.

To Readers of Newspapers.

EXTRAORDINARY OFFERS!

10 The Proprietor of THE TIMES, Moncton, N. B., offers to send the WEEKLY to new subscribers from the order to the 1st January, 1882, for only TEN CENTS—MORE THAN TWO MONTHS FOR A DIME!

25 For Twenty-five CENTS he will send the DAILY edition from the time the order is received to the 1st December next for Twenty-five CENTS—EXACTLY TWO MONTHS FOR A QUARTER!

THE DAILY TIMES was enlarged on the 1st October and is now a 28-column paper, well filled and well printed.

These offers are made to new subscribers only, and the object is to induce those unacquainted with THE TIMES to give it a trial, the Proprietor believing that many who do so will become permanent subscribers. Address orders to
H. T. STEVENS,
Editor and Prop.

Oct. 3, 1881.

Furniture, Furniture.

DOMINION Colonial Spring Mattresses
New Ash Bedroom Suits;
Parlor and Dining Chairs;
Spring Beds;
Hair Cloth Sofas; Spring Lounges;
Beds, in new styles;
Pine, Ash, Butternut and Walnut Extension Tables;
Walnut Dining Chairs, with Cane and Wicker Seats;
Wood and Case Sash Nurse and Arm Rockers;
Walnut Centre Tables;
Hair, Cloth and Excelsior Mattresses, different sizes;
Ash Side-Boards, Sinks, Bureaus, &c.

For Sale Cheap.

Sept 22 GEO. E. FORD.

BOOTS! BOOTS!

Men's Boots,
Ladies' Boots,
Misses' Boots,
Children's Boots,
Infant's Boots.

I HAVE just opened and have in Stock the largest and best Assorted Stock of Boots and Slippers ever offered in this beautiful Province, in saying the cheapest. Those in want of fine and medium quality Boots and Slippers will save money by calling at

GEORGE E. FORD'S.

N. B.—We keep fine French and American Kid Boots and Slippers, Dry and Wet Boots which we can recommend and offer very cheap.

G. E. F.

