The Weekly Monitor.

WEDNESDAY, OCTOBER 5TH, 1881

OUR HORSES.

In this County our horses are gradually decreasing in weight. Speed is the great desideratum, and our farmers particularly our young farmers, are generally too willing to sacrifice power for speed. They seem to think that small horses are most likely to prove fast. A farmer requires horses for all work, and they should have weight, strength and endurance as well as speed. We have known large horses to be very fast trotters, and they possessed the strength which enabled them to maintain a fast gait for a much longer distance than can the ordinary horses of to-day. About twenty five years ago there was a large horse owned in Bridgetown that could trot his mile inside of three minutes, and at that time a three minute gait was considered something extra in Nova Scotia. That horse was over sixteen hands high and not a very large bodied horse by any means. He was spavined in both legs; what his speed would have been had he been sound we can hardly conjecture. A few years later we saw a horse, belonging to a farmer in Inverness County, that weighed nearly 1200 pounds, whose *natural* gait in a common cart was 12 miles an hour. These instances go to show that large horses need not necessarily be slower The majority of our horses weigh from 875 to 975 pounds. Such horses are not profitable on a farm; they do not possess the strength required to draw the heavy loads that a large horse would haul with ease. There is much more pleasure in driving a large than a small horse; the motion of the carriage is more easy and comfortable, and small horses are generally very irregular in their gait, according to the road, whether it is hard or sandy or muddy, whereas large horses will travel right along and hardly seem to know or care what kind of a road they are on, or what loads are behind them. The raising of small, light horses is a great mistake. A large, handsome carriage horse will fetch a better price in the city any day than a small horse. A fast horse might be sold to a sporting man for a high price, but he who purchases a horse for a trotter now-a-days wants something that can do a mile in less than 2 minutes and forty seconds, and where one horse is raised that can accomplish the feat, a thousand are raised that cannot. A good, stout, sound, handsome, well-trained carriage horse, at least 16 hands high, is the most profitable horse for a farmer to keep, and, if bred for sale, is sure to command a good price. Raising fast horses is like speculating in mining stock—where one does well a thousand fail. A horse *may* yet be raised that will beat the record of Maud S., and we dare say thousands of horsemen in the United States are spending their money and wasting their time in the probably vain endeavor. The money and time spent and wasted by farmers in the experiment would give to the County, if properly used, a vast amount of wealth in the shape of serviceable horses and other stock. We hope that farmers of this county will shew more sense and that they will in future endeavor to raise such horses as are best suited to the requirements of the Province, and give up the insane idea that the possession of a fast trotter is the perfection of happiness.

— A new difficulty for England has arisen out of the Irish trouble. The land laws recently passed by the Gladstone administration for the amelioration of the Irish tenant farmers, have "fired the heather," and the Scottish farmers are holding large meetings which make no secret of their organization, and are passing resolutions to demand the same laws (giving them a proprietary interest in the soil) from the English government as have been granted to the Irish. Absentee landlordism prevails to a great extent in Scotland, and another evil also proceeds from the sale of tracts of land for shooting domains to the English sportsmen. These shooting domains are completely cleared of tenants, as soon as purchased, thus much land is to all intents and purposes lost to the farmers. The Irish are not satisfied yet, and are but little better since the land laws were passed. Parnell is still "pulling the wires," and is holding his usual inflammatory meetings. At a recent gathering 40,000 people were present and the greatest enthusiasm was manifested. England has had a good many hard nuts to crack during the last few years; but these home troubles appear to excite more real difficulty in their settlement than all else combined.

ANNAPOLIS COUNTY MINISTERIAL AND MISSIONARY CONFERENCE.—The Rev. J. T. Eaton, Secretary, under date of the 3rd inst., gives notice as follows:—

The regular quarterly meeting of the above named Conference will be held at Bridgetown, in the Baptist Meeting-house on Tuesday next, the 11th inst., commencing at 10 o'clock a. m. A full attendance of delegates from the Baptist churches is requested, and all are expected to come prepared to aid in affording interest and profit to the meetings.

A public meeting will be held in the evening, commencing at 7 o'clock, and a sermon will be preached by one of the ministers present.

CARD OF THANKS.—The repairs and alterations of St. Andrew's Chapel, at Lawrencetown being completed and Divine Service resumed, Mr. James, Senior Church Warden, begs to return his sincere thanks to his friends in Halifax, Lawrencetown, Bridgetown, Annapolis and elsewhere, for their kind and liberal co-operation. The Rector of Wilmot desires to express his high appreciation of the work and to join his thanks with those of Mr. James.

— Thursday the twentieth day of October next has been appointed by the Governor General as a day of General Thanksgiving.

THE "SECRET."—We are indebted to the Journal for much of the following:

This new steamer of the Hatheway line sailed for the first time into the port of Annapolis about six o'clock on Tuesday evening. She was designed and built on the Clyde as a blockade runner, but was not set afloat until the war was about ended. She is side-wheeled, steel plated and of the following dimensions, — length, 243 feet; breadth of beam, 26 feet; depth of hold, 19 feet; registers 479 tons; draws 7½ feet of water, carrying capacity, 2000 barrels and steams fourteen knots per hour. The engines are oscillating, of 700 horse power; and make 32 revolutions per minute; two cylinders each 54 inch diameter; two tubular boilers, sixt en feet in diameter, with 320 tubes in each.

Officers:—Capt., John Simpson, first officer, Amuel Stanwood; second officer, Robt. McCallum. Quarter masters, Wm Hazleson and Jacob Palmer; Purser, Harry A. Hatheway; Engineer, John Browning; George Butler, Asst.

The cabins, four in number, are commodious and comfortable and are presided over by Mr. Wm Seely, the former gentlemanly steward of the steamer Hunter, and Mrs O'Brien, also of the Hunter, as Stewardess, a lady who has acted in that capacity on the Allen line of steamers, and has crossed the Atlantic one hundred and fifty times. Fourteen waiters and a porter boy are here as attendants The staterooms in connection with the ladies' cabin will accommodate sixty ladies.

In the gentlemen s cabin there are fifty two double-berth staterooms; ten family rooms, capable of holding from eight to ten persons, and sixty tidy-looking berths, wide enough for two persons in each. When the exodus and inodus is in full rage, according to the steamer's certificate, granted by Wm. M. Smith, Esq, they can "lay out" six hundred passengers without any scruples of conscience.

The Kitchen is another item as important on ship-board as elsewhere. This one in particular is well arranged and amply provided for.

Altogether we think the Company could not have made a selection better adapted to the requirements of the route than the steamer we have described above, and on behalf of the traders and people of Nova Scotia, we congratulate Mr. George Hatheway, the originator of this favorite line of steamers, and wish him success in his plucky undertaking. Mr. H. is a St. John boy, but of late years has carried on the commission and brokerage business at 22 Central Wharf, Boston.

— The chapel of St. Andrews, at Lawrencetown, after having been closed for repairs for the last three months, was re-opened for public service on Sunday last. The buildings and its surroundings have undergone a complete overhauling; for in repairs, alteration and painting not a piece of the building is to be found that has not received its share of work, and a more gratifying result has seldom been attained. The old church, once perhaps the shabbiest, may now fairly challenge to comparison the prettiest in the valley, or, indeed, in the Province.

Though the liberality of churchmen must have assisted greatly in making this improvement, no small amount of gratitude must be due to J. W. James, Esq., the senior Church Warden of Wilmot, who has with unsparing assiduity given himself to the work of restoration. The Rector, Rev. Geo. B. Dodwell, is to be congratulated on his having made by the close of his first year's residence, so many friends, and them so kindly disposed towards him as to put so beautiful a house of prayer into his charge. We trust that the hope expressed in his opening sermon that the restoring of the edifice may be followed by a revival of churchmanship in the Parish, may be realized, and that those persons who at present are not members of any church may join with heart and soul in the rebuilding amongst us of the grand old church of England, to which their forefathers for ten previous generations belonged.—COM.

ANNAPOLIS ITEMS.

Parties in the States are storing many thousand bushels of potatoes, expecting a rise.

Messrs Corbitt & Son are building 3 lighters of 700 barrels capacity.

Four steamers and fourteen brigs and schooners were in the harbor on Wednesday and Thursday last. How is that for the shire town?

Some idea of the trade done by the Hatheway line between Annapolis and Boston may be gathered from the following:—

"There were shipped to Boston per steamer Hunter from June 1st to Oct. 1st, 1881, 1,127 cases containing 44,653 dozens of eggs, valued at $5,765. The number of barrels of potatoes shipped to Boston by the same route for the month of September was 5,814."—*Journal.*

On Monday, 26th ult., the Hunter had 75 passengers, 1484 barrels potatoes, 51 cases eggs, and 200 cases plums.

— Mr. James Morton of Middleton, met with a very serious accident on Tuesday 27th ult. He was conveying a load of apples on an express waggon to the station. The barrels were piled up very high and Mr. Morton was seated on the top. On turning the corner he fell from the load to the ground and one of the barrels fell down on him and broke his thigh. Mr. Morton is an old and highly respected inhabitant of Middleton, and he has the sympathy of the whole community.

QUICK PASSAGE—ANNAPOLIS TO BOSTON.—A telegram from the agents of steamer Secret at Boston says: 'Secret arrived twenty three hours light to light; sixty three minutes Annapolis to Digby. Thick fog all day. Passengers unanimous in praise. Steady, no rolling, although quite rough.'

SUPREME COURT—Court opened in the Court House yesterday morning. His Honor, Judge James, presiding. We will give a list of the tried causes in our next. The docket we have not room for.

— Rev Father Gracie, for the past three years in charge of the Mission at Minudie, Cumberland, has been transferred to Annapolis. He will be succeeded at Minudie by Rev James Scott, recently of Prospect.

— The Yarmouth Industrial and Agricultural Exhibition commences to-morrow. Special rates on the W. C. Railway.

— Mrs. A. E. Melancon, of Minudie, has presented a handsome altar cloth to the Catholic Mission of Annapolis.

Annapolis, SS. In the Municipal Council.

SPECIAL MEETING, SEPT. 30TH, 1881.

Pursuant to requisition, a special meeting of the Council was convened at the Court House, Annapolis, on Friday, Sept. 30th, at 10 o'clock, a. m., "for the purpose of considering the expediency of appointing three or more Stipendiary Magistrates, for the purpose among others for enforcing the Canada Temperance Act."

PRESENT:—Councillors Spinney, Roach, Vidito, Young, Thorne, Roop, Corbett, Healy, Bent, Parker, Buckler.

In consequence of illness, the Warden was absent, and Councillor Spinney was appointed Chairman. Upon reading and considering the Petition of upwards of one hundred and fifty Freeholders of the County, praying for the appointment of three Stipendiary Magistrates for the County, in accordance with the Law in such cases made and provided, it was moved by Councillor Vidito, seconded by Councillor Corbitt, that a Committee be appointed to consider the propriety and expediency of creating such divisions as prayed for and the appointment of Stipendiary Magistrates, and report at the next annual meeting of Council—passed.

Committee:—Samuel McCormick, W. H. Balcom, and Shippy Spurr.

The published notices calling the special meeting of the Council, containing a notice for the consideration of the Council, not embodied in the requisition, calling the same, namely; the consideration of the appeals from the award of the Jury, appointed to appraise damages on the N. S. Nictaux and Atlantic Railway. It was ordered, upon motion, that an informal Committee, consisting of the Chairman, Councillors Parker and Roach be appointed to confer with the appellants in the matter of appeals with a view to effect an amicable settlement of said appeals, and in the event of not agreeing to arrange for an arbitration for the settlement of such claims and report thereon.

Council adjourned.

J. G. H. PARKER,
Municipal Clerk.

Annapolis, Sept. 30th, 1881.

— The talk about town is, "How much longer will J. W. Beckwith last financially?" Some say 3 months, others bet not longer than 6 months from the first of September, 1881. And all because he is selling Men's heavy Over Coats for $5 each Men's heavy Reefers for $4 each, and Men's Long Boots for $2 per pair. 1i

— The Annual Missionary Meeting in connection with the Methodist church of Bridgetown Circuit will be held on Sabbath, the 9th inst., as follows, viz: Bentville, 11 a. m.; Granville, 1½ p. m.; Bridgetown, 7 p. m.

The Rev. Jas. Strothard, of Granville Ferry, and others will address the meeting.

— Jacob V. Troop, Esq., the well-known ship-builder of St. John, died at his residence on Sunday last at 10 o'clock a. m., in the 73rd year of his age. He was a native of Upper Granville, in this County. In our next we will give a notice of the past life of this gentleman, whose life has been one of usefulness.

OBIT.—Mr. Edward Bent, a son of Mr. Seth Bent, of Lawrencetown, died on Sunday last, after an illness of some duration. The deceased caught cold from going in bathing, which eventually resulted in spinal menigitis. He was generally liked, and the only son of his parents, who have the sympathies of the community in their bereavement.

— The Cleveland place in Clarence, lately purchased by Mr. Geo. Litch, has been again sold by him to Capt. Raymond, of Yarmouth.

— The preliminary evidence in Guiteau's case has taken place,—nothing definite arrived at yet.

— Mrs. W. H. Miller has received and has on sale, the October Nos. of Butterick's Fashion Magazine. 1i

—Terrible wind storms are prevailing in some of the Central States of the neighboring republic at present.

An advance in flour may be shortly looked for—wheat is advancing already.

— It has become an established fact that J. W. Beckwith takes every pains to ascertain the best outlet for every description of produce, buys his goods in the cheapest markets, and his customers reap the full benefit of his exertions.

The public have also become aware of the fact, that had it not been for his enterprising spirit Eggs would never have reached the handsome price they have attained and held during the summer, and are convinced that he keeps them fully up to highest Boston rates—allowing himself simply two cents per doz. to cover expenses. Advices received this week have enabled him to make another advance. 1i

Life of Garfield.

(Guelph Daily Herald, Sept. 28, 1881.)

We have just examined advanced sheets of the "Life of Garfield," from the World Publishing Co's Office, Guelph. It contains about 700 pages, beautifully printed on good paper and profusely illustrated with some 30 engravings, including steel plate of Gen. Garfield and Arthur, this is the only authentic work published, endorsed by the family and relatives of General Garfield. Read the following endorsement from B. H. Hindsdale, of Hiram College, Ohio, the most intimate friend that General Garfield had: "I beg leave to say that I regard this book as a most valuable work and well worthy of a general circulation.—B. A. Hinsdale. This work is being issued by the World Publishing Company in connection with the largest publishing house in the United States, and neither labor or expense has been spared to make the work all that it should be. Several cheap imitations are on the market, be sure you see the life of Garfield that you buy is written by James D. McCabe, the great American Historian, author of Pictorial History of the World, Pathways to the Holy Land, History U. S., &c., &c. Also be sure the work you buy is nine inches long and six inches wide. About 700 pages and profusely illustrated. The cheap catch-penny editions that are being advertised do not compare with them in any way, but only the best.

AGENTS WANTED—Apply to the World Publishing Company, Guelph.

Haunted He.

A Workingman says: "Debt, poverty and suffering haunted me for years, caused by a sick family and large bills for doctoring, which did no good. I was completely discouraged until one year ago, by the advice of my pastor, I procured Hop Bitters and commenced their use, and in one month we were all well, and none of us have been sick a day since; and I want to say to all poor men, you can keep your families well a year with Hop Bitters for less than one doctor's visit will cost."—*Christain Advocate.*

The Canning Factory.

Sweet corn canning is now in full blast at Nutt's Canning Factory. On Monday we paid the establishment a visit, and are now so far initiated into the manner in which sweet corn is put up for the market that we will endeavor to give our readers an idea of the process.

The corn on being brought to the factory is dumped into a shed divided into compartments, where a number of small boys are holding a continual husking "bee." After the corn is husked it is passed to the "sheller," a mechanical contrivance worked by a man in charge, that cuts the corn from the cob in a most perfect and rapid manner; the shelled corn is then dumped into a trough where a boy picks it over and removes all particles of husk and cob that may be present; it is then weighed, and checked to grower's credit; after which it is passed to the "filler," who operates a contrivance with a wooden plunger working into a funnel. A can is placed under the latter which is filled with corn, and a pressure with the foot on a lever fills the can, which is then weighed for market, wiped off, and passed to the sealers, who put on and seal the "cap" and seal up the vent hole. The filled cans then go to the "bath room" (which contains six vats filled with water and heated by steam) and placed in perforated iron pans holding six dozen cans each. Five pans are put in each vat; steam is turned on, and the cans are left to become thoroughly heated; they are then removed and vented which allows all the air to escape; after which are finally sealed up and placed back in the baths, where they remain for some hours, when they are removed to the next floor, where girls polish the ends and label them. The corn is then ready to be boxed up for market. About two thousand cans daily are being put up. Some fifteen operatives are employed, independent of the "huskers." Work is kept up until twelve o'clock at night, as the corn has to be transferred as quickly from the cob to the cans as possible.

The Funeral of President Garfield.

CLEVELAND, OHIO, Sept. 26.—The day has been all that could be desired. All night the Park was carefully guarded by soldiers, and up to midnight the throng was constantly passing through in regular solemn procession, and with uncovered heads. It is not probable more than one half the people went to bed at all. Promptly at half past ten the ceremonies at the pavillion began. Immediate members of the family and near relatives and friends took seats about the casket. At each corner was stationed a member of the Cleveland Greys. Dr. J. P. Robinson, master of ceremonies, announced that the exercises would be opened by the singing by the Cleveland Vocal society of a funeral hymn by Beethoven, whereupon the hymn was sung. The Scriptures were then read by the Right Rev. Bishop Bedell, of the Episcopal diocese of Ohio, Rev. Ross C. Houghton, of the first M. E. Church, then offered fervent prayer, at the close of which the Vocal Society sang. Rev. Isaac Everett, of Cincinatti, then delivered an eloquent address, paying an eloquent tribute to the departed.

The Origin of Diphtheria.

Observations by recent men of science in cases of malignant diphtheria go far to confirm the views that it has its origin in zymotic fungi. During six successive years a whole family was attacked by a malignant type of this disease, and in each one of four of the attacks one child died. The existance of *coprinus domesticus*, a small blue mold on the walls, was suspected. The family removed to an adjoining house, and during ten years which have since elapsed have suffered from no recurrence of the disease. The first house was rebuilt, and in the new construction the walls were stripped so as to avoid the dampness and consequent fungus growth. For nine years its occupants have had perfect health. Mere decaying vegetable matter does not seem to produce deleterious fungus growths, but the suspicion is now gaining ground that a ferment fungus breeds in the mud cracks of a marsh, and observations are being made with a view to test the correctness of this theory.

— A deplorable accident has occurred on the Paris, Lyons, and Mediterranean Line near Charenton. At 8.40 on Monday s train from Corbeil had gone off the rails, when it was overtaken by the express No. 10 leaving Lyons on Sunday night at 12.53 and due at Paris at 9.30 on Monday morning. The hinder carriages of the Corbeil train were crushed in by the collision. The number killed is nineteen and injured 25—several, it is feared, mortally. The accident is said to have been caused by the negligence of the signal-man.

— The *Times*, in an editorial article, says:—"There is no sign of any improvement in the state of affairs in Ireland. It is for the Government to defeat, by any necessary means whatever, the evil designs of those who are determined that Ireland, in spite of the Land Act, shall not be suffered to be at peace. If the Land Act is insufficient, there were other acts relating to Ireland, passed before it, which might now be used more freely than they have as yet been, to supplement it; but they must be used without any respect to persons, if they are to prove efficient for good."

A STRANGE HORSE DISEASE.—At St. Anselme, County of Dorchester, during the last few days a number of horses and calves have succumbed to a strange disease, supposed by the veterinary surgeons to be a species of blood poisoning. An individual who skinned one of the dead calves died himself two days afterward.

GOOD.—Mr. William M. Jones of the Grand Joggin fast spring sowed two bushels of "Lost Nation" wheat on one acre of ground, which has just yielded him at the thrashing mill thirty-seven bushels of good, clean, plump grain. Talk about Kansas, with its grasshoppers and fever-and-ague, after that!—*Digby Courier.*

☞ To indite well and to write well are valuable accomplishments, but a good pen is helpful to the one, and indispensable to the other. Those of the Esterbrook make are well known and widely appreciated.

— An attempt was made to set fire to the Hotel Dufferin in St. John on Thursday night. The fire was discovered in good time.

Set Back 42 Years.

"I was troubled for many years with Kidney Complaint, Gravel, &c.; my blood became thin; I was dull and inactive; could hardly crawl about; was an old worn out man all over; could get nothing to help me, until I got Hop Bitters, and now I am a boy again. My blood and kidneys are all right, and I am as active as a man of 30, although I am 72, and I have no doubt it will do as well for others of my age. It is worth a trial.—(Father).

New Advertisements.

Annapolis County RIFLE Association.

The Annual Prize Meeting at Paradise, on Tuesday, 18th October, 1881, commencing at 8 o'clock a. m., sharp.
By order, L. W. ELLIOTT, Secty.

JAMES & ABBOT
Commission Lumber Merchants,
13 KILBY ST., BOSTON, U. S. A.

Consignments and correspondence solicited. Case advances made on consignments. n24ly

NOTICE
TO APPLE GROWERS AND SHIPPERS.

THE undersigned, to offer facilities to Fruit Growers for disposing of their apples in the English Markets, have arranged to receive consignments of apples from the country disbursing all rail freight to Halifax, transhipment expenses and ocean freight, rendering account sales to shippers as soon as received, with remittances. Charges per barrel from Richmond Station to Liverpool, covering Marine Insurance and all transhipment expenses would be

$1.05, when sent direct on board Steamer, $1.10 if stored and trucked to Steamer;

including our own charges on a commission of 5 per cent. Fruit will be sold in Liverpool through leading Brokers.

If apples are sold in London the carriage from Liverpool to London would be arranged on the most favorable terms.

The above rates apply only to lots of 50 barrels and upwards.

Apples would be forwarded by Allan steamers sailing fortnightly, as under, for Liverpool and every Saturday after commencement of December.

To have room engaged by any special steamer, shippers would require to apply about a fortnight before steamer sails from Halifax, otherwise fruit would be shipped by first steamer after arrival in which room could be reserved, entailing the extra expense for storage and truckage. Fruit should be at Halifax the Saturday before date of sailing for fortnightly steamers, and on the Thursday for weekly steamers.

This route offers the quickest and most direct transit to Liverpool and London, about ten days to Liverpool and a fortnight to London.

Every consignment should be distinctly marked and barrels in good shipping order.

STEAMERS SAIL:
CASPIAN, OCTOBER 10th, 1881;
NOVA SCOTIAN, OCTOBER 24th, 1881;
HIBERNIAN, NOVEMBER 7th, 1881;
CASPIAN, NOVEMBER 21st, 1881.

None but fruit of the best quality and well packed should be shipped.

Fruit will be handled carefully at Halifax and well looked after.

Apply to
S. CUNARD & CO.

SHIP YOUR
Early Apples!!
TO LONDON
By the only Direct Steamer.

THE Acadia Steamship Company's celebrated Clipper Fruit Carrying Steamship

"Empusa,"

will leave Annapolis about the 25th of OCTOBER, for London direct.
This steamer
Will not Call at Halifax or Boston.

The "Empusa" was built expressly for carrying delicate fruit to London. Such confidence have the dealers in London that this steamer will deliver our most tender early apples in good condition that they offer to make Cash Advances on such consignments by this steamer.

The "Empusa" will land her cargo at Fresh Wharf, near London Bridge, thus saving two pence per barrel expenses. Apples and all perishable goods by this line will be properly handled and cared for at the Company's Pier and frost proof warehouse while waiting transportation.

Shippers can Consign to whom they please in London.

Rate of Freight will be FOUR SHILLINGS per barrel, with the customary five per cent. primage.

Apples will be received at the Company's Pier on and after 15th October. Shippers should have strong barrels well coopered.

L. DELAP,
Manager.

CHEAP CASH STORE
Middleton Corner.
Now open for inspection
a large and well assorted stock of
DRY GOODS
consisting in part of
GREY, WHITE, AND PRINT COTTONS
FANCY DRESS GOODS, MOURNING GOODS,
Millinery,
CLOTHS, CLOTHING,
Boots & Shoes
GROCERIES, &c.,
☞ Millinery done on the premises. ☜
Homespun, Socks, Yarn, Butter, Eggs, Grain and all kinds of Produce taken in exchange for Goods.
S. L. FREEMAN & CO.
Middleton, Oct. 1st, 1881.

The Subscriber,
Having opened a large stock of
DRY GOODS
Boots & Shoes,
CROCKERYWARE,
GLASSWARE AND SMALL WARES,
and being also in daily receipt of Goods of all kinds, in addition to his already large stock, would confidently invite intending purchasers to call and inspect his Stock before purchasing elsewhere, knowing that it will be to their advantage to so do, notwithstanding the slaughter prices at which goods have been lately selling in Bridgetown.
☞ Butter, Eggs and Potatoes command as high prices here as elsewhere in this town.
Thanking his customers for past favors, would solicit a continuance of patronage.
A. D. CAMERON.

New Advertisements. | New Advertisements. | New Advertisements.

Warps! Warps!

I have just received Two Bales AMERICAN COTTON WARPS,
Nos. 8 and 9,
Which is beautiful in finish, and possesses extraordinary strength—two threads of which will bear the weight of the entire bundle.
EVERY BUNDLE WARRANTED.

MY FALL GOODS!
are coming in daily, and the anticipated arrivals of this week will complete my assortment in every department.
J. W. Beckwith.

22 cents Per Doz Paid for Eggs
At "LONDON HOUSE."
GRAND CLEARANCE SALE!
TO MAKE ROOM FOR FALL & WINTER GOODS.
EVERYTHING MARKED DOWN!
Ten Per Cent Reduction on Dry Goods for THRTY DAYS only.
WANTED:—100 Doz. HOME-KNIT SOCKS.
Bridgetown, Aug. 31, 1881. W. M. TUPPER.

NOVA SCOTIAN DIRECT
LINE OF STEAMERS FROM
ANNAPOLIS & HALIFAX.
—TO—
LONDON!
THE S. S. "CREOLE" due at Annapolis early in October, Halifax a few days later, will carry apples from any Station on the Windsor & Annapolis Railway to London (via Halifax) at a through rate of
$1.00 per bbl. in car load lots of 140 Barrels.
$1.25 per bbl less quantities.
RATE FROM ANNAPOLIS:
4s. per bbl. and 5 per cent. primage per car load.
4s. 3d. do, less quantities.
The Steamer will load first at Annapolis, then at Richmond Wharf, Halifax.
She will discharge at the fruit warehouses, London Bridge, thus saving lighterage and handling of the barrels.
Waybill care to
CHIPMAN BROS., Halifax,
F. H. MITCHELL, Annapolis,
AGENTS.

APPLES!
SEND TO
JOHN S. TOWNSEND & CO.,
110 Cannon St., London E. C.,
GREEN & WHINERAY,
K. 30 Exchange Buildings, Liverpool,
For Market Reports and full particulars apply to
F. H. MITCHELL,
13i337 Annapolis.

AMERICAN GOODS!
JUST RECEIVED FROM BOSTON!
TWO BALES AMERICAN
Cotton Warp
AT 1.25 PER BUNCH.
Handsome
AMERICAN PRINTS,
Dark Colors! Fancy Borders!
AMERICAN
White Cottons,
CORSET JEANS,
WHITE SHEETINGS,
COTTON BATTINGS,
CHECKED SHIRTINGS,
WHITE AND GREY COTTON FLANNELS,
COMFORTERS.
From GREAT BRITAIN,
Mantles & Dolmans
PLAIN AND FANCY
WINCEYS!
In Stock:
Union and Wool SHIRTINGS!
Mens' Undershirts and Drawers,
Youths' do., do.,
Ladies' Undervests.
☞ NEW GOODS arriving weekly.
RUNCIMAN, RANDOLPH & CO.
Sept. 28th, 1881.

PARLOR AND DRAWING-ROOM
FURNITURE!
The subscriber makes a speciality of Parlor and Drawing Room FURNITURE, and notwithstanding the advance of fifty per cent. in the price of walnut is prepared to furnish first-class goods at prices NEVER BEFORE APPROACHED IN BRIDGETOWN.
Chamber Suits, Dining Room and Kitchen Furniture always on hand.
THOMAS KELLY.
Bridgetown, September 7th, 1881.

Administrator's Notice.
ALL persons having any claims against the estate of the late Kinsman Neily, of Brooklyn, in the County of Annapolis, will render their claims duly attested to James Oscar Neily, of Brooklyn, and all persons indebted to the above named estate will make immediate payment to James Oscar Neily, of Brooklyn.
JOHN FITZRANDOLPH } Adm.
JAS. OSCAR NEILY }
Brooklyn, Sep. 28th, 1881. 13i37

LADIES'
DOLMANS, SACQUES AND ULSTERS.
JOHN LOCKETT
HAS just opened his fall stock of the above garments, which have been personally selected from the stock of one of the leading houses in London, England, and will be found to be of the newest and most fashionable styles, beautifully finished, perfect fitting and of exceedingly good value,
From $2.90 to $12.00 each.

Wanted:
Eggs and Socks
IN ANY QUANTITY, FOR WHICH THE HIGHEST PRICE WILL BE PAID.
Sept. 27th, 1881. tf

Railway Sleepers,
SPRUCE OR HEMLOCK—WANTED.
8 PIECES 16½ ft. long, to face, 8x6 in;
10 pieces 15 do do do
12 pieces 11 do do do
675 pieces, 8 do do do
250 pieces Spruce FENCE POSTS, 8 inches in diameter, 7 feet long—all to be delivered on or about first week in October,
Apply to
LAWRENCE DELAP,
Manager.
Annapolis, Sep. 13th, 1881.—4i26

SPECIAL NOTICE.
JAMES F. FOLEY,
PROPRIETOR of the Clarence Barrel Factory, is prepared to furnish Barrels expressly for the English Market, manufactured from half inch Staves, thoroughly heated and trussed, guaranteed to stand the test of the law, suitable for the English or any foreign market. Orders placed early will receive prompt delivery, and satisfaction guaranteed.
Clarence, Sep. 26th, 1881. till Oct. 9th.

John Z. Bent
WILL be found at his old stand, opposite the Railway Station, where everything in the way of
Pictures and Framing
will be done at short notice.
ALSO:
UNDERTAKING
in all its branches. Caskets and Coffins constantly on hand or made to order. Coffin Mountings for sale A first class HEARSE in attendance. Charges moderate.
Bridgetown, September 20th, 1881.

C. W. OUTHIT,
Produce & Commission Merchant,
PARKER'S MARKET,
Halifax, : : N. S.
CONSIGNMENTS of Meat, Poultry, Apples, Potatoes, Butter, Cheese, and all kinds of country produce will receive my personal attention, and prompt returns will be made on sale of goods.
I am also prepared to make purchases for Consignors in Dry Goods, Groceries, etc. All of which I can supply at lowest market rates.
Correspondence & Consignm'ts Solicited.
References.
J. LOCKETT & J. PIGGOTT.
Bridgetown, Sept. 1. 13i33.

NOTICE.
THE partnership heretofore existing between the undersigned, under the style and firm of
Bent & Kelly,
is this day dissolved by mutual consent.
The business will in future be carried on by Thos. Kelly, alone, who is authorized to collect all debts due the late firm, and to pay all demands against the same.
JOHN Z. BENT,
THOS. KELLY.
Dated this 5th day of September, 1881.

TO RENT!
The Victoria Hotel!
CONTAINING seventeen rooms, newly fitted up, with pump from a tank, capable of holding forty hogsheads of water, and a good drain pipe for slops to the river. This hotel is admirably adapted to command the attention of the travelling public, being at the head of the Steam-boat wharf, and within a minutes' walk from the Railway station.
Terms moderate.
Apply to
JOHN B. MILLS.
Annapolis Royal, Aug. 17th, 1881 tf

For Sale!
NEW AND SECOND HAND
WAGONS
TERMS EASY.
June 27th, 1881. B. STARRATT.

WANTED.
150 Dozen
GOOD WOOLLEN
SOCKS!
In exchange for DRY GOODS.
Mrs. L. C. WESELOCK
Lawrencetown, 24th August, 1881.

FARMERS & APPLE SPECULATORS,
ATTENTION!
THE Subscriber has his new cellar, under the Victoria Hotel, capable of storing fifteen hundred or two thousand barrels, which he will rent. This is the nearest cellar to the wharves. Its entrance is opposite Railway Station.
Apply to
John B. Mills.
Annapolis Royal, Aug. 16th, 1881. tf

The Purest and Best Medicine ever Made. A combination of Hops, Buchu, Mandrake and Dandelion, with all the best and most curative properties of all other bitters, makes the greatest Blood Purifier, Liver Regulator, and Life and Health Restoring Agents on earth.
No disease can possibly long exist where Hop Bitters are used, so varied and perfect are their operations.
They give new life and vigor to the aged and infirm.
To all whose occupations cause irregularity of the bowels, urinary organs, or who require an Appetizer, Tonic and mild Stimulant, Hop Bitters are invaluable, without intoxicating.
No matter what your feelings or symptoms are what the disease or ailment is use Hop Bitters. Don't wait until you are sick but if you only feel bad or miserable use them at once. It may save your life. In hundreds of cases they will prevent sickness. $500 will be paid for a case they will not cure or help. Do not suffer your friends to suffer, but use and urge them to use Hop Bitters.
Remember, Hop Bitters is no vile, drunken nostrum, but the Purest and Best Medicine ever made, the FRIEND "TO THE SICK AND HOPE" and no person or family should be without them.
D. I. C. is an absolute and irrestible cure for drunkenness, use of opium, tobacco and narcotics. All sold by druggists. Send for Circular. Hop Bitters Mfg. Co., Rochester, N.Y. and Toronto, Ont.

HATHEWAY LINE.
BOSTON AND NOVA SCOTIA,
IN CONNECTION WITH THE
WINDSOR & ANNAPOLIS RAILWAY.
THE STEAMSHIP HUNTER will leave Lewis' Wharf, Boston, every Thursday P. M. for Digby and Annapolis, and will Return from Annapolis every Monday P. M., at 3.30 o'clock, via Digby, making close connection with the Trains for Halifax and intermediate Stations.
☞ Through Rates on Apples and Potatoes to Boston, New York, Philadelphia, Baltimore, West Indies, London, Liverpool, Glasgow, Hull, West Hartlepool, and Continental Ports.
Invoices with value and weight, must accompany all Through Freight.
Free of Boston Wharfage.
For further particulars apply to P. INNES, General Manager, and the several Station Agents of the W. & A. Railway, and to
Hatheway & Co.,
22 Central Wharf, Boston.
T. S. WHITMAN, Agent, Annapolis.
april 23—july 20.