The Weekly Monitor.

BRIDGETOWN, AUGUST 7, 1878.

BOAT - RACING.

Among the prevalent follies of the present day there is none more conspicuous than that of Boat-Racing. In its consequences, it is not only ruinous to pecuniary interests and promotive of idleness, but in its tendencies, it is inimical to morality. It is spoken of by many as a "*sport*," that merits popular patronage, and may legitimately claim the countenance and favor of the better classes of society. With regard to it, it is our purpose to make it a subject of special remark to-day. We consider its prevalence as a monstrous public evil. It is so fascinating to multitudes, that it has swelled into the proportions of an exciting mania. Not only the lower strata of society is affected by it, but many there are of refined taste, elevated social position, and mental culture, that throw the arms of their patronage around it. It is not unknown to our readears that the two principal Universities of Great Britain—Oxford and Cambridge—are not only competitors in scholastic efforts and intellectual enlightment, but that they are rivals for supremacy in boating. One would think that minds employed in ranging over the flowery fields of literature, in becoming familiar with the various departments of science, and in striving to clamber up the steeps of philosophy, would have no relish for such a low-sport as that of which we are speaking. Several of the Collegiate Institutions in the United States have also exhibited a kindred spirit in the matter of *competitive oar-pulling*. Coming down from the lofty seats of learning to mingle with the *roughs* and *rowdies* that invariably gather at boat-races, is an undignified descent and a pitiable spectacle.

Scholastic magnates and others in the genteel walks of life, in apology for patronizing the sport under consideration, allege that it is a healthful exercise." But are there not readier and less pernicious ways of attaining the same end? If for healthful purposes, physical action is required, cannot this be accomplished without the gathering of multitudes, and the usual accompaniments of betting, gambling, profanity, drunkenness and fighting? Would not a buck-saw in a wood-yard afford readier and less pernicious means for exercising *healthfully* the bodily functions?

But *is* boat-racing healthful? Competent physiologists say that foot-racing, competitive oar-pulling and acrobatic feats of every kind are injurious to the human frame, and that those who practice them seldom, if ever, attain longevity. Both Renforth and George Brown, it is said, were physically robust and strong men, and may it not be fairly assumed that boat-racing, humanly speaking, shortened their days? Few professional athletes, it is well known, attain to old age. Sinews, muscles and the vital organs cannot bear the strain of intense over-exertion.

It may be asked what is the practical utility of boat-racing? What good has it ever done for the world? What good can it possibly do? In what way can it promote human interests, or benefit either the finances or morals of the people in any county under the sun? These are questions which the most astute-minded man living cannot affirmatively answer without ignoring facts and disregarding truth.

On the contrary, boat-racing is an evil of enormous magnitude. Take the gathering to witness the match on the Kennebecasis last week. Some of the newspapers say there were at least ten thousand excited spectators present, not for a single day only, but for a whole week, waiting for such a propitious state of the weather as would admit the match to come off. The necessary expenses of such a crowd for so many days could scarcely have been less than $75,000. If we superadd to this,—neglect of business, betting, gambling, fighting and other demoralizing concomitants, we are forced to the conclusion that the race which had drawn such a multitude together was a *very great public evil*. And yet, what was it all for? For what end was there such a waste of money—such a sacrifice of time—such irritating excitement—and such an indulgence in demoralizing practices? What compensating good was expected? Alas! What? To see which of two common-place men could exhibit the most strength and skill in pulling a pair of oars. This was all; Nothing more!

But the excitement—the morbid interest—in this boat-race was not confined to the multitudes that were gathered on the banks of the Kennebecasis. Sporting men, thousands of miles away, were betting on the issue, undergoing the feverish suspense that was caused by the untoward state of the weather. What a week of agonizing anxiety did many experience who were far away, tortured with uncertainty, and longing for tidings of the result! Caterers for the newspapers were on the alert. The Halifax *Morning Chronicle* received no less than twelve telegrams in one day in reference to the pending contest. From the interest awakened in the minds of thousands, a stranger, not knowing anything of the affair, might well have thought that some momentous matter was at stake. In the appreciation of some people, the importance of the Berlin Congress was dwarfed when compared with what was transpiring on the Kennebecasis.

But, at length, the *finale* came! The boats started. One of the rowers tumbled into the water, and the other won an inglorious victory—*inglorious*, because it was *virtually uncompeted*. The laurels of the victor are nothing to be proud of. After such a gathering—such boasting—such betting—such excitement—such enthusiasm—such aggravating waiting day after day—what a ludicrous climax! One of the contestants is floundering in the water, like a wounded porpoise—and the other, gaining a vauntless victory over *nobody!*

The gathered crowd at the scene just described, and a large number of others, who were far away, and who felt an interest in the sorry affair, did not wholly consist of persons belonging to the lower social grades. There were many others, who were participants in this boat-race, that had claims to refinement of manners, to respectability of position, and to cultured intellect. Sheriff Harding, it seems took a prominent part in the affair; and it is not impossible that he may yet be officially called upon to hang some convicted felon, who may have taken his first step in the direction of crime at the boat-race.

How evanescent is the noteriety, which is gained by the feats of physical strength. They are soon forgotten; but mental achievements are enduring. An obscure Irish clergymen writes a few lines "On the burial of Sir John Moore," and he wins a fame that will co-exist with English literature.

THE "CYPRUS."

On Monday morning we paid a visit to the ship, now fast drawing to completion, in the yard of Abram Young, Esq. After gaining the deck, we were joined by the foreman, Mr. Isaac Young, who went with us on a tour of inspection. From him we learned that the register tonnage will be about 1250 tons; the length of keel is 175 feet; length over all, 195 feet; breadth of beam 36 feet 10 inches; depth of hole 21 feet 7 inches. The timber used in the frame, planking, &c., is principally spruce, from the North Mountain. The stem, apron, stern-post, windlass, and mooring bits are white oak. The keel is of black birch, which is considered equal to oak. The keelsons are of pitch pine in three tiers, 16 inches thick, in lengths of 65 feet, bolted together with 1⅜ in. iron, forming a back bone for the vessel, from top of keelson to bottom of shoe, of 8 feet 5 inches in depth. The thickness of ceiling in bilge is 13 inches. In the lower hold are four tier of diagonal pointers forward and aft, the crotchets of which across the keelson are fastened with 1¼ inch yellow metal bolts. The main deck stringers are hard pine in lengths of 65 feet. The water-ways, sperkin streak, lock streak, pin rack, and rails are all hard pine. The fastening, for 19 feet up, is being done with 1¼ inch yellow metal bolts. She is iron kneed thoroughly, the fastening of the knees being also done with yellow metal. She is to be called the "Cyprus," and is owned by J. V. Troop & Sons, of St. John, N. B., the builder, Abram Young, and others. Mr. Isaac Young, the master workman, has had a life-long experience in the art of ship-building, and certainly deserves great praise for the thorough manner in which he has constructed this one. The cabins are being finished by a Mr. Israel Longley, of St. John, under Mr. Crawford, as foreman, and reflect credit upon him. The joiner work is being done by Mr. Edward McGuiggen, a St. John mechanic, and is also being done in a substantial manner. Mr. Kindred is his foreman. The head calker is Mr. Edward Buckler, of Granville Ferry, who for the past twenty-four years has enjoyed the confidence of the ship-builders and ship-joiners of the Ferry, and Annapolis town. The calking under his direction is being thoroughly executed and faithfully done. The carving is from the establishment of Messrs. Rogerson & Cochran, of Portland, St. John. The figure-head, a life-size figure of a female, surmounts the top of the cut-water. The trail-boards, &c., are not yet in position, but we presume will be in keeping with Mr. R. & C.'s usual good style, the firm having done business in their line for over twenty years. Mr. Rogerson is here himself putting the finishing touches to his work.

The "Cyprus" is the largest vessel ever built inside of Digby Gut, with the exception of the one now building in Mr. Lawrence Delap's yard, at Annapolis, and will be launched on the 29th inst.

—We are much pleased to learn that an exceedingly interesting meeting of the "Dutcher Reform Club" was held last Friday evening, in Dodge's Hall, Belleisle. By particular request, Mr. M. Wade, of Maitland, and Mr. J. Snyder, of St. John, N. B., gave quite lengthy and stirring addresses, which were well received, and drew forth rounds of applause.

—A fire occurred at Spurr's Cove, near St. John, N. B., on Sunday morning, by which property to the amount of $19,000 was destroyed. At one time, during the progress of the fire, it was feared that the whole village would be destroyed.

BEAR RIVER.

On Monday night the jewelry store of Mr. Obediah Chute was entered by burglars, and jewelry, &c., to the amount of $200.00 was taken therefrom.

On Friday, of last week, Mr. George Morgan's son, a lad about 14 years of age, had the misfortune to cut his foot across the instep, in a shocking manner, severing one cord and lacerating another. The wound was dressed by Dr. Maxwell, who has hopes that the foot will still be sound and useful.

The road being built along the river is done as far as Rice's Creek, or about half the way. The sum of $1,500.00 has been expended, and there yet remains about $300.00 on hand of the grant given by the Government to expend. This will complete the bridges on the part of the road already graded. If the Government can be induced to give as much more, this season will see the road completed.

The brig in Lent's yard is all ready for launching, and would have been launched a fortnight ago, if the tides were not so low. She will be launched in September.

—The following is an extract from a rambling Boston letter, dated July 28th:—

"I see you have been lauding Beaconsfield in the MONITOR; and I must say he has earned every plaudit that is showered upon him. He has restored the prestige of his country, which was fast fading; he has revealed to England—to Europe—and to the world the grand facts that Brittannia not only rules the waves; and that she possesses resources within her magnificent empire, to enable her to successfully cope, as a military power, with all Europe, if need be; that powerful allies are no longer a necessity for her—that she is fully competent to fight the battles of civilization, and to carry the light of her literature—her commerce—and her christianity "into the dark places of the earth" by the powers of her own unaided arm."

SUICIDE.—Mr. L. H. Davis, a performer in the California Minstrel Troupe, playing in Dockville's Hall, St. John, N. B., committed suicide on Saturday evening last, just before the performance of the evening commenced, by cutting his throat with a knife which he borrowed from one of the parties in the dressing room. It is said that a young woman was indirectly the cause of the terrible affair.

—On our fourth page will be found an address delivered by the Rev. John Brown, of Paradise, on the occasion of the closing of the Lawrencetown High School, for the summer Term. It is well worthy of careful perusal by our young people.

—A report has reached us that a grand-son of Mr. John Mills, Granville Ferry had one of his eyes very seriously injured, by a kick from a vicious horse. We sincerely hope the sight of the wounded eye has not been permanently destroyed.

CAMP MEETING.—Return tickets at one first-class fare will be issued to Berwick from Annapolis, and stations west of Berwick, on Friday, the 9th inst.

NOTICE TO CORRESPONDENTS.—The communication from E. H. P., Middleton, was received too late for insertion this issue.

—There is only one Turkey in Asia. A good chance for speculators in poultry.

Correspondence.

We do not hold ourselves responsible for the opinion of our correspondents.

[For the MONITOR.]

LONDON, July 15, 1878.

FARMER HARDSCRABBLE,

To keep you informed of your neighbor's whereabouts, I write you from this giant city indicated by the heading of this letter. To call the city of London a great city, does not to my mind express either a correct notion of its population or the magnificence of its public structures and exhaustless riches. Why, I have looked through an open framework of iron, and my eye rested on money value nearly reaching four millions sterling money, equal to about twenty millions of our Dominion currency. I refer to Her Majesty's crown and jewels and solid gold vessels of various patterns and uses. But of this feature of my ramble on furlough I will tell you in a future letter. Myself and fellow passengers by the the stately steamer "Devonia" reached Greenwich, about twenty miles below Glasgow on the Clyde, in the evening of the ninth inst., our passage from New York round the north coast of "Old Ireland" to Greenwich, only exceeding ten days by about six hours. Myself and fellow passengers landed next morning, and pointed our course for the famous Highlands of Scotland, by rail to Ballock pier, sixteen miles above Glasgow, and thence by steamer up the famous Loch Lomond, twenty-two miles to a place called Inversnaid, a few miles below the northern end of the lake; and on the way passing at the foot of the famous mountain peak of "Ben Lomond," nearly three thousand feet high and entirely bare of even shrubtrees, but green to the summit with the famous heather plant or brush, which, when in bloom presents, I am told, a bluish green appearance. Farther upwards as we steamed, we got views of other Highland peaks, of greater altitude, including "Ben Dhu." From Inversnaid we proceeded in a northerly direction by coach, about five miles through an exceedingly romantic district to the northern end of lake "Katrein," and thence steamed its whole length, thirteen miles, to the Trossack pier. The "Trossack," I here mention, is a pass through a valley between high mountain peaks, and properly speaking, opens about two miles from the pier, and extends about three miles onward, the high road passing along the valley to intersect the Caledonian Railway at a town called "Callendar," and distant from lake Katrein about nine miles. The hotel called "Trossack Hotel," where our party dined, is distant from the lake only about a mile, and is a building very respectable in its architectural design, and amply furnished in all respects to administer to the comfort and pleasure of all visitors to the Highlands and the Lakes.

From "Callendar" we proceeded by rail to Sterling, where the castle so celebrated, and justly so, from its commanding position, immense height, by the high eminence on which it is placed, and the height of its walls, from the parapet of which the whole surrounding country and the windings of the river Forth are in full view, as well as the monument to Sir William Wallace placed on "Abbey Craig," which, of itself is high, and the monument surmounting it, is said to be two hundred feet high, and overlooks the field where he overthrew the English forces by one of those stratagems in warfare which mark the ability of the commander.—It was in this wise. Wallace posted his army behind the Abbey Craig; the English forces were approaching in the direction of the spot to cross a bridge which spanned the river; Wallace, viewing the English advance, from his hiding-place on the top of the Craig, ordered his forces round in a circular course, which enabled them to intercept the advance of the rear of the English army over the bridge. The bridge was speedily destroyed to cut off the rear half of the advancing forces effectually, and this purpose effected, Wallace's forces fell upon the advanced forces of the English, both in front and rear, and fearful slaughter and triumphant victory was the natural result. The level ground which formed the scene of the bloody conflict—many thousands of the English being killed besides thousands of prisoners taken—is all spread out before the eye of the wondering visitor from the walls of this wonderful ancient castle. From the top of this castle is also seen on the right and left the carses of Rhoderick Dhu and Stirling, both expansive level tracts of very fertile lands drained by the river Forth. You will observe that we had left the Highlands proper, some distance north of the Castle, but I may mention, that on the western side of lake Katrein, I saw the spot from whence the water supply of the city of Glasgow is taken from the lake by a tunnel through a mountain six miles across its base, and six hundred feet high, the distance to Glasgow being thirty miles. From Stirling we proceeded to the beautiful city of Edinburgh, deservedly celebrated for the neatness of its citizens' residences and places of business, all of stone with smooth exterior surface, except the ornamental finishing and painting, being generally three stories high; and for its celebrated castle; the number and variety of the monuments placed in various parts of the city, for the number and stateliness of its churches; and the high moral and religious tone of its whole population. Last and greatest in historical interest is the Holyrood palace and Abbey, the ancient residence of Scottish royalty, and founded originally by the Scottish King David I., about the year 1128. In one apartment of the palace I was shown the private apartments of Mary Queen of Scots, her bedstead and the tapestry surrounding it, still remaining as when used by its royal occupant. Her present Majesty, our revered Queen, tarrys occasionally at this palace on her annual tour and visit to the Scottish residence, Balmoral. Then again a visit to "Arthur's Seat" and "Salisbury Craig" must not be overlooked, as also to "Celton Hill," the site of the Nelson Monument and others, and from the summit of which the monuments of Robert Burns, Sir Walter Scott's monument, the celebrated St. Gile's Church, Prince Albert's monument, and others, Holyrood palace, Arthur's seat, Salisbury Craig, the Castle, the monument to Lord Dundas usually called the Melville monument, being a fluted column 136 feet high and surmounted by a statue of the noble lord, which is 14 feet high; the low valley skirted by Princess street, and which divides the elder from the newer part of the city, the famous Edinburgh Union city buildings, and various other objects of interest to enthusiastic beholders are all in full view of the observer from its summit. I am not at all surprised that Scotchmen sometimes boast that their capital city is the handsomest city in Europe.

I must not forget, before leaving my notice of Edinburgh, to mention a few more particulars of the castle, which I am sure will interest you. It is placed on a rock which is 383 feet above the level of the sea, and on three sides of this cliff the wall is nearly perpendicular. Before the invention of gunpowder it was considered impregnable. I was shewn the room called the "Crown Room," in which, within a securely barred space are the old Scottish Crown, the golden Sceptre, Sword of State, and other insignia of ancient Scottish royalty, and all sacredly and securely kept and preserved for the sake of the thrilling Scottish ancient history of which they are mementoes. On the top or esplanade of the castle is a huge canon called "Mons Meg," so named from the fact of its being cast at "Mons" in Belgium as early as 1476. Its bore is made to receive a ball of about twenty inches diameter. I also ascended to the top of the conical hill called "Arthur's Seat." The highest pinnacle being 822 feet above the surrounding level, and therefore the topmost rock affords a couplet view on all sides of every object as far as the eye can reach, including the broad estuary of the Frith of Forth, which forms its seaport on the one hand, and on the other, the site of the battle of "Preston Pans;" and on every hand the extended view on a clear day, such as some half dozen ladies and gentlemen beside myself were favored with, is wonderfully grand.

Our visit to Edinburgh having been completed, we took train at half-past seven o'clock, a. m., on the 12th inst., and moved toward this great city, the distance being 400 miles, which we accomplished at ten o'clock p. m., having stopped four hours on the way to visit "Melrose Abbey" and "Abbotsford," to which I will refer in my next.

ANNAPOLIS FARMER,
on furlough.

NICTAUX AND ATLANTIC RAILWAY.—The Liverpool "Advance" reports work progressing on this railway. Mr. R. R. Fitch, the representative of Mr. W. J. Best, is paying off all the liabilities of Messrs. Walker, Clark and Roberts, the former contractors, and as soon these matters are arranged, the work will be prosecuted vigorously.

NARROW ESCAPE.—A young lady in Fredericton, N. B., had a narrow escape from drowning on Tuesday last She fell over a wharf and had sunk a third time and lay on the bottom of the river, when a Mr. Orr put down a pole and fortunately touched her. She describes the sensation as not unpleasant, could distinctly see the people on the wharf and wondered why they did not assist her; saw the pole coming down and imagined it of immense size and length; the moment it touched her she clasped it, and says she could have climbed to the moon on it. Mr. Orr says she came up the pole like a squirrel.—*Ex.*

New Advertisements.

DENTISTRY.

THE subscriber will be at DR. MORSE'S OFFICE, in Lawrencetown, for a short time, from

TUESDAY, AUGUST 13th,

Gold Filling,

—AND—

the Treatment of the Natural Teeth

a specialty.

2i s18 J. E. MULLONEY.

Furniture Warerooms!!

THE proprietors have now in stock, at their warerooms, Lawrencetown, a choice selection of

STUFFED FURNITURE,

in Sofas, Easy-Chairs, Lounges, &c. Also,

BEDROOM SUITES,

in Pine and Ash. Bureaus, Wash Stands, Sinks, Cane and Wooden-bottom Chairs, &c., made to order.

I. BOWLBY & CO,
Lawrencetown, August 7th, 1878. 13i t30

FLOUR

—AND—

Corn Meal.

THE SUBSCRIBERS have consigned to them

100 Bbls. FLOUR,

100 Barrels Corn Meal,

50 Bags of Corn Meal.

Direct from the Millers in Chicago and Ontario, which is expected to arrive in about a week.

We can offer

SPECIAL BARGAINS

To Cash Purchasers.

☞ Don't forget to give us a call,

MURDOCH & Co.

NO MISTAKE!

Middleton Corner,

CHEAP CASH STORE,

Is the place to lay out your money

We Offer our entire stock of

Summer Goods,

At Immense Reduction for

30 DAYS.

☞ Come one, come all and secure a

BARGAIN.

Our usual large stock of

Staple and Housekeeping Goods,

at lowest possible living prices.

☞ Clothing made to order by an Artiste from the city.

N. B.—Our terms are strictly CASH, and only one price,

J. HENRY SMITH & Co.
Middleton, Aug. 1st, 1878. n6 y

$20 Reward!

WILL be paid to any person who will give such information as will lead to the conviction of the party or parties who broke into my DRUG STORE, on the night of the 9th inst.

L. R. MORSE, M. D.
Lawrencetown, July 15th, 1878.

Just Received!!

A fresh supply of Scotch and English

WORSTED COATINGS,

WEST OF ENGLAND

BROADCLOTHS,

SCOTCH, ENGLISH & CANADIAN

TWEEDS,

DOESKINS,

—AND—

BUCKSKINS,

which we are prepared to make up in

STYLE AND WORKMANSHIP

equal to any in the province.

JOHN LOCKETT.

☞ Suits made up in twenty-four hours notice.

Bridgetown, July 31st, 1878. n 15tf

NOTICE.

I HEREBY caution all persons against furnishing my son, William Wile, with anything on my account, as I will not be responsible for the same.

AARON WILE.
Morse Road, Annapolis, July 30th, 1878.

Insolvent Act of 1875, and Amending Acts.

In the Matter of R. D. Macdonald, an Insolvent.

ALL persons indebted to the said Insolvent, are hereby requested to make immediate payment to the undersigned.

W. J. SHANNON,
Assignee.
Annapolis, July 17th, 1878. n13 tf

LAWYER'S BLANKS.

Neatly and cheaply executed at the office of this paper.

New Advertisements.

LOUNGES.

A lot of Lounges for Sale

VERY LOW.

—ALSO—

1 CENTRE TABLE,

1 DINING TABLE.

NICE NEW LOT OF

CARRIAGE AND OILCLOTHS.

The attendance of the Trade is called to the stock of

WRAPPING PAPER

—AND—

PAPER BAGS!!

AT LOWEST PRICES.

J. W. WHITMAN

BUCKLEY'S ENGLISH & AMERICAN

BOOK STORE

So universally known for many years at 101 Granville Street, has taken a move to the upper and shady side of the same street. Remember, nearly opposite the old stand.

BUCKLEY & ALLEN,
124 Granville St., Halifax, N. S.
July 17th, 1878. n13 y

Call and inspect the

New Stock

—OF—

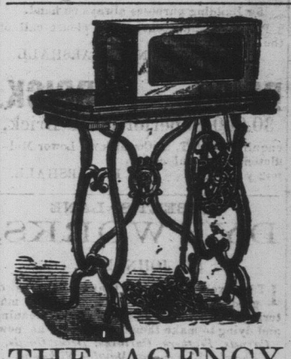
JEWELRY

—AND—

PLATED WARE,

now being shown at the

Bridgetown Jewelry Store



THE AGENCY

—OF THE CELEBRATED—

RAYMOND

SEWING MACHINE

was transferred (near three months ago), from William Crowe, of Halifax, to us, (excepting the County of Halifax).

THE RAYMOND MACHINE

is too well known to require any puffing; and there have been some important improvements put upon it of late, which render it, by far, the best family machine made.

The following are also some of the kinds kept in stock by us, viz:—

Singer,
Webster,
Empress of India,
Household,
Weed,
Wilson A,
Wanzer,
Champion,
Osborne,
Abbott,
Royal,
Howe, &c., &c.

Second-hand Machines

taken in exchange for new ones.

S. Machines in price from $5 to $100

Sewing Machine Attachments,

FIRST CLASS OIL &

Needles of all kinds in Stock.

All S. Machines warranted to give good satisfaction. Also importers and dealers in several

First-class Make

—OF—

PIANOS & ORGANS.

Pianos in price from $225 to $1000
Organs " " $75 " $400

Instruments guaranteed for five years, and sold on very easy terms.

Liberal reduction made to Clergymen, Churches and Sabbath Schools.

Second-hand Pianos and Organs taken in exchange. As we have now been in the sewing machine business for ten years and import all our stock direct from the manufacturers on Cash Principles, and our expenses being much less than would be in the city, we are prepared to sell on the very best terms.

Address—,
MILLER BROTHERS,
Middleton, Annapolis Co., N. S., or Charlottetown, P. E. Island.

New Advertisements.

THE Fast Trotting and Stylish American Horse

DANIEL MORRILL,

will be in the following places for Stock purposes in July:—

Kentville, 6th to 8th, 23rd to 26th in Dr ing Park;
Berwick, 9th and 22nd;
Aylesford, 10th, and passes through 22n
Middleton, 11th and 20th;
Lawrencetown, 12th and 19th;
Bridgetown, 14th and 18th;
Annapolis, 15th to 17th.

TERMS.—$10.00, single service, $26.00 to sure, $5.00 paid at time of service.

WILLIAM REID,
Proprietor.
Halifax, June 22nd, 1878. n16

Harnesses,

BOOTS & LEATHER

SPRING

THE subscriber in thanking the public f their liberal patronage during the pa 25 years, would respectfully remind them th in the above lines he is ever prepared to off SPECIAL INDUCEMENTS for cash or a proved credit.

Light & Team Harnesse

In SILVER, BRASS, JAPAN, &c, always o hand, and manufactured at short notice suit the purchaser. Also, just received

FROM ENGLAND:

1 CASE RIDING SADDLES

A supply of ENGLISH and AMERICAN

HARNESS FURNITURE of th best style and finish.

100 Team and Harness

COLLARS,

HARNESS, UPPER and SOLE LEATHER AND CALFSKINS ALWAYS IN STOCK.

100 PAIRS BEST MADE

COARSE BOOTS & BROGANS

☞ The HIGHEST PRICES given fo Hides and Skins.

Wanted---200 CORDS Hemlock Bar The highest market prices given.

GEORGE MURDOCH.

A CHEAP

NEW STORE

Lawrencetown.

WHERE NO DECEPTION IS PRACTICED

PARTIES with the cash can buy goods *extremely* low at this new store.

10 PER CENT. DISCOUNT

will be made on all purchases, by retail, of

China, Glassware, Earthenware, Milk Pans, Cream Crocks, Stone Butter Crocks, Flower Pots,

and on all Hardware or Fancy Stuff

A large quantity of

NEW GOODS

lately received, and will be sold at wholesale as cheap as can be bought anywhere. As follows:—

Sugar by Bbbl., Molasses by Hhd., Tea ½ Chests, No. 1 Crown Tobacco, Soda and Nails by keg, Soaps by box, Brooms, Pails, Tups, &c.

Also lately received a complete assortment of

CHEAP SHELF HARDWARE,

together with

Paints, Oils, Putty, Varnishes, Turpentine, Masury Paints

for Coach and House painters use, Dry Paints all colors. Patent, Sole, and Harness Leathers, Saddlery and Shoe Makers Findings, Carriage Maker's Goods, all kinds; together with Iron, Steel, Mowing Machines, Horse Rakes, Plows, Stoves, &c., &c.

Our Terms—Approved credit strictly three months.

THE PROPRIETOR.
Lawrencetown, June 1st, 1878.

A. W. D. Parker

Has opened up a

Dry Goods and Grocery Store

in the building known as

THE MASONIC HALL,

where he intends keeping all the articles usually found in a general country store, and to which he respectfully invites the attention of the public. He has now on hand a large lot of

READY-MADE CLOTHING,
BOOTS AND SHOES,
HATS AND CAPS,
GENTLEMEN'S SHIRTS, &c., &c.

In the Dry Goods Department will be found a good assortment of

TWEEDS,
LUSTRES,
ALPACAS,
WATERPROOFING,
CLOAKING,
AND DRESS GOODS, generally

A further supply expected shortly. The above together with an assortment of

CROCKERY AND GLASSWARE,
NAILS,
BROOMS,
PAILS,
PARAFFINE OIL,
SOAP,
CANDLES,
TEA,
TOBACCO, &c., &c.

WILL BE SOLD LOW FOR CASH.

Bridgetown, May 22nd, 1878. n6 y

MAGISTRATES' NOTICE!

A new lot of Magistrates' Blanks just printed.