

The Weekly Monitor.

BRIDGETOWN, MAY 9th, 1877.

WESTERN COUNTIES RAILWAY.

On Tuesday, the first day of May, a Special Session, convened for the purpose, met at the Court House, Annapolis, to appoint a Commissioner on behalf of the County to re-appraise damages on the Western Counties' Railway in the County of Annapolis. The proceedings were of the most harmonious character, and the Sessions, after a number of nominations, elected Charles Allison, Esq., of Kemp, Queens Co., as Commissioner on behalf of the County. Of not so pleasing a character, however, were the proceedings later in the day. At two o'clock the claimants for damages met in accordance with a notice to that effect to appoint their Commissioner. Upon examining the Special Act passed for this purpose it was found that although the preamble points to the conclusion that it was evidently the intention of its framers to have a general reappraisal, yet the first clause declares all save the claimants for increased damages, from having a voice in the appointment of the second Commissioner. Strong opposition was given to this feature of the Bill by the claimants excluded from participating in the election. It was contended, and we think justly, that if the Legislature intended a general reappraisal all the claimants should be entitled to a voice in the election of a Commissioner on their behalf, while, on the other hand, if only the Appellants elected the Commissioner, the damages of those who had appealed could be opened up. This certainly is the plain and common sense construction of the clause, notwithstanding several opinions to the contrary. It is deeply to be regretted that such a bungling piece of work should have been made in preparing the Bill, and that stricter attention should not have been given it when passing through its various stages in the House by the parties whose duty it was to watch carefully every clause and see that no conflicting elements existed. Our County has suffered in the past from causes analogous to this, and with the light and experience of former transactions of a somewhat similar nature, it is indeed wonderful, not to use a stronger term, how such a stupid blunder was made. There are gentlemen employed by the Government whose duty it is to draft and prepare Bills in accordance with the circumstances of the case, and if these gentlemen are not employed the responsibility should be saddled on the proper shoulders. From present indications, the County is threatened with interminable law suits solely on account of this one error, so apparent that any trained mind would detect it at the first reading. It might not be out of place to suggest that in view of all the circumstances, it would be much better to allow the whole matter to lie over until next winter, when Legislative aid could be invoked to remedy a state of affairs which at present have by no means a promising outlook. True, the claimants would be obliged to wait another year before their damages could be realized; but even this would be better than such a confused state of affairs as the present Act would be likely to lead to. If this course is adopted, we trust that a competent person will be employed to do the work, and that no voices, by this experience, will be content to bestow their ambition upon some other subject than one which causes such confusion, and is likely to entail serious consequences upon those most immediately interested.

The market here is now being plentifully supplied with halibut and herring from the Bay Shore. A day or two ago a number of mushrooms were gathered by Mr. Alexander Eason of this town. BAPTISM.—Two persons were baptized at Foster's Brook, on Sunday morning, by the Rev. John Clark. The "Canada Gazette" contains the appointment of Captain Thomas Tracy, of Clements to be Harbor Master of Clementsport, also Captain Charles H. Weaver to be Harbor Master for Port George.

WINDSOR & ANNAPOLIS RAILWAY.—The new time table of the W. & A. R. came into effect on Monday. Express trains are now running daily between Halifax and Annapolis. Freight trains are to be run on Monday, Wednesday, and Friday from Halifax, and on Tuesday, Thursday, and Saturday from Annapolis. The time table will appear in our next issue.

GOVERNMENT GRANT. We are requested to state that the Inspector of schools will pay the Government Grant, and give cheques for the County Grant to teachers and trustees, or their written order at Perkin's Hotel in Annapolis, on Friday the 15th inst. Owing to financial difficulties the Government will not be able to advance the County Grant until after the 1st of July next, consequently the trustees will not be able to draw that Grant from the County Treasurer until after that date. Teachers and trustees would do well to meet the Inspector on one of the days above named, since it is his intention to be absent from the County eight or ten weeks after the 20th inst. If from any unforeseen cause change in days of payment of the above grants should be made, notice thereof will appear in our next issue.

THE WEATHER.—During all the preceding week, we had a continuation of very cold wind and rains—and the present week appears determined to outdo its predecessor in its character for unpleasantness. On Monday a cold rain storm set in, accompanied at intervals with snow, and Tuesday the appearance was very little less favorable—snow is reported to have fallen on the mountains, to the depth of over an inch. —Spring has made its advent all of two weeks in advance of last year, and has brought us the usual number of burly groms players. Last, but not least, a chromo agent has put in an appearance. Of course he will visit every town and hamlet in the county, soliciting subscribers for the papers which are usually given away with chromos. Some of the periodicals thus hawked about, are worse than useless. Where chromos have to be flung into to make the paper take, in nine cases out of ten, the whole lot would be better consigned to the dung-heap. We do not wish it understood that we include the agent in the above connection unless our former friends have a spare dung fork to put in his hands. SEEDS.—We have just received a package of garden and flower seeds from the establishment of James Vick, Esq., Rochester, N. Y. Our order was sent him about ten days ago, and with his usual promptness the seeds are now in our possession. Accompanying them was the first copy for 1877 of Vick's Floral Guide, a beautifully illustrated book of all the latest known species of the floral kingdom. This little work should be in the hands of every lover of flowers. It is published quarterly, and contains instructions and good advice as to the management of flower gardens. The gardens of Mr. Vick are on a very extensive scale, and his fame as a florist and agriculturist has reached all over the world. Our readers will be greatly benefited by subscribing for his book. Address James Vick, Rochester, N. Y.

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ANNAPOLIS, SS. IN THE COURT OF SPECIAL SESSIONS, May 1st, A. D., 1877. Pursuant to notice, the Court met at the Court House, Annapolis, on Tuesday, the first day of May, at eleven o'clock in the forenoon.

PRESENT.—Justices A. W. Corbit, Barreau, W. H. Balcom, Wm. Vroom, A. Longley, Spurr, W. B. Troop, Bailey, G. Delap, T. Delap, D. J. Morse, Isaac D. Vroom, Clark, Robert Mills. In the absence of the Custos, A. W. Corbit, Esq., was appointed Chairman. It was ordered, That the "Act to appoint Commissioners to re-appraise damages for Railway Property in the County of Annapolis" be read. The following persons were then named as Commissioners on the part of the County to re-appraise said Railway damages, viz: Geo. Fisher, of Somerset in the County of Kings, Richard Clark, of Digby in the County of Digby, Joseph Morehouse, of Bear River in the County of Digby, Charles Allison, of Kemp in the County of Queens, and Robert Reed, of South Raney in the County of Digby.

It was therefore ordered, That the nomination cease. Whereupon, a ballot being taken, there appeared for Charles Allison eleven votes, and for Richard Clark six. Mr. Allison was thereupon declared to be the Commissioner on behalf of the County for the purposes mentioned in the said act above cited. The Court then adjourned. J. G. H. PARKER, Clerk Peace. Annapolis, May 1st, 1877.

AN ACT. To appoint Commissioners to re-appraise damages for Railway Property in the County of Annapolis.

Whereas, It appears that the reappraisal of damages for lands taken in locating the Western Counties Railway, in the County of Annapolis, at the eastern boundary, and Albert Brown at the western boundary is unsatisfactory, and appeals from the award of the Jury have been taken in the Supreme Court for the County of Annapolis, and that said reappraisal is in many instances inadequate, and in other instances excessive, and it is desirable to afford to the proprietors of lands so taken an opportunity of having their lands re-appraised, and also to reduce the excessive appraisal awarded by the Jury in all cases where such appraisal is considered excessive; It has been deemed advisable to cause a commission to issue for the purposes aforesaid, directed to three disinterested persons not being residents or freeholders in the said county of Annapolis.

Be it therefore enacted by the Governor, Council, and Assembly, as follows:— 1. Three Commissioners, as aforesaid, for the purposes in this Act mentioned, shall be appointed as follows:—One Commissioner on behalf of the County, to be appointed by a Special Session to be convened in accordance with the provisions of chapter forty-four Section 9, of the Revised Statutes; One Commissioner to be chosen on behalf of the claimants for increased damages; such two Commissioners to choose a third Commissioner. 2. In the event of a disagreement or refusal on the part of the Special Session to appoint a commissioner as aforesaid, the Clerk of the Peace shall certify the fact to the Governor in Council, who shall forthwith appoint such Commissioner on behalf of the County. 3. The Clerk of the Peace for the purpose of this Act shall be convened by the Clerk of the Peace within forty days after the passing of this Act. 4. The meeting of the claimants for damages shall be held on or before the first day of July next; a majority of the claimants present shall nominate such Commissioner on behalf of the claimants, or from any other cause, such Commissioner shall not be appointed on or before such first day of July next. 5. In the event of disagreement between the two Commissioners to be elected as aforesaid, the Governor in Council shall, on behalf of the claimants or from any other cause, such Commissioner shall not be appointed on or before such first day of July next. 6. In all cases of appeal, such Commissioner shall have the same authority over the award of the commissioners as if the same had been made under rules of reference in cases pending in the Supreme Court. 7. The Governor shall cause to be published in the newspapers of the County, and in the event of failure of the claimants present at such meeting to nominate such Commissioner on behalf of the claimants or from any other cause, such Commissioner shall not be appointed on or before such first day of July next. 8. If from any cause the Commissioners to be chosen respectively on behalf of the County and the claimants for damages, do not meet on or before the first day of July next, the Governor in Council shall appoint the three Commissioners for the purposes in this Act mentioned. 9. No Justice of the Peace who shall be a claimant for damages shall be eligible to act as such Special Sessions. 10. The award of the commissioners shall be final and shall have the same effect and be followed by all the consequences thereof as if the same had been made under the provisions of Chapter 70 of the Revised Statutes, Third Series, and Amendments thereto; the Supreme Court shall exercise the same authority over the award of the commissioners as if the same had been made under rules of reference in cases pending in the Supreme Court. 11. The Governor shall cause to be published in the newspapers of the County, and in the event of failure of the claimants present at such meeting to nominate such Commissioner on behalf of the claimants or from any other cause, such Commissioner shall not be appointed on or before such first day of July next. 12. The form of appointment of Commissioners shall be in Schedule "A," "B," and "C." 13. The commissioners shall, before they proceed to the discharge of their duties, take and subscribe the oath in Schedule "D," and the commissioners shall have the same authority to and shall issue subpoenas to the proprietors of the lands taken as aforesaid, between the lands of William Ritchie and Albert Brown, both inclusively, and they shall examine the said proprietor on oath, touching all damages and benefits resulting from the construction of said railways through their lands; and the said commissioners shall have power to issue subpoenas to and examine every person whose evidence they may require for the purpose aforesaid; and the award of the said commissioners shall in all cases be final, and the said commissioners shall have all the privileges in inspecting places in public offices, and in all other respects, and their duties shall be the same as were granted and enjoined to the Jury, under the provisions of Chapter Seventy of the Revised Statutes, Third Series, and the Amendments thereto. 14. The award of the commissioners shall be filed in the office of the Prothonotary for the County of Annapolis, and a duplicate copy in the office of the Clerk of the Peace, and the said award shall be a final order or orders as directed in Section fifty-two of said Chapter, in the same manner as if the said reappraisal had been decided on appeal to the Supreme Court in the manner prescribed by said section by which the Court of Sessions shall be governed as therein prescribed and provided for, distinguishing however as regards cost to be taxed, the cases in which appeals have been regularly entered, but in which a review of the reappraisal is authorized by this Act. 15. In all cases in which the Jury neglected and passed over without awarding damages any land taken for Railway purposes between the lands of William Ritchie and Albert Brown, as stated in the Western Counties Railway, by their plans on file in the office of the register of Deeds for the County of Annapolis, the said Commissioners shall appraise such lands and award such damages to the proprietors as in their judgment shall seem just and right, and without having in any appraisal respect to the amount of damages previously awarded by the Jury. 16. In all cases in which a difference of opinion relative to the amount to be awarded to any proprietor exists between two of the commissioners, the award of any two of the commissioners shall be as binding and conclusive as if the three had agreed thereto. 17. The fees of the commissioners and witnesses in each case shall be taxed by the Judge of the Supreme Court, under Section fifty-two of the said chapter seventy, such costs shall be allowed to the proprietor to be added to the reappraisal in addition to the other costs previously mentioned by this act, and the fees of the commissioners shall not exceed three dollars per day for each commissioner. SCHEDULE "A." We, the Justices of the Peace for the County of Annapolis, appoint D. E. of the Statutes of 1877, do hereby certify to the Clerk of the Peace, (Signed) By Clerk of Peace. SCHEDULE "B." We, the Proprietors of lands taken for Railway purposes between William Ritchie and Albert Brown, appoint "F. G." as our commissioner under the provisions of chapter of the Statutes of 1877. (Signed) By the Chairman of Proprietors. Meeting on behalf of the Proprietors. Dated, &c., &c. SCHEDULE "C." We, the commissioners appointed under the provisions of chapter of the Statutes of 1877, do hereby certify to the Clerk of the Peace, (Signed) D. E. Dated, &c., &c. SCHEDULE "D." We, D. E. F. G., and N. O., do solemnly swear that we will faithfully and impartially execute the duty invested in us as commissioners, under chapter of the Statutes of 1877, that we will strictly appraise the damages sustained by the track of Railways and Stations, between

the Governor in Council, who shall forthwith appoint such Commissioner on behalf of the County. 3. The Clerk of the Peace for the purpose of this Act shall be convened by the Clerk of the Peace within forty days after the passing of this Act. 4. The meeting of the claimants for damages shall be held on or before the first day of July next; a majority of the claimants present shall nominate such Commissioner on behalf of the claimants, or from any other cause, such Commissioner shall not be appointed on or before such first day of July next. 5. In the event of disagreement between the two Commissioners to be elected as aforesaid, the Governor in Council shall, on behalf of the claimants or from any other cause, such Commissioner shall not be appointed on or before such first day of July next. 6. 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William Ritchie's and Albert Brown's; and that in the case of claimants for damages by reason of the line of Railway having deprived them of access to their lands, or having destroyed or impaired any easement or privilege which they had enjoyed in relation thereto, we will truly appraise the damages so sustained by such parties respectively, and that in all cases where we consider the Jury have awarded excessive damages to any person or persons we will truly re-appraise the damages so awarded to such person or persons respectively, and we do swear that in every case we will faithfully examine the premises, and that we will in all cases decide according to the damages, as well as prospective as present including loss for delay of payment; and also will impartially consider and estimate the relative benefit as well as injury to the property by the construction of the Railway, and will deduct the benefit likely to be derived by the claimants from the Railway running near to their lands, and that we will in all cases decide according to the best of our judgment and ability—So help us God.

Thirty-eight pension agencies of the United States are to be consolidated into 13 aggregate reduction of expenditure will thus be effected. Would it not be advisable in the powers that be in this little Dominion of ours to take a leaf from the above and make a consolidation of some of the various municipalities so that a saving of half a million or so might be effected.—Ed. Mon.

The fatal accident at the Post Office, New York, by which three men were killed, was due, undoubtedly, to the removal of the supporting brick wall. It was believed that an iron girder could take its place, and while workmen were putting eight inch timber under the roof to shore it up, it suddenly fell.

HEAVY MEN.—Four brothers residing at North Sydney had themselves weighed on Saturday last. Their combined weight amounted to 900 lbs. One of them has a son 16 years of age who stands 6 feet 3 inches high, and weighs 214 lbs.—C. B. Advocate.

New Advertisements. Thos. R. Jones & Co., ST. JOHN, N. B., WHOLESALE DEALERS. Staple and Fancy DRY GOODS. Haberdashery, Small Wares, Hats and Caps, &c., &c., &c. MANUFACTURERS OF CLOTHING, SHIRTS, &c. The best assorted stock in the Lower Provinces!! New Goods arriving Weekly. FOR SALE ON LIBERAL TERMS. T. R. JONES & CO. may 9 77 THOMAS HALL, Tuner & Teacher of Pianos & Organs. ORDERS left at the Journal Office, Annapolis, or the Post Office, Bridgetown, will be promptly attended to. Satisfaction guaranteed or no charge. may 13 77

New Advertisements. Griffiths' Patent Silicate and Enamel Paints. THESE paints, manufactured by the Silicate Paint Company of Liverpool and London—36 and 37 Steel Street, Liverpool, and 127 Cannon Street, London—formed the subject of a recent lecture at the Society of Arts, and were highly spoken of at the late meeting of the Social Science Congress, held at Liverpool, and such extraordinary merits on both occasions having been accorded to them, we have felt it our duty to inquire fully into their composition and qualities with especial reference to railways and quays. The heavy cost incurred by railways in the replacement of iron and woodwork, through the erosion of the former and decay of the latter, as well as the foundations and walls of structures, whether in cement, brickwork, or stone, constitutes the strongest possible motive on their part for effectual protection. It is evident that to render this protection perfect, porous materials must be hermetically closed, and the paint itself be impervious to moisture and vapors of a deleterious character, whilst in the application to iron, there must be no component in the paint to set up corrosive chemical action. Now, lead paints, besides being porous, do set up such destructive action, only too evident in the scaling off of the iron or other metal. Through the ammonia of the air or the access of any saline substance, not only do these paints blister, but the lead is reduced to its metallic condition, thus proving its inefficiency. Meanwhile the oxygen it contains acts similarly as if the air had free access to the metal. Both white and lead paints are apt to lose opacity and become discoloured, the former, frequently adulterated with barytes, turning yellow. Antimony, arsenic, and copper form other injurious ingredients of ordinary paints. Scientific ingenuity has been completely at fault in devising anti-corrosive and truly preservative paints, the basis themselves having proved agents of decay, weakening the strength of iron and insidiously destroying other materials. Oxide of zinc paints, besides being very dry under the brush, and requiring much labor in applying, show, when examined, a slight efflorescence from the escape of carbonic acid, which they absorb from the air and give out again, whilst, as in the case of lead paints, a microscopic discoloration of the surface, which admits moisture and occasions rust. Again, in the case of the best ordinary mineral paints, the non-cohesion of hardness and elasticity—iron always tending to contract and expand—results in the early destruction of the coating. The existence of a paint free from these objections is only to be determined by actual results ascertained in lengthy trial under the most searching and varied conditions.

In our examination of the productions of the Silicate Paint Company we find that Nature, so to speak, has to come to the rescue in the provision of an inexhaustible deposit of a peculiar and pure silica. This silica is of volcanic origin, lies, indeed, in the bed of an extinct volcano, and, according to high scientific testimony, is the result of ages of levigation. The adaptability of silica as a base, to the exclusion of all metallic compositions, such as those of white lead and zinc oxide, lies in its resistance to intense heat, real or artificial, to moisture, water, noxious vapors and acids, and that combined with pigments, it affords a most attractive lustre and gloss. The Silicate Paint Company possesses the exclusive right to work this deposit, and although many nominal silicate paints have been brought before the public combined with other ingredients, the absolute purity of its quality will be apparent from the fact that it is capable of being calcined to an impalpable powder, this powder amounting to 95 per cent., being further attested by its purity and snowy whiteness. It loses in the process the slight amount of water it contains. The qualities assured by this purity to the paints and liquid solution of silica manufactured by the Silicate Paint Company are such as to excite universal attention and admiration, and to stamp them as the most valuable of modern economic benefactions.

Griffiths' patent silicate enamelling paint adheres so close to the surface of metal as almost to combine with it, setting extremely hard, and forming a firm impervious surface, effectually resisting the influence of heat, damp, and all descriptions of destructive agencies conveyed by the atmosphere. It is admirably adapted for iron pillars, girders, and roofs of railway stations. It dries rapidly, has a hard, glossy surface—like porcelain, and, owing to its being non-porous, the air cannot have access to the metal underneath. It will resist the steam of engines and any amount of moisture, as well as the more active agencies. It even checks oxidation where this has previously set in. A severe test of its resistive powers to sulphuretted hydrogen gas is afforded by its extensive use in gasworks, home and foreign, this having no effect on its properties, including durability and color. For the same reason it is generally used for gasometers throughout the country. Owing to its resisting the corroding action of salt, it is largely adopted for painting the inside of vessels engaged in trade in India and other parts. In tropical climates the ammonia in the air on gaining access to ironwork rapidly corrodes it; hence the value of the patent enamel paint in those parts, and the readiness with which it has been adopted on railway works and public buildings in India, in which country, among other benefits, the protection it affords to railway sleepers and other woodwork from the ravages of the white ant. As applied to brick, wood, tile, stone, cement, and concrete, it enters the pores of these materials fairly encrusting them, and rendering them impervious. Thus, for walls and foundations of railway stations, for arches, bridges, viaducts, sleepers, telegraph posts, and other erections, its waterproof qualities render it very valuable as leading to great economy of maintenance. It produces the effect and possesses all the good qualities for which glazed tiles are valued at less than one-sixth of the cost. It is admirably suited, by its brilliant surface for internal decoration. Where there is such important gain in preservative and resistive properties, and in brilliant appearance, its covering properties are a minor consideration, but as the superior quality of any paint will cover depends far less on the nature of the surface to which it is applied than the quality of the paint itself, it follows from the very fact that the silica is reduced, and the glossiness of the surface—a glossiness independent of varnish—that it stands pre-eminent in this respect. Two coats of it are quite equal to two coats of ordinary paint, and two coats of varnish, while on clean ironwork one coat is, in most cases, sufficient. Owing to the silica mixing freely with pigments and oils, it is worked easily, an important feature in the enamelling paint is its durability, a coating lasting, under the most adverse circumstances, not only months but years, retaining also its opacity, and not becoming tarnished.

The testimony in favour of Griffiths' enamelling paint are of the most decisive character. The authorities of the Liverpool Assay-office affirm that it "will effectually cover the surface of a metal and protect it from influences of the atmosphere, and not attach it by chemical and galvanic action;" that "it meets every requirement;" that "compounds of lead in paints destroy both themselves and the metal; and that "nothing better having been found, its use has been continued." Other evidence from engineering firms, Chas. Fry & Co., and manufacturing works, from assayers to the Bank of England, leading decorators and oil merchants, "Griffiths' home masters, and others, is to the effect that it is neutral towards iron, is durable and lasting either on outside or inside work; that it neither cracks nor blisters under a tropical sun; that wood and iron, coated with it withstand exposure to great heat; that it does not attack iron like other paints; that it is the best means of protecting wire ropes; that its brilliant colours are lasting; and that, in short, it accomplishes in an admirable manner all that could be desired. In speaking of Griffiths' patent white paint, Professor Balfour, Professor of Chemistry at the Royal Academy, says—"It has great body, cover well, and resists the action of foul air, a red heat will not permanently alter its appearance, and it will always retain its opacity." Even from a sanitary point of view, as this paint must be highly valued, for as it stops the porosity of plaster and other materials it prevents the deposition of moisture on walls, and thus, by its being neutral and giving out in worse conditions noxious matter.

Of the railway companies supplied with this paint are the London and North Western, North Eastern, South Eastern, Caledonian, Eastern Bengal, and East Indian and Punjab; it is also used by the Admiralty at Woolwich Arsenal, Board of Works, Trinity Dock, Cunard Company, West India and Pacific Steamship Company, Wigan Gas Company, Darlington Iron Company, Goole Shipping Company, Millwall Dock Engineering Company, at various military works in India, the University House and Law Courts, Calcutta; by the Oriental, Mauritius, and English Gas Companies, thousands of manufacturing and private firms; "also by the Austrian, Italian, Spanish, Egyptian, and other Governments."

Amongst other productions the Silicate Paint Company produce a solution of silica which, besides affording a good substratum for oil painting, bestows a stone or brick, cement and stucco, without altering their appearance, or as a paste, in all colours, rendering them damp-proof. In short, it works on the surface of the material to the inner parts, filling up the interstices with insoluble matter, it comprises with stone in a safe degree, producing case-hardening, and causes them to withstand the influence of moisture.—Railway News, Great Britain.

The Agent for the SILICATE PAINT COMPANY, of Liverpool and London is CARL H. FRASER, of Bridgetown, Annapolis County, who is Agent for Nova Scotia, New Brunswick, and Prince Edward Island. SPRING, 1877. JUST RECEIVED direct from GLASGOW, 4000 ROLLS ROOM PAPER. 500 Yds. All Wool and Hemp CARPETING. Stair and other Carpeting. Mens' and Youths' Ready-Made Clothing. Tweeds, Trouserings and Coatings. HATS for Men and Boys, in Felt, Straw and Cloth. 10 Cases Boots and Shoes. For sale "Meter" from Boston. FARMING IMPLEMENTS. TABLE & POCKET CUTLERY. 4 sacks Timothy Seed, 2 sacks Clover from Canada, American Knoecan Oil, &c. general assortment of FAMILY GROCERIES. To arrive from Manchester, Liverpool and London our Spring Importations of DRY GOODS. JOHN LOCKETT. ANNAPOLIS S. S. In the Supreme Court, 1877, IN EQUITY.

ROBERT STEWART, Administrator of the personal Estate and Effects of DANIEL MORRISON, deceased, Plaintiff. JAMES E. PATTERSON, MARY E. PATTERSON and ZACHARIAH M. HAWKINS Defendants. To be sold at Public Auction, by the Sheriff of the County of Annapolis, or his Deputy, on the premises near Wilmore Station, on MONDAY the 21st day of May next, at eleven o'clock in the forenoon, Pursuant to an order of foreclosure and sale made herein dated the ninth day of April inst., unless before that day of sale the amount due to the Plaintiff for principal, interest, and costs be paid to him or his attorney, to the Sheriff or into Court: ALL the estate, right, title, interest and equity of redemption of the said James B. Patterson, Mary E. Patterson, and Zachariah M. Hawkins and all persons claiming by, from, or under them, or either of them, of, in, or to all that certain lot of Land and Premises, situate and being in the Farmington, Township of Wilmore, and County of Annapolis aforesaid, bounded as follows, that is to say, beginning at the North West corner of land owned by Oldham Gates southerly, running along said Oldham Gates' west line thirteen rods, thence westerly eight rods, thence northerly fourteen rods, nearly or till it strikes the fence on the north side of the Post Road, thence easterly along side fence five rods and a half to the place of beginning, containing by estimation half an acre, be the same more or less, together with the appurtenances. All persons claiming or having any lien in or upon the said mortgaged premises, or the proceeds hereof, are required to take notice hereof, and govern themselves accordingly. Terms.—Ten per cent. deposit at time of sale, remaining to be paid in cash on the day of sale. PETER BONNETT, Sheriff. J. G. H. PARKER, Plaintiff's Attorney. Sheriff's Office, April, 15th, A. D. 1877.

NOTICE. All persons having legal demands against the estate of JAMES H. MESSENGER late of Centreville, in the County of Annapolis, deceased, are requested to render the same, within twelve months from this date, and all persons indebted to said estate are requested to make immediate payment to AUGUSTA A. MESSENGER, Executor. Centreville, April 20th, 1877. 41 46 NEW GOODS. ARRIVING from "Dark" "Mistletoe" (via St. John) from Liverpool: 1 Oak China; 5 Crates Earthenware; 2 Oak Tiles; 30 Sheet Zinc; 10 do Lined Oil; 14 do SHEETS PAINT; By ship "Arrival from London via St. John: 100 Kegs Broadband White Lead; 80 Kegs Colored Paint; 5 Casks Putty; 1 do Whiting; 1 Keg Drop Black. From Antwerp: 120 Boxes Windsor Glass. Steamer "Moravian": 1 Oak Shoe Thread. From New York: 10 Cases Hardware; 1 Oak Patent Leather, Winkers and Darkers. From Ontario: Waggon Woods, Ware, &c. Together with my large stock now on hand. I will sell to Wholesale Dealers as cheap as can be bought in Halifax or St. John, and by retail at the very lowest Rates—especially for CASH. W. Warwick. Lawrence town, April, 20th, '77. 41 46

THE HENDRY ESTATE. A Meeting of the Heirs. Of the Hendry Estate will be held at the Court House, St. John, N. B., on Monday, 21st DAY OF MAY inst., at one o'clock, p. m., sharp, for the purpose of transacting all business in connection with said estate that may come before the meeting, and in the event of the business being presented it is desired that all persons interested shall attend said meeting. The only directors surviving heirs to said estate are the heirs of the late William Hendry, Pleasant River, Queens County, the heirs of the late Isaac Whitman, New Albany, Annapolis County, the heirs of the late Elias Messenger, West Dalhousie, and the heirs of the late Mrs. Sarah Roman, Halifax. D. B. F. WHITMAN, may 21 77 On behalf of the heirs. PUBLIC AUCTION. TO be sold at Auction at the residence of the late SPEAKER MILBURN, Young's Mountain, on FRIDAY, 1st of June, at one o'clock, p. m. 1 Yoke Oxen, 5 years old, 1 three years old Steer, 1 Yearling Steer, 1 Cow. Terms.—Three months credit, with approval of security. DAVID MILBURN, Admstr. MARY MILBURN, Admtr. 41 47

NEW ADVERTISEMENTS. Thos. R. Jones & Co., ST. JOHN, N. B., WHOLESALE DEALERS. Staple and Fancy DRY GOODS. Haberdashery, Small Wares, Hats and Caps, &c., &c., &c. MANUFACTURERS OF CLOTHING, SHIRTS, &c. The best assorted stock in the Lower Provinces!! New Goods arriving Weekly. FOR SALE ON LIBERAL TERMS. T. R. JONES & CO. may 9 77 THOMAS HALL, Tuner & Teacher of Pianos & Organs. ORDERS left at the Journal Office, Annapolis, or the Post Office, Bridgetown, will be promptly attended to. Satisfaction guaranteed or no charge. may 13 77

New Advertisements. Griffiths' Patent Silicate and Enamel Paints. THESE paints, manufactured by the Silicate Paint Company of Liverpool and London—36 and 37 Steel Street, Liverpool, and 127 Cannon Street, London—formed the subject of a recent lecture at the Society of Arts, and were highly spoken of at the late meeting of the Social Science Congress, held at Liverpool, and such extraordinary merits on both occasions having been accorded to them, we have felt it our duty to inquire fully into their composition and qualities with especial reference to railways and quays. The heavy cost incurred by railways in the replacement of iron and woodwork, through the erosion of the former and decay of the latter, as well as the foundations and walls of structures, whether in cement, brickwork, or stone, constitutes the strongest possible motive on their part for effectual protection. It is evident that to render this protection perfect, porous materials must be hermetically closed, and the paint itself be impervious to moisture and vapors of a deleterious character, whilst in the application to iron, there must be no component in the paint to set up corrosive chemical action. Now, lead paints, besides being porous, do set up such destructive action, only too evident in the scaling off of the iron or other metal. Through the ammonia of the air or the access of any saline substance, not only do these paints blister, but the lead is reduced to its metallic condition, thus proving its inefficiency. Meanwhile the oxygen it contains acts similarly as if the air had free access to the metal. Both white and lead paints are apt to lose opacity and become discoloured, the former, frequently adulterated with barytes, turning yellow. Antimony, arsenic, and copper form other injurious ingredients of ordinary paints. Scientific ingenuity has been completely at fault in devising anti-corrosive and truly preservative paints, the basis themselves having proved agents of decay, weakening the strength of iron and insidiously destroying other materials. Oxide of zinc paints, besides being very dry under the brush, and requiring much labor in applying, show, when examined, a slight efflorescence from the escape of carbonic acid, which they absorb from the air and give out again, whilst, as in the case of lead paints, a microscopic discoloration of the surface, which admits moisture and occasions rust. Again, in the case of the best ordinary mineral paints, the non-cohesion of hardness and elasticity—iron always tending to contract and expand—results in the early destruction of the coating. The existence of a paint free from these objections is only to be determined by actual results ascertained in lengthy trial under the most searching and varied conditions.

In our examination of the productions of the Silicate Paint Company we find that Nature, so to speak, has to come to the rescue in the provision of an inexhaustible deposit of a peculiar and pure silica. This silica is of volcanic origin, lies, indeed, in the bed of an extinct volcano, and, according to high scientific testimony, is the result of ages of levigation. The adaptability of silica as a base, to the exclusion of all metallic compositions, such as those of white lead and zinc oxide, lies in its resistance to intense heat, real or artificial, to moisture, water, noxious vapors and acids, and that combined with pigments, it affords a most attractive lustre and gloss. The Silicate Paint Company possesses the exclusive right to work this deposit, and although many nominal silicate paints have been brought before the public combined with other ingredients, the absolute purity of its quality will be apparent from the fact that it is capable of being calcined to an impalpable powder, this powder amounting to 95 per cent., being further attested by its purity and snowy whiteness. It loses in the process the slight amount of water it contains. The qualities assured by this purity to the paints and liquid solution of silica manufactured by the Silicate Paint Company are such as to excite universal attention and admiration, and to stamp them as the most valuable of modern economic benefactions.

Griffiths' patent silicate enamelling paint adheres so close to the surface of metal as almost to combine with it, setting extremely hard, and forming a firm impervious surface, effectually resisting the influence of heat, damp, and all descriptions of destructive agencies conveyed by the atmosphere. It is admirably adapted for iron pillars, girders, and roofs of railway stations. It dries rapidly, has a hard, glossy surface—like porcelain, and, owing to its being non-porous, the air cannot have access to the metal underneath. It will resist the steam of engines and any amount of moisture, as well as the more active agencies. It even checks oxidation where this has previously set in. A severe test of its resistive powers to sulphuretted hydrogen gas is afforded by its extensive use in gasworks, home and foreign, this having no effect on its properties, including durability and color. For the same reason it is generally used for gasometers throughout the country. Owing to its resisting the corroding action of salt, it is largely adopted for painting the inside of vessels engaged in trade in India and other parts. In tropical climates the ammonia in the air on gaining access to ironwork rapidly corrodes it; hence the value of the patent enamel paint in those parts, and the readiness with which it has been adopted on railway works and public buildings in India, in which country, among other benefits, the protection it affords to railway sleepers and other woodwork from the ravages of the white ant. As applied to brick, wood, tile, stone, cement, and concrete, it enters the pores of these materials fairly encrusting them, and rendering them impervious. Thus, for walls and foundations of railway stations, for arches, bridges, viaducts, sleepers, telegraph posts, and other erections, its waterproof qualities render it very valuable as leading to great economy of maintenance. It produces the effect and possesses all the good qualities for which glazed tiles are valued at less than one-sixth of the cost. It is admirably suited, by its brilliant surface for internal decoration. Where there is such important gain in preservative and resistive properties, and in brilliant appearance, its covering properties are a minor consideration, but as the superior quality of any paint will cover depends far less on the nature of the surface to which it is applied than the quality of the paint itself, it follows from the very fact that the silica is reduced, and the glossiness of the surface—a glossiness independent of varnish—that it stands pre-eminent in this respect. Two coats of it are quite equal to two coats of ordinary paint, and two coats of varnish, while on clean ironwork one coat is, in most cases, sufficient. Owing to the silica mixing freely with