General News.

LUMBER. — A prominent authority places the amount of lumber cut on the St. John this season at 108,000,000 feet. A large amount of this has not been got out of the streams, and the amount cut by Alex. Gibson on the Nashwaak—28,000,000 feet—is included in this estimate.—*Daily News.*

A temperance meeting was recently held at Yarmouth, at which the following resolution was unanimously passed:—

"*Resolved*, That in the opinion of this meeting the time has now arrived when this county should adopt the Canada Temperance Act."

An ostrich, long on exhibition at Rome, having been suffocated by thrusting its neck between the bars, there were found in its stomach four large stones, eleven smaller ones, seven nails, a neck pin, an envelope, thirteen copper coins, fourteen beads, one French franc, two small keys, a piece of handkerchief, a silver medal of the Pope, and the cross of an Italian order.

A whale, nearly 60 feet in length, was fallen in with about 20 miles S. W. of this port on Monday morning by the schooner Silver Cloud, Dorsey, of Digby, and towed in and landed on the Bar Tuesday. It had a large hole in one side, supposed to have been caused by a musket bomb. It is expected to yield about fifty barrels of oil.—*Yarmouth Herald.*

The annual meeting of the Encœnia of Kings College, which takes place to-morrow, promises to be one of unusual interest. Among a large number of others, we learn that the following will attend: Bishop Binney, Lieutenant-Governor Archibald, General MacDougall, Admiral and Lady McClintock, Col. Drayson, Chancellor Hill, Dr. Pryor, Principal Fraser, (of the Institution of the Blind), Col. and Mrs. Freemantle, Hon. Senator Almon, Dr. Akins, Commissary General Murray, Mr. A. G. Gray, and Drs. Wickwire and Moren.

The methodist Conference have been holding an interesting annual meeting at Truro. Rev. R. Smith was elected President. He said when he entered the ministry there were only 16 Methodist mihisters in Nova Scotia, New Brunswick and P. E. Island. Now there are more than 100 ministers in the Nova Scotia Conference alone. The itinerant system was fully discussed. The following changes are made:—Brunswick Street, Haliax, Rev. R. Brecken, A. M.; Coburg Road, Halifax, Rev. G. O. Robinson, A. M.; Dartmouth, Rev. H. P. Doane; Pictou, Rev. W. C. Brown; Windsor, Rev. J. M. Pike; Bridgetown, Rev. D. W. Johnson, A. B.; Hillsburg, Rev. Caleb Parker; Liverpool, Rev. Cranswick Jost, A. M.; Hantsport, Rev. W. Ryan; Wallace, Rev. J. Mosher; Pugwash, Rev. E. E. England; Oxford, Rev. E. Brunyate; River Philip, Rev. A. D. Morton, A. M.; Spring Hill, Rev. F. H. Wright, A. B.; Southampton, Rev. J. C. Ogden; Parsboro, Rev. O. Alcorn; Wentworth, Rev. A. R. Weldon; Onslow, Rev. Jas. Sharp; Pt. Hawksbury, Rev. G. W. Tuttle; Manchester, Rev. J. Hill; N. E. Harbor, Rev. I. E. Thurlow; Gabarus, Rev. Jas. Scott. Revs. J. Pemmeon and R. O. B. Johnson become supernumearies.

FOREIGN COMMERCE OF THE UNITED STATES.—The official statistics of the Treasury Department show that during the month of April the imports of merchandise into the United States amounted to $74,388,890, and the exports to $70,538,242, an excess of imports over exports in the amount of $3,850,648. During the same month in 1879 the excess of imports amounted to $12,205,761, showing an unfavorable change of $16,056,409 in a single month.

For the ten months ended April 30, 1880, the imports of merchandise were $542,580,432 and the exports $697,822,304—and excess of exports over imports of $155,241,872. During the corresponding period in the preceding year the excess of exports was $241,477,872, a less favorable showing of $86,235,950 in the more recent period.

During the twelve months terminated April 30th, 1880, the excess reached the large sum of $272,249,969, showing a less favorable balance of trade in the year recently closed of $93,824,253.

Although a part of the increased imports consisted of raw materials used in domestic manufactures, yet an examination of the values of the articles recently imported from foreign countries indicates that the increase is largely in articles of luxury. It thus appears that we are forgetting the lessons of economy learned in the school of adversity during the years of business depression.—*Industrial Monthly.*

Nictaux and Atlantic Railway.

(*From the Lunenburg Progress.*)

In another column will be found an interesting account, by a correspondent, of a railway meeting held at Springfield in the adjoining county of Annapolis. It is evident from what transpired at the meeting, and from the tone of the remarks of Messrs. Troop and Shaffner, as reported, that the people whose interests are to be affected by this railway are beginning to make their wishes understood, and that at least one member of the Government is being duly impressed with a sense of the importance of the enterprise.

We are well aware that in some quarters, outside of the counties interested, the merits of the Nictaux and Atlantic railway, as a necessary and desirable undertaking, are spoken of with a certain degree of ridicule and contempt. No greater mistake could be made, and the fact that such is the case only shows the ignorance of the industries and resources of their own province which characterizes so many Nova Scotians. In truth, there are plenty of people in the province who have been in the habit of laughing at the ignorance of Englishmen, with respect to the position, climate and resources of Nova Scotia, who have but vague and erroneous ideas of the soil, productions and industries of the opposite end of their own province. People in Halifax who are shocked when Englishmen address letters to "Halifax, United States," are still under the impression that all Lunenburg county, for instance, consists of such blueberry barrens as cover a great portion of the extensive area of Halifax county. The reason perhaps is not so far to seek. Shut off, as we have always been, from railway communication with the rest of the province, and deprived of regular and rapid intercourse with the capital, we have quietly developed our internal resources and built up a large foreign trade, the extent of which is not suspected by the people of Halifax and other outside communities, but the influence of which is keenly felt by Halifax merchants. There are probably few people in the Province who realize the fact that in the line of business which has given the greater part of its wealth to Halifax, the fish and West India business, the shipments of the little port of Lunenburg amount to about one fourth those of the metropolis in quantity and value.

But the fisheries and lumbering of Lunenburg, extensive as those industries are, do not constitute the total of its sources of wealth. From the Atlantic coast in the neighborhood of Lunenburg and the mouth of the LaHave, clear back to the county line, fine agricultural and timber lands are to be found, and so long ago as 1871, the last census showed that the cultivated lands of this county amounted to 82,715 acres. Add to the lumber and agricultural products of this county, the latter of which is susceptible of great increase nearly all along the course of the Nictaux and Atlantic Railway, the mineral products of the iron mines of Nictaux and the copper mines of Dalhousie, and it will be seen that no small amount of profit awaits the completion of the road.

The facts is, that on its merits the Nictaux and Atlantic Railway may well challenge comparison with the two roads now being completed, east and west, which have received such large subsidies and such favorable consideration from successive Provincial Governments. We may be accused of ignorance respecting the resources of Antigonish and Guysboro, but we confess we do not see how those counties are going to furnish as much traffic for a railway as will be furnished by those sections of Lunenburg, Annapolis and Kings contiguous of the Nictaux and Atlantic Road. Nobody, we assume, imagines for a moment that the Eastern Extension Road will carry any of the coals of Cape Breton past the mines of Pictou. Turning towards the other end of the Province, we confess equal ignorance as to the sources of a large traffic between Annapolis and Yarmouth, especially along a railway parallel to and within a few miles of the waters of the Bay of Fundy. Yarmouth and Digby are seaports and and their trade lies naturally with St. John and American ports, and but a small portion of it can be diverted to Halifax. The country to be opened up by the Nictaux Road, on the other hand, is a country now deprived of ready communication with any of the centres of trade, and is, at the same time, a country of large internal resources, only waiting for facilities for development.

We observe that our correspondent mentions a favorable response from the local representatives of Annapolis to an invitation to attend a public railway meeting in Lunenburg. We trust we may soon see them here, and that they in conjunction with our own representatives, will do all in their power to disseminate correct views of the importance of the undertaking in which their constituents are so deeply interested. We shall be happy to render them all the assistance in our power.

RAILWAY MEETING.

On Thursday evening, 3rd inst, a Public Meeting, called at the instance of the local representatives of the county, to explain their position with regard to the N. & A. Railway, was held at Springfield, Annapolis County. There was a full attendance of the independent farmers of that thriving portion of the county

Messrs. Troop and Shaffner, M. P. P's. were present, and delivered addresses, reciting their doings and pledging their unqualified support to the advancement of the N. & A. C. R. They seemed anxious to inspire in the minds of their hearers the belief, that the wishes of their constituents should not suffer by any dereliction of duty

There were present a number of visitors from several sections of Lunenburg county, who were cordially welcomed, made to feel quite at home, and invited to take an active part in the proceedings, a privilege of which most of them availed themselves

The good folks of Springfield are awakened to the great stake they have in the success of the railway, which will undoubtedly be of more service to them than to any other portion of the Province, excepting those parts of Kings county adjacent to Annapolis and Lunenburg counties. Located as they are midway of the line, they will then have easy access to a market at each end, and will be able to accomplish as much when the cars are running in five hours as they can do now in as many days, which time it takes a yoke of oxen to drag a loaded team to Middleton or Bridgewater and return home.

There was great enthusiasm manifested by the people, a number of whom addressed the meeting, and evinced a thorough knowledge of the railway trouble, proving that much intelligent thought had been given the subject, that they knew their rights and expect their representatives *in the time to come* will maintain them.

Several resolutions were adopted unanimously. One invited Lunenburg county to unite with Annapolis county in the proposed delegation to the Provincial Government.

An invitation to Messrs. Troop and Shaffner, M. P. P.'s to attend a public meeting at Lunenburg was cordially accepted by those gentlemen.

Hitherto, in the controversy between the Government and the railway company the claims of the people have been ignored. The negotiation have been conducted by the former as if the company alone were to be considered, forgetting that the people have immense interests at stake in the undertaking. The Government have made propositions to the company covering conditions which no business men should be asked to accept, and which, if not modified, must crush the enterprise and inflict incalculable injury on at least a fifth of the inhabitants of the Province. The time has arrived, in the history of these negotiations, when the representatives of the people should rise above party politics, and, remembering that their first duty is to their constituents, intimate plainly that work on the road must be resumed, and the promises of the late Government in the matter of the subsidy of the railroads be fulfilled. Their motto should be.

THE PEOPLE FIRST.

June 8, 1880.

Indian Depredations.

The fair reader shudders when she thinks of the settler's wife watching, from the door of her rude hut, the retreating form of her husband going out to his daily labor—going out perhaps to return not again, for before nightfall a savage hand may have laid him low among the prairie grasses. Or it may be a child, a bright-eyed daughter, is snatched away in an ungarded moment, to grace the next war dance. When we read the heart-rending details of these savage depredations, we are apt to blame the government for not taking more strict precautions to insure the settler's protection. But we daily read of the depredations of that arch-fiend, consumption, with scarcely a thought of the terrible inroads it is making in human life. Tens of thousands of homes are annually desolated by consumption to one by Indian outrage. Like the Indian, consumption oftenest comes stealthily, and no danger is apprehended until the victim suddenly finds himself hopelessly ensnared, and death's fatal arrow ends the scene. Dr. Pierce's Golden Medical Discovery, a powerful alterative, or blood-purifier, and tonic, has restored thousands of consumptives who had tried every other remedy recommended to them, without obtaining any relief, and are willing to testify to its remedial powers.

Counterfeiting.

$20,000 WORTH OF PLATES UNEARTHED AT TORONTO.

One of the chief boasts of this age of rapid communication is that no criminal, however astute he may be, can remain long in hiding after his crime becomes known. That this is always the case is proven by the strange and romantic history of a criminal and his work which is told by Mr. J. W. Murray, Government detective. True, the chief actor in this drama has been in prison on two occasions, yet his sentence in each case was a short one, particularly when it is considered that he is now 75 years of age, and has been a counterfeiter for more than 40 years. A few days ago a short account was given of the capture of an old man charged with passing counterfeit money at Stouffville. The general public had no means of knowing that this was one of the most important captures that has been made for years, and that it would lead, as it has done, to the recovery of the largest number of counterfeiting plates ever made at one haul in the United States or Canada. Detective Murray states that for two years he has been trying to lay his hands on the old man now incarcerated in the York County gaol, for it was well known by himself and other detectives that to this old offender could be traced the issue of a great number of the most perfect counterfeits that have ever been issued. To give an idea of

THE THOROUGHLY WORKMANLIKE MANNER

in which some of them were executed, it is stated that $5 United States Treasury notes of this false issue have been passed by the Department at Washington, and it was only by the most careful examination that skilled experts could find in what way the "bogus" bills differed from the genuine. About two years ago, when it was suspected that the issurer of these notes was in Canada, several American detectives came to this side of the line, and remained for some length of time shadowing him, but without success, as they were unable to lay their hands on him at any time when they would have any chance of proving his guilt. At the time of his capture, and during his incarceration, he steadily refused to give his name.

Detective Murray states that he became satisfied that this was the man he wanted, and, accompanied by Detective Hodgins, he went down on Saturday morning to see him. When first addressed the prisoner gave his name as "Anderson," and did not seem to be particularly anxious to converse with his visitors. The detective plainly told him what he knew of his past career, the prisoner being somewhat surprised to find how accurately all the details of his operations were given. Mr. Murray suggested that Anderson should state the whereabouts of the steel engravings used by him in counterfeiting, as there was no doubt that he must have them not very far away. After a little hesitation the prisoner asked for a brief time to consider the matter, and said that if the detective would return on Monday (yesterday) morning he would have his answer ready. This being agreed to the officers left, but returned again yesterday at ten o'clock in pursuance of the arrangement. Anderson then stated that as he saw there was no use in trying to release himself from the snare into which he had fallen

HE WOULD MAKE A CLEAN BREAST

of it and direct the detectives to the place where the valued plates were hidden. In anticipation of such an answer the detective had come armed with authority to remove the prisoner from gaol under his own custody. The necessary forms having been attended to, the old man was soon seated in the carriage in which his visitors had driven down, and directed the driver in which direction to go. Westward they went through Yorkville as far as the Davenport Road, and along it to a mile beyond the toll-gate. Then turning they ascended Well's Hill, as it is called, and on reaching its summit turned a short distance to the right to a wood of considerable area. Into this wood their strange guide led them until he came to a spot where the trees stood in the position of corners of a triangle, with a small cleared space in the centre. Here the old man stopped, and pointing his finger to the root of one of the trees, told them to dig there. Not having provided themselves with a spade, the detectives set to work with sharpened sticks, and as may well be believed, handled their primitive tools with might and main. Such a scene as this depicted by the pen of a "thrilling" novelist would be enough to startle even the most lymphatic of readers. The officers had within their grasp one who had eluded them, and many of their brethren, notwithstanding their every effort to secure him until, an old man, he had been delivered over to them in a way entirely unexpected. He had come to this quiet corner just outside the busy city to reveal and hand over to them the materials of the trade which he had followed for forty years. At every energetic poke of the sharpened stick they might come upon a treasure trove without a parallel in the annals of crime on this continent.

Having worked at one spot for some time, the detectives were reluctantly compelled to admit that what they sought was not buried there, and some suspicion that their prisoner was playing upon their credulity entered their minds. The old man seemed disappointed himself, however, and asked them to commence an excavation at the foot of another of the trees in the triangle. In this case they were more successful, for before they had been long at work one of the sticks struck

THE LID OF A BOX.

It was not long before the earth all around it had been removed and a small oblong wooden box was brought to view. In this receptacle were found seven plates for counterfeiting the following bills:—

The Ontario Bank, $10; the Canadian Bank of Commerce, $5; the Dominion Bank, $4; Dominion of Canada, $1 and $2, and two sets of plates for United States legal tender and Treasury notes, $5 each.

Each plate was packed very carefully, being surrounded with soft paper and covered with beeswax. In this covering they would be uninjured though they remained buried for several years. The value of these plates is estimated by Detective Murray at not less than $20,000.

The prize thus brought to light was conveyed to the Attorney General's office for safe-keeping, and the prisoner was taken back to the gaol.

A few circumstances of the life of this wonderfully successful criminal were given by Detective Murray from information sent to detectives by the Washington authorities with a view to securing his arrest. He is an Englishman by birth, but removed to the United States when only a boy. He lived in New York city for some years, and shortly before the breaking out of the rebellion of 1837 he came to Canada. After some time he returned to the State of Indiana. Here he was arrested on a charge of passing counterfeit money and was

SENT TO THE STATE'S PRISON

for five years. On his release he went to Cincinnati, and there also he served a term for counterfeiting. Since then, it appears, he has dealt largely in irredeemable currency, selling it wholesale to regular operators who spread the bills broadcast over the country. Sometimes his operations were carried on in New York and sometimes in Canada. When it became necessary to pass bills or plates across the lines the business was transacted through trusted messengers instead of by mail or express. The plates, though heavy, are so small that they can easily be carried in an ordinary overcoat pocket.

It is a great wonder that one who had been at the very head of his profession, and had dealt in such large amounts, should resort to the "retail business" of buying spools of thread or five cent drinks with counterfeit bills, as he had done in Stouffville. It may have been owing to the strange unaccountable freak of conduct which often occurs with men of his class, and which has led so many criminals after years of successful scheming straight into the net the authorities have spread to receive him, or, what is quite as probable, it may have been that he was more or less under the influence of liquor during the days of his sojourn in Stouffville and its vicinity. Be that as it may, this king of "rag baby" men seems at last to have been dethroned.—*Globe.*

It is with the utmost confidence in the result that the manufactures of the "Myrtle Navy" tobacco ask all who have not tried it to do so. The thousands who have already done so are living witnesses of its excellence, and are unanimous in the verdict which they give in its favor.

The Providence Regatta.

PROVIDENCE, R. I., June 17.

The amateur race was won by Holmes, of Pawtucket, in 22 minutes; Gilsel, of New York, second.

The professional race was won by Ross. As for Boyd, on whom some expectation was based, he fouled the boat in turning, and was hung up there from a quarter to half a minute and got discouraged. Besides this, the water, which was quite smooth until the oarsmen reached the turn, soon became rough, the wind suddenly blowing up quite freshly, and the oarsmen had hard work coming back. Even white-caps made their appearance, and the oarsmen who hugged the shore were the best off. One got swamped, and when last seen, as the press boat, so-called, went by, had left his boat and the police boat had gone after him.

At the signal Hanlan rushed to the front, and was followed by Boyd and Riley. After a time Ross pushed ahead of Boyd, and they fought steadily for third position, beyond the half mile. Finally Ross passed the Englishman, and sped for Hanlan, passing him before reaching the turning-point, by three or four lengths, with Riley second and Hanlan third. Gaudier seemed to have fouled with his buoy on turning, and Boyd fared no better, for he came in contact with his buoy and was detained nearly half a minute. Ross maintained the lead, and about half a mile from the turn Hanlan was observed to cease rowing and rest on his oars. When asked what was the matter from the press boat, he placed his hand on his chest as though experiencing pain. At this time Ross was several lengths in advance, with Riley second. Ross kept his leading position very easily, and at the finish had a lead of 36 seconds, with Riley second, and Ten-Eyck third.

The following is the time of the three winners: Ross, 29m., 54.; Riley, 30m., 34s.; TenEyck, 30m., 58s.

The prizes amounted to $5,000, and were divided as follows: $3,000 to the first, $1,500 to the second, and $500 to the third.

No definite information can be gained respecting Hanlan's disability. Riley says after making the turn he seemed to indicate that he could not pull, and gave up the contest as though suffering from cramps. Alderman Flynn says he was simply outrowed and beaten.

The Great Shoshonees Remedy

Is an Indian vegetable compound, composed of the juices of a variety of remarkable medicinal plants and herbs; the various properties of these different ingredients, when combined, is so constituted as to act simultaneously upon the Blood, Lungs, Liver, Kidneys, Digestive Organs, Nervous System, &c., restoring their functions to healthy action, and, being purely vegetable, is as harmless as nature's own beverage. This medicine is a decided benefit in all, and a permanent cure in a large majority of diseases of the blood, such as Scrofula, Erysipelas, Salt Rheum, Canker, Pimples, &c. In prescribing this medicine we do not claim that it always performs cures; but this we do say, that it purifies and enriches the blood, permanently euring a large majority of diseases arising from its impurities. It stands far ahead and unequalled among the hundreds of competing medicines of the day. It has stood the test of ten years, and is to-day more popular than ever. As a summer restorative it stands unrivaled; it enables the system to bear up against the constant drain to which it is subjected by a high temperature. Persons who are subject to bilious Colic, Dysentery, Indigestion, &c., should take the Shoshonees Remedy. Price of the remedy in pint bottles, $1; Pills, 25 cts. a box. Sold by all medicine dealers.

Mothers! Mothers!! Mothers!!!

Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor little sufferer immediately—depend upon it: there is no mistake about it. There is not a mother on earth who has ever used it who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Full directions for using will accompany each bottle. None genuine unless the fac-simile of CURTIS & PERKINS is on the outside wrapper. Sold by all Medicine Dealers. 25 cents a bottle. Beware of imitations.

ACKNOWLEDGEMENTS.

J. Z. Bent, Bridgetown, $1.50; Jacob Foster, Bridgetown, 1.50; Mrs. L. C. Woodworth, Canning, 1.00; B. B. Balcom, Paradise, 3.00; Mrs. Patterson, Aylesford, 3.00; Joseph Lockett, U. S. M. 1.50; George R. Neily, Wilmot, .50c; Elias Phinney, Farmington, 2.50; W. McVicar, Wolfville, 1.50; S. K. Morse, Paradise, 2.50; G. E. Spurr, Wilmot, .75; L. B. Miller, Charlottetown, P. E. I. 1.50; Edward Walker, Bridgetown, 1.25; Mrs. H. E. Fitch, Clarence, 4.50; Whitfield McNayr, Lawrencetown, 5.00; Henry Fredericks, Dalhousie, 1.00; John Morgan, Lawrencetown, 1.50; Charles Hoyt, Cape Breton, 1.50; J. N. North, Middleton, 4.00; John Wiswell, Melvern Square, 3.00; E. G. Dodge, Spa Springs, .75c; Zepaniah Daniels, S. Mail, 1.50; Solomon Chute, Clarence, 3.25; C. E. Spinney, Middleton, 2.00; Jacob Merry, Lawrencetown, 1.70; Capt. Travis Brinton, Mountain Mail, 4.00; Levi O. Phinney, Wilmot, 1.50; Joseph Wheelock, Bridgetown, 1.50; James Allen, Nictaux, 2.00; W. W. Saunders, Bridgetown, 1.50; E. R. Whitman, Lawrencetown, 1.50; I. M. Shaw, Middleton, 1.50; Edward Daniels, S. Mail, 3.00; C. P. Young, Brooklyn, 3.00; J. E. Bent, Nictaux Falls, 3.00; C. A. Johnston, Nictaux, 1.88; Mrs. J. B. Fay, Bridgetown, 1.50; Oliver Foster, Bridgetown, 1.50; James J. Foster, Winnipeg, Manitoba, 1.50;

(*To be continued.*)

Latest by Telegraph.

UNITED STATES.

NEW YORK, June 18.—All that remains of the Narragansett at high tide above water is a part of the walking beam, and the gallows frame is burned as far as can be seen. Divers report the cargo all out forward. Everything is gone above cargo deck. The main stairway is covered with debris, some of the balusters burned, smoke pipes laying on the starboard side on top of freight will have to move them before getting the freight out. She is gradually setting down in the sand. No more bodies were found yesterday. 16 bodies were recovered by wreckers and taken to Stonington, were 15 have been identified. The body yet at Stonington unindentified is that of a little boy. The last of the baggage was delivered yesterday, wet through. The express packages are also wet.

NEW YORK, June 19.—The ship Liverpool, from London, arrived here last night with Capt. Looker, wife and eight persons, picked up in boats June 19.—Capt. Looker sailed in the British barque Eirdstow, of Windsor, N. S., from New York, May 27, for Dijon. On the 5th June, in a dense fog, struck an iceberg bow on; ship lost the whole stem and began to fill, and all hands took to the boats. After being at sea nineteen hours, were picked up by the ship Liverpool. The collision occurred in lat. 4.40 N.; long. 51.17 W.; weather warm.

NEW YORK, June 14.—The barque Exile, from Antwerp, reportd on May 10th, in lat. 44.34, lon. 18.50, passed a large boat bottom upwards. It had been a long time in the water, as there was a lot of barnacles on it. Also two large deck beams and mast, of a thousand ton ship, which had been a considerable time in the water, and looked like a bright mast. The above probably belonged to the British training ship Atalanta.

PRAIRIE DU CHEEN, WIS., June 17.—The Mississippi is raising rapidly. All Residents are moving out or getting into the second story of their houses. The river is still rising at St. Paul, therefore four feet more of a rise is expected here, which will cause immense loss. The Track of the Milwaukee and St. Paul Railroad is under water twenty-five miles west. No trains can arrive or depart for several days.

EUROPE.

DUBLIN, June 16.—Five families, who were yesterday evicted with some difficulty near Balla, were last night conducted back to their holdings by a large crowd.

LONDON, June 16.—The *Standard* says the commanders of the British fleet in the Mediterranean, hearing that pirate vessels were committing depredations in the vicinity of Smyrna, has sent ships in search of the pirates.

LIVERPOOL, June 17.—A London despatch of the *Post* says several French firms having large orders from the Chinese Government for rifles have been instructed to complete them as quickly as possible.

Advices from Kuldja and Fort Maryn state that the Chinese prevent the Russian caravans from crossing the frontier. It is rumored that the Chinese have taken Fort Naryn.

CANADA.

ST. JOHN, N. B., June 16.—Yesterday, while a Miramichi man was attending a saw that had been fastened with rivets in Titcomb's mill, Houlton, Me, half of the saw flew and nearly severed his head from his shoulders. He lived but a few minutes.

The ravages of the potato bug in Carleton County are increasing. The insect destroys the young stalks as soon as they appear above ground. Reports from that county indicate a great drought. There has been no rain for a fortnight.

MONTREAL, June 13.—A private despatch received from Providence to-day says, that when Hanlan returned to his boat house he wept bitterly over his defeat. After the race with Courtney, he made a misstep one night and wrenched his side. The next morning he put a plaster upon the place, it got better, and on the morning of the race with Riley, the plaster was removed. He has not felt the pain since, until yesterday. The amount which changed hands in the pools during both races was not less than $25,000.

TORONTO, June 15.—The *Globe*, this morning, contains the following special cable, dated London, Monday, June 14: "Sir Alexander Galt announces, through the Allans, that the Department of Agriculture is authorized to make advances to a number of navvies to pay their fares to Quebec and Manitoba on condition of their signing an agreement to repay the advances from wages earned while employed by contractors on the Canada Pacific Railway. Employment will be provided for three thousand laborers for three years."

Brown's Household Panacea.

Is the most effective Pain Destroyer in the world. Will most surely quicken the blood whether taken internally or applied externally, and thereby more certainly RELIEVE PAIN, whether chronic or acute, than any other pain alleviator, and it is warranted double the strength of any similar preparation.

It cures pain in the Side, Back or Bowels, Sore throat, Rheumatism, Toothache, and ALL ACHES, and is The Great Reliever of Pain. "BROWN'S HOUSEHOLD PANACEA." should be in every family. A teaspoonful of the Panacea in a tumbler of hot water [sweetened, if preferred], taken at bedtime, will BREAK UP A COLD. 25 cts. a bottle.

Much Sickness

Undoubtedly with children, attributed to other causes, is occasioned by Worms. BROWN'S VERMIFUGE COMFITS, or Worm Lozenges, although effectual in destroying worms, can do no possible injury to the most delicate child. This valuable combination has been successfully used by physicians, and found to be absolutely sure in eradicating worms, so hurtful to children. Twenty five cents a box.

MARRIAGES.

SAUNDERS—RAY.—At Clementsport, on the 30th May, by Rev. W. M. Godfrey, Capt. Henry Saunders, and Miss Emma Alberta Ray, second daughter of W. H. Ray, Esq., all of Clements.

WELLNER—SHAFFNER.—On the 15th inst., at Grafton St. Methodist Church, Halifax, by Rev. W. H. Heartz, Mr. Harry Irwin Wellner, and Miss Alma, eldest daughter of Mr. John F. Shaffner.

DEATHS.

COCHRAN.—At Halifax, N. S., on Sunday morning, the twentieth day of June, 1880, the Rev. James Cuppaidge Cochran, D. D., in the eighty-second year of his age.

MARSHALL.—Suddenly, at Clarence, of heart disease, June 10th, Belle, beloved wife of Mr. Albert Marshall, aged 27 years, daughter of the late David Edgett, of St. John.—St. John papers please copy.

MCFADDEN.—At Clements, Mr. Nathan McFadden, in his 31st year, grandson of Mr. Nathan Beeler, chief constable.

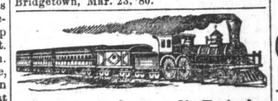
BURGESS.—At Somerset, on the 12th inst. G. O. Burgess, M. D., aged 37 years.

FOSTER.—At Granville, on the 15th inst., Catharine, relict of the late Mr. Abner Foster, aged 84 years.

New Advertisements.

SPRING
LONDON HOUSE.
1880.

JUST RECEIVED direct from England:
1,500 Rolls
ROOM PAPER.
Good Patterns
—AND—
LOW PRICES!
Please call and inspect before making Spring purchases.
W. M. TUPPER.
Bridgetown, Mar. 23. '80.



Windsor & Annapolis Raiw'y.
Summer Arrangement.
Time Table,
COMMENCING
THE 14th DAY JUNE, 1880.

Miles.	GOING WEST.	Express Daily.	Pass. and Freight Mon., Wed. and Friday only.	Passengers and Freight Daily.
		A. M.	A. M.	P. M.
0	Halifax—leave	7 45	9 00	3 00
14	Windsor Junc—leave	8 22	10 13	3 45
			P. M.	6 10
46	Windsor	9 40	12 30	6 30
53	Hantsport	10 00	12 54	6 58
61	Grand Pre	10 22	1 21	7 13
64	Wolfville	10 30	1 36	7 21
66	Port Williams	10 35	1 44	7 35
71	Kentville—arrive	10 50	2 00	
	Do—leave	11 05	2 30	
83	Berwick	11 36	3 18	
88	Aylesford	11 50	4 02	
		P. M.		
95	Kingston	12 04	4 26	
98	Wilmot	12 12	4 37	
102	Middleton	12 23	4 53	
108	Lawrencetown	12 40	5 15	
111	Paradise	12 48	5 27	
116	Bridgetown	1 01	5 46	
124	Roundhill	1 20	6 13	
130	Annapolis — arrive	1 40	6 40	
	St. John by Steamer	7 30		

Miles.	GOING EAST.	Passengers and Freight Daily.	Pass. and Freight Tues. Thur. and Saturday only.	Express Daily.
		A. M.	A. M.	A. M.
	St. John—leave	.....	.....	8 00
				P. M.
0	Annapolis—leave	.....	6 30	2 10
6	Round Hill	.....	6 56	2 30
14	Bridgetown	.....	7 22	2 49
19	Paradise	.....	7 42	3 02
22	Lawrencetown	.....	7 55	3 10
28	Middleton	.....	8 20	3 27
32	Wilmot	.....	8 37	3 38
35	Kingston	.....	8 51	3 47
42	Aylesford	.....	9 24	4 02
47	Berwick	.....	9 46	4 16
59	Kentville—arrive	.....	10 40	4 47
	Do—leave	6 35	11 15	4 57
64	Port Williams	6 55	11 35	5 12
66	Wolfville	7 02	11 45	5 18
69	Grand Pre	7 15	11 57	5 26
			P. M.	
77	Hantsport	7 41	12 30	5 50
84	Windsor	8 20	1 15	6 13
116	Windsor Junct	10 15	3 40	7 35
130	Halifax—arrive	11 00	4 30	8 10

N. B.—Trains are run on Railway Station Time 16 minutes added will give Halifax time.

Steamer "Empress" leaves St. John every Monday, Wednesday, and Friday at 8, a. m., for Digby and Annapolis, and leaves Annapolis on arrival of Express Train from Halifax at 1.40 p. m., every Tuesday, Thursday and Saturday, for Digby and St. John.

Western Counties Railway trains leave Digby every Tuesday, Thursday and Saturday, at 3.30 p. m., on arrival of Steamer "Empress" from Annapolis, and every Monday, Wednesday and Friday, at 12.15 p. m., for Yarmouth and Intermediate Stations, and leave Yarmouth at 7.45 a. m., daily for Digby, connecting on Mondays, Wednesdays and Fridays with Steamer "Empress" for Annapolis and Halifax.

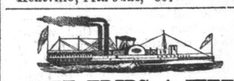
International Steamers leave St. John every Monday, Wednesday and Friday at 8 a. m., for Eastport, Portland and Boston.

St. John & Maine Railway trains leave St. John at 8.00 a. m. daily, for Bangor, Portland, Boston, and all parts of the United States and Canada.

Through tickets may be obtained at the principal Stations.

P. INNES, General Manager.

Kentville, 14th June, '80.



THREE TRIPS A WEEK.
Saint John to Halifax and Yarmouth, via Steamer and Rail
Steamer "Empress."
For Digby and Annapolis.
Connecting at Annapolis with the Windsor and Annapolis Railway, for and from
KENTVILLE, WINDSOR, HALIFAX,
and intermediate stations, and at Digby with the Western Counties Railway, for Yarmouth and intermediate stations.

UNTIL further notice, Stmr. "EMPRESS" will leave her wharf, Reed's Point, every MONDAY, WEDNESDAY and FRIDAY morning at 8 o'clock, and return every TUESDAY, THURSDAY and SATURDAY evening.

Fare—St. John to Digby.....$1.50
" " Annapolis.....2.00
Fare St. John to Halifax.....5.00
" " and return.....7.50
Fare—St. John to Yarmouth.....$3.50
" " and return.....6.50
Round Trip Tickets to Halifax via this route good to return by Intercolonial Railway, 9.00

Tickets may be obtained on board Steamer, at H. CHUBB & Co.'s Ticket Agency, Prince Wm. street, and of

R. B. HUMPHREY, AGENT
F. PHEASANT, Freight agent, Empress Warehouse, Reed's Point.
Union Line Office, 41 Dock St.
jun14

SERVICES ON SUNDAY NEXT.

Episcopal Church.....11, a. m., 7, p. m
Methodist " .....3, p. m.
Baptist " .....11, a. m, 7, p. m
Presbyterian, " .....7, p. m.
Roman Catholic Church.....4th Sunday of every month.

New Advertisements.

Here We Come to Greet You.
—WITH OUR—
New Spring Goods
SEASON 1880.
10 pieces NEW RICH
Tapestry Carpets,
60c. 72c. 76c. & 81c. pr. yd.
With RUGS to Match.
Hemp Carpets and Matting,
Felt Carpeting, Stair Carpets,
All Wool Carpets, Floor Oil Cloths.
LIGHT AND DARK
POMPADOUR PRINTS
Elegant Patterns.
FROM NOTTINGHAM:—
NEW LACE
CURTAIN HANGINGS!
FROM BRADFORD:—
FIFTY PIECES
NEW
DRESS GOODS,
STRIPED MELANGES,
CHECK MELANGES,
COL'D. CRAPE CLOTHS,
CORDUROYS,
FRENCH BEIGES,
FRENCH MELANGES,
MOHAIR SICILIANS,
SATIN DE CHENIES,
MOHAIR GLACES,
STRIPED BALMORALS
BLK. FRENCH CASHMEERES, &
MERINOS,
BLK. BAL. CRAPE CLOTHS,
BLK. LUSTRES & COBURGS.
FROM MANCHESTER — A choice Lot of
OXFORD SHIRTINGS
—OUR—
Ready-Made Clothing Department
Is fully stocked with the Latest Styles of COATS, VESTS, PANTS, for Men and Boys. Gents' SUMMER OVERCOATS.
Shirts, Under do., Ties, Collars, Braces, together with a great variety of Dry Goods too varied to enumerate.
Choice Tea, Sugars and Flour,
FIELD SHEDS,
Fresh and True.
WASHED WOOL
Taken in any quantity! Highest price given!
ESPECIAL — 25 pieces LIGHT DRESS GOODS we offer AT COST for thirty days!
RUNCIMAN, RANDOLPH, & CO.
Bridgetown, May 19th, 1880.
Farmers' Market, Halifax.

PLOUGHS! PLOUGHS!
If you want the best Plough in use, call on the Subscriber and get one of
Frost & Wood's
STEEL PLOUGHS!
They give universal satisfaction.
BY PERMISSION, reference is made to the following gentlemen using the above Ploughs, viz:—William Miller, Esq., Lower Clarence; Edward Marshall, Clarence; William Jackson, Clarence; Edward Elliott, Clarence; Freeman Fit