The Weekly Monitor.

WEDNESDAY, JULY 20TH, 1881.

— The Editor of the *Journal* says that our story in regard to the girl abducted from Parker's cove years ago, is not correct altogether. Our information came from the Indians themselves. They, however, may have had a purpose in not giving true particulars. The following is the story as related by the informant of the *Journal*:—

* * * * From these dawnings on the woman's recollection, we gather the following particulars:—

When six years old her father told her one day that he had been planting potatoes, and had made three hills for her to own as her particular property. She was on her way to mark these hills, down near the shore, when some Indians met her and told her they had a beautiful basket she might have if she would go to the boat or canoe. In this way they carried her off. For a long time she cried incessantly, until all memory of early life seemed to be obliterated from her mind. She managed by some means to run away near Kentville, where she lived with a white family named Moore, but two or three times she was stolen from there by the Indians. This must have been while she was quite young. Since then she married a young Indian, by whom she has two fine children.

She is thoroughly attached to her husband and refuses to leave him, though her natural love of home and kindred seems to have been revived in full force. There is some talk of trying to bring the husband to white people's modes of life if possible, and thus retain Annie at home. Naturally enough there is much excitement among the good people of Chute's Cove over the event. Many are yet living who helped to search for the child and bewailed her hopeless loss, twenty-eight years ago. And now in indeavoring to connect the links of her indentity there is no little curiosity and amusement. The parents are said to be particularly agitated between the joy of finding a long lost daughter and the difficulty of reconciling her to the fate of remaining with them in their old age.

— There is now a disputed question in the County in reference to the Scott Act. The Canada *Gazette*, of the 9th inst., contains the following:—

GOVERNMENT HOUSE, OTTAWA,
Saturday, 25th day of June, 1881.
PRESENT:
HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON a report, dated 20th June, 1881, from the Honorable the Secretary of State, in the matter of the petition under "The Canada Temperance Act, 1878," of certain electors of the County of Annapolis, in the province of Nova Scotia, stating that the proceedings had by the Returning Officer appear to be conformable to the Act, and that the petition has been declared adopted by the electors of the said County,—

His Excellency, on the recommendation of the Honorable the Secretary of State, has been pleased to declare, and it is hereby declared, that the second part of "The Canada Temperance Act, 1878" shall be in force and take effect in the said County of Annapolis upon, from and after the day on which the annual or semi-annual licenses for the sale of spirituous liquors now in force in the said County will expire, provided such day be not less than ninety days from the day of the date hereof, and if it be less then on the like day in the following year.

Certified, J. O. COTE,
Clerk, Privy Council.

The question is whether the Act is in force or not. There are no licenses in existence in the County, and before proclamation was made the sixty days had expired that the Act provides must elapse before the election, if in favor of the Act and the proclamation.

Freight Report of D. W. R. Read & Co.

PHILADELPHIA, July 6th, 1881.

We have to report a continuance in the improvement noted in our last report; through the week the market for Grain vessels has been firmer, both here and at our neighboring ports, owners having the advantage in the diminished offerings of tonnage.

Although the number of charters made as noted below, may not be as large as for the past two or three weeks, the business accomplished is more satisfactory, and we gather encouragement for the future in the increased enquiry for charters to arrive, from both the Grain and Petroleum interests.

The dastardly act at Washington created a feeling of uneasiness at the commencement of the week, but the continued favorable reports of the President's condition has been hailed with thankful satisfaction, and has given tone and strength to all our markets.

TRIBUTE TO OUR BEAUTIFUL VALLEY.—Slowly it may be, but surely are the claims of the Annapolis valley in its wealth of scenery, salubrity of climate and fertility of soil being brought to notice. One of New York's keen business men made the following remarks to Col. Laurie;—"I came through the country to Annapolis; it is a magnificent district; people can't want to go away from there. Your whole Province is far superior to the State of Maine. With such advantages your people should grow rich; certainly they will get as large a return for their labor in Nova Scotia as anywhere I know." He added, "I think well of your mines; they give great promise, and you have a great advantage in having your men on the spot to work them,—stout, able, strong men, and living with their families at home, moral men."

(*For the Bridgetown Monitor.*)

(COPY.)

ANNAPOLIS, July 2nd, 1881.

To the Captain and Officers of the Steamer Hunter:—

I beg leave to move on behalf of the passengers a most hearty vote of thanks for the kind treatment we have received at your hands during the present voyage. We feel that you have left nothing undone to contribute to our comfort and happiness.

Signed on behalf of the passengers.
Moved by PROF. G. J. MCDONALD.
Seconded by REV. RICHD. SMITH.
And unanimously passed.

— A bicycle club has been formed in Halifax. Quite a sensation was caused in our streets the other day by the advent of one of these iron horses brought here from Boston by Mr. Melbourne Hardwick, a stepson of D. Nichols, Esq., Clarence. The small boys followed the machine in droves as long as they could keep up with it. Mr. Hardwick bestrides his steed with much ease, and he can distance the best horses in a short journey. The bicycle will no doubt be the horse of the future for those who are active enough to ride it.

— The firm of E. Walsh & Co., lumber merchants, Bear River, have suspended.

— Polling under the Canada Temperance Act will take place in Hants County on Sept. 15th.

— Arthur W. Corbitt, Esq., of Annapolis, has been appointed a deputy issuer of marriage licenses.

— Mr. J. W. Randall, 51 years of age, formerly of Kingston, Aylesford, was killed in a cotton mill in Manchester, Mass., on May 19th.

— If you live to far away to walk, it will pay you to hire a team to take your eggs to J. W. Beckwith's, he pays the leading price either in cash or goods. 1i

PROLIFIC.—This spring seven sheep belonging to Mr. Elijah Phinney, near Lawrencetown, dropped fifteen lambs, fourteen of which are now living.—Next.

WINTER RYE.—Fine fields of winter rye may be seen in Centreville. Mr. Wm. Carty has a field of this grain in which the stalks average over seven feet in height,—and Mr. Troop Messenger has another that averages 7 feet.

— A Dr. Reed of Hartford, Conn., jumped overboard and was drowned while on a sea-voyage. He had been taking bromide of sodium as a preventive of sea-sickness, and it is thought by some doctors that temporary insanity resulted from the use of the drug.

— Mr. Wm. McNeil, of Wilmot, who engages largely in the cultivation of cranberries, strawberries, &c., informs us that he is shipping from three to five hundred quarts daily of the latter fruit to Halifax. Well done! We have tasted *several quarts* of Mr. McNeil's strawberries, and can answer for their quality.

— The attendance at the Baptist M. & M. Conference, held in Paradise July 6th, was small, owing probably to the unusually short notice. In the absence of the Preacher for the evening, Rev. J. S. Eaton delivered an interesting and instructive lecture. Subject: "The destruction of Jerusalem and its bearing upon Christianity."

— Capt. James Parks' house, Port George, was injured by lightning on the 14th inst., during the heavy storm prevailing on that day. The fluid entered near the chimney, following one of the rafters, which it shivered to fragments. It continued its course from thence to the ceiling and downward to the wall. Very little other damage was done. No one injured.

— The sons of the Maritime Provinces who are in Boston, met recently and adopted constitution and by laws for a society to be called "The Maritime Provincial Association of Boston," to which all natives of the Maritime Provinces are eligible. The meeting was presided over by Frank Seaman, Esq., and A. D. Paine, Esq., acted as Secretary.

FIRE AT ALBANY.—Messrs. Voce & Co.'s Gang Mills, of Albany, was burned to the ground on the night of the 12th inst., together with about 200,000 feet lumber, 500,000 lathes, and a large quantity of staves and pickets—supposed to be the work of an incendiary. Strange to say the mill was burned just twenty years from the day it was raised. The loss is great to the owners, and also to those who depend upon it for labor. A good number of men find employment with the company summer and winter.

DROWNED AT SEA.—The barque Billy Simpson, of Windsor, Capt Curry, which arrived at New York on the 13th inst., reports on July 11th, 3 a. m., South Shoal Lightship bearing N. E. by E., during a thick fog, and the ship going about 4 knots, lost the mate, Arthur Caldwell, overboard. The boat was lowered nine minutes after the first alarm, but he sank before it reached him. They heard his cries for assistance three times. The deceased belonged to Kings County.—*Chronicle.*

LOVELL'S GAZETTER OF BRITISH NORTH AMERICA, is the title of one of the handiest and most useful books we have seen for a long time. The latest and most authentic description of over 7,000 cities, towns, and villages in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, Manitoba, British Columbia, the North West Territories, and Newfoundland, combined with a vast amount of information of a general character in regard to the name, locality, &c., of the rivers and lakes, tables of routes, etc.

A map of the Dominion and carefully arranged index, adds materially to its usefulness. Business men particularly will find this a most valuable work. Edited by P. A. Crossby. Lowell & Son, Montreal, publishers.

Acadia Steamship Company.

The work on the pier is being prosecuted with vigor under the supervision of the manager L. Delay, Esq., and already the proportions of this much needed structure makes quite an appearance.

The right of way over the flats, and the water front lot of four hundred feet on the river *has been deeded to the Company* by the proprietors of Bay View, for the consideration of *one dollar*. By this gift the Company are in possession of the best (if not the only practicable site) for a deep water ocean steamship pier on the River, worth at least as a bonus to the Company $5000, and is a saving of $5000 more in making the necessary sidings by rail to connect with the Windsor & Annapolis Railroad.

A report having been circulated that the proprietors of Bay View had claimed quite a large sum of money for their water lots, we are happily able to contradict, and know that the affairs of the Company are in a most prosperous condition, and are working in harmony. Success to the enterprise. So say all of us.—*Journal.*

— J. W. Beckwith has just received a cargo of eight different kinds of Flour. 1i

RETURNING.—Some of the many who went to the States this spring are working back. Mr. George Parker, of Cleveland, has arrived safely, after having recovered from a severe attack of the black measles. We hope more will follow.

EXPLOSION.—A portable eight horse power steam boiler and engine, used by James Pearce, of North Kingston, K. C., for boring wooden water pipes, blew up on the forenoon of Saturday, July 2nd, and three men and a boy escaped death most miraculously. The crown head gave away, causing the boiler to go end over end in the air. It went one hundred and fifty feet and struck, making a bounce of eighty feet, and still another of forty feet, total two hundred and seventy feet from where it stood. There were two casks of water standing at the end and between it and the men, which deadened the effect of the hot water and escaping steam, and was the means no doubt of saving them from being scalded to death. The driving wheel weighing 300 pounds was detached, thrown in the air, and fell striking but a foot from one of the men. The steam clock was thrown in an opposite direction to that taken by the boiler, and must have went fully two hunred feet.—*Journal.*

HYMENEAL.—One of the happiest events of the week occurred at Weymouth, on Wednesday morning last at 9 o'clock, in the marriage of Mr. H. E. Chute, of Annapolis, to Miss Bella Wyman, of Weymouth. Mr. G. R. Chisholm, of the Bank of N. S., Annapolis, acted as groomsman, and Miss Gertrude Dexter, of Weymouth as bridesmaid. After partaking of an abundant repast at the residence of the bride's father, the happy couple—accompanied by their friends—proceeded to the Baptist Church and were united by Rev. J. H. Saunders, of Digby, after which they were conveyed by Mr. Forbes Jones' coach to the station, and there received the congratulations of their numerous friends and well-wishers; thence they took the Western Counties train for Digby and stmr. "Empress" for Annapolis, where they will reside. We take pleasure in extending our hearty congratulations to Mr. and Mrs Chute, and trust they may live a long and happy life.—*Digby Courier.*

James Starley, the inventor of the modern bicycle.

A very remarkable career has just closed. Mr. James Starley, the inventor of the modern bicycle and tricycle, has this week been laid in his last resting-place in the Coventry cemetery. Born about fifty years ago in the village of Albourne, Sussex, the son of a poor farmer, he received but little education, and, while still a lad, he left home to seek his fortune in London. For some years he followed the occupation of gardener, and in that capacity was employed by the late Mr. Penn, the proprietor of large machine works at Greenwich. His mechanical genius first showed itself by the invention of an adjustable candle-stick, the one-stringed window-blind, and the magic bassinet, which will probably be remembered by anxious mothers of that date as warranted to soothe and lull the most tiresome of infants. His active mind was ever bent on inventions and improvements on inventions, and he produced many varieties of sewing-machines, some of which are in the market under names which he himself could not have recognized. Twelve years ago a French bicycle was brought under the notice of the Coventry Machinists' Company, who took up the manufacture of it for a Paris firm. The "bone-shaker" is a machine which the rider of to-day would more than disdain; it bears the same relation to the modern bicycle as a carthorse does to the winner of the Derby. But the rude contrivance contained an idea which fell upon a fruitful soil. Mr. Starley first improved it, and then he improved it out of existence, by inventing a machine of an entirely novel construction. He first gave to the world the "spider wheel," which has wrought a complete revolution in the wheel world, and which marks the commencement of the present era of 'cycles. The first of the new style of machines was "the spring and step machines, or the Coventry model." The superiority of this machine was self-evident, the old coach-like wooden wheels being superseded by wire spokes and shaped rim and india-rubber tyres, a curved spring and a small hind wheel near to the driving wheel. The "Ariel," a light and graceful machine that fully justified its name, afterwards followed, and embodied the important improvement of pivot-centre steering. Mr Starley's next triumphs were the "Europa" sewing machine and the "Tangent" bicycle, by which greater strength was obtained in the wheel. Regarding the bicycle as practically perfected, he now began the study of the tricycle, the machines of this name hitherto in use not being particularly remarkable for lightness or beauty. The "Coventry" tricycle was the first fruit of this application; in due time came the "Salvo-Quadricycle," which Mr. Starley regarded as his *magnum opus*. He improved the "Salvo," till he considered it as nearly perfect, and the principle of its construction is regarded by experienced judges as not likely to be superseded. Early this year, the Queen having ordered one of these machines for the Princesses, it was taken to Osborne by the inventor himself. At this time he was suffering from a hopeless disease, although the malady had not developed so as greatly to impair his power, or at least his desire to work. Mr. Starley patented a number of his inventions; but he had little commercial keenness, and, speaking broadly, his inventive genius was freely given to the world. He has left behind him no fortune, though latterly he was feeling his way to a competency. Mr. Starley was a man of great simplicity of character, free from every taint of self-assertion or arrogance.—*Pall Mall Gazette.*

Grateful Women.

None receive so much benefit, and none are so profoundly grateful and show such an interest in recommending Hop Bitters as women. It is the only remedy peculiarly adapted to the many ills the sex is almost universally subject to. Chills and fever, indigestion or deranged liver, constant or periodical sick headaches, weakness in the back or kidneys, pain in the shoulders and different parts of the body, a feeling of lassitude and dispondency, are all readily removed by these Bitters.—*Courrent.*

William Inman.

William Inman, the founder of the Inman line of steamships trading between Liverpool and New York, died July 3rd at Upton Manor House near Birkenhead. He was born in 1825 in Liverpool. After receiving a liberal education he entered into mercantile life and in the year 1850 he was a junior partner in the firm of Messrs. Richardson Brother & Company, shipowners and agents for the Liverpool, New York and Philadelphia Steamship Company, which was formed early in that year. Mr. Inman immediately took charge of the shipping branch of the business and in 1854 became sole manager of the Steamship Company, which, several years after, was reorganized under the name of the Inman S. S. Company. Mr. Inman was one of the pioneers in the North Atlantic steamship trade. Possessing great foresight, admirable executive ability and courage, he developed that business rapidly and originated many improvements which have held to this day and which other steamship managers immediately endorsed by copying them. It was his idea to give the poorer classes of emigrants comfortable voyages in steamships to the United States, and at a rate within their means. Mr. Inman early perceived the advantages which the screw possessed over the side wheel in ocean steam navigation, and at his instance the city of Glasgow, owned by the Liverpool, New York and Philadelphia line, was despatched on her first voyage, screw propelled, in midwinter. So great was the alarm in shipping circles as to the danger of the experiment that underwriters charged a special rate of insurance. Mr. Inman's views turned out to be correct. The City of Glasgow made her voyages with speed and safety and side wheels were soon abandoned by the regular lines and screw propeller were adopted. Mr. Inman first inaugrated the system of touching at Queenstown in connection with the North Atlantic trade, and the City of Baltimore was the first to commence the regular calling in 1857. He was also first to adopt the lane routes across the North Altantic recommended by Lieutenant Maury, of the United States Navy, thereby decreasing the dangers of the voyage by collision with ice. Another of the charges brought about by Mr. Inman was the superseding of the old plan engine by the new compound type. As a result of Mr. Inman's management and thoughtful care the line of which he was for so many years the head, is now one of the foremost in the world and possesses some of the finest Steamships in existance. Mr. Inman's loss will be felt beyond the large circles of his friends and acquaintances, and no history of steam navigation will be complete that does not give him a prominent place.

Profit, $1,200

"To sum it up, six long years of bed-ridden sickness, costing $200 per year, total $1,200—all of this expense was stopped by three bottles of Hop Bitters, taken by my wife. She has done her own housework for a year since, without the loss of a day, and I want everybody to know it, for their benifit.—*N. E. Farmer.*

New Advertisement

Executor's Notice.

ALL persons having any legal demands against the estate of Hon. W. C. Whitman, late of Lawrencetown, in the County of Annapolis, deceased, are hereby requested to render the same to J. W. Whitman, duly attested to within six months from the date hereof, and all persons indebtted to the said estate are requested to make immediate payment to said J. W. Whitman.

JNO. W. WHITMAN, } Executors,
CHAS. B. WHITMAN, }
Lawrencetown, July 16th, 1881. 143m

Waggons for Sale!

THE subscriber has on hand and for SALE, a number of Carriages in all the latest styles, which he offers for sale CHEAP.

N. G. CHARLTON.
Lawrencetown, July 20th, 1881.—2i pd

FLOUR, Etc.

To arrive per Atwood from Boston:
30 bbls. Buda FLOUR.
200 do. superior do.
20 do. OATMEAL. Low for Cash.

N. F. MARSHALL,
Middleton Station.
July 20th, 1881.

HATHEWAY LINE.

BOSTON AND NOVA SCOTIA,

IN CONNECTION WITH THE
WINDSOR & ANNAPOLIS RAILWAY.

THE STEAMSHIP HUNTER will leave Lewis' Wharf, Boston, every Thursday P. M. for Digby and Annapolis, and will Return from Annapolis every Monday P. M., at 3.30 o'clock, via Digby, making close connection with the Trains for Halifax and intermediate Stations.

☞ Through Rates on Apples and Potatoes to Boston, New York, Philadelphia, Baltimore, West Indies, London, Liverpool, Glasgow, Hull, West Hartlepool, and Continental Ports.

Invoices with value and weight, must accompany all Through Freight.

Free of Boston Wharfage.

For further particulars apply to P. INNES, General Manager, and the several Station Agents of the W. & A. Railway, and to

Hatheway & Co.,
22 Central Wharf, Boston.
T. S. WHITMAN, Agent, Annapolis.
april 23—july 29.

THE NOVA SCOTIAN DIRECT LINE OF STEAMERS.

FROM ANNAPOLIS and HALIFAX to LONDON.

THE new Steamer "CREOLE," 1,370 tons register, 750 H. P. effective, J. W. Liddell Commander, will be placed on the route early in October.

The steamers of this line will discharge at the Fruit Warehouses, London Bridge, thus saving an extra handling and lighterage or cartage.

They can be fitted for the carriage of Dead Meat provided freight arrangements be previously made.

First class Passenger accommodation.

For further particulars apply to the brokers

Tatham & Co., 9 Gracechurch Street, London; Chipman Bros. Halifax, N. S.; F. H. Mitchell, Annapolis, N. S.

☞ Bills of Lading can be obtained from brokers. n14

New Prints! New Prints!!

JUST received from Manchester, England, one more Bale of

NEW PRINTS!

latest styles and extra quality, from 6 cents and upwards.

JOHN LOCKETT.
Bridgetown, July 13th, 1881. 2i*15

The Purest and Best Medicine ever Made.

Acc[illegible]mbination of Hops, Buchu, Man[illegible]e and Dandelion, with all the best and most [illegible]ive properties of all other Bitters, make [illegible]he greatest Blood Purifier, Liver Regul[illegible]tor, and Life and Health Restoring Agent [illegible] earth.

No disease [illegible] an possibly long exist where Hop Bitters are u[illegible]d, do varied and perfect are their operations.

They give new li[illegible]h and vigor to the aged and infirm.

To all whose [illegible]ployments cause irregularity of the bowels or [illegible]inary organs, or who require an Appetizer [illegible] Tonic and mild Stimulant, Hop Bitters are invalu[illegible]able, without intoxicating.

No matter what your fe[illegible]elings or symptoms are what the disease or ailment is use Hop Bitters. Don't wait until you are sick but if you only feel bad or miserable, use them at once. It may save your life. It has saved hundreds.

$500 will be paid for a case they will not cure or help. Do not suffer or let your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is no vile, drugged drunken nostrum, but the Purest and Best Medicine ever made; the "INVALIDS' FRIEND and HOPE" and no person or family should be without them.

D.T.O. is an absolute and irresistible cure for Drunkenness, use of opium, tobacco and narcotics. All sold by druggists. Send for Circular. Hop Bitters Mfg. Co., Rochester, N.Y and Toronto, Ont.

COAL!

THE subscriber has a cargo of HARD COAL coming direct from the States, and would request that all parties wishing any of the same to leave their orders at once, as only sufficient will be brought to Bridgetown to fill the orders.

H. FRASER.

P. S—Old Mine Sydney Coal, sufficient to fill all orders will be on hand in due season.
H. F.
Bridgetown, July 11th, 1881.

ENTERPRISE. STEAM TUG Eva Johnson.

HAVING purchased the above TUG BOAT, I intend putting her on the Annapolis River about the 25th of the present month, for the purpose of

Towing Ships, Rafts, Scows, &c.

Apply to
GEO. E. CORBITT,
Annapolis, or to
Capt. James A. Hughes, Agent, Digby.
G. F. Miller, Agent, Bear River.
Samuel Potter, Agent, Clementsport.
R. FitzRandolph, Agent, Bridgetown.
Annapolis, July 11th, 1881.

THE BEST PLACE TO BUY

AMERICAN RAKES!

—AND—

Haying Tools Generally,

—IS AT—

J. W. WHITMAN'S,

CHOICE CANNED OYSTERS,
LOBSTERS,
SALMON,
PEACHES,
CORN,
BEEF, just received

Anything you want from a Needle to a suit of Clothes, or from a Tin pint to a Spring Bed; or from a stick of Candy to a barrel of Choicest Flour, can be had here just right for Cash.

J. W. WHITMAN.
Lawrencetown, July 9th, 1881

MIDDLETON.

New Goods!

AT EXCEEDINGLY LOW PRICES.

THE subscriber has replenished his stock for summer trade, and has now on hand New, Refined and Granulated Sugar,

Choice Molasses,

Supesior Souchong and Oolong Teas, Coffee Broma and Chocolate; Nuts, Raisins, Currants, Spices and Confectionery; Baking Powder, Cream of Tartar, Soda, Essences, Rice, Oatmeal, Starch, Gelatine,

MORTON'S PICKLES,

Table Salt, Lime Juice, Vinegar, Macaroni, Fruit and Soda Biscuit and Oyster Crackers, Canary Seed, Johnson's Liniment, Eclectric Oil, Pain Killer, Bendalarie's Cough Remedy, and other patent Medicines, Lamp Chimnies, three sizes, School Books and Stationery; Indigo, Fustic, Copperas and Aniline Dyes; Toilet Soap, Perfumery, &c., &c.

Also—Best American Kerosene Oil,—all of which he is prepared to sell at a smaller profit than ever. Balance of Room Paper on hand will be closed out at cost.

H. CROSSKILL.
Middleton, 12th July, 1881.

Haying Tools

Special Bargains in Haying Tools.

Grindstones!

One ton choice Grind Stones daily expected. Grindstone Fixtures in stock at unusually low prices.

HARDWARE.

A good stock of Builder's and Carriage Maker's Hardware in stock and offered at low prices.

Carriage Trimmings.

In Cloth, Leather, Enameld and Oil Cloths.

Varnishes,

MASURY'S PAINTS, IN OIL AND JAPAN, WHITE AND COLORED LEADS, TURPENTINE, BOILED AND RAW OILS AND "CASTORINE," AN EXTRA LUBRICATING OIL, AT PRICES TO SUIT.

Balloon Fly Traps, Maslin Kettles, 3¼ to 8 quarts, a choice assortment of Table and Pocket Cutlery, Zulu Breech Loading Guns, very low, Sole Leather and Shoe Finishings.

GROCERIES.

A good assortment of Groceries and Pure Spices constantly in stock. Anything in my line at bottom prices.

Call and see for yourselves.

J. H. Whitman.
Lawrencetown, June 28th, 1881.—1m

New Advertisements. | New Advertisements. | New Advertisements.

—I am now opening a full and complete stock of—

HAYING TOOLS!!

From a Hand Rake at 20c., to the Sharp or Eagle Horse Rake, at $30.

From the Griffin Hand-Scythe, at 90c., to the Toronto MOWER, at $75.

J. W. Beckwith.

THE REASON WHY

Goods are sold so low at the LONDON HOUSE is because it has become the fashion in Bridgetown to almost give goods away, and I not wishing to be behind the times, offer the following inducements:

Ladies' Sun Shades.....25c. each
" Corsets.....25c. per pr.
" Sun Hats.....20c. each
Childrens Sun Hats.....20c. each
Good wide Ribbons.....8c. per yard
Print Cotton.....8c. per yard
Grey and White Cottons...from 8c. to 10c.
Good Wide Lace Curtains.....25c. per yd.
Brooms.....18c.
Cretonnes from.....16c. to 25c. per yard
Ladies Serge Boots.....65c. per pair.
Mens Linen Hats, 30c., Linen Caps, 40ct.
Good Hard Soap, full weight, 4c. per Bar. Toilet Soap 3 cents per Cake.

JUST RECEIVED: Flower Pots, Milk Pans, & Crocks, 1 crate Stone Ware, 1 crate Tea Pots,—at prices as low as at any other house in the trade.

WANTED.—BUTTER and EGGS, at highest market prices.

W. M. TUPPER.
Bridgetown, May 4th, 1881.

HOUSEHOLD FURNITURE!

NEW, ELEGANT, DURABLE & CHEAP.

☞ Call and examine our Stock and Prices. ☜

BENT & KELLY,
BRIDGETOWN. - - - N. S.
July 6th, 1881.

For Sale!

NEW AND SECOND HAND

WAGONS

TERMS EASY. B. STARRATT.
June 27th, 1881.

TWO-HORSE POWER

Thresher & Cleaner

The best in the market. Weight only 2,300 lbs. For prices and description, write to
A. C. VAN METRE & Co., Truro, N. S.
n10 6m

NOTICE!

NOTICE is hereby given that the Co-partnership heretofore existing between J. S. Heatley and B. F. Ward, is this day dissolved by mutual consent.

J. S. HEATLEY,
B. F. WARD.
Nictaux Falls, June 29th, 1881. 2i*14

WANTED!!!

A WOMAN and ASSISTANT to take charge of Cooking, &c., at Boy's Boarding House.

Apply with reference to
W. M. MCVICAR,
10tf Wilmot, N. S.

125

ONE HUNDRED

—AND—

Twenty-Five Bbls.

FLOUR!

WALKERTON,

IMPERIAL,

WHITE CLOUD,

GOLDIE'S BEST,

Ontario's Crown of Gold.

—AND—

BUDA.

RUNCIMAN, RANDOLPH & CO.

Bridgetown, N. S., June 26th, 1881.

NEW

Spring Goods

Mrs. L. C. WHEELOCK

has received a large lot of

NEW GOODS!

consisting of

Blk. French Merinos

BLK. FRENCH CASHMERES

COSTUME CLOTHS, LUSTRES,

Plain and Printed Cambrics,

Silks and Satins,

Lace Curtains,

BLK. CRAPES,

PIQUES, MUSLINS,

TABLE LINENS,

NAPKINS,

TOWELS,

TOILET QUILTS,

Grey and Bleached

COTTONS,

UMBRELLAS,

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