Spa Springs.

George Balsor is on our sick list.

Repairs are being made on our church.

J. G. Reagh left for Boston on Tuesday.

Farmers busy picking apples. Prices ruling high.

J. I. Phinney is attending the exhibition at Halifax.

L. B. Dodge is still buying apples, and is offering good prices.

Henry Vroom is putting in a bridge in the Dodge Hollow, Salem.

Miss Maggie Dodge has typhoid fever. Dr. Miller is in attendance.

A. L. Dodge left for Acadia College on Saturday. He will enter the junior class.

H. O. Dodge, Bridgewater, spent a few days with his parents, then went to Halifax to attend the exhibition.

Rev. and Mrs. M. Parker, of River Hebert, who have been visiting her brother and sister here, returned home last week.

Miss Carrie Fisher, Middle Stewiacke, who has been visiting her uncle and aunt, Mr. and Mrs. George Balsor, left for her home on Thursday.

We were both shocked and surprised on learning of the death of our esteemed friend, E. J. Miller, which occurred at his residence, Halifax, on Tuesday 21st ult.

Mr. and Mrs. Edgar Drew and son Karl, accompanied by her mother, Mrs. Busby Gates, left for Boston on Monday, Sept. 20th. Miss Alma Gates returned to her home in Boston on Friday last,

Margaretville.

Miss Annie B. Roy has returned home from the United States.

M. C. C. McLean has just returned from a visit to her mother, Mrs. Collins, of Berwick.

Miss Susie Roy and Mrs. Fletcher Roy left for Lynn on the 1st inst., via Yarmouth route.

We are pleased to learn that our former genial citizen, Dr. Rockwell, is working up a profitable practice in the vicinity of Lakewood, where he now resides.

NARROW ESCAPE.—Just about dusk on Friday evening Mrs. John Roy, of Forest Glen, was driving, up the hill near C. C. McLean's when a telephone pole toppled over and crashed down across the road only a few feet in front of her horse. The wire which the pole carried with it grazed Mrs. Roy's ear, just touching sufficient to redden it, but not producing a scratch. Three more poles next to the one mentioned fell at the same time. There is evidently work ahead for the Valley Telephone Co., as these poles were very rotten, and probably many more are in the same condition. A few days ago, a gentleman fastened his horse to one of these poles and it was noticed that it swayed very easily so another hitching post was found.

Mt. Hanley.

Farmers are improving the fine weather by getting in their crops.

Mr. Christopher Miller, who has been away in Middleton, Mass., for a few months, is home again.

Mrs. John Lake and son, from Ellsworth, Maine, who have been visiting her parents, Mr. and Mrs. Thomas Elliott, returned home last week.

Mrs. Benjamin F. Stevens and son, Osgood, returned home last Saturday to Somerville, Mass., after spending three weeks with their relatives and friends here.

Mrs. Joshua S. Miller and son, Ross, from this place, returned home last Wednesday, after a very pleasant visit among her many relatives and friends at Berwick.

Mr. Walter Hayes, who has been home from Worcester, Mass., for a few weeks, has returned, accompanied by his sister, Miss Hettie Hayes. She intends spending the winter with her aunts.

Mr. and Mrs. Charles I. Balsor returned to their home in Lowell, last week, after a delightful visit with parents and other friends. They were accompanied by Mr. Stephen Balsor, who resides in Boston, Mass.

Hampton.

Mrs. Simms has returned to her home in Mass.

J. V. B. Foster, of Lower Granville is visiting here.

Miss Laura Foster has gone to Lynn to stay for an indefinite period.

Mrs. D. M. Foster is visiting friends in Lynn and other places in Massachusetts.

Norman Farnsworth, of Lynn, is visiting the home of his youth, after an absence of nearly four years.

Mr. Z. Elliott, of Mt. Hanley, commenced reaping last week; grain is of an excellent quality and a very fine crop.

Flashlight Division still holds on its way; seven were initiated during the last quarter; present membership sixty nine. On Saturday evening the following officers were installed: John F. Titus, W. P.; Mrs. Norris Mitchell, W. A.; Mina Templeman, R. S.; Effie Mitchell, A. R. S.; E. B. Foster, F. S.; Ada Titus, Treas.; Minnie Brown, Chap.; Bradford Poole, Con.; Annie Mitchell, A. Con.; Bertha Mitchell, I. Sen.; Herman Mitchell, O. Sen.

Lower Granville.

Mr. and Mrs. McElhinney returned to their home in Lynn, Mass., on Wednesday.

Sch. Josephine, Capt. Holmes, sailed on Sunday for Port Williams to load lumber for Boston.

Messrs. Healey and Morrison have been purchasing apples for the North Shore market.

Mr. and Mrs. Howard Hudson expect to leave for Lynn, Mass., this week to spend the winter.

Mr. Howard Young went to Washington on Monday to continue his studies at the dental college.

The Second Adventist brethren are holding the annual conference at Litchfield, and a number of distinguished preachers from the States are present, including Elder Sederquist, who will preach in the Island meeting house on Tuesday and Wednesday evenings of this week.

St. Croix.

Oscar Tompkins has returned to the Hub.

Mrs. Charles Poole has returned from New Germany.

Last Tuesday was a cold day, with occasional squalls of hail.

The soldiers, who have returned from drill, report having a fine time in camp.

Mrs. Eber Brinton has gone to St. John to spend a few days while her husband's vessel is loading.

Mrs. Fed Sims, of Lynn, and her sister, Effie Chute, of Hampton, have been visiting their aunts, Mrs. Travis and Mrs. Hannah Brinton.

Mrs. Norris and Mrs. Messenger are in the valley to spend a short vacation with their relatives, after which they will return to their homes in Uncle Sam's domain.

Melvern Square.

Mr. George Burns, of Burns' Corner, Lunenburg county, has been visiting friends in Melvern.

Quite a large number of our citizens have been in Halifax attending the exhibition during the last week.

G. R. Thompson, representing the G. F. Harvey Company, of Saratoga Springs, spent Sunday in Melvern, the guest of J. F. McNeil.

Edwin Baker and wife formerly of Denver, Colarado, but now residing in Boston, are visiting Mr. Baker's parents, Mr. and Mrs. Joseph Baker.

Messrs. R. G. D. Richardson, Avard Dodge, George Morse, W. Phinney and Miss Maggie Spurr, of this place are attending Acadia College.

Upper Granville.

Greenleaf Division S. of T. iniatiated one new member last Friday evening.

Mr. and Mrs. Andrew Walker attended the exhibition at Halifax last week.

Mrs. Israel Longley who been sick for several weeks is somewhat improved.

Mrs. Elizabeth Goodwin, of Chelsea, Mass., is visiting her sister, Mrs. Isaac Goodwin.

Mr. Howard Gilmour, a former resident of this place, now of Wakefield, Mass., is visiting his old home, as is also Mr. Jacob V. Bent, of Mass.

Outram.

Miss Phoebe L. Healy, from Lynn, Mass, is at present visiting her parents.

Mrs. Edward Grant and family, from Digby, are the guests of her parents, Mr. and Mrs. J. A. Balsor.

Mrs. B. F. Stevens and son, Osgood, from Somerville, Mass., were the guests of her sister, Mrs. Parker Banks, last week.

There are whispers in the air of a few weddings soon to be. You wonder who will be affected? Well, they will be recorded later.

—The ranchmen in the Canadian Northwest have contracted with the C. P. R. for over one thousand cars for the shipment of cattle via Montreal to England before the close of navigation.

Mr. Ervin Replies to Mr. Fraser.

DEFENDS MR. INNES AND ADVOCATES BUILDING ROAD FROM MIDDLETON TO VICTORIA BEACH—THE BEST PORT FOR SHIPMENT OF APPLES TO ENGLAND.

To the Editor of the Monitor:

DEAR SIR,—Mr. James Fraser, an official of the D. A. Railway, has undertaken to score Mr. Peter Innes for his reference to the freight rates of that company, in an address delivered by him at the farmers' picnic, held here a few weeks ago. In this matter Mr. Fraser, I assume, is merely the mouth-piece of the D. A. R., as it is hardly likely he would care to criticize Mr. Innes' conduct of that railway without the sanction of his masters. Assuming this to be the fact, public opinion will at once concede, that it comes with very ill grace from them to criticize the conduct of their former manager, in regard to the exactions of the railway during his regime. The D. A. R. reaped the benefit of Mr. Innes' wise, economical and rigid management. He was their faithful servant for many years. He took charge at a time when the affairs of the company were at a very low ebb, and when he left, the company had been restored to such a prosperous condition, that the succeeding management were in a position to undertake those improvements in their rolling stock, such as parlor cars and flying Blue Nose trains, and afford the excellent service to the travelling public which the times demand. Such being the case, it ill becomes them to turn now and smite the faithful servant, who was merely their instrument in carrying out their desire to make the road a paying concern, as it has proved to be. To the public he may have been a hard taskmaster. The public suffered and complained, but the company prospered and grew rich in his hands, and they took without compunction the large gains which his conservative methods obtained. Does it become them, then, to condemn the methods he employed for their gain, and at the same time decry and endeavor to injure a project, destined to be of signal advantage to the farmer, which Mr. Innes and others are promoting. No one envies the present prosperity of the company. Its pluck and enterprise, during the last few years, has been admirable. If it has made money out of the agriculturalists of the valley, they have been correspondingly benefitted. What would they have done if it had not have been for the railway. Would there have been the apple industry, so much spoken of, such as we have to-day, if there had been no railway to carry the fruit to market? Could the farmers of the valley have availed themselves of the English market, had there not been a railway to carry the fruit to a shipping port, and though the hand of the D. A. R. has been heavy upon the agriculturalists of the valley, they have prospered under it. The success of the D. A. R. indicates the prosperity of the valley. Contrast the one slow train daily, of thirty years ago, with the six daily trains of to day, and we can see how it has been one of many important factors in the development of what is now the great staple industry of the Annapolis valley. The few thousand barrels annually raised when the road was first built has become half a million, and the end is not yet.

Does this great industry deserve to be fostered? Do the best conditions prevail as regards railway transit to shipping ports? Can any better be provided? These are the questions which are being asked, and require an answer. Mr. Innes tells the farmers of the valley that the railway should give lower rates. The D. A. R. through Mr. Fraser tries to discredit him, and declines to meet the issue he has raised. The expense of transporting the barrel of apples from the producer's orchard to the English consumer has long been a matter of grievance, and the effort to form the farmer's shipping company is a protest against these exactions, and an honest effort on the part of the promoters to remedy this grievance. The D. A. R. says we cannot carry the barrel of apples to a shipping port any cheaper than we are now doing. Possibly this may be true. Mr. Innes says that the average rate on Canadian Railways is one cent per ton per mile, and on American lines, it is still less, while the great staple industry of the valley is charged, merely for hauling the cars, with no expense for loading or unloading, about three cents per ton per mile, and for less quantities about fifty per cent more. Can this condition of affairs be remedied? I am speaking now as regards Annapolis county and the answer is in the affirmative. Another question! Can a condition of affairs be created which will give the producer of Annapolis county a better shipping port than is now available, less mileage of railway at far cheaper rates, and place the fruit more quickly, to greater advantage as regards markets, and in better condition on the English market than at present exists? To this also an affirmative answer can be given, and if so, should not the farmers of the county of Annapolis be afforded every facility for saving transportation rates and marketing their fruit in these days of low prices and keen competition. Should not the interests of the great staple industry of this county be considered as much as the gold miners of the Kootenay district? Consider the present facilities. We have only one line of railway with two shipping ports, Halifax and St. John. Over four hundred thousand barrels of apples were shipped to England last season from Nova Scotia. Of this quantity probably not much less than one half was shipped from Annapolis county. The greater part of this shipment went by way of Halifax. I know that some twenty or twenty-five thousand barrels were shipped via St. John. On the one hand, then, we have the long haul from Annapolis county to Halifax, occupying twelve to fourteen hours in the transit. During cold weather to avoid danger of frost, charcoal fires have to be maintained in the cars, and a man employed to look after them. Then there may be a considerable detention at deep water terminus at Halifax, waiting until the steamer there is ready to load them. On the other hand the transportation via St. John has its own difficulties, which however are counterbalanced by some advantages, over that of Halifax. The barrels are unloaded from the cars at Digby, pounded about on the pier at that place, occasionally a barrel broken, rolled on board the Prince Rupert, pounded out on the wharf again at St. John, then carted across to Carleton, and put on board the steamer there. At St. John also they may be liable to a detention of several hours until the steamer has all her cargo from the west safely on board. For all this hauling a rate of twenty cents per barrel is charged, and perhaps it is not too much, as the railway contends. That is an issue, however, which I leave for Mr. Fraser and Mr. Innes to fight out at their leisure. Now, I have a better way to propose, and one that must commend itself to every right thinking person. One that will save from $5000 to $10,000 every season to the farmers of this county. My proposal is, that a better condition of affairs for the shipment of winter apples from this county can be created, by which, instead of the unfortunate barrel of apples being sent on this long railway haul, and subjected to so much handling, before it can find the steamer to take it to the English consumer, that the steamer, shall be brought right up to the orchards, so to speak, and the barrel of apples, so dear to the producer's heart, which he has tended with such affectionate care from the moment of blossoming in lesfy June, till it is picked ruddy and firm, in the nut brown days of October; that, that to him, important barrel of apples, which all summer long he has worked so hard to preserve from the ravages of the canker worm and he caterpillar; over which he has thought in the day, and dreamed in the night,—of how much it will bring to him and the good wife who shares his anxiety, in the shape of an English draft to help pay the living expenses of the coming year—shall be safely, expeditiously and cheaply carried by a short railway haul to a port just inside the Digby Gut, where the steamers which every winter, weekly sail from St. John to England, can, after they have received their cargo from the west, come without fear of encountering ice or dangerous currents, and in any tide, to a pier and there receive a shipment of apples right from the cars into her hold on top of her other cargo and in just the very best place for them. This I assert without fear of contradiction will be the case if a railway is built from Middleton, through Brooklyn, Clarence and Granville township to Johnston's Point at or near Victoria Beach, so called, just inside the Digby Gut. This line would tap the principal centres of fruit culture in the county. It will carry via Central Railway all the fruit from the district of Nictaux and the orchards in that vicinity, situate on the South Mountain, and instead of paying 20 cents per barrel, they can be carried from any point on this line, to the port of shipment for ten cents per barrel. Ten minutes after the steamer leaves the pier, she will be on her way to England. By this route would also be shipped to England beef, mutton, pork, cheese, butter and other products raised in the county. Connecting with the Central Railway at Middleton, when the Coastal Railway is built from Halifax, it will enable the farmers of the sections named to distribute their fruit along the towns of the shore counties. Surely, it is in the interest of every farmer and fruit grower in this country that this line should be built as soon as possible, and a strong and determined effort made by them to secure government aid towards building it, if for no other reason than that it will assist the development of the great staple industry of the country. Another point to be urged in favor of building such a line is, that instead of having to ship the fruit in large quantities, by steamers especially chartered for that purpose, carrying from twenty to thirty thousand barrels at a shipment, thus glutting the markets, the fruit can be sent forward weekly, in quantities say from two to four thousand barrels, and a glut in the market made less liable. I have not said a word as to the wants of the people of Granville in respect to railway facilities, over which they have long suffered and mourned in vain. That district, one of the finest in the county, has been handicapped, and their interest in the matter should be considered, especially as those interests are now identical with the other parts of the county as respects the lessening of freight in the transportation of the fruit to a port of shipment. I confidently challenge criticism of the scheme I have outlined for the quick and cheap despatch of the fruit to the English market. It is well known that the weekly sailings of the Beaver and Furness lines of steamships from St. John in the winter will continue. They have come there to stay, and just as surely, if freight is offered from the terminus of the proposed line, will they make it a port of call. Will the farmers and fruit growers of this county take the matter into serious consideration and determine to secure the advantages which such a line and port of shipment will give them? Are they wide awake enough to see their own interests and work earnestly to protect them? I hope so.

I am, sincerely yours,

JOHN ERVIN.

A Great Discovery.

Kingston, Ont., Sept. 30.—Dr. James Third, superintendent of the General Hospital has, after six months' research, made a great discovery, the perfecting of the fluoroscope, by which surgeons will be greatly aided in their work. With a sheet of heavy academy board chemically prepared with Dr. Third's discovery and placed in the fluoroscope over the end furthest from the eyes, it is possible to look through opaque bodies and substances, with the aid of the X rays, the object being focussed between the rays and the fluoroscope. By the use of Dr. Third's discovery it is possible to look through a human body and note every portion thereof. The photographing is now no longer necessary. Dr. Third does not claim credit for discovering the fluoroscope, but he does claim to have discovered a combination of chemicals which makes the use of the fluoroscope practical and possible in aiding surgical work. He does not, for obvious reasons, care to make known the nature of the chemicals he uses, beyond the fact that they are a combination of crystalline salts. Everything else has been tried in connection with fluoroscopes, but without any degree of success.

STANSTEAD JUNCTION, P. Q., 12th Aug., '93.

MESSRS. C. C. RICHARDS & Co.

GENTLEMEN,—I fell from the bridge leading from a platform to a loaded car, while assisting my men in unloading a load of grain. The bridge went down as well as the load on my back, and I struck on the ends of the sleepers, causing a serious injury to my leg. Only for its being fleshy, would have broken it. In an hour could not walk a step. Commenced using MINARD'S LINIMENT, and the third day went to Montreal on business and got about well by use of a cane. In ten days was nearly well. I can sincerely recommend it as the best Liniment that I know of in use.

Yours truly,

C. H. GORDON.

Mr. Debs' View of Strikes.

CHICAGO, Sept. 27.—About 200 representatives of various labor organizations were present, in Orpheus Hall, in the Schiller building, to attend the National Labor Conference, called by the St. Louis Convention. President E. W. Debs, of the Labor Society, was called to the platform and explained the object of the conference. He appealed to all labor organizations to work together towards amelioration of the present condition of the laboring classes.

"Strikes don't pay," said Mr. Debs. "All strikes are lost; they are useless. They are caused by the employing classes. When capitalists get ready for a strike they provoke the men, knowing well their cause is won before the conflict is begun. The various labor unions of this country have all far cheaper than they do take care of their own men. Never was this better exemplified than in the coal strike. Never have I seen a strike which had the sympathy of the public, and even of part of the employing classes, as that one did. And, yet, when an appeal was made for financial aid less than seven cents per striking miner was received."

Persia Demands Satisfaction.

Teheran, Oct. 2nd.—The enquiry made into the fighting which took place in the Turko-Persian frontier in August last shows the raiders were Turkish Kurds who crossed the frontier with the full knowledge of the Turkish military authorities, sacked nine villages and massacred three hundred Mussulmans and Christians, including women and children. The Persian Government is demanding full satisfaction from Turkey for these outrages.

Spain and the United States.

Berlin, Oct. 2.—A despatch to the *Frankfurter Zeitung* from Madrid asserts that a powerful Spanish squadron will immediately proceed to Cuba on the pretext of attending the installation of the new floating dock at Havana, but really as an answer to the despatch of the American flotilla to Florida waters.

New Advertisements.

Sales Talk

With Hood's Sarsaparilla, "Sales Talk," and show that this medicine has enjoyed public confidence and patronage to a greater extent than accorded any other proprietary medicine. This is simply because it possesses greater merit and produces greater cures than any other. It is not what we say, but what Hood's Sarsaparilla does, that tells the story. All advertisements of Hood's Sarsaparilla, like Hood's Sarsaparilla itself, are honest. We have never deceived the public, and this with its superlative medicinal merit, is why the people have abiding confidence in it, and buy

Hood's Sarsaparilla

Almost to the exclusion of all others. Try it. Prepared only by C. I. Hood & Co., Lowell, Mass.

Hood's Pills are the only pills to take with Hood's Sarsaparilla.

Follow the Crowd

—TO—

CROWE & PARKER'S

and see what they can do for you. If you once come we know you will come again. Our reputation is already established for

High Class Goods,

and a full assortment of Staple and Fancy Groceries. As a special inducement just now we are **giving away free** with every can of Art Baking Powder your choice o the following:—

Mahogany Finished Table,
Perfection Elevating Clothes Bars,
Lawn, Camp or Outing Chair,
Sett Jubilee Carvers,
Sett Victor Bread, Cake and Paring Knives,
Lander's "Etna" Bread Knife.

TEA! TEA! TEA!

We are bound to lead in Tea, and have a stock as complete in variety and prices as any store in the province. Your choice of twelve different varieties. Not only that, but we are going to give *all* our tea customers an **Elegant Silver Tea Service.** Come and see that we mean all we say.

CROWE & PARKER.

FALL STOCK

NOW ABOUT COMPLETE.

New Dress Goods! - New Trimmings!

(in great variety,)

NEW FURS **NEW FURS**

Sacques, Capes, Fancy Collars, Ruffs and Tippets in great variety, comprising Tibbet Seal, Alaska Sable, Otter, Astrachan, Mongolian, Copper Lynx, Chincilla, Cooney, Opposum, Grey Lamb, etc. We invite special attention to these goods, as we have one of the largest assortments to be found in the place, and the nobbiest styles.

NEW Flannelettes!

100 - PAIRS - 100

COTTON BLANKETS

extra large size, in Grey and White, at only **85c.** per pair.

FLANNELETTE WRAPPERS!

FLANNELETTE WRAPPERS!

Wool Blanketing

in White, Grey, Red and Plaid, two yards wide.

Full stock of Men's, Youths' and Boys' Ulsters, Overcoats and Reefers, Hats, Caps, Top Shirts and Underwear.

We have not time to enumerate further this week, but a look will convince you that our stock is complete and up to date in every respect.

STRONG & WHITMAN.

UNION BANK OF HALIFAX,

CAPITAL $500,000.
REST $250,000.

HEAD OFFICE, HALIFAX.

AGENCIES:

ANNAPOLIS, BARRINGTON PASSAGE, KENTVILLE, DARTMOUTH, NEW GLASGOW, SHERBROOKE, LIVERPOOL, NORTH SYDNEY, GLACE BAY.

Will open an Agency in Bridgetown. Collections solicited and general Banking Business transacted.

My New

FALL GOODS

are just arriving, and among them are many things to interest the public.

Ladies' Undervests from 16c to 17c.
Gents' Underwear,
Ladies' Wrapperette Goods,
Blankets, Hosiery, Gloves,
and many other things.

Also just arriving **a case of Ready-made Clothing** which will be sold low.

Another case of **Mahogany and Oak Clocks at $3.00.** They must be seen to be appreciated, and another **lot of Tinware, 14 pieces for $1.00.**

Give me a call.

Yours for business,

MRS. WOODBURY.

Kingston Village.

1897. "A." No. 677.

IN THE SUPREME COURT,

Between GEORGE V. KNIGHT, - *Plaintiff,*

—AND—

JOHN F. BENT, *Defendant.*

To be sold at PUBLIC AUCTION by the Sheriff of the County of Annapolis, or his deputy, at the Central Court House, in Bridgetown, in said County of Annapolis, on

Monday, the 1st day of November, A. D. 1897, at two o'clock in the afternoon,

Pursuant to an order of foreclosure and sale made herein and dated the 9th day of September, A. D. 1897, unless before the day of such sale the amount due and costs are paid to the Plaintiff, his Solicitor, or into Court.

All the estate, right, title, interest, property, claim, demand and equity of redemption of the said Defendant and which he had herein at the time he made the mortgage herein foreclosed, and of all persons claiming or entitled by, through or under the Defendant, of, in, to or out of all that certain piece or parcel of land and premises situate lying and being in the District of Springfield, in the County of Annapolis, bounded and described as follows, viz.:

Beginning on the west side of Lake Pleasant at the south-east angle of one hundred acres of land granted to Charles Bent, in the District of Springfield: thence north eighty-seven degrees and thirty minutes west seventy-one chains and forty-four links; thence south two degrees and thirty minutes west seven chains more or less to a stake and stone; thence south eighty-seven degrees and thirty minutes east seventy-one chains and forty-four links to said Lake; thence northerly along the shore of said Lake to the place of beginning.

TERMS.—Ten per cent deposit at time of sale, remainder on delivery of deed.

EDWIN GATES,
High Sheriff of the County of Annapolis.

O. T. DANIELS, of Bridgetown, Annapolis County, *Solicitor for Plaintiff.*

Bridgetown, September 26th, 1897. 27 5i

THE

BRIDGETOWN CUSTOM CLOTHING CO.

have actually been too busy this season to keep their advertisement changed.

Fine Prices and a large stock

will draw trade, we use the newspaper to quote SPECIAL LINES.

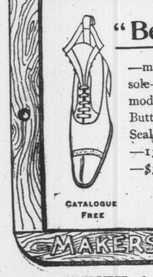
A SPECIAL SALE FOR AUGUST

See our $3.00 CUSTOM PANTS.
Imported and Domestic Tweed Suitings, $13, for one month.
A full line of Tyke and Blenheim Serges always in stock

Try the BRIDGETOWN CUSTOM CLOTHING CO.

C. McLELLAN, Manager.

THE SLATER SHOE



"Beau-ideal" Shape

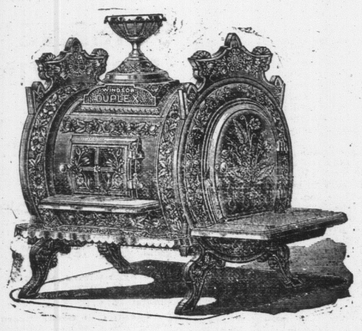
—makes the foot look slender. Straight sided sole—full box toe, ridged at top, in latest mode. Roomy but narrow looking. Laced, Buttoned, Congress, or Oxford. Black, Tan, Seal Brown, Carmine, Wine color, 13 leathers —13 half sizes.—5 widths.—Goodycar Welt. —$3.00, $4.00, $5.00. Stamped on sole.

CATALOGUE FREE

"The Slater Shoe."

MAKERS MONTREAL.

KINNEY & SHAFNER, Sole Local Agents.



Call and examine my large selection of Stoves from **$2.50** up. A full line of Kitchen Furnishings in stock. Pluming and Furnace Work a specialty.

R. ALLEN CROWE.

BRIDGETOWN

BOOT AND SHOE STORE

Has now a complete stock of Fall and Winter Goods.

MEN'S DEPARTMENT

MEN'S AMHERST LEG BOOTS in Kip, Grain, Cow Hide and Split; all Amherst manufacture; with a full line of Men's Fine Goods of the Ames, Holden & Co. manufacture. These goods are the best goods manufactured in Canada to-day.

LADIES' DEPARTMENT

Full up with all the LEADING STYLES of Common and Fine Footwear. LADIES' GAITERS, six different styles of high cut and low cut finish, very stylish.

Anyone in want of Infant's Boots should see my line of Baby Boots. All colors.

Laces and Buttons, all colors. **Dressing and Blacking,** all best quality **Wool Insoles** for Men, Women and Children. **Cork Soles and Leather Soles.**

MURDOCH'S BLOCK, GRANVILLE STREET.

E. A. COCHRAN.

New Advertisements

1897. 1897.

Yarmouth S. S. Co., Limited.

AUTUMN EXCURSIONS

From all points between Halifax and Yarmouth at

GREATLY REDUCED RATES.

Tickets on sale from September 15th to October 15th, good to return 30 days from date of purchase.

Bridgetown to Boston and return 7.50

Steamers of this line will leave Yarmouth every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY P. M. After the arrival of Express and Bluenose trains from Halifax.

For detailed information and stateroom reservation apply to the nearest Station Agent or to

W. A. CHASE, Sec.-Treas.,

Yarmouth, N. S., Sept. 15th.

THE

CHEESE MARKET

—IS—

Advancing!

You can keep up the flow of milk by feeding your cows a little Bran.

It will pay you to do it.

We have a carload now due which we will sell **away down** from the car **for cash.**

Don't fail to get our prices for a ton.

E. E. & SCHAFFNER.

Lawrencetown, August 17th, 1897.

W. M. FORSYTH

—DEALER IN—

Flour, - Feed,

FINE GROCERIES,

Fresh and Salt Meats, etc., etc.

Having fitted up my meat shop with a first-class refrigerator and employed Mr. Wm. Troop as cutter, I am prepared to serve my customers and the public in general in the best possible manner from the BEST MEAT obtainable.

W. M. FORSYTH,

Masonic Building,

Queen Street, - Bridgetown.

Pack Your Apples

in the new apple barrel, manufactured by the Annapolis Manufacturing Co., Ltd., of Lequille, N. S.

Coopérages established at Bridgetown, Paradise, Lawrencetown and Middleton.

Barrels delivered at all stations or coopérages from Annapolis to Wilmot and Digby, also Granville Ferry, at the following prices

Soft wood barrels with flat hoop	22c
Hard wood barrels with flat hoop	25c
Hard wood barrels with old split hoop	22c
Soft wood barrels with old split hoop	20c
Cider Barrels	45c

Prices given on application for cranberry barrels.

Both ends of all barrels planed. Soft wood staves champered and croed ready for setting up at $4.25 per net thousand.

Heads planed at $3.75 per hundred pairs. Car lots at 25 cents less on both of the above.

Orders can be sent to the following: Mr. David Joderie, Paradise; Mr. R. E. Fitz-Randolph, Bridgetown; Mr. Wallace Croft, Lawrencetown; Mr. Amos Hiltz, Middleton; Mr. A. E. Amberman, Granville Ferry, or to

Payments only to be made to the Secretary of the Company or his order.

Annapolis Manufacturing Co., Ltd.

JAMES PENNINGTON, *Secretary.*

Lequille, Annapolis County, N. S. 14 4i

1895. Letter "B." No. 701.

IN THE COUNTY COURT,

For the District No. 3,

BETWEEN

WILLIAM D. SHEEHAN, - *Plaintiff.*

—AND—

AUSTIN A. RICE, an absent or absconding debtor, - *Defendant.*

To be sold at PUBLIC AUCTION by the Sheriff of the County of Annapolis, or his Deputy, at the Court House, in Bridgetown, on

SATURDAY, the 16th day of October, A. D. 1897, at 2.30 o'clock in the afternoon,

All that certain piece or parcel of land and premises, situate lying and being in the town of Bridgetown, in the County of Annapolis, comprising a part of the water lot as laid down on the plan of the western division of Bridgetown, and numbered lots six and seven, bounded and described as follows:—

On the north by Water Street, on the east by land of the estate of the late Hugh Fraser, on the south by land of the estate of the said Hugh Fraser, and on the west by land of John Longmire, said lot of land being ninety feet wide and one hundred feet deep. The same having been levied on under an execution on a judgment in the above cause, duly registered more than one year.

TERMS OF SALE: Ten per cent deposit at time of sale, remainder on delivery of deed.

EDWIN GATES,
High Sheriff of the County of Annapolis.

F. L. MILNER, *Solicitor of the Plaintiff.*

Bridgetown, N. S., Sept. 11th, 1897.—25 5i

POSITIVE SALE.

We are instructed to sell that Superior Farm at West Paradise, belonging to Mr. McCloskey. Has Two Hundred Acres, including 60 Acres under tillage, and 7 of Marsh, with excellent well-watered Pasture; good Orchard, mostly young and nearly all in bearing. Average crop at present. 130 barrels of prime shipping Fruit; cuts 30 tons Hay. Modern House; good Barn and Outhouses. Also, all the Farming Utensils, nearly new, and the entire Crop, now growing, including two hundred bushels of Oats, now harvested, and all the stock in hand. Satisfactory reasons for selling. Will be sold at a bargain.

ERVIN & ALCORN,
-24 Annapolis Valley Real Estate Agency.

TO WHOM IT MAY CONCERN.

Having been much annoyed for some time past by beggars, and other impudent and persistent applicants for money, I hereby give notice that I shall in future see none but friendly callers. All others will be attended to by Mr. W. W. Chesley, at his place of business in Bridgetown.

WM. E. ANDERSON.

Sept. 7th, 1897. BRIDGETOWN, N. S.

New Advertisements.

LADIES' JACKETS

Just received by

Runciman, Randolph & Co.

LADIES' JACKETS

in Blacks and Colors,
Foreign Manufacture,
Latest Styles.

For the balance of this month we show **a Special Lot** of

DARK DRESS GOODS

—AT—

Job Prices.

New Goods arriving constantly.

Bridgetown, September 15.h, 1897.

FLOUR, MEAL ..AND.. FEED!

The undersigned now have on hand two carloads of OGILVIE'S HUNGARIAN Flour and it is the highest grade made in America. No other flour will make as much bread to the barrel. It absorbs more water, therefore the bread will keep moist longer. It will make good pastry if you will only use enough water. Knead thoroughly and give it time to absorb the water. If you are not using it you should as it will save you money.

We are landing to-day, one car of CORNMEAL in barrels and bags. Also a large quantity of Oatmea, Tilson's Pan Dried Registered Rolled Oats, which makes a delicious porridge. We have it in ten pound sacks. Try it.

We have a few quintals of Shore Table Codfish, the best we have seen in the market for some time.

KINNEY & SHAFNER.

Are you going

....TO THE....

Picnic?

If so, what would be nicer to take for a lunch than

Potted Ham,
Potted Chicken,
Canned Sliced Bacon,
Chipped Beef,
Canned Beef,
Canned Salmon, etc.

By the way, these would be rather dry without some

Condensed Coffee,
Syrups and Lime Juice.

F. G. PALFREY.

EXECUTORS' NOTICE.

All persons having any legal demands against the estate of TIMOTHY D. RUGGLES, late of Bridgetown, in the County of Annapolis, Barrister-at-Law, deceased, are requested to render the same, duly attested, within twelve months from the date hereof; and all persons indebted to said estate, are requested to make immediate payment to either of the undersigned.

S. S. RUGGLES,
E. RUGGLES,
H. RUGGLES, } *Executors.*

BRIDGETOWN, N. S., Sept. 14th, 1897. 26 6m