

THE ACADIAN

WOLFVILLE, N. S., JULY 8, 1892.

Our Streets.

The matter of street improvement seems to be getting some attention among our people just now. The opinion appears to prevail that it is time something was done to put the streets of Wolfville in a more creditable condition. The ACADIAN has often referred to the matter, and is glad to see that some interest has been awakened at last. Wolfville has made substantial progress during the past few years, and it now looks as though it was to continue. We are now provided with most of the conveniences that are enjoyed by the more enterprising towns of the Province, and it is only in the matter of streets that we are behind. Quite a large sum of money is expended upon them each year, but it is very plain that more attention is required than what is given. With gutters full of grass and weeds, and the sidewalks and road-way rough and uneven as at present, our streets are not likely to give visitors a favorable impression as to the enterprise of the people of Wolfville. Our Main street could be made with a small expense the prettiest in the valley. A neat, wooden curbing, the gutters and streets cleaned, levelled and graded, would make the street all that can be desired. Some of our people are now in favor of the scheme frequently proposed by the ACADIAN, that of forming a committee of the citizen for the purpose of improving and beautifying the town. This plan has worked well in several other towns, and would no doubt be successful here. We would like to see a public meeting called on the matter thoroughly discussed. Who will start the movement?

Northwest Notes.

The fact that the Michigan farmer delegates, who passed through the Northwest on a prospecting tour recently, have made application for nineteen homesteads, is sufficient testimony of the good opinion they have formed of the country. They are now on their way to Michigan to settle their affairs there, and will return with their families. 1,000 men are now engaged in railway construction, west of Winnipeg. Two Japanese merchants are now in Winnipeg purchasing milk cows for shipment across the Pacific where they are very rare and command good prices. The third of the series of cheap excursions to the Northwest was well attended. The last round trip excursion starts on 18th July. A party of forty settlers from North Dakota, among whom are first class representative farmers from all parts of the state, have passed through Winnipeg going west to take up homesteads. Hundreds were prevented from joining this party by the late season and wet weather, but they intend coming later on.

The Good Templars.

The Grand Lodge of Good Templars have been in session here this week. A large number of delegates and members were in attendance. The grand lodge degree was conferred on 26 delegates. The reports of G. C. T., G. secretary and G. S. J. Y. showed the order to be in a flourishing condition, the increase being 478 adults and 110 juvenile templars during the year. A congratulatory telegram was sent to the grand lodge of P. E. Island, now in session. Resolutions in regard to preparing a case before the royal commission were introduced and referred to a special committee. Halifax was chosen as the next place of meeting. The following officers were elected: G. C. T., R. R. Duncan, Grand Pre; G. C. T., I. Wolfe, Waterville; G. V. T., Sadie McMillan, New Glasgow; G. S. J. T., W. O. Creighton, West River; G. treasurer, Mrs. Dickey, Halifax.

The exports of Canadian products to the Spanish West Indies last year were valued at one and a quarter of a million dollars. Of this total \$1,191,000 represented the value of goods sent from Nova Scotia alone. If American producers obtained advantages in the market of the Indies denied to Canada's one-fifth of Nova Scotia's export trade would be destroyed at a blow. It will then be seen how important is the announcement that Canada can still compete on equal terms with the United States in the West Indies under the dominion of Spain.

We have received from the management of the W. & A. Railway, a neat little menu card, which is intended for use on the Parlor Cars "Haligonian" and "Mayflower." It is very tastefully gotten up and is quite in keeping with the splendid appointments of the "Flying Blue-rose." A glance at the good things enumerated on the bill of fare, shows that the traveler need have no apprehension that the comforts of the liner men will be in any way neglected while on his journey. The rates charged are very reasonable.

The returns for eleven months of the last Canadian fiscal year are now in, and show the value of exports for that period to be \$96,006,411. This is \$12,933,078 in excess of the same part of the last fiscal year, and is only \$1,800,000 less than the exports of the whole twelve months ending with last June. Yet the export trade of last year was a record, and in comparison with 1891, the increase is \$12,933,078.

The New Highway to Europe.

Much has been said and written of late about "The New Highway to the Orient." Little is said about this highway to Europe. By way of New York or Boston is this highway and hence not a subject for Canadian boast. A few days ago a small party in a New England town wished to engage passage for Europe. They wrote to Halifax and Montreal to inquire about steamship facilities from those ports. Failing to secure what were considered satisfactory conditions for their prospective voyage they turned to New York, and on Saturday last sailed with some 400 other tourists for the old world.

Had these same persons been going to Yokohama, Hong Kong, or even to an Alaskan port they would have gone by the C. P. R. from Montreal to the Pacific and thence by a Canadian steamship line to point of destination. Why should we not have in the older East a competing highway equal to that in the newer West? There is no impossibility in the way. The enterprise, energy, and indomitable push of the C. P. R. Company have achieved results that every true Canadian contemplates with pride. The equipment of the Atlantic service by that Company would be an easy task. One who has looked from the car windows upon the more than Herculean labor that was required to stretch the iron bands around the rugged shores of Lake Superior, or who has contemplated the triumphs of engineering skill that could thread the mysterious labyrinth of the Rockies and the Selkirk and construct a highway for the Nation through that wilderness of magnificent uplifts—the ruins of primordial fire and more than Platonic force, or who has waded the bridge and gone through the palatial railroads and elegant state-rooms of the Empress of Japan and her sister ships, or who has gone from Owen Sound to Port Arthur on the floating palaces operated on the great lakes by the C. P. R. Company must be dead to all high emotion if his heart and soul and whole being do not thrill with feelings of pride that our young Nation has raised up men capable of such high endeavor—of accomplishing so quickly and so quietly such wonderful results.

We have not wherewith to boast in respect to our trans-Atlantic service. But why should we not? There is latent power enough in Canada to call into activity forces that will farrow the stormy Atlantic with a speed, safety and comfort that will equal or surpass anything now moving on that watery highway. The C. P. R. system, with its great body resting on the North American Continent and with one arm already outstretched to Japan and China to gather up and pass along the wealth of the Orient, requires to complete the organism that another arm should reach across the broad Atlantic and thus unite three continents and two hemispheres.

The people of Canada, through their government at Ottawa, have it within their realm, of possibility to place a line of fast steamships upon the Atlantic, between Montreal or Halifax or some English port and thus complete the symmetry and augment the power of this young giant of the North. The C. P. R. Co. has done more to develop the Dominion and to make Canada great than any other single force of many forces combined. Let the Dominion Government give an adequate subsidy and secure the energy and push of this Company in this important enterprise and the thing would soon be an accomplished fact. That company would soon obtain the best service that traverses the Atlantic to-day.

It would be a great undertaking. Men of weak faith would shrink from the responsibility. But the great success of the Pacific line and the phenomenal development of the transcontinental railway give assurance of what would await the Canadian fast Atlantic line under the management of the C. P. R. Company. Why did those New England tourists first inquire at Halifax and then at Montreal for steamship lines? If the reader will look at the map for five minutes he will get the answer. There are few travelers but shrink from wandering far on Neptune's domain.

From Montreal down the beautiful St. Lawrence and out across the inland waters of the gulf gives a pleasant sail on a comparatively quiet sea, and when the Atlantic is entered on the outer confines of Newfoundland, half its stormy main has been left behind. This is an interesting subject and destined at no distant day to become one of the living issues in Canadian public life. Let us agitate for this much needed service and let us strive to create a public sentiment bold, reasonable and strong, such that the powers at Ottawa cannot resist, and soon Canadians will boast of the greatest and grandest highway owned and operated by any nation in the world, extending half-way round the globe, spanning two oceans and one continent.

Multum in Parvo.

The Boston Post says: Nova Scotia has a property valuation of \$200,000,000 and her imports and exports average about \$10,000,000 each per year, of which about \$2,000,000 were imports and exports to and from the United States. The annual catch of Nova Scotia's fisheries amount to between \$6,000,000 and \$7,000,000, principally in cod, herring and mackerel, which find a market all over the world. The West Indies are a great commercial and industrial region, and are represented by a population which is larger than that of Nova Scotia.

The Nationalities.

The census bulletin dealing with the nationalities of the Dominion was presented to parliament. The following tables show by percentage the components parts of population of Nova Scotia and New Brunswick: NOVA SCOTIA.

Table with 2 columns: Nationality and Population (1891, 1881). Rows include Native born, Foreign born, and various ethnic groups like English, Scotch, Irish, etc.

In Nova Scotia 423,990 inhabitants are native born and 26,500 not native born. In New Brunswick 299,154 are native born and 22,109 not. Of these in Nova Scotia not native born, 6,124 hail from England, 4,040 from Newfoundland, 3,238 from the United States, 200 from France and 233 from Germany. Of those not native born in New Brunswick, 2,836 are English born, 2,935 Scotch, 9,512 Irish, 346 Newfoundland, 4,278 United States, 55 French and 193 German.

More Blunders.

BY E. B. Sabbath School stories seem to be particularly rich in examples of twisted and contorted answers, as well as printed ones. It is told of a boy in a Sunday School class, that on being asked to mention the case of an animal speaking, he answered, "The whale when it swallowed Jonah." The teacher who was inclined to be humorous, gravely asked, "What did the whale say?" to which the boy promptly replied, "Almost thou persuadest me to be a Christian."

Another instructor finding a class hesitating over answering the question, "What weapon did Samson use to slay the Philistines?" and wishing to prompt them, tapped his own cheek and asked, "What's this?" and the answer awakened the memory, the whole class exclaimed, "The jawbone of an ass, sir."

Sometimes students in for examination on a number of subjects get them somewhat mixed up, as in the case of the young man who being asked the question, Who was Esau? replied, "Esau was a man who wrote fables and sold the copyright for a bottle of Potash."

Here the confusion of Esau with the fabulist Esop, birthright with copyright, potage with potash, is admirable. Medical examinations also afford some good stories, true and otherwise. For instance one a "badgering" examiner asked a student, "What means he would employ to induce a copious perspiration in a patient?" and got for an answer, "I'd try to make him pass an examination before you, sir."

A French examiner famed both for learning and rudeness, was once examining a young man who though well up in the work hesitated in answering a question. Losing his temper at this the examiner shouted to an attendant: "Bring a truss of hay for this young man's breakfast." "Bring two," coolly responded the examinee, "Monseigneur and I will breakfast together."

Another medical student once said that the ankle bone (tarsus) was so called because St. Paul walked upon it to a city of that name.

The following extraordinary answer was given by a child in an examination in Physiology to the question, "What are the processes of Digestion?" "Food is digested by the action of the lungs. Digestion is brought on by the lungs having something the matter with them. The food then passes through your windpipe to the pores, and is thus carried from the body by evaporating through little holes in your skin called Capillaries. The food is nourished in the stomach. If you were to eat anything hard you would be unable to digest it and you would thus have Indigestion. We call the Kidneys the Bread-basket because it is where all the bread goes to. They lay up concealed by the heart."

G. F. Hamilton

—HEADQUARTERS FOR— Groceries, Crockeryware, Flour, Meal, Feed, &c., &c.

HAVING removed to the store lately vacated by Rockwell & Co. I am prepared to serve the good people of Wolfville and vicinity with the choicest and Newest Goods in the above line, at fair prices.

Line, at retail or by the barrel! Course Salt, by the bag!

To arrive in a few days a full line of PURE CONFECTIONERY!

Bananas, Oranges, Lemons, Dates, Nuts in stock, and all kinds of Fruits in season.

Don't miss the place, next to the Bookstore.

G. F. Hamilton, Wolfville, May 28th, 1892.

APPLE TREES for SALE.

For the Fall and next Spring trade, at the Weston Nurseries! KING'S COUNTY, N. S.

Orders solicited and satisfaction guaranteed. ISAAC SHAW, PROPRIETOR.

MUCH BETTER, Thank You!

THIS IS THE UNIVERSAL TEST. MONEY does not have suffered from CHRONIC BRONCHITIS, COUGHS, COLDS, OR ANY FORM OF WASTING DISEASES, after they have tried SCOTT'S EMULSION.

SCOTT'S EMULSION. Of Pure Cod Liver Oil and HYPOPHOSPHITES. -OF Lime and Soda. IT IS PALATABLE AS MILK. IT IS A WONDERFUL FLESH PRODUCER. It is used and endorsed by Physicians. Avoid all imitations or substitutions. Sold by all Druggists at 50c. and \$1.00. SCOTT & BOWNE, Baltimore.

Executors' Notice.

ALL PERSONS having legal demands against the estate of John O. Pinco, late of Wolfville, in the County of Kings, Esquire, are requested to render the same, duly attested, within twelve months from this date, and all persons indebted to the said estate are requested to make immediate payment to WILLIAM S. PINCO, Wilmet, N. S. ROBERT V. JONES, Wolfville, N. S. Or to E. SIDNEY CRAWLEY, Executor for the Estate. Wolfville, Mar. 31st, '92.

D. E. WOODMAN, CARPENTER, BUILDER.

—DEALER IN— All Kind of Lumber! Planed or in the Rough, to suit Customers. Hard and Soft Wood by the cord, Kindlings by the basket or barrel manufactured for use. Wood and Lumber kept under cover in Sleep's shed, and is always dry; and will be sold at lowest market prices. Agent for Rogers' Silverware. Wolfville, Jan. 8th, 1892. 6m

Wolfville Drugstore.

JUST RECEIVED: A Fresh Supply of Beef, Iron and Wine; Quinine Wine, Compound Syrup of Hypophosphites, Syrup of Figs, Wine of Birch Tree, Omelette, Peppermint Porter, Ale and Beef Peppermint, Lactopeptine, Malt-peppin, Hoff's Malt, Beef Extracts, Skoda Preparations, Ayer's and Hood's Sarsaparilla, etc., and a complete line of other Patents, Drugs, Medicines, Fancy Goods, etc., usually found in an A-1 LIVE Pharmacy. Prescriptions carefully compounded. Geo. V. Rand, PROPRIETOR. Wolfville, June 24th, 1892. 1f

TRY OUR CELEBRATED INCA FLOUR

A First-class grade of Family Flour. Winter wheat, ground from choice seed of the best quality. Superior to all others wherever put upon the market. It is the most health-giving flour in the world. It is guaranteed to give satisfaction. Dealers supplied by A. CHIPMAN & CO., Halifax, N. S., or direct from the Mills of HILLSDALE, PATERBOROUGH, Ont.

Crandall's Clothing Emporium, WINDSOR, N. S.

IT IS THE PLACE where perfect satisfaction is given or money refunded. Full lines of SCOTCH, ENGLISH and CANADIAN GOODS in stock. Samples of stock can be seen at American House, the first Saturday in every month, or when required. NOBLE CRANDALL, 34 CERRISH ST., WINDSOR, N. S.

HARDWOOD. . . .

Screen Doors!

& Windows, Fence Wire, Paris Green, Oil Stoves.

House Paints in Gallons, all shades; Floor Paints in Halves and Quarts; White Lead, Oils, Colors, &c.

Franklin & Fuller.

Wolfville, June 17th, 1892.

SUITS TO ORDER!

ESTATE P. CHRISTIE Merchant Tailoring Establishment, Webster Street, - Kentville, N. S.

Our Summer Stock is now complete in all the leading shades and patterns, which are specially selected for the trade, namely:—Broad Cloths, Scotch, Irish and West of England Tweeds!

Trouserings in Great Variety. Also the latest shades in Summer Overcoatings. Gents' Fine Suits a Specialty!

Fit and Workmanship Guaranteed. Call and leave your orders when in town. Express charges prepaid to any Railway Station in the Province. Wm. GRONO, Manager.

W. & A. RAILWAY.

Tuesday, 5th July, 1892.

Carpets and Blinds.

CARPETS AND BLINDS. CALDWELL! -HAS OPENED UP HIS- Spring Stock!

CARPETS, Hems, Venetians, Unions, All Wools, Scotch, Tapestry.

Floor Oil Cloths, In 4, 6 and 8-4.

LINOLEUMS, 8-4.

BLINDS IN PLAIN AND DADO, from 55c.

Carpets and Blinds.

Wolfville, March 22d, 1892.

FOR SALE!

A Beautiful Gladstone CARRIAGE! Double Seated—rear one reversible. Trimmed in Leather and finished in Nickel, with Signal Lamps. Will take an Express Wagon in exchange. Also, GOOD WORK HORSE, eleven or twelve hundred weight. W. C. Archibald, Wolfville, June 10th, 1892.

Grass.

The grass on the School Lands in Grand Pre Dyke will be sold at Public Auction at the Grand Pre station, on Monday, July 11th, at 2 o'clock P. M. Terms made known at sale. T. L. Dodge, E. L. Gould, Trustees, July 1st, 1892.

NOTICE TO THE PUBLIC!

Having sold out my business to Mr. William Regan, to take effect August 1st, I desire to run out my stock. During the next two months I will offer my Large Stock of Harness and Saddlery Goods at liberal discount for cash, or at six months credit. C. A. PATRIQUIN, Wolfville, July 6th, 1892. 1f

BEAUTY UNADORNED IS ADORDED THE MOST.

JUST SO! But it detracts rather from the enjoyment of Nature's loveliness if circumstances are not particularly fit.

"The Land of Evangeline"

is too exquisite to allow even of such drawbacks interfering with your being mesmerized by its exceeding loveliness. But there is nothing like making sure, and the WINDSOR & ANNOAPOLIS RAILWAY have provided in

The "Flying Blue-rose" running to and from Halifax and after July 5th, a train second to none on the American Continent, made up of PALATIAL PULLMAN PALACE DRAWING-ROOM CARS & SALOON COACHES.

The perfection of comfort, cosiness and convenience, with every luxurious equipment the heart of the most exacting tourist can demand. Even an Ancherite would turn Epicurean on inspection of these Superb Trains.

Your eyes are led by the charms of Longfellow's immortalised ballad; your inner man can derive similar enjoyment, as the buffet of each Parlor Car affords a copious selection of delicacies and delicacies; and, whilst you can rest snugly in your cosiest of arm chairs, at peace with man and Nature, content that life can confer no greater bliss.

The Parlor Cars have been specially built for the "Flying Blue-rose" by the HULLMAN PALACE CAR COMPANY, and neither skill nor money has been spared to make them unique of their kind. The lover of the "weed" will find in each a stogey where, in luxurious comfort, he can wreath all sorts of castles in the smoke-wood.

THE REQUIREMENTS OF EVERY TRAVELER HAVE BEEN CONSIDERED.

The motto of the Management in constructing the "Flying Blue-rose" Parlor Car Express has been to supply the maximum of comfort and the removal of every inconvenience attending on journeying by rail.

If this fixes you, write for further particulars, copy of exquisitely illustrated guide-book and time-table showing connections with every railway in Canada and the States.

W. R. CAMPBELL, General Manager and Secretary, K. SUTHERLAND, Resident Manager, W. & A. RAILWAY.

GOING WEST.

Table with columns: Station, Exp. daily, Accom. daily, Exp. daily, Accom. daily. Rows include Halifax, Windsor, Antigonish, etc.

GOING EAST.

Table with columns: Station, Exp. daily, Accom. daily, Exp. daily, Accom. daily. Rows include Annapolis, Bridgetown, Middleton, etc.

N. B. Trains are run on Eastern Standard Time. One hour ahead with Halifax time. Trains run daily, Sunday excepted.

Trains of the Kingston Branch Railway leave Kentville at 10:45 a. m. and 3:50 p. m., for Ganning and Kingsport.

Trains of the Nova Scotia Central Railway leave Middleton at 2:15 p. m., for Bridgewater and Lunenburg.

Trains of the Western Counties Railway leave Annapolis daily at 1:05 p. m. and on Tuesday, Thursday and Saturday at 3:30 a. m. leave Yarmouth daily at 1:0 a. m. and on Monday, Wednesday and Friday at 1:45 p. m.

Steamers of the Yarmouth Steamship Line leave Yarmouth every Tuesday, Wednesday, Friday and Saturday p. m., for Boston.

Steamer "City of Montreal" leaves 84 John daily for Digby and Annapolis. Returning leaves Annapolis daily for Digby and 84 John, Sundays excepted.

Steamers of the International Line leave St. John every Monday, Wednesday, Thursday and Saturday for Eastport, Portland and Boston, and on Tuesday and Friday a steamer leaves St. John for Portland.

Trains of the Canadian Pacific Railway leave St. John at 6:25 a. m., daily, Sunday excepted, and 8:30 p. m. daily, for Bangor, Portland and Boston. Through Tickets by the various routes on sale at all Stations.

W. R. CAMPBELL, General Manager and Secretary, K. SUTHERLAND, Resident Manager. FOR SALE! A HOUSE and LOT in Wolfville, house to be ready for occupancy March 1st. Apply to Geo. H. Patriquin, Wolfville, Jan. 22d, 1892. 1f