The Weekly Monitor.

WEDNESDAY, NOVEMBER 17TH, 1880

— Again it becomes our sad duty to chronicle the particulars of another dreadful accident, which occurred on Friday last, in the Albion Mines, at Stellarton, Pictou—the scene of the calamity a little over a month ago, by which six lives were lost. Scarcely had the shock of this distressing affair commenced to subside in the minds of the people, when, flashing over the telegraph wires comes the news: "A terrible explosion has occurred in the Foord pit, Albion Mines.—Sixty men and boys missing."—The loss of life was afterwards found not to be *quite* as bad as first represented; but the figures are appalling — fifty men and boys!—who left their homes but a short time previously in the flush of health and strength, with no suspicion that over them was hovering a presence, from which every mortal shrinks in dread, and that its wings even then were throwing a shadow over them. With no thought of even danger; with perhaps many a laugh and joke, and thoughts of wives and little ones at home, these poor miners went to their accustomed work, and had but reached their stations, when, with scarcely a moment's warning, they stepped over the threshold of another world. Poor fellows! but for them we can now only say *requiescant in pace*, and then turn our thoughts to the living widows and orphans, over one hundred in number, who have thus suddenly been deprived of their protectors. These people are poor, and the rigor of our winter season is close at hand, and it is the duty of the whole Province—nay, of the Dominion—to contribute towards the relief of these bereaved people. There ought to be no delay about it, but subscription papers should be started in every town and village, and a small contribution from each individual would foot up an amount sufficient to ensure that the winter could be tided over without suffering at least. Our capital, which is one of the most charitable cities of its size on this Continent, will lead off, we feel assured; and we hope that our County will also be in the van. Think of it, while you sit enjoying the comfort of your coal fires, what dangers have to be undergone that you may have the article which plays so important a part in your domestic economy, and let such thoughts bring forth the essence of charity—practical help.

— In another column will be found a well-penned article from one of our farmer friends upon direct steam communication between Annapolis Royal and the mother country—a subject which has been before touched upon in these columns. We quite agree with our correspondent as to the *desirableness* of such a means of transit for our produce and live stock; but as to whether or not the project is a *feasible* one, requires the most mature consideration. The first cost of the enterprise in building and fitting up the steamship, and in prepairing a suitable pier would involve a very large outlay which should not be gone recklessly into. A most careful estimate must be made up by competent men—men of practical experience on each branch—in regard to the quantity of apples and other produce that *will be*, not *probably*, shipped (estimating on a fair average year, and on the secureness of the market); then the number of live stock that would be carried by this route should receive close attention. (In this section we believe that some of the heaviest freights would be made; though we have not statistical information at hand to support the assertion.) The question of return cargoes, which would, no doubt be considerable, as a direct importing trade in English manufacturers would receive a great impetus, should next be gone into; the chances of freight from other ports that could be touched at *en route*; whether or not soliciting the co-operation of New Brunswickers, would be desirable; and the chances of ruinous competition, through one of the great steamship companies, should it be decided to go ahead, and too much had been done to retreat, putting one of their steamers either directly on the route, or else at St. John, N. B., and reducing their rate of freight to a figure, that we could not compete with at all, should in turn receive a due share of attention. The Dr. and Cr. sides of an enterprise of this description cannot be too carefully weighed; although a certain amount of unavoidable risk must be encountered in every heavy undertaking.

Could the scheme be carried forward to a successful issue in its own direct bearings, the benefits that would accrue in other departments of trade, especially in our shire town, would be great, and not to be under-estimated. The steamship could also be built at Annapolis, at least so our foremost shipbuilder, L. Delap, Esq., says, which would keep a very large portion of the first outlay among ourselves.

Let our practical business men get together, and discuss the matter, and if it will pay, by all means, let every energy be put forth to accomplish whatever will conduce to the interests of our County.

— Mr. W. A. Ritchie received the contract for carrying the mail from Annapolis for Liverpool.

— Messrs. Runciman, Randolph & Co., of this town, have handed us the following, which no doubt will prove of interest to our farmers:

110 Cannon St.,
London, Oct. 28th, 1880.

DEAR SIR,—

A considerable quantity of apples has been sold this week at public sale.

The demand for this fruit has improved, but prices have been kept back owing to large parcels having been sent up from Liverpool to London to obtain the better prices ruling here. Now that our prices are easier, we trust it will stop our shipments from Liverpool, and leave our market free.

The prices this week have ruled as follows:—Baldwins, 12s. 6d. @ 14s; Greenings, 12s. @ 14s.; Newton Pippins, 23s., 26s. 6d. and upwards; Ribston Pippins, 24s. @ 37s. 6d.

Some 500 barrels of Nova Scotia apples ex Australia from New York, were sold on the 26th Oct., as follows:—Baldwins, 11s. 6d.; Gravensteins, 13s., 13s. 6d., and a few 15s., 16s. 6d., 17s., 17s. 6.

We remain dear sirs,
Yours truly,
JOHN S. TOWNSEND, & Co.

P. S.—For apples of *Good Quality—Sound Condition*, we think no English market will this season be better than London.

The latter portion of this letter is but one more appeal to our farmers to consider their own interests, and spare no pains to put up apples in such a manner that would always insure them a good market. We have got the fruit and the market, and it only remains for us to exercise the necessary care in picking and packing, and in the proper classification of fruit, to insure a mine of future wealth to this County. If all our farmers followed the example of many we could name in the County, the mere words Annapolis, N. S, branded on a barrel of apples, would be accepted as a guarantee of excellence, that would, in a few years, be unquestioned on the other side of the Atlantic; and prices would be the outcome that would astonish apple-growers and dealers of to-day.

LOCAL AND GENERAL EDITORIAL ITEMS.

— Annapolis is agitating for a skating rink.

HUGE BEET.—One of our Kings Co. subscribers sends us the following:—"Mr. Levi Woodworth, of Canning, dug from his garden last week, a *turnip beet*,—weighing 11½ lbs. Beat it, Annapolis!"

BIG APPLE.—Mr. Wm. Foster of Berwick, has presented us with an apple of the Bishop Pippin variety, that weighs three-quarters of a pound, and measures 12½ inches around one way and 11½ the other. It was one of a barrel taken to St. John, but the apples proved to too large to be marketable and had to be brought back.

WINDSOR & ANNAPOLIS RAILWAY.—A slight change has been made in the running of trains. The Express train passes here for Annapolis at 1.14, p. m, instead of 1.01. No change has been made in the time of the eastern bound Express. The westward freight passes here one minute later; in the eastward do., no change.

SLEIGH STOCK! CARRIAGE BUILDERS, ATTENTION.—Messrs. Bessonett & Wilson, of Middleton, have now got in their winter stock of builder's materials, and have a specially fine line of Sleigh Stock. This firm has now been established in this County for some years, and is too well known to require any puffing from us. See their advertisement in another column.

DEATH.—The Grand Master Mason, of the Province of Nova Scotia, Mr. Allen Crowe, died at Halifax, on Wednesday evening, last. In both his private and official capacity, his loss will be severely felt. He was said to be the best informed Mason in the Province. The funeral took place on Saturday, with full masonic honors.

— Messrs. Jack & Bell, of Halifax, have received returns from their first shipment of apples this fall to Great Britain. This lot was on account of Mr. Edward Smith of Windsor. A large proportion of it realized 37s. 6d. per bbl., netting here over $7.00 cash. Messrs. Jack & Bell have the very best agents in London, Liverpool and Glasgow, and solict consignments. 2i

ACCIDENT.—We received last week an item to which no name was signed, in regard to a young man, named Fred King, falling while running on the Wiswell bridge — breaking his jaw bone, besides knocking out seven teeth, but as we make it a rule to pay no attention to anonymous communications, we did not publish the item. We find, however, that the *Journal* published it ever the initials of W. J. G., and presume it is correct.

— On Friday night last we were visited with another severe storm of wind, which continued with more or less violence during all of next day. No damages reported as yet. The storm was so violent, blowing from nor-nor west in St. John, that the "Empress" had to return to her wharf after attempting to make her usual trip to Annapolis on Saturday morning.

PROF. PHINNEY'S SINGING SCHOOL.—Prof. N. H. Phinney has lately opened a singing school at Lawrencetown and Paradise, and has already an attendance of eighty at Lawrencetown and fifty at Paradise. The pupils are making fine progres under the excellent instruction of the professor, who is well qualified for his position, as he has been teaching for the last twelve years, during which time he has taught three or four thousand scholars. Monday and Tuesday evenings the school is held at Lawrencetown, and Wednesdays and Saturday evenings at Paradise. Miss Mary Durling presides at the organ.

IMPROVEMENTS.—The dwelling now occupied by Mrs. Reynolds, and known as the "Old Hicks House," on Queen St., in this town, has been purchased by Avard Morse, Esq., and he is now engaged in putting the same in repair, and also intends at an early date, to erect a store—to connect with the house. Mr. Morse does not intend to occupy the premises himself, but will rent them.

Geo. Murdoch, Esq., who has done so much towards the improvement of this town and its vicinity, by the extent of his building operations, is now having the shop adjoining the "old Robinson house," altered into a dwelling house. The latter property has undergone a complete metamorphosis, under the skilful hands of the contractor, Mr. Chas. Ewing, of Centreville and his staff of workmen.

SHOOTING.—On Thursday night or Friday morning the house of Sydney Firman, in the Pine Woods, so called, was broken into, and then set on fire inside. The wife and husband were awakened by the sound of the fire and smell of smoke, and immediately set to work to put the fire out; the wife, going out the door for water, was shot by a man whom she saw with a gun, a large charge of slugs being the load. One of the slugs entered her breast, and as yet cannot be extracted. It is hoped by her physician she may recover. A number of the slugs struck the door. She describes the man as one John Landsey, who has been arrested and now awaits his examination before Justice Dennison.—*Wolfville Star.*

— Ocean soundings, with what is known as Sir William Thompson's steel wire, show that a depth of 1,500 fathoms or more is reached from 20 to 70 miles west from the California shore, the greater part of this sudden fall occurring in the last fifty miles. At 100 miles west of San Francisco the bottom is over 2,500 fathoms deep. The bed of the ocean continues of a uniform depth, greater than 1,500 fathoms, until the Sandwich Islands are reached, the greatest depth being 3,000 fathoms, 400 miles east of Honolulu.

Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

MR. EDITOR,—

Within these few years past the English market has been unexpectedly opened up to the Dominion of Canada in a way to challenge general attention, and leading to considerable profit to those having enterprise enough to avail themselves of the opening. The advantages resulting from this market have as yet, however, mainly accrued to the Province of Ontario and Quebec, but are susceptible of being extended to an equal, if not greater degree, to the Maritime Provinces, and especially to Nova Scotia, and perhaps to no section of this province more than to the County of Annapolis.

The question for us, then, to consider is—has the time not arrived when action should be taken with a view of securing the advantage of direct trade between this province and the Mother Country, in a way that has not yet been obtained. Free, it may be said, that direct trade and intercourse already exists between the City of Halifax and the leading marts of trade and commerce in England, but still not in such a way as conduces most to our honor and profit. With the command of large capital, why should Halifax not stir in the matter of a line of steamers between that port and London or Liverpool, owned and managed chiefly by men on this side of the water. If a small portion of the money now drawing from three to four per cent interest, to say nothing about large deposits bearing no interest at all, were invested in such an undertaking, and others of kindred character, what great good would result therefrom, not only to the country, but to the promoters themselves. Then the lack of manufacturing industries in Nova Scotia as well as throughout the Maritime Provinces might cease to be a standing subject of regret, and the prejudices against the enterprise and products of Ontario and Quebec, would abate, our own self respect and welfare being greatly promoted at the same time.

We do, indeed, wish to be less dependent upon supplies from the Upper Provinces, and may easily become so, if we make a proper use of the means at our command. But my present purpose is, not so much to tell what the people of Halifax, or the people of the Maritime Provinces should do, as what the people of this fine county should do. It might be found to be desirable that two or three of the Western Counties should unite in the undertaking which I am about to propose, if it were found to be desirable, or too much for this county alone, the proposal is nothing more nor less than this—the establishment of direct steam communication between London or Liverpool, and the Old Town of Annapolis Royal. The scheme is chimerical, says one: 'tis quite impracticable, says another: and a third exclaims, why, only think of a steamer suitable for crossing the Atlantic, running so far up the Annapolis River! and then where would she be put after she was brought there?

Very well, gentleman, indulge your own opinions for the time being, but it is quite possible that you will change your minds after the matter is fully discussed. All I will say now, in the way of reply is this—I am satisfied that navigation much more hazardous is daily encountered by steamers of as heavy burden as one required for the trade in question, and I also think it will be found, after further ventilation of the subject than I purpose here to give it, that men of experience including both masters and builders of ships of all classes, believe the scheme quite feasible.

With a steamer plying between London, or Liverpool and Annapolis direct, what facilities would be afforded to the farmers of the Annapolis Valley, and surrounding sections of the county, for the shipment of their surplus products to the Mother Country! and what a change would also be presented for cultivating trade relations with the country to which we owe loving fealty!

Let us glance at the surplus products which we have even now to export, all of which would find a profitable market in England, promising that the trade of which we are now speaking is yet but in its infancy, and that nothing would so conduce to its rapid development, as the establishment of direct steam communication as here proposed. Doubtless, many things would be both exported and imported of which we do not now even dream. Probably the quantity of apples, which will be sent to England this season from the Valley of Annapolis alone, will not fall below *thirty thousand barrels*, (30,000) including next spring's shipments. These will pay an average profit of $1.00 per barrel, probably, should the project here mooted go into effect, apples would be carried at from 75c. to 80c. per barrel, thus saving to the Fruit Growers from $6,000 to $7,500 per annum in years to come. But the time is not far distant when our shipment of fruit will be doubled, when the gain indicated would also be doubled. On cattle there would be a corresponding gain in the way of freight charges, so on cheese, poultry, potatoes and all other commodities which we might have to export.

In penning this article for your excellent paper, I have not proposed to myself to enter into the subjects of the cost and running expenses of a steamer suitable for the purposes in view, but if the project should attract the attention which its far-reachinng merits rightfully desire on the part of all classes in this and the adjoining counties, I am quite sure that the matter in all its bearings will be fully and ably discussed by those much more competent to the task than I claim to be.

If there is anything of a feasible character about the foregoing thoughts and reflections, we don't want to wait half a dozen years to reap the advantages which their adoption would yield, but we should promptly avail ourselves of them. One method of proceedure might be, to ask the High Sheriff of the County to call a meeting, at some central point of the inhabitants, to consider the matter here mooted, which I feel sure he would have pleasure in doing, were he so solicited to do.

Trusting that the business men of this County, and especially the farmers, who ought to be more interested in the scheme than any other class, will take the matter up with spirit and energy, and if so, that the best hopes of all may in the end be realized, I beg to subscribe myself.

A FARMER.

Mr. Gladstone Reviews the Political Situation.

The New York *Herald* has the following summary of the British Premier's speech at the Lord Mayor's banquet:—

Mr. Gladstone, in reply to the toast to Her Majesty's Ministers, said the abundant harvest was one fortunate circumstance for Ireland. It would be the duty of the Ministers to carefully examine the condition of the law in regard to the wants of Ireland, and, if they found occasion to believe its provisions were insufficient for the happiness of the people, they would not scruple to call upon parliament to deal with the subject in a spirit of equity and justice. He continued:—"Illegitimate influences are at work in Ireland. The maintenance of public order is to be considered before the improvement of the law. Those who wish to occupy evicted farms are obstructed by menace, intimidation, crime and the infringement of the rights of free citizenship Although the government are anxious to promote practical improvements in the land laws, yet we recognize as a duty above all others the duty of enforcing the law for purposes of order. The obligation incumbent upon us is to protect every citizen in the enjoyment of life and property, and it may be that under certain circumstances we may be compelled to ask for a certain increase of power, but we will never anticipate such contingency. Yet if it arises we shall not shrink from the obligations devolving upon us.

Although the Zulu war is ended yet another struggle has been begun in South Africa which, I am sorry to say, has not yet terminated. As to India we have not yet accomplished all we wish. Some portion of Afghanistan has been restored to a more hopeful condition. We have been able to diminish by 30,000 men the force engaged in Afghanistan." Referring to the Eastern question Mr. Gladstone said: "The late Premier justly stated that if the Treaty of Berlin was carried out it would be very beneficial, and that England would not shrink from the obligations of the treaty. When we came into power we determined to uphold the treaty. We deny that we are enemies of Turkey. On the contrary, we have pursued a policy by which Turkey may continue to exist. To justify that existence two things are necessary—the fulfilment of international obligations and that the condition of Ottoman subjects be rendered tolerable by equal laws. No progress has yet been made in the Greek question. As to the European concert we did not wish it to be the duty of England to take upon itself alone the obligations of the Treaty of Berlin, but we wished to promote the concert by amicable means. We have just received a telegram from the Sultan informing us he has good hope that during to-day or to-morrow highly satisfactory news will be received from Dulcigno." Mr. Gladstone brought his speech to a close with a toast to the health of the Lord Mayor. The *Times*, in its leading editorial, says:—"Mr. Gladstone's principal declaration at the Lord Mayor's banquet last night was that maintenance of law and order must precede any legislation in connection with the land laws."

☞ There is no and there cannot be, any smoking tobacco superior to the "Myrtle Navy brand. A wrapper of brighter appearance and higher price it is possible to get, but all wrappers are very poor smoking tobacco and but a single leaf is wrapped round a plug. The stock used in the body of the "Myrtle Navy" plug is the very best which money can purchase. The powers of the Virginia soil can produce nothing better, and no other soil in the world can produce as fine tobacco as that of Virginia.

New Advertisements.

New Goods!

New Goods.

THE subscriber has just received a choice selection of

Staple and Fancy

GOODS!

Black col'd, Cashmeres,
French Merinos,
Silk Velvets,
Velveteens
Satins,
Serges,
Costume Cloths,
Lustres,
Brillianteens,
Winceys,
Mantle Cloths,
Fancy Shirting,
Flannels,
Table Linen,
Bleached & Unbleached Cotton,
Hosiery
Gloves,
&c., &c.

ALSO:
Courtauld's Celebrated Crapes,
Trunks,
Valises,
Hats,
Feathers,
Flowers,
Hat Ornaments

A good assortment of

DRESS TRIMMINGS,
BUTTONS & HABADASHERY.

MILLINERY!

The Millinery department will be superintended by a lady who has *spent the past two seasons in New York*, and any orders in that line will be promptly attended to.

Mrs. L. C. Wheelock.

Lawrencetown, Oct. 27th, 1880.

New Fall Goods!

AT MIDDLETON!

THE subscriber has received

Raisins, Currants, Spices, Baking Powder, Gelatine, Confectionery, Broma, Eclectric Oil, Pain Killer, Liniment, asstd.; Bendalarie's Cough Remedy, Canary Seed, Soda & Fruit Biscuit, Sugar & Oyster Crackers, Canned Oysters, Salmon & Lobsters, Granulated & Brown Sugar, Rice Oatmeal, Tobacco, &c.

ALSO—the best TEA in the County, and the Best quality of American Kerosene Oil at prices which defy competition. THE SUBSCRIBER DOES NOT SELL CANADIAN OIL FOR AMERICAN, and customers can always depend upon the quality of goods purchased of him.

H. Crosskill.

Oct. 26th, 1880.

FOR SALE.

Iron and Steel, asstd. Sizes,
Hoop Iron and Rivets;
Horse Shoe Nails;
Nails and Spikes—Asstd. Sizes,
Sleigh Shoe Bolts, &c.;
Slate Roofing Paint, Variou Colors, Ready Mixed;
Planed Clapboards, and Sawn Shingles;
A number of Abram Kerr's Patent Root Pulpers, in hand for Sale.

AGENT FOR
New England Boston Paint Co.'s Paints;
Walter Wilson, Saw Manufacturer, St. John, N. B.
Honey's Patent Fanning Mill,

H. FRASER.

HORSES

THAT have the distemper need the NUTRITIOUS CONDIMENT or Manhattan Feed. Sold by J. W. WHITMAN.

ALSO,—Good warm BLANKETS. Curry Combs, Common Leather Back and Dandy BRUSHES, Stove, Boot and Scrub and W. W. Brushes.

—BEST—
GROCERIES.
—THE BEST—
Apple Parer!
in the market.
Canadian and N. S.

TWEEDS.

BROADCLOTHS. DIAGONALS,
DOESKINS,
Sold low to close out.

Gray and White Cottons,
VERY CHEAP.

Confectionery and Biscuits
to suit any taste.

Flour and Meal,
CHEAPER FOR CASH.

☞ See the Novel Barometer.

J. W. Whitman.

Lawrencetown, Oct. 23rd, 1880.

New Advertisements.

Hardware and Carriage STOCK EMPORIUM,

MIDDLETON,
Annapolis County, N. S.

WE beg to call the attention of

Carriage and Sleigh Builders

to our complete stock of Goods suitable for their use. By late importations, we have in stock:

SLEIGH RUNNERS and RAVES,

LATEST PATTERNS, BASSWOOD PANELS for Sleigh Backs and Dashers, 40x30 and 36x18.

Whitewood Boards,

16 and 18 inches wide, free from KNOTS and CHECKS—WELL SEASONED.

PLUSHES, FELTS, and CORDS for Sleigh Coverings

AMERICAN MOSS, (XX) CURLED HAIR, (XX), and all UPHOLSTERINGS requisite,

HALF-OVAL NOSING IRON ½, ¾ and ⅞.

SLEIGH STEPS, WROUGHT SLEIGH COUPLINGS,

SLEIGH and SLED SHOE STEEL, all sizes.

In fact everything that Sleigh and Carriage Builders use in their trade, will be found in our establishment.

MASURY'S PAINTS and LAKES, ground in Japan expressly for Carriage Builders, and in all the leading colors. TRANSFER ORNAMENTS.

GOLD, SILVER and BRONZE LEAF and BRONZE POWDERS.

We would call the attention of Horse-shoers and Carriage Smiths to our

American Snowball Shoes,

our very superior brand of

HORSE-SHOE IRON,

to the excellent quality of our *Small Rounds and Flats.*

MONEY'S HORSE NAILS, CARRIAGE MALLEABLES.

WROT-CARRIAGE GOODS, &c., &c., &c.

This, with our usual stock of SHELF AND HEAVY HARDWARE, makes one of the best assorted stocks in the Province.

Wholesale and Retail.

BESSONETT AND WILSON.

Middleton, Annapolis Co. nov.17

FOR SALE.

1 Single Seated Sleigh,
1 Lined Buffalo Rrobe,
Apply to
MRS. JOHN B. FAY.

Bridgetown, Nov. 15th, 1880. tf

TO ARRIVE IN A FEW DAYS.

BKT. "GEO. E. CORBITT."

WITH 100 PUNCHEONS

CHOICE MUSCOVADO

MOLASSES!!

WHICH WE WILL SELL LOW FOR CASH.

A. W. CORBITT & SON.

FOR WEST INDIES,

Bark

"Geo. E. Corbitt,"

Will be put in the berth for Demerara on her arrival from West Indes. All parties wishing to ship potatoes or hay will please apply immediately to

A. W. Corbitt & Son.

EXECUTRIX'S NOTICE.

ALL persons having any legal demands against the estate of DR. F. W. B. HARDING, late of Middleton, deceased, are requested to render the same, duly attested, within six months from the date hereof; and all persons indebted to said estate, are requested to make immediate payment to

ELLEN S E. HARDING,
Executrix.

EXECUTOR'S NOTICE.

ALL persons having any legal demonds against the estate of the late N. H. BECKWITH, of Bridgetown, in the County of Annapolis, deceased, are requested to render the same duly attested to, within six months from the date hereof; and all persons owing said estate, are requested to make immediate payment to

WM. ROY, Executor.

Margaretville, Nov. 10th, 1880. 30 3m

NOTICE!

THE public are requested to take notice that there is a note of TEN DOLLARS, ($10.00), dated the last of July or August, held by William Parks, Senr., of Port George, which I will resist payment, as I have received no value.

DAVID DUNCAN.

Paradise, Nov. 6th, 1880. 30t

New A rtisements.

APPLES for GREAT BRITAIN.

THE undersigned have arranged with first-class Fruit Brokers in

GLASGOW,
LIVERPOOL and
LONDON.

And are now prepared to forward produce to the above places.

Weekly quotations furnished on application to

Jack & Bell,
HALIFAX, N.S.

For Sale!

THAT well-known FARM, situate in Granville, in the County of Annapolis, only one mile from Bridgetown, known as the

"Gilbert Fowler Farm,"

containing two hundred acres of land, more or less, plenty of WOOD and FENCING, a large Dwelling House, Wood house, Horse Stable, and two Barns. Cuts forty tons of hay, has seven acres of excellent dyked Marsh, within a stone's throw of the Barn; a young Orchard of 200 trees, bearing from 50 to 75 bbls. per annum. For further particulars, apply to the subscriber on the premises,

Abner Foster.

Bridgetown, Nov. 2nd, 1880. 29tf

CARD.

G. W. Gunter, M. D.,
PHYSICIAN AND SURGEON.
OFFICE at house of Mr. JAS. CRAIG.
MIDDLETON, N. S.

SOMETHING NEW

—AT THE—

LONDON HOUSE!

The 5 and 10 Cent

Counter trade introduced a

GREAT SUCCESS!

Expect Goods every month until the end of the year.

☞ Be sure to call and see what useful articles you can get for

FIVE AND TEN CENTS!

W. M. Tupper.

Bridgetown, Oct. 15th, 1880.

ALSO.—

FALL STOCK,

complete in other departments.

W. M. T.

NEW

Antumn Goods!

—NOW OPENING AT—

RUNCIMAN, RANDOLPH & CO'S.

NEW PLAIN WINCEYS,
rom 7 cents a yard.
PLAIN WINCEY SHIRTINGS,
NEW BLK. CASHMERES,
New Blk. Lustres,
Gray Wool Shirtings,
Ladies' Mantles & Ulsters
Gents' Ulsters and Overcoats,
Pants & Vests,
YOUTHS' SUITS,
MENS' AND BOYS BLACK FELT
HATS,
(soft and hard crowns.)
—Balance of—
DRESS GOODS
AND
BLK. FRENCH MERINOS.
TO ARRIVE IN A FEW DAYS.

JUST RECEIVED AND

For Sale Cheap

BEST QUALITY GENUINE

White Lead,

Small Packages

COL'D. LEADS,
BOILED AND RAW
LINSEED OIL,
Brown Japan
A splendid article of
BLACK TEA,
recently imported from London.

Bridgetown, N. S., Oct. 4th, 1880.

EXPRESS WAGON
FOR SALE.

Strong Iron Axles and Springs. Apply to
GILBERT HILL,
COX BROTHERS.

Bridgetown, August 17th, 1880. a19tf