Miscellaneous.

Two Great Railway Enterprises.

The construction of a railway across the Sahara Desert to unite Algeria with the Soudan, and the laying down of a line across Siberia to connect the European systems with the extreme Orient, are two works of stupendous magnitude that are being undertaken respectively by France and Russia. Both proposals have been long under consideration, but it is only lately that they have received the necessary sanctions of the governments. The idea of the French in constructing a line across the Sahara is to put their three possessions—Algeria, Senegal, and the Gaboon-Congo—into direct communication with each other, and at the same time to open up to commerce the vast area of territory which French exploration proves to be well worthy of the enterprise. Instead of being a desert, as was represented by popular ideas, the Sahara is highly productive in parts on account of its being well watered by rivers and lakes. The climate is mild and equable, and eminently suited to agriculture. The first difficulty in connection with this Trans-Saharan railway was the selection of the point from which to start. Both Senegal and the Gaboon-Congo are peculiarly suitable on account of their proximity to the territory which has to be traversed, but Algeria was selected on account of its value as a base of penetration. The work will be very costly, the estimated expense of laying the line in the midst of the desert being about $3,500 a mile. When completed the line will tap the Soudan and the region watered by the Niger, and will immediately connect it with the Mediterranean. The work has already been begun under authority of the government. The railway across Siberia owes its initiative to the activity of General Armenhoff. Its completion will necessitate the laying down of 4,200 miles of rails, and it will stretch from the west of the river Oural to the Russian port of Vladivostock, on the sea of Japan. The line will naturally take a southern route, so as to avoid the forests and the animosity of the natives and it will take in the rich mineral district lying between Lake Baikal and the river Amoor, where petroleum is especially found in great abundance. The line has already penetrated a little way into Siberia, and has now reached the town of Tjumen. The work will take many years to complete it, but it is stated that the railway will become valuable as a means of stimulating commerce with China before it reaches its eastern limit.

Bravely Done.

Quite recently, on a Belgian railway, a period of extreme cold so affected a switch bar that, when the switchman attempted to move it, it broke in two. The accident prevented the switching apparatus from working.

Two passenger trains were approaching, and the switchman saw instantly that if the switch was not turned, a dreadful collision would be the result.

There was but one thing for him to do; he must push the movable rail into place with his hands. This involved getting between the two tracks upon which the trains must pass. He decided what to do without hesitating a second.

Throwing himself flat on the ground between the two tracks, the switchman moved the rail to its place with his hands, and then drew them back, just in time to escape the wheels of the locomotive.

He had a narrow escape, too, from being thrown upon the other track by the rush of air caused by the rapidly moving train.

He escaped, however, and the passengers whose lives his bravery and presence of mind had saved, did not even know that they had been in danger.—*Youth's Companion.*

ORIGIN OF THE HORSE-SHOE.—All sorts of questions are asked of newspaper men, and why, no one knows. An individual who is a patron of the *Herald* see fit to state through our columns the origin of the horseshoe. We have puzzled over the matter somewhat, and find that the feet of horses were protected by leather boots as early as the days of Aristotle and Pliny. The boots were sometimes shod with metal. There is one writer who claims that the mules of Nero were shod with silver. The claim is probably as true as many other things handed down by tradition. Homer speaks of "brazen footed steeds." Iron shoes were first nailed to the hoofs of horses in the ninth century, at any rate the works of Emperor Leo so state. Iron horseshoes were first introduced into England by William I. about 1688. This is the best information we can get upon the subject. If any one else can give any better, we would like to hear it.—*New York Herald.*

GIVING UP TOBACCO.—At the close of one of Mrs. S. M. I. Henry's recent lectures in Illinois, a leading physician of the place came forward and electrified the audience by declaring that he had been "hard hit" as to the habit of tobacco using, and that as a man and a Christian physician, he could stand it no longer. "Here," he said, "with my vest pocket full of cigars, my trousers pockets of smoking and chewing tobacco, and my overcoat pockets of pipes, I renounce the use of the weed forever. I know what this means; I know I shall not be good for much for a while; my teeth will feel as though I could pick them out with my fingers; I shall not be able to retain my breakfast for weeks; I shall be nervous and cross; but I am going in for a clean body, God helping me. The audience roared, then cheered and shouted, while many eyes were wet with tears, and fervent amens came from all parts of the house.

Shiloh's Consumption Cure.

This is beyond question the most successful Cough Medicine we have ever sold, a few doses invariably cure the worst cases of Cough, Croup, and Bronchitis, while its wonderful success in the cure of Consumption is without a parallel in the history of medicine. Since its first discovery it has been sold on a guarantee, a test which no other medicine can stand. If you have a Cough we earnestly ask you to try it. Price 10 cents, 50 cents, and $1. If your Lungs are sore, Chest or Back lame, use Shiloh's Porous Plaster. Sold by Drs. deBlois & Primrose, Bridgetown, and Dr. Morse, Lawrencetown.

—London gossips have it that Mr. Stanley made known his engagement in the following manner: Mr. Stanley observed to a friend that he would be in London during July to attend a wedding, after which he would go to Scotland. "Your wedding?" asked the friend, jokingly "Yes," replied Stanley, "I'm going to marry Miss Dorothy Tennant."

Suddenly Prostrated.

GENTLEMEN,—I was suddenly prostrated while at work by a severe attack of cholera morbus. We sent at once for a doctor, but he seemed unable to help. An evacuation about every forty minutes was fast wearing me out, when I sent for a bottle of Wild Strawberry, which saved my life. Mrs. J. N. VanNatter, Mount Bridges, Ont.

Agricultural.

Fall vs. Spring Planting.

From the purchasers' standpoint, does it pay to buy fruit trees in the fall? Are there any advantages gained by purchasing in the fall equivalent to the disadvantage of laying out of your money for six months for an article that cannot be made any use of till the spring? If there are none that can be shown, that of itself is a sufficient objection to fall purchasing? Then, what are the advantages claimed and set forth by the advocates of fall purchasing? First, if the purchaser be a farmer, as is the case in the majority of instances, he is told that by securing his trees in the fall he will have them on hand in the spring soon as the season opens and can get them planted and out of the way before his other work demands his attention, and that by early planting they will get the full benefit of the spring rains to give them a fine setting, and as a result an early start. On the other hand, if he does not get them set out early he is told he can leave them lying in their winter bed till the season is well advanced, and they will then lose no time, as they will have started to grow and, the weather being warm, will rush right ahead soon as planted out. Both of these arguments are fallacious and deceptive, as I think can be shown alike from the standpoint of common sense and from actual experience.

In the autumn season nature prepares the tree for the approaching winter. First evaporation is suspended, then the flow of sap from the roots ceases, the leaves separate and fall off, the bark contracts and tightens about the tree, the pores of the outer covering closes up and the tree is ready to resist the penetrating cold blasts of the winter season. If the tree be dug up for fall delivery the process of preparation is very different to this. The leaves are stripped off by the nurseryman before evaporation has ceased, or any preparation has been made to resist the winter's cold. The tree is sent out in this condition; it is buried in the earth beneath the frost for the winter; it absorbs from the soil all the moisture that it can contain, and if, at the first approach of spring, it is taken out of its winters bed in this state and exposed to the cold piercing winds and keen night frosts it is going to have a severe struggle for life. To subject a young tree to this treatment is like taking a child right from the bath tub, and, whilst the pores of the system are all open, exposing it to a cold and chilling atmosphere. The child could not stand such treatment without receiving a shock to its system; no more can the young tree. If it be a pear or an apricot tree it will almost certainly die; if a plum it may live; if an apple tree it will most likely live, but it will show evidences of its harsh treatment through life, in what is known as black heart or other kindred defects.

On the other hand, if the tree be allowed to lie in its winter bed till the season is well advanced and the days become warm and sunny, its fate will be none the less precarious. Before being taken out the buds will have formed and swelled, ready to bursting open; planted out in the warm sunshine they will immediately burst forth, and in less than two weeks you may have a growth of over an inch in length. But you will not likely get any more growth that season; for, having exhausted the vitality in the tree itself with no corresponding growth at the root to sustain a continued top growth, the latter must stop and the tree becomes stunted; and, in spite of every effort on your part to revive its growth, it will remain in that condition throughout the season, and the winter will come upon it before it has sufficiently established itself to withstand the frost and storm, and it will die the following spring. The cause is not far to seek. The tree, as before mentioned, had become flushed with sap from absorption; when set out in the warm sunshine this absorption was stimulated into abnormal growth, and as there was yet no warmth in the ground to promote a growth at the root, the growth at the top must stop when the abnormal vilality of the trunk is exhausted and there is no preparation made at the root to sustain and continue it. To insure a continued and healthy growth in a tree that growth must first begin at the root. This is nature's method, and any interference at variance with her natural operations is certain to be followed by undesirable results, and any tree that has not established itself by firm root growth during the first season after transplanting, in only an exceptional case will it come safely through the winter to do so the second season.

Apart, then, from any monetary consideration, fall deliveries are, in my opinion decidedly against the purchasers' interest. The very high percentage of mortality, if I may so term it, among pear and plum trees in the County of Perth, I attribute to fall deliveries, and a large percentage of the unhealthiness in both young and older apple orchards, I attribute to the same cause. For example, four years ago a neighboring farmer purchased a dozen apple trees, which were delivered to him in good order by myself. After keeping them "heeled in" all winter he planted them out early in the spring as recommended. A day or two after a severe storm of sleet set in from the south-west, followed by a keen frost. Every one of those trees lived, but from the start they presented a very unhealthy appearance. On examining them in the month of August following, I found on the south-west side on many of them what I supposed to be frost bites. The bark in spots had become quite dry and hard, and sunken away from the living part of the tree. These spots are now nearly or quite over grown but they will ever remain diseased spots in the trunks of the trees, affecting them to a greater or less extent throughout their whole system. In my own personal experience I have planted during the past six years, fourteen plum and pear trees received in the fall, of that number two only are living. During the same time I have planted thirty-three received in the spring, out of which only four have died, and I was strongly suspicious that these four were fall dug when they came to hand. As a class, I have a special regard for nurserymen, and the business in which they are engaged has always had a peculiar attraction for me; yet I have still to meet the nurseryman who can instruct nature in her methods, or improve upon them, and the tree left undisturbed in the soil in the fall, prepared by nature in her own way for the approaching winter, and dug up in the spring for transplanting, is, all things considered, the most profitable tree to purchase, and the only safe tree to have anything to do with.—T. H. RACE, in *The Canadian Horticulturist.*

—Many promising young colts have been ruined by being teased; as a result of teasing they become vicious and treacherous at times. It depends altogether on the kind of treatment a colt gets whether it will make a kind and gentle or vicious and treacherous horse.

'90 YARMOUTH S.S. CO. '90

(LIMITED.)

The Shortest and Most Direct Route between Nova Scotia and the United States.

The Quickest Time. Only 17 hours between Yarmouth and Boston.

THE FAST STEEL STEAMER

YARMOUTH,

WILL leave Yarmouth for Boston every *Wednesday and Saturday Evenings*, after arrival of the train of the Western Counties Railway. Returning, will leave Lewis' Wharf, Boston, at 10 a.m., every *Tuesday and Friday*, connecting at Yarmouth with train for Halifax and Intermediate Stations.

The YARMOUTH carries a regular mail to and from Boston, and is the fastest Steamer plying between Nova Scotia and the United States. Fitted with Triple Expansion Engines, Electric Light, Bilge Keels, etc.

The steamer CITY OF ST. JOHN leaves Pickford & Black's wharf every Monday evening for Yarmouth and intermediate ports, returning leaves Yarmouth every Thursday at 7 a.m standard time.

For all other information apply to F Crosskill, Station Agent, Bridgetown, or to

W. A. CHASE, Secretary and Treas. L. E. BAKER, Manager.

Yarmouth, March 20, 1890.

ANNAPOLIS, SS.

In the Court of Probate.

In the matter of the estate of the late ARTHUR W. RUMSEY, of Torbrook, in the County of Annapolis, deceased.

TO BE SOLD AT PUBLIC AUCTION ON

Monday, the 18th Day of August,

A. D. '90, at 2 o'clock in the afternoon,

on the premises, under a license granted by the Judge of Probate for Annapolis County, on the 18th day of June, A. D., 1890.

All the estate, right, title and interest of the said deceased, situate, lying, and being at Torbrook, aforesaid, described as follows:

Beginning at a yellow birch tree, marked on the west side with letters S. B., and on the east side with letters H. G., about 150 rods from the new eastern line of the Township of Annapolis, on the north side of the Torbrook road, so-called; thence from said birch tree 50 rods north, 80 degrees east on said road, to a stake and stones; thence north 15 degrees, west until it strikes the ridge or central part of Bald Hill; thence along the central part of said ridge 50 rods south 80 degrees west; thence south 15 degrees east to the place of beginning, containing by estimation one hundred and ten acres, more or less.

TERMS:—Ten per cent. deposit at sale, balance on delivery of deed.

SARAH E. RUMSEY, Executrix.
FLETCHER WHEELOCK, Executor.

July, 15th, 1890. 15 5i

THE KEY TO HEALTH.

BURDOCK BLOOD BITTERS

Unlocks all the clogged avenues of the Bowels, Kidneys and Liver, carrying off gradually without weakening the system, all the impurities and foul humors of the secretions; at the same time Correcting Acidity of the Stomach, curing Biliousness, Dyspepsia, Headaches, Dizziness, Heartburn, Constipation, Dryness of the Skin, Dropsy, Dimness of Vision, Jaundice, Salt Rheum, Erysipelas, Scrofula, Fluttering of the Heart, Nervousness, and General Debility; all these and many other similar Complaints yield to the happy influence of BURDOCK BLOOD BITTERS.

T. MILBURN & CO., Proprietors, Toronto.

The Schooner

Temple Bar

is again to the Front.

THIS well-known packet will make regular trips between this port and St. John, during this season, carrying freight with the usual care.

The subscriber keeps

LIME AND SALT

constantly on hand and for sale.

Apply to J. H. LONGMIRE, *Master*, or to P. Nicholson when the schooner is not in port.

Administrator's Notice.

ALL persons having legal demands against the estate of the late Henry S. Piper, Publisher, late of Bridgetown, in the County of Annapolis, deceased, are hereby requested to render their accounts, duly attested to, within twelve months from the date hereof; and all persons indebted to the said estate are requested to make immediate payment to

MINNA K. PIPER, Sole Administrator.

Bridgetown, Aug. 10th, 1889.

EXECUTORS' NOTICE.

ALL persons having legal demands against the estate of JOSEPH FADER, late of Gates Mountain, in the County of Annapolis, deceased, are hereby required to render the same, duly attested, within six months from this date, and all persons indebted to said estate are required to make immediate payment to

H. J. ANDREWS, GEORGE A. FADER, } Executors.

Gates Mountain, March 29th, 1890. 52 tf

Executors' Notice.

ALL persons having legal demands against the estate of DAVID C. LANDERS, late of Nictaux, Annapolis Co., deceased, are hereby requested to render their accounts duly attested to, within six months from the date hereof, and all persons indebted to the said estate are requested to make immediate payment to

D. W. LANDERS,
L. E. LANDERS.
Executors.

Nictaux, July 21st. 16 3m.

Administrator's Notice.

ALL persons having legal demands against the estate of the late WILLIAM SMITH, of St. Croix Cove, Annapolis County, deceased, are requested to render their accounts, duly attested, within three months from the date hereof, and all persons indebted to said estate are requested to make immediate payment to

GEORGE SMITH, Sole Administrator.

St. Croix Cove, July 21st, 1890. 3m pd

Administrator's Notice.

ALL persons having any legal demands against the estate of the late ROBT. N. MORSE, of Melvern Square, in the County of Annapolis, deceased, are hereby requested to render their accounts, duly attested, within three months from this date, and all persons indebted to the said estate are requested to make immediate payment to

JOHN MORSE, Sole Administrator.

Melvern Square, July 7th, 1890. 3m pd

CARD.

W. G. Parsons, B. A.,

Barrister, Solicitor, Etc.

MIDDLETON, - - N. S.

Office in A. BEALS' STORE. 1 16

K D C is Guaranteed

The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. Read proof below.

KENDALL'S SPAVIN CURE.

OFFICE OF CHARLES A. SNYDER, DEALER OF CLEVELAND BAY AND TROTTING BRED HORSES. ELLWOOD, ILL., Nov. 20, 1888.

DR. B. J. KENDALL CO.

Dear Sirs: I have always purchased your Kendall's Spavin Cure by the half dozen bottles, I would like prices in larger quantity. I think it is one of the best liniments on earth. I have used it on my stables for three years.

Yours truly, CHAS. A. SNYDER.

KENDALL'S SPAVIN CURE.

BROOKLYN, N. Y., November 5, 1888.

DR. B. J. KENDALL CO.

Dear Sirs: I desire to give you testimonial of my good opinion of your Kendall's Spavin Cure. I have used it for **Lameness, Stiff Joints and Spavins**, and I have found it a sure cure, I cordially recommend it to all horsemen.

Yours truly, A. H. GILBERT, Manager Troy Laundry Stables.

KENDALL'S SPAVIN CURE.

SANT, WINTON COUNTY, OHIO, Dec. 19, 1888.

DR. B. J. KENDALL CO.

Gents: I feel it my duty to say what I have done with your Kendall's Spavin Cure. I have cured twenty-five horses that had **Spavins**, ten of **Ring Bone**, nine afflicted with **Big Head** and seven of **Big Jaw**. Since I have had one of your books and followed the directions, I have never lost a case of any kind.

Yours truly, ANDREW TURNER, Horse Doctor.

KENDALL'S SPAVIN CURE.

Price $1 per bottle, or six bottles for $5. All Druggists have it or can get it for you, or it will be sent to any address on receipt of price by the proprietors. DR. B. J. KENDALL CO., Enosburgh Falls, Vt.

SOLD BY ALL DRUGGISTS.

PUBLIC AUCTION.

EDWARD BAUCHMAN

vs.

JAMES WILLIAM McCORMICK.

To be sold at Public Auction in front of the Court House in Annapolis on

Saturday, the 30th Day of August, A.D., 1890,

AT ELEVEN O'CLOCK IN THE FORENOON,

under and by virtue of an assignment made by the said James W. McCormick, the defendant in the above cause, to the said Edward Bauchman, the plaintiff in the above cause, under the provisions of Chapter 118 of the Revised Statutes of Nova Scotia, 5th series, entitled "Of the Relief of Indigent Debtors," and which said assignment bears date, the 14th day of August, A.D., 1889. All the right, title and interest which the said James William McCormick had at the date of the recording of said judgment, on the 30th day of July, A.D., 1889, and also all the right, title, and interest which the said James William McCormick, had on the day of the date of said Assignment, of, in, to and out of all those certain pieces or parcels of

LAND

situate, lying and being in Clements, in the County of Annapolis, bounded and described as follows:

First—That certain tract of land commencing on the western corner of land now owned by Josiah Ruggles, at the Annapolis River, thence running south six degrees, east on the corner of the present lines to the Waldec road, thence along said road westerly seventeen rods and one-half of a rod, thence north six degrees west, or the course of the present lines to the river aforesaid, thence easterly along said river to the place of beginning, containing eighty acres more or less.

SECOND,—Also one other piece or parcel of land commencing fifty rods from the southern bounds of the present post road on the western side of land above described, thence southerly along said line until it comes to lands formerly owned by Jacob Potter, thence westerly along said land eight rods, thence northerly, keeping the width of eight rods until it comes at right angles with the first-mentioned starting point, thence easterly to place of beginning, containing thirty acres more or less.

THIRD,—Also one other piece or parcel of land commencing at eastern line of lands of Edward Bauchman, on the northern side of the highway, thence along said line northerly seventy rods, thence easterly twelve feet, thence southerly to the highway aforesaid, thence westerly along the highway two and one-half rods to the place of beginning, containing one quarter of an acre more or less, with all the privileges and appurtenances thereunto belonging, always excepting and reserving the smoke-house at the shore and the free right of way thereto during the lifetime of Edward Bauchman, also reserving the lot of land sold to the trustees of Acadia Hall.

For particulars apply to J. M. Owen, Barrister, Annapolis.

TERMS:—10 per cent. at time of sale, remainder on delivery of deed in tender thereof.

EDWIN GATES, Auctioneer.

Dated, Annapolis, July 2nd, 1890.

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POLISH

MORE IN CAKE THAN OTHER MAKES.

EXHAUSTED VITALITY.

THE SCIENCE OF LIFE, the great medical work of the age on Manhood, Nervous and Physical Debility, Premature Decline, Errors of Youth, and the untold miseries consequent thereon, 300 pages, 8 vo., 125 prescriptions for all diseases. Cloth, full gilt, only $1.00, by mail, sealed. Illustrative sample free to all young and middle-aged men. Send now. The Gold and Jewelled Medal awarded to the author by the National Medical Association. Address P. O. Box 1895, Boston, Mass., or Dr. W. H. PARKER, graduate of Harvard Medical College, 25 years' practice in Boston, who may be consulted confidentially. Specialty, Diseases of Man. Office, No. 4, Bulfinch St.

FOR SALE!

A GOOD SECOND-HAND TOP BUGGY.

Apply at this office.

Bridgetown, April 23rd, 1890.

NOTICE.

Pictures and Framing in variety, Christmas Cards, And Fancy Goods.

I am also selling the Celebrated Raymond Sewing Machine.

JOHN Z. BENT.

Bridgetown, Dec. 1885.

CARD.

W. M. FORSYTH

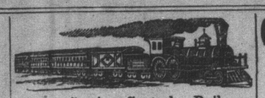
STIPENDIARY MAGISTRATE, DISTRICT NO. 2

Office in LOCKETT'S BUILDING, BRIDGETOWN.

Office hours, from 2 to 5 p. m.

April 2nd, 84. 51tf

To Cure DYSPEPSIA



Nova Scotia Central Railway.

TIME TABLE No. 2.

COMMENCING MONDAY, JUNE 9th, 1890.

LUNENBURG to MIDDLETON.

Daily.—Passengers and Freight.

Miles.	STATIONS.	1	3
		A.M.	P.M.
0	Lunenburg, depart	7 00	6 45
7	Mahone	7 22	7 02
9	§Blockhouse	....	....
18	Bridgewater, arrive	7 55	7 30
	Bridgewater, depart	8 10	
25	§Northfield	....	....
29	Riverdale	8 45	....
34	New Germany	9 00	....
41	§Cherryfield	....	....
45	Springfield	9 33	....
52	§Dalhousie	....	....
62	Albany	10 24	....
64	Alpena	10 30	....
68	§Cleveland	....	....
70	Nictaux	10 48	....
74	Middleton, arrive	11 00	....

MIDDLETON to LUNENBURG.

Daily.—Passengers and Freight.

Miles.	STATIONS.	2	4
		P.M.	A.M.
0	Middleton, depart	2 30	....
4	Nictaux	2 42	....
6	§Cleveland	....	....
10	Alpena	3 00	....
12	Albany	3 06	....
22	§Dalhousie	....	....
29	Springfield	3 57	....
33	§Cherryfield	....	....
40	New Germany	4 30	....
45	Riverdale	4 45	....
49	§Northfield	....	....
56	Bridgewater, arrive	5 20	....
	Bridgewater, depart	5 35	6 30
65	§Blockhouse	....	....
67	Mahone	6 08	6 58
74	Lunenburg, arrive	6 30	7 15

Trains are run on Eastern Standard Time One hour added gives Halifax time.

§Indicates that trains only stop when signalled, or when there are passengers to be set down.

Trains connect with Windsor and Annapolis Railway at Middleton for Annapolis, and Halifax, and making close connections with Express Trains of I. C. R. at Windsor Junction and Halifax.

Steamer "Evangeline" makes daily connection each way between Annapolis and Digby, connecting with Western Counties Railway at Digby for Yarmouth.

Steamer "City of Monticello" leaves St. John for Annapolis every day except Wednesday, returning leaves Annapolis same days for St. John connecting with All Rail Line for Bangor, Portland, Boston, and all points West.

Steamer "Yarmouth" leaves Yarmouth for Boston on arrival of trains every Wednesday and Saturday evenings.

Steamer "New Brunswick" leaves Annapolis every Tuesday and Friday for Boston direct.

Steamers of International S. S. Co. leave St. John every Monday, Wednesday and Friday for Boston via Eastport and Portland.

Steamer "Bridgewater" makes two trips from Bridgewater and one from Lunenburg for Halifax each week.

Baicom's Stage Line for Liverpool connects with Trains at Bridgewater.

Through Tickets for sale at all principal Stations.

GEO. W. BEDFORD, General Manager.

Bridgewater, June 5th, 1890. 49

Windsor & Annapolis Raiw'y Time Table.

COMMENCING MONDAY, JUNE 9th, 1890.

Miles.	GOING WEST.	Express Daily.	Accommodation Daily.	Express Daily.
0	Halifax—dcpart	6 50	....	3 15
1	Richmond	....	7 05	3 18
4	Rockingham	7 00	7 25	3 26
9	Bedford	7 10	7 42	3 39
12	Rocky Lake	....	....	....
14	Windsor Junction—ar.	7 30	8 00	3 55
	Windsor Junction—dp.	....	8 40	4 00
17	Beaver Bank	*7 37	8 50	4 15
27	Mount Uniacke—ar.	8 05	9 25	4 45
30	Stillwater	....	*	....
37	Ellershouse	8 29	10 00	5 10
40	Newport	8 37	10 15	5 20
43	Three Mile Plains	....	*	....
46	Windsor—ar.	8 50	10 35	5 35
	Windsor—dp.	8 52	11 00	5 40
48	Falmouth	*8 56	*11 10	*5 47
50	Shaw's Bog Siding	....	*	....
51	Mount Denison	....	*	....
53	Hantsport	9 14	11 32	6 03
58	Avonport	*9 27	*11 50	*6 18
60	Horton Landing	*9 33	12 00	*6 24
61	Grand Pre	9 36	12 10	6 27
64	Wolfville	9 46	12 25	6 38
66	Port Williams	9 52	12 40	6 45
71	KENTVILLE—ar.	10 05	1 00	7 00
	KENTVILLE—dp.	10 20	1 40	
76	Coldbrook	†10 30	*1 55	
78	Cambridge	†10 35	†2 05	
80	Waterville	10 40	2 15	
83	Berwick	10 47	2 30	
88	Aylesford—ar.	11 00	2 45	
	Aylesford—dp.	....	2 55	
90	Auburn	†....	†3 05	
95	Kingston	11 15	3 20	
98	Wilmot	†11 22	3 35	
	Middleton—ar.	11 32	4 00	
102	Middleton—dp.	....	....	
108	Lawrencetown	11 47	4 25	
111	Paradise	†11 55	4 40	
116	Bridgetown	12 08	5 05	
120	Tupperville	†....	†....	
124	Roundhill	12 27	5 30	
130	ANNAPOLIS—arrive	12 45	6 00	

Miles.	GOING EAST.	Express Daily.	Accommodation Daily.	Express Daily.
0	ANNAPOLIS—depart	1 10	6 00	
6	Roundhill	1 28	6 30	
10	Tupperville	†....	†....	
14	Bridgetown	1 47	7 00	
19	Paradise	†2 00	7 20	
22	Lawrencetown	2 08	7 35	
	Middleton—ar.	....	7 55	
28	Middleton—dp.	2 23	8 00	
32	Wilmot	†2 33	8 18	
35	Kingston	2 40	8 32	
40	Auburn	†....	8 52	
42	Aylesford	2 55	9 07	
47	Berwick	3 08	9 30	
50	Waterville	3 15	9 45	
52	Cambridge	†3 20	†9 55	
54	Coldbrook	†3 25	†10 05	
58	KENTVILLE—ar.	3 35	10 20	5 40
	KENTVILLE—dp.	3 50	11 10	
64	Port Williams	4 03	11 30	5 55
66	Wolfville	4 09	11 40	6 01
69	Grand Pre	4 18	11 55	6 11
70	Horton Landing	†4 21	12 00	6 14
72	Avonport	†4 27	†12 10	†6 20
77	Hantsport	4 40	12 30	6 55
79	Mount Denson	....	†	†
80	Shaw's Bog Siding	....	....	....
82	Falmouth	†4 55	12 52	†6 50
84	WINDSOR—ar.	5 03	1 00	6 58
	WINDSOR—dp.	5 05	1 30	7 03
87	Three Mile Plains	....	†	†
90	Newport	5 20	1 50	7 21
93	Ellershouse	5 27	2 05	7 30
96	Stillwater	....	†	†
103	Mount Uniacke—ar.	5 50	2 45	8 00
	Mount Uniacke—dp.	....	....	8 05
113	Beaver Bank	6 13	3 20	8 30
116	Windsor Junction—ar.	6 20	3 30	8 40
	Windsor Junction—dp.	6 25	4 00	8 45
118	Rocky Lake	....	....	....
121	Bedford	6 38	4 21	9 00
125	Rockingham	6 50	4 35	9 13
129	Richmond	....	4 45	9 22
130	HALIFAX—ar.	7 00	4 50	9 25

N. B.—Trains are run on Eastern Standard Time, one hour added will give Halifax time. Trains run daily, Sunday excepted. (*†‡) Indicates that Trains stop only when signalled, or when there are passengers to set down. Full-faced figures show where Trains cross or pass.

Trains of the Nova Scotia Central Railway leave Middleton daily at 2.25 p. m., and Lunenburg daily at 7.00 a. m.

Steamer "City of Monticello" leaves St. John every Monday, Tuesday, Thursday, Friday and Saturday, a. m., for Digby and Annapolis. Returning from Annapolis same days.

Steamer "Evangeline" will make daily connection each way between Annapolis and Digby.

Trains of the Western Counties Railway leave Digby daily at 6.00 a. m., and 2.45 p. m., and leave Yarmouth daily at 7.45 a. m., and 2.30 p. m.

Steamer "New Brunswick" leaves Annapolis for Boston direct, every Tuesday and Friday p.m.

Steamer "Yarmouth" leaves Yarmouth every Wednesday and Saturday evenings for Boston.

Steamer "State of Maine" and "Cumberland" leave St. John every Monday, Wednesday and Friday, a.m., for Eastport, Portland and Boston.

Trains of the Provincial and New England All Rail Line leave St. John for Bangor, Portland and Boston at 6.15 a. m., and 5.45 p. m., daily, except Saturday evening and Sunday morning.

Through Tickets by the various routes on sale at all Stations.

W. R. CAMPBELL, General Manager and Secretary.

K. SUTHERLAND, Resident Manager.

Kentville, June 5th, 1890.

A COOK BOOK FREE

By mail to any lady sending us her post office address. Wells, Richardson & Co., Montreal.

And INDIGESTION,

Confederation Life Association.

Head Office - - Toronto.

J. K. MacDONALD, Managing Director.

January 1st, 1890.

Assets, -	$2,894,502.41
Liabilities, -	2,664,253.75
Surplus, -	$230,248.66

1889.

New Assurance,	$ 2,369,500
Total "	17,711,404
Premium Income,	561,293
Total "	721,973

RESULTS OF BUSINESS OF 1889.

Increase in Assurance	$948,467
" " Assets	341,140
" " Premiums	51,190
" " Surplus	51,664
Surplus Earned, -	$115,689

Rates Low, Profits Unequalled.

F. W. GREEN,

Manager for Maritime Provinces,

166 HOLLIS STREET, HALIFAX.

July 8th, 1890. 1Dec 31

Stop that CHRONIC COUGH NOW!

For if you do not it may become consumptive. For *Consumption, Scrofula, General Debility* and *Wasting Diseases*, there is nothing like

SCOTT'S EMULSION

Of Pure Cod Liver Oil and HYPOPHOSPHITES Of Lime and Soda.

It is almost as palatable as milk. Far better than other so-called Emulsions. A wonderful flesh producer.

SCOTT'S EMULSION

is put up in a salmon color wrapper. Be sure and get the genuine. Sold by all Dealers at 50c. and $1.00.

SCOTT & BOWNE, Belleville.

FRANK E. VIDITO,

DEALER IN

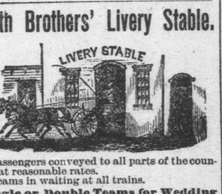
FRESH AND SALTED BEEF, LAMB, PORK, BACON AND VEGETABLES.

THE subscriber has lately established business in the premises known as the PAYSON PROPERTY, first door east of the Post Office, where he intends to conduct the Meat and Provision Business in the best style, and so as to meet the requirements of the trade in all particulars. By strict attention and by dressing the best of stock, he hopes to receive a liberal patronage.

☞ My team will run to Round Hill and Granville weekly.

Bridgetown, June 10th, 1890. 10 1y

Bath Brothers' Livery Stable.



Passengers conveyed to all parts of the country at reasonable rates.

Teams in waiting at all trains.

Single or Double Teams for Wedding Parties Furnished at Short Notice and Fitted up in Best Style.

Livery Stable opposite Rink.

W. C. BATH. - - H. S. BATH.

BRIDGETOWN.

NOTICE.

The Fast Sailing Schooner

"Nancy Ann,"

owned and commanded by Captain ISAAC GOODWIN, will be placed on the route between Bridgetown and St. John, N. B., about April first, calling at different places along the Annapolis River.

Freight handled with care and at the smallest living rates.

LIME ALWAYS ON HAND.

Apply to Captain on board schooner, or to Capt. Hugh Fraser, Bridgetown.

Bridgetown, March 24th, 1890. 6m

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