On the Wings of Steam.

REV. F. P. GREATOREX DESCRIBES HIS TRIP ACROSS THE ATLANTIC IN A SERIES OF LETTERS.

VI.

On Saturday, Sept. 3rd, I went to the head office of the great travelling agents Messrs. Cook & Son, at the corner of Ludgate Hill, and procured return tickets to Paris by way of Newhaven and Dieppe, and also changed some money at the rate of 25 francs for a pound sterling. There are four different ways of getting to Paris and the shorter the sea voyage, the higher the fare. The most expensive route is that by Dover and Calais, which gives a long journey on land but only a little over one hour's journey by sea. Next in order is the Folkestone and Boulogne route, and then the route by Newhaven and Dieppe which is much cheaper than the other two but entails a four hour's sea passage. There is yet another route cheaper still, and that is by Southhampton and Havre, the boats crossing in the night and beds being provided for passengers.

On Monday morning, Sept. 5th, we left London by the special express train for Newhaven that connects with the steamer for Dieppe. The distance is 55 miles and no stoppages are made on the way. Our tickets were second class, which in England seems to be a piece of extravagance as nearly everyone travels third, but on the various routes to Paris, third class passengers are only carried by the night service. It is a very remarkable fact that first and second class carriages on the English railroads are both run at a loss, and it is the third class traffic that pays the dividends and makes up the losses incurred by the other classes. Several of the principal roads have given up running second class carriages altogether, and run only first and third thus effecting a saving of income.

On arriving at Newhaven, passengers and baggage are transferred with remarkable speed from train to boat. It certainly was not more than ten minutes from the time the train arrived at Newhaven before the steamer was on her way across the channel. We went into the refreshment room on the pier, but before we had ordered anything the waitress said, "If you are going by the boat you will have to hurry on board at once." And we had, as we found no time to spare.

The boats are very small indeed, but very swift. The service by this route in past years was a *tidal* service and the time of departure was altered each day to suit the tide. In those days the boats were large and comfortable. I have crossed by this route no less than ten times in past years, and liked it very much. But now it has become a *fixed* service, leaving at the same time every day, and in order to get up to the wharf at low water the steamers have to be small. They are not only small, but miserably uncomfortable, and the accommodations for second class passengers wretched. There is a little stuffy cabin, close and evil smelling, that would not, in case of bad weather, accommodate half the passengers, and on deck they are just allowed a corner of the lower deck, where the spray dashes over in a playful manner. The only thing that can be said in favour of the boats is that they are very fast. We could not help contrasting them with the comfortable steamers to be found in American and Canadian waters.

Dieppe is a pretty place especially when seen from the channel, and is quite a popular summer resort, having some nice hotels. It appears to be but a very short time after gaining a first glimpse of the French shores before the boat is gliding into the harbour. We pass in between two long piers, and the first striking objects are two large crucifixes, one on each pier, thus showing that we are entering a Roman Catholic country. The train for Paris is waiting for us, but we have time to go to the refreshment room and have each a plate of soup, which is the most satisfactory thing that anyone can take when on a journey. The train passes slowly through the streets of the old town of Dieppe on its way from the wharf to the station, where it stops only for a minute or two and then proceeds at a rapid pace in the direction of Paris.

The route by Newhaven and Dieppe is spoken of as the "Scenic Route," and it well deserves the title, for it is a very charming ride from Dieppe to Paris. The scenery in the neighbourhood of Rouen is exceedingly pretty. Rouen is the only place at which the train stops on the journey to Paris. It is a beautiful city, surrounded by hills, the river Seine winding round it in a most picturesque manner. It possesses some very magnificent churches, and in the cathedral are the tombs of two English kings, Henry the second and Richard the first. Joan of Arc was burnt alive in the public square in the year 1431, and a fine statue erected to her memory now occupies the site.

About 7.00 we began to look out for a first glimpse of Paris and very soon saw in the distance the famous Eiffel Tower, standing up a thousand feet above the city. When the train rolled into the St. Lazare station I decided that as we had only hand baggage with us it would be unnecessary for us to take a cab as the hotel that I go to is not more than five minutes' walk. We therefore passed out of the station on foot into the wide, brilliantly lighted streets of the best part of the most beautiful city on the face of the globe. We went down the Rue Auber, past the Grand Opera House and then turned down the "Avenue de la Opera," but, alas, I took a wrong turning and we were lost in a labyrinth of narrow streets; so after all we had to hail a "voiture," the driver of which turned his vehicle quickly round two corners and charged us three francs.

When we arrived at the hotel it was near 8.00, and so I said to the proprietor, "We should like something to eat, but I suppose the *table d' hote* is over." "Oh," he said, "we can get you a dinner," and in a very short space of time a very nice dinner of five courses was served, accompanied, of course, by the invariable pint of wine for each person that is provided everywhere in France at luncheon and dinner.

The hotel is the "Hotel de Loudres et Milan," and is situated in the Rue St. Hyacinthe, turning out of the Rue St. Honore, and thus as those who have visited Paris will know, right in the heart of the best quarter of the city. I first went to this hotel in the year 1869, the palmy days of the empire, and have visited it several times since then, always finding it comfortable and moderate in price. We had a beautiful suite of rooms, consisting of two bedrooms with dressing room &c. attached, on the first floor. The rooms were large and very handsomely furnished with a quantity of mirrors, and furniture upholstered in crimson velvet. We made arrangements with the proprietor to go on the system known on the continent as "pension," by which means long bills are avoided. The regular system is to have everything charged in the bill, even candles and soap being charged for. "Pension" is the same as the American plan, and we agreed for the suite of rooms, plain breakfast, luncheon at 12, and dinner at the *table d' hote* at 6 30, and everything included for 28 francs per day (about five dollars and a half)

The hotel has at the entrance large gates which open into a court yard and doors leading to different parts of the building open into this yard. The *salle a manger* (dining room) and the *salon* (parlour) have large glass doors always left open to the court yard. All the windows in Paris are what are known as French windows, opening on hinges like doors. The houses consequently present a totally different appearance to houses in any English speaking country. In the courtyard are orange and small tables, and quantities of palms and other plants in tubs. After dinner visitors sit in the yard and play games or read newspapers and smokers enjoy their pipes. On the right hand side of the big gates the proprietor has his office, and on the left side is a small room where the candidates of guests are placed in rows on shelves. A pleasant looking girl in clean white apron and large white cap presides over this room, and as guests come in at night presents each with a lighted candle, which they carry to their rooms. Everything is so totally different to what it is in England or Canada that it would be impossible by any stretch of the imagination to fancy that you were in an English speaking country. The proprietor, Monsieur Bezets, is a pleasant and obliging man, and took especial interest in us when I told him that I had known his mother, who has been dead now for many years. He told us that in the seige of Paris the hotel was struck by a shell and, of course, all his business was at a standstill. He said that he hoped he would never hear of such a thing as war again.

Cromartyshire Seized.

A Philadelphia despatch of Nov. 11 says: Late to-night Deputy United States Marshal Foster seized the British ship Cromartyshire on libel filed by the Trans-Atlantique Compagnie Generale for $2,500,000 to recover damages for the collision between the Cromartyshire and the French passenger steamer La Bourgogne. The French company claims that the accident and the loss of so many lives was due to the Cromartyshire running into La Bourgogne and that the officers and crew of the British ship made false statements recently in England in testifying as to the cause of the accident.

Superintendent J. W. Hart.

The governors of the Kingston dairy school are particularly fortunate in their choice of superintendents for that institution. The first who held that office proved himself an unqualified success, and when he resigned to accept an engagement in New Zealand, general regret was expressed that he was removed from a sphere where he had been so successful and a school the success of which he was responsible for. However, it was circumstances over which the local directors had no control that compelled them to accept his resignation. Once this decision was reached the directors began to look about for a capable man to fill the vacancy caused by the retirement of superintendent Ruddick. J. W. Hart, then filling the position of adjunct professor of agriculture and having charge of the live stock and dairying department of Clemson, S. C., agricultural college, was highly recommended and after a considerable amount of persuasion had been brought to bear upon that gentleman, he was persuaded to accept the offer of the governors of the local institution. He arrived here on Tuesday last and was at once installed in his new office.

Mr. Hart has had a long and successful career in the dairying industry and is to day considered one of the most efficient men in Canada in that line of business. That the Canadian dairy industry is an important one no one will gainsay, and there is every reason to believe that it will be further enhanced through the efforts of the present encumbent of the office of superintendent of the noted Kingston dairy school. Mr. Hart is a native of Nova Scotia. He is a son of Rev. J. R. Hart, Bridgetown, and was born in 1865. He has a natural fondness for the dairying art, obtained through an early application to the work. His father was fond of farming, and was for a number of years president of the fruit growers' association of Nova Scotia. In 1885 Mr. Hart entered the Ontario agricultural college at Guelph, taking a course in the dairying department. After a brilliant career there he obtained a diploma in 1887. He spent the summer of that year at the college as assistant butter maker and bookkeeper of the creamery department. In the winter course of that year he was appointed to the charge of the entire creamery department. In the spring of 1888 he took a special course at Bluevale creamery, under the direction of T. J. Dillon, who is now so prominently known in connection with the dairying industry of Prince Edward Island. Immediately after that Mr. Hart went to the government agricultural experimental station at Auburn, Alabama. After spending a year there he was engaged to take charge of a special dairying farm and herd of a large plantation. He then finally acquired a half interest in the plantation, but sold out at the expiration of one year to return to Canada to do special work under the direction of Prof. Robertson, government commissioner of dairying. He was given charge of the herd at central experimental at Ottawa, being, later on, transferred to Woodstock and Elgin to assist in establishing winter creameries.

In 1883 Mr. Hart was sent to New Brunswick to take charge of the government creamery located at Kingsclear. He retained charge of this during the summer months only, in the winter months he was placed in charge of the winter dairying stations situated at Sussex, N. B. From there he went to Clemson agricultural college and experimental station, situated at Clemson, S. C. Besides being adjunct professor of agriculture, he had charge of the live stock and dairying department. There he remained until invited to come to take charge of the dairy school here.

The new superintendent is a man of few words. Like his predecessor in the position, he prefers to allow the results of his labors to speak for themselves. There is a business-like air about him that at once impresses itself favorably upon all who come into contact with him. He is a progressive student of subjects pertaining to the welfare of his chosen profession. Nothing is taken for granted; he wants to know the reason for every occurrence of an unusual nature that is brought before his notice, and it is this temperament of enquiry that keeps him abreast of the times in dairying matters. There is no doubt but Mr. Hart will succeed here, and that the enviable reputation of the Kingston dairy school will be maintained, as it is, in good keeping.—*Kingston, Ont., Daily Whig, Nov. 5th.*

Ontario Letter.

Port Burwell, Ont., Nov. 11th, 1898.

Editor Monitor:—

DEAR SIR, A copy of the MONITOR addressed to W. E. Caute comes to this office and is delivered to me as is the case when he is in this locality, but he is now in Chicago, 77 Jackson street, where his mail must in future be addressed.

I am pleased to read the news from my old native province, having lived many years in Digby county, near Bear River, where I was born. I came to Ontario in the summer of 1870, making one visit to the old sod since then, and any news from there and the reference to old friends comes with a warming influence, like the south breezes from the Gulf stream. I have been engaged in the furniture business in this place since 1875, and have witnessed many changes in country and people since that time.

Port Burwell at one time was a flourishing place, when with lumbering and shipbuilding, money was plentiful and things were booming. It is the eastern terminus of what is generally called Nova Scotia street, from the many settlers who came from that province, and is one of the finest streets in western Ontario. It is also the southern terminus of the Tilsonburg, Lake Erie and Pacific Railway, and is a summer resort of considerable note.

The harbor, from its location, is one of the best, naturally, on the north shore of Erie, but of late years years has been allowed to drop into decay. At the time of the McKenzie Government $10,000 was expended on it in dredging and piers, but since that time till the present government took office not a dollar could be got for it in any way, but as soon as this government took the reins, $15,000 was voted, which was subsequently augmented to $25,000. Since that time, and only about three weeks ago the Minister of Public Works, Mr. Tarte, paid us a visit, accompanied by his engineer and secretary, and gave us the promise that the harbor should be put in a thorough state of repair immediately. Since that time an engineer has inspected the works and estimates are being prepared of its probable cost.

This locality has been visited by a series of accidents of late unparalelled in its history. The first was that of B. A. Weaver, on Nova Scotia street, a descendant of Nova Scotia, had a runaway, was thrown out of his rig and received severe injuries to his spine, causing complete paralysis of the lower part of the body. He lingered until Tuesday, the 8th, when he passed away. The second was that of Mr. J. N. VanAmburgh on Nova Scotia street, another descendent of Nova Scotia, fell from an apple tree and broke his back from which he died on Nov. 1st, in his 79th year. He was a brother-in-law of the former and their farms joined. The last was that of Geo. McDiarmid a resident of the village who, with others were doing some repairs on a windmill on the park, the wind blowing a gale at the time, the whole top came down with a crash, precipitating McDiarmid to the ground a distance of sixty feet, badly crushing one leg and breaking an arm. He lived till next morning, the 8th, when he succumbed to his injuries. He was the only support of his aged parents and was 30 years of age.

Nova Scotia street probably is without a parallel in that on the first half mile in Bayham township and on the first concession there are five widows all aged who join farms and are related more or less.

The apple crop has been very abundant here this season, large quantities being shipped in bulk to the Evaporating Co., also packed, which have brought $1 00 and $1.25 per barrel for best quality.

Havelock Marshall makes us a friendly call occasionally.

If any of your readers have any talent poetically I would be pleased to receive contributions suitable to set to music, as I dabble some in that line. Any contributions will be promptly acknowledged.

Yours truly,
D. M. CHUTE.

Russian Ship Canal.

St. Petersburg, Nov. 12.—Russia's disarmament proposition and the war talk which keeps all Europe busy just now are responsible for the fact that an immense Russian undertaking has been kept from the outside world though it is so enormous in its possible results that it may mean a revolution in industrial conditions in Europe and indeed, in the whole world, as well as complete change in the naval programmes of the powers. The project is nothing less than a ship canal across the empire which shall connect the Baltic Sea with the Black Sea so that the largest battleships can pass through it at a reasonable speed. The cost of such a canal is estimated at $105,000,000 and the time necessary to complete the work five years. By the use of this canal the Russian Black Sea fleet could get into the Mediterranean without going through the Dardanelles.

The Washington Conference.

Washington, Nov. 12.—The two most important questions before the international conference on which a basis of agreement has not yet been arrived at are reciprocity and the Atlantic fisheries. An earnest endeavor will be made during the next week to make substantial progress in the reciprocity negotiations. Sir Wilfrid Laurier and Lord Herschell will not be in Washington till next Wednesday, and in the meantime the reciprocity sub-committee will sit daily. While none of the commissioners on either side will admit that they see a way out of the difficulties surrounding this question there is a distinctly more hopeful feeling than during the first few talks at Quebec. The American authorities are now thoroughly acquainted with the fact that the five million market is really worth more to the people of the United States than the seventy-five million market to the people of Canada. Another gratifying change is that while in 1889 and 1890 Britain in America was regarded as a menace to the United States, any one to day who would rise in the Senate of the United States and object to the improvement of trade relations on that ground would be regarded as an amiable lunatic.

Senator Faulkner, the Democratic member of the International Commission, does not think there will be any disposition on the part of his friends to make a party issue of the Canadian negotiations. It is his view that the treaty will go to the Senate for ratification before the expiration of the term of the present Congress, in March. If, however, when the terms of the proposed agreement are made public Senator Faulkner's forecast should not be borne out by the action of the Democratic and free silver Senators, it might be thought advisable by the administration to hold over the treaty for action by the Senate after December of next year, for then the Republicans will have a substantial majority in the Senate and will be able to get the treaty through with but little help from party opponents. From a Canadian standpoint action before March 4th would be very acceptable because in discussing the treaty parliament would not be considering a measure that might be nullified by the opposition of the Senate of the United States, but one already endorsed by that body and only requiring the assent of parliament to become binding. The feeling of public men here is decidedly sympathetic to everything British at the present moment, and if sentiment is at all an element in such negotiations as those now in progress they should be very much more successful than former attempts.

Our Pacific Fisheries.

Ottawa, Nov. 12.—The Fisheries Department has received details of the regulations in reference to the Russian fisheries on the Siberian coast. The department was informed some time ago that British Columbia and United States canners were preparing to extensively fish and pack salmon in Siberia, and it was argued that unless the Canadian regulations were very much relaxed the British Columbia salmon industry would be ruined, as free fishing in Siberia would kill our British Columbia canning industries. A similar fear was entertained three or four years ago in regard to the newly developed Alaska (U. S.) salmon fishery. The Commissioner of Fisheries reported that no fear need be entertained if British Columbia packers continued to put up the splendid quality of fish hitherto sent by them into the markets. It may not be generally known that Fraser river and British Columbia salmon generally sell at a premium, always realizing a higher price in London than the United States and other brands. Russia, however, is not going to allow free and unlicensed fishing.

The first clause of the regulation prohibits foreigners or natives from fishing, whaling, etc., except under official permission, and in localities specified. Every vessel must secure a license to fish any area, and after leaving that area, she is considered to have finished her operations, and cannot fish again, except by paying a new license fee. Impending the ingress or egress of salmon into rivers, by traps or otherwise, is strictly forbidden. Heavy fines are to be inflicted, equal to twice the amount of the tax or license fee, and confiscation of catch and fishing gear, for fishing without license. These new Russian regulations are more stringent than any enforced on the Pacific coast of Canada, but it is clear that Russia is warned by the example of the United States not to allow the destruction of her great Siberian salmon fisheries.

The German consul at Cadiz has received a telegram that the Emperor William will visit that place on his return journey on Nov. 20.

BADDECK, June 11, 1897.

C. C. RICHARDS & Co.

DEAR SIRS,—Milnard's Liniment is my remedy for NEURALGIA.
It relieves at once.

A. S. MCDONALD.

Church Services, Sunday, November 20th.

CHURCH OF ENGLAND.—Rev. F. P. Greatorex, Rector. In St. James', Bridgetown: Service with celebration of Holy Communion at 11. Sunday School at 2. Evening prayer and sermon at 7. Sewing Circle Monday evening. Service in Wednesday at 7.30. Young People's Circle on Thursday. In St. Mary's, Bellclair, service at 2.30; also on Thursday at 7. All seats free.

BAPTIST CHURCH.—Rev. F. M. Young, Pastor Bridgetown: Bible Class and Sabbath-school, 10 a.m.; Preaching Service at 11 a.m.; Evangelistic service 7.30 p.m. B.Y.P.U. Wednesday evening at 7.30 o'clock. General social service Friday evening at 7.30. Service at Granville Centre on Sunday afternoon.

PROVINCIAL METHODIST CHURCH.—Rev. J. Strothard, pastor; F. B. Curry, assistant pastor. Preaching at 11 a.m. and 7.30 p.m., Sunday-school at 2 p.m. General Class every Monday evening at 7.30; Prayer-meeting every Wednesday evening at 7.30; Epworth League every Friday evening at 7.30. All are cordially invited.

Granville: Preaching every Sabbath at 11 a.m and 3 p.m., alternately. Prayer meeting every Tuesday at 7.30 p.m.

Bentville: Preaching every Sabbath at 3 p.m. and 7.30 p.m., alternately. Epworth League on Tuesday and prayer meeting on Thursday at 7.30 p. m.

Mountain Mission: Preaching fortnightly, Durling's Lake at 10.30 a.m., Hill at 2.30 p.m.

ROUND HILL.—G. J. Coulter White, pastor Preaching service on the 1st Sunday of the month at 11 a.m., and on other Sundays at 7 p.m. Prayer-meeting Tuesday evening at 7.30 o'clock. Sunday-school after morning service, other Sundays at 2.30 p.m.

Births.

THOOP.—At Bridgetown, Nov. 15th, to Mr. and Mrs. Eugene Troop, a son.

Economy

The Royal Baking Powder is more economical than cream of tartar and soda for raising biscuit, bread and cake. First, because of its great leavening strength, which makes it go farther; second, because its work is evenly perfect, so that no good materials are wasted; third, because it makes food that is more nutritious and wholesome, economizing health.

Government Analyst Valade of Ontario says that Royal Baking Powder should be used in every household.

ROYAL BAKING POWDER CO., NEW YORK.

New Advertisements.

FACTS ABOUT HEALTH

It is Easy to Keep Well if We Know How—Some of the Conditions Necessary to Perfect Health.

The importance of maintaining good health is easily understood, and it is really a simple matter if we take a correct view of the conditions required. In perfect health the stomach promptly digests food, and thus prepares nourishment. The blood is employed to carry this nourishment to the organs, nerves, muscles and tissues which need it. The first great essential for good health, therefore, is pure, rich blood. Now it is certainly a fact that no medicine has such a record of cures as Hood's Sarsaparilla. It is literally true that there are hundreds of people alive and well today who would have been in their graves had they not taken Hood's Sarsaparilla. It is depended upon as a family medicine and general regulator of the system by tens of thousands of people. This is because Hood's Sarsaparilla makes the blood pure. This is the secret of its great success. Keep your system in good health by keeping your blood pure with Hood's Sarsaparilla, which absolutely cures when other medicines fail to do any good whatever.

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

LAUNDRY NOTICE.

I beg leave to inform the public that, having leased the entire plant of the EMPIRE LAUNDRY, I am now in a position to do Laundry Work of every description, and that any work you may favor me with will receive most careful attention. Agencies at Wolfville, Berwick, Middleton, Lawrencetown and Annapolis.

SMITH TUFTS,
Manager.

Bridgetown, Sept. 21, 1898. 27 3m.

EXECUTOR'S NOTICE!

ALL persons having legal demands against the estate of EMILY MESSENGER, late of Centreville, in the County of Annapolis, deceased, are requested to render the same duly attested within three months from the date hereof, and all persons indebted to same are requested to make immediate payment to

MANLEY BENSON, *Executor.*

Bridgetown, August 25th, 1897.—22tf

FALL OF '98 ANNOUNCEMENT!

To our many Customers and Friends:—

Present indications point to a freer circulation of cash this fall than for some time past. Soon you will be buying your Winter supplies, and of course you will buy where you can get the best value. That is business. If square dealing, honest goods and fine prices count, we intend having a share of your trade. Following are a few of the many inducements we are offering for thirty days, to cash buyers:

gals. best American Oil for 95 cents.
20 lbs. Granulated Sugar for $1 00.
22 and 24 lbs. Brown Sugar for $1.00.
5 lbs. good Tea for 90c.
12 bars Surprise or Comfort Soap for 50c.
5 gals. choice P. R. Molasses for $2.00.
20% discount on Boots and Shoes—the largest stock in town to select from.
20% discount on Ready-made Clothing, Ulsters, etc.,—the largest stock in town to select from.
2 crates of Crockery just opened up, at slight advance on cost.

☞The above prices are below any in Annapolis County.

WANTED.—Good Butter at 17c. per lb., fresh Eggs at 16c. per doz., Apples, Wood, etc., at highest price in exchange for goods.

Yours truly,

E. & E. SCHAFFNER.

Lawrencetown, Oct. 11th, 1898.

A Lot of New Goods

arriving this week.

GIVE US A CALL.

R. SHIPLEY.

Finest Groceries

.....AT.....

Finest Figures

.....AT.....

L. D. SHAFNER'S.

FLOUR, MEAL, FEED,

AND A NICE LOT OF

.. Groceries ..

Also a large variety of

HORSE FURNISHING GOODS,

Team Collars,
Driving Collars,
and a good assortment of WHIPS,

all of which will be sold lower than the lowest for spot cash.

E. YOUNG.

Lawrencetown, Sept. 17th, 1898.

Immense Opening of WINTER GOODS

—AT—

STRONG & WHITMAN'S

We have opened during the past two weeks large quantities of the following lines of Goods:

DRESS GOODS - DRESS GOODS

An immense assortment. Be sure and ask to see our **Ladies' Cloth Suitings (48 inches wide) only 45c. per yard.**

☞Remember **Black Goods are our specialty.**

1 case Dress Trimmings. A Splendid Assortment. All kinds.
1 case Silk Velvets. All shades. Only 55c. per yard.
1 case Blankets.
1 case Heavy Comfortables.

LADIES' WRAPPERS!

Without any exception this is one of the best assortments we have ever shown. **Prices from $1.25 upwards.**

Ladies' Fall and Winter Shirt Waists

in Black Alpaca, Wool Plaids and Flannelettes.
All elegant, stylish goods. Fits perfect

FURS! - - FURS!

Comprising Capes, Ruffs, Storm Collars, Caperines, etc. Fur Robes.

Ulsters, Overcoats, Reefers. Men's, Youth's and Boy's Clothing in large assortment.
Underwear, Hats, Caps, Ties, etc., and many other lines too numerous to mention.

STRONG & WHITMAN.

BRIDGETOWN BARGAIN STORE!

CLOTHING at CUT PRICES

	Former Price.	Cut Price.
Men's Ulsters,	$5 00	$3 50
Boy's Ulsters,	4 25	3 25
Men's fine extra-lined Overcoats of best make and quality	12 00	10 00
Men's Heavy Blue Overcoats	8 00	6 00
" " Black Pilot Cloth Overcoats, satin lined	10 00	7 25
Men's fine Brown and Grey Overcoats,	10 00	7 50
Men's Canadian Tweed Suits,	9 00	5 50
" " " "	10 00	6 25
" " " "	12 00	8 00
" Heavy Reefer Suits in blue, black and brown,	10 00	6 80
" Heavy Working Pants,	1 25	99
" " Tweed Pants,	1 50	1 20
" " " "	1 95	1 35
" " " "	2 00	1 65
" " " "	2 50	2 00
" " " "	2 75	2 25
" " Dress Pants,	3 00	2 40
" " " "	4 00	3 10
" " " "	5 00	4 00
Boys' Suits,	3 50	2 75
" "	5 50	3 50
" "	6 50	5 25
" "	7 00	6 00
Youths' Suits,	2 50	1 75
" "	3 50	2 75
" "	4 50	3 75

☞I have a line of Boys' Overcoats which I will close out at cost.

☞Also I have a few Ladies' Fine Cloaks and Coats Call and see them before purchasing elsewhere.

BOOTS & SHOES at CUT PRICES

	Former Price.	Cut Price.
Men's Long Boots,	$4 00	$3 50
" heavy Bellow Tongue Boots,	1 50	1 15
" " Wax " "	2 25	1 88
" long Oil-tan Felt-lined "	2 75	2 00
" ankle Felt-lined Boots	2 50	1 75
" extra grained, bel.-tongue,	2 50	2 00
" Long-legged Lace Boots	2 75	2 25
" Rubber Boots,	3 55	2 98
Lumberman's Rubbers,	1 75	1 25
Men's Extra Buff Boots,	2 25	1 75
Men's Fine Dongola, extra value	3 00	2 38

A quantity of Ox Blood and Tan Boots will be closed out **at cost.**

I have a complete line of **Ladies' Button and Lace Kid Boots.**

Oxford Ties,	$1 75	$1 25
Fancy Slippers,	1 50	1 00
Fancy Slippers,	1 75	1 20
Ladies' Long-legged Rubbers	2 25	1 85

Overboots and Cardigans at **10 per cent discount.**

Full lines of Boy's, Youth's and Children's Boots at prices that cannot be beat.

I keep a fine line of Horse Blankets, Woollen Robes, Wolf Robes, Harnesses, Halters, Whips, Combs, Brushes.

Also Top Buggies, Concord Waggons, Carts, Plows, Harrows, in fact all kinds of Farming Tools.

Flour, Meal and Feed at lowest Cash prices.

5 p. c. Discount on above prices for Cash.

See my stock of GENTS' FURNISHINGS, HATS, CAPS, TIES, Etc.
WANTED—Any quantity of good Butter, Oats, Eggs, Wool and Cash.

J. E. BURNS.

Call at my Bridgetown Store
AND SEE THOSE

$12 Suits

We make to order

FISHER, the Tailor.

EARN A WATCH

Earn this valuable Watch, Chain and Charm by selling twenty **Topaz Scarf Pins**, at 15 cents each. Send your address and we forward the Pins and our Premium List, postpaid. No money required. These Pins will almost sell themselves, for the Topaz has all the brilliance of the best diamonds, and has never before been offered at anything like this price. The Watch is neat in appearance, thoroughly well made, and fully guaranteed. Unsold Pins may be returned. Mention this paper when writing.

THE GEM PIN CO., Freehold Building, Toronto, Ont.

STOVES! STOVES!

R. ALLEN CROWE

is still to the front

with his usual large assortment of Ranges, Cook Stoves, Parlor, Hall and Office Heaters.

He would invite an inspection before purchasing elsewhere.

Furnaces and Heating a specialty.

☞Correspondence solicited and estimates given.

Bridgetown, Oct. 25th. 'PHONE 21.

RUNCIMAN, RANDOLPH & CO.'s

FALL STOCK

—OF—

British, Foreign and Domestic

DRY GOODS

for Autumn & Winter Trade is now complete.

We call **especial attention** to our **large stock of**

Men's Ready-made Clothing in Suits, Overcoats and Ulsters,
Youths' Ready-made Clothing in Suits, Overcoats and Ulsters,
Men's Underclothing,
Cardigan Jackets,
Hunting Coats and Sweaters,
Hosiery, Ties and Braces.
Ladies' Underclothing,
Blankets, Comfortables, etc., etc.

A full assortment of Men's, Youth's, Misses' and Women's

Boots, Shoes, & Rubbers,

AND ALL AT

VERY LOW PRICES.

Bridgetown, Oct. 18th, 1898.

FLOUR, MEAL AND FEED

Just arrived and for sale very low for cash:

FIVE ROSES,
FIVE LILIES,
WHITE COAT,
DELIGHT,
OGILVIE'S HUNGARIAN.

Corn Meal in Bags, Middlings, Bran and Cotton Seed Meal.

CLOTHING!

I still have a large line of Ready-Made Clothing in Men's, Boys' Youths' and Children's Suits; also, separate Pants and Vests.

A choice line of

FAMILY GROCERIES

always on hand

Butter and Eggs taken in exchange for goods.

J. I. FOSTER,

Granville St.

August 24th, 1898.

SPRING LAMB,

MUTTON,
SALMON, SHAD,
DRY and PICKLED FISH,
BEEF,
HAM and BACON,
VEGETABLES of all kinds,

.....AT.....

B. M. WILLIAMS'.

ARCH C. HICKS,

Painter and Decorator.

Graining, Kalsomining, Coloring, and Fresco Painting a specialty.

Estimates given. Work promptly attended to.

Bridgetown, Oct. 12th, 1898. 30 tf

FOR SALE OR TO LET.

The Subscriber offers for sale or to let her Property situated within five minutes' walk of the business part of the town: New house of eight rooms, finished throughout; barn and outbuildings on the premises; thirteen acres of land, with young orchard.

MISS ANNIE SANCTON
27-tf Bridgetown.

TO WOMEN ONLY.

Wanted, a Middle-aged Woman to care for an elderly lady during winter months. Location eastern part of county. Privileges of home and church. Any person wishing such position may address, "MONITOR,"
Bridgetown.