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HALIFAX, N. S.

101 ON FABLE FRANCAISE.



REGULATE THE
STOMACH, LIVER AND BOWELS,
AND
PURIFY THE BLOOD.

A RELIABLE REMEDY FOR

Indigestion, Biliousness, Headache, Constipation, Dyspepsia, Chronic Liver Troubles, Dizziness, Bad Complexion, Dysentery, Offensive Breath, and all disorders of the Stomach, Liver and Bowels.

Ripans Tablets contain nothing injurious to the most delicate constitution. Pleasant to take, safe, effectual. Give immediate relief. Sold by druggists. A trial bottle sent by mail on receipt of 12 cents. Address

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Ungar's Steam Laundry,

62 & 64 GRANVILLE ST.

We have been in the Laundry Business over twenty years in New York and St. John, and have always given satisfaction. All parties entrusting their work to our care will be sure to be satisfied.

Goods called for and delivered free of extra charge. TELEPHONE 653.

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CARD PLATES AND DIES

With your orders for
STATIONERY!

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Copperplate Printers, Embossers and
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Fresh and Salted Beef, Vegetables,
Mutton, Pork, Bread, &c.

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Wholesale & Retail Victuallers.

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CANADA ATLANTIC LINE

-AND-

PLANT STEAMSHIP CO.

Tri-Weekly Flyers.

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Carrying United States and Canadian Mails. The fastest and most luxurious steamers on the Atlantic Coast. Summer Service commencing JUNE 28.

HALIFAX TO BOSTON.
Every TUESDAY and THURSDAY, at 8 a.m.,
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Returning leave Savannah Pier, Boston, every
TUESDAY, THURSDAY and SATURDAY
at noon.

Through Tickets for sale at all Stations on Intercolonial Railway.

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Have you tried the

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CIGAR?

THE PROVINCE OF QUEBEC
LOTTERY.

BI-MONTHLY DRAWINGS IN 1892

7 and 20 January	6 and 20 July
3 and 17 February	3 and 17 August
2 and 16 March	7 and 21 September
6 and 20 April	5 and 19 October
1 and 18 May	2 and 16 November
4 and 15 June	7 and 21 December

3134 Prizes Worth \$52,740.
Capital Prize worth \$15,000.

TICKETS, - - - - \$1.00
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List of Prizes

1 Prize worth 15,000	\$15,000 00
1 " " 5,000	5,000 00
1 " " 2,500	2,500 00
1 " " 1,250	1,250 00
2 Prizes " 500	1,000 00
5 " " 250	1,250 00
25 " " 50	1,250 00
100 " " 25	2,500 00
200 " " 15	3,000 00
600 " " 10	6,000 00
APPROXIMATION PRIZES.	
100 " " 25	2,500 00
100 " " 15	1,500 00
100 " " 10	1,000 00
999 " " 5	4,995 00
999 " " 5	4,995 00
3134 Prizes worth	\$52,740

S. E. LEFEBVRE, Manager,
81 St. James St., Montreal, Canada.

WEAVING.

My life is but a weaving
Between my God and me;
I may but choose the colors—
He worketh steadily,
For oft he weaveth sorrow,
And I in foolish pride
Forget he sees the upper,
And I, the under side!

I choose my stand all golden,
And watch for woven stars;
I murmur when the pattern
Is set in bars and marts.
I cannot yet remember
Whose hand the shuttles guide;
And that my stars are shining
Upon the upper side.

I choose my threads all crimson,
And wait for flowers to bloom;
For warp and woof to blossom
Upon that mighty loom.
Full oft I seek them vainly,
And fret for them denied—
Though flowering wreaths and garlands
May deck the upper side.

My life is but a weaving
Between my God and me;
I see the stains and tangles—
The fair designs sees he.
Then let me wait in patience
And blindness satisfied
To make the patterns lovely,
Upon the upper side.

The following letter to the *Salem Observer*, from one of the many tourists who have this summer visited our fair Province, may prove entertaining to our readers who are interested in Nova Scotia becoming a popular summer resort:—

THE LAND OF EVANGELINE.

Digby, Nova Scotia, Aug. 9, 1892.

If you have a week or two of vacation and wish to get the largest possible amount of rest and quiet enjoyment for the smallest possible expenditure of money, take our advice and visit Nova Scotia, the land of Longfellow's *Evangelina* and the tourist's paradise. Through the courtesy of Manager L. E. Baker, of the Yarmouth Steamship Company, the writer and a friend were enabled to leave Boston last Friday on one of the staunch steamers of that line for this beautiful country, and now in the charming little town overlooking the famous Annapolis Basin we are gaining renewed health and strength in the beauty and quietness of this little hamlet at the foot of the hills.

But let us say a word about our voyage across. Leaving the dock at high noon we were soon off soundings, the last land in sight being the familiar Cape Ann, and that only dimly seen. It was an ideal day for such a trip, the surface of old ocean scarcely broken by a ripple, and the Yarmouth, steaming along fifteen miles an hour, moved almost as steadily as though coming up Salem harbor. The wind was so light there were few sails in sight, but ever and anon we passed some collier or lumberman inward bound, though only one square-rigged vessel crossed our track. All the afternoon we sat and gazed across the placid waters, occasionally a porpoise showing his fin above the surface or perhaps a horse mackerel racing with the ship a little way. How eagerly we watched an approaching vessel, and how interested in her welfare we were until she disappeared from view!

Then, too, we made the acquaintance of Captain McGray, the commander of the ship, a young man of twenty-eight, and steward Hopkins, both of them pleasant, genial officials, who seem to take genuine pleasure in adding to the comfort and enjoyment of the travellers placed in their care, never tiring of the incessant questionings to which they are subjected, and ever ready to do one a kindness.

The afternoon passed all too quickly in such pleasant company, and soon the sun, sinking to its rest in a blaze of glory, was replaced by the moon's bright beams, and until bedtime, the evening, like the afternoon, was all that could be desired, but we had scarcely stowed ourselves away in our bunks before the stentorian voice of the whistle conveyed the undesirable information that the ship had run into a bank of fog. However, a little thing like that did not disturb us, and in spite of the constant tooting all night long, we slept the sleep of the righteous and awoke next morning thoroughly refreshed. When we got on deck everything was wrapped in genuine Newfoundland fog, so dense that one could scarcely see from stem to stern; the vessel was still going ahead, though at reduced speed, and the captain and pilots, in heavy winter overcoats, were eagerly listening for the sound of the steam fog horn at the mouth of Yarmouth harbor.

Shortly the sun burned through the mists, and so carefully and correctly had the officers made their calculations, that when the fog finally lifted so that we could see the land, we found ourselves directly off the mouth of the harbor. Immediately the bell rang for full speed, and presently the ship was at the pier, and the passengers landed safely on foreign soil.

A long train with parlor car attached was in waiting, and after a short but highly satisfactory interview with general superintendent Brignell, of the Western Counties Railway, we were on our way to "Digby the Beautiful" for a few days stay. It was a pleasant ride of about seventy miles, especially interesting to American eyes, the customs of the people, some of them, quite at variance with those of the land from which we came, were ever a source of much interesting comment.

One of the prettiest bits of scenery along the way was at the town of Weymouth, a port of some considerable importance. The railroad crosses