

The Weekly Monitor.

BRIDGETOWN, JANUARY 17, 1877.

Season of Legislation.

Winter in the Dominion, as well as in the United States, is the period usually selected for legislation. The State Legislatures in the Union and the Local Legislatures of these British Provinces also are generally in session during the brumal period of the year. The Congress of our republican neighbors, by legal enactment must be opened on the first Monday in December. It has now been in session for more than a month, and it has done little business hearing upon the material interests of the country. The time has been fritted away in a desperate struggle for party ascendancy. The halls of Congress are usually haunted by a crowd of office seekers, and others who are importuning their party leaders in Congress, to mould certain legislative acts for their private benefit. These lobbying pests are national nuisances. They are like lazy loafers, who, impelled by hunger, hover about eleemosynary soup saloons—too idle to work, they seek subsistence at the expense of other people. Just now the equivocal state of affairs growing out of the presidential election precludes the possibility of that thorough legislation, which the manufacturers, commerce and public works of that great country materially require. Party antagonisms materially clog and complicate the business of Congress.

We learn that the Dominion Parliament will be opened on the eighth of next month. Matters at Ottawa will be very different from those at Washington to which we have referred. There are strongly marked party lines in the Dominion Parliament; but the appropriate and legitimate business of legislation will not thereby be probably trammelled or retarded. Matters, connected with the gigantic public works that are now in the course of construction, revenue, commerce, the special claims and interests of the several Provinces, as well as other important subjects of legislation, will no doubt receive prompt and salutary parliamentary considerations.

In our own Province, before our Legislature will be convened for the despatch of business an election to ratify the appointment of a new Attorney General must take place. But we suppose the legislative session of the year will be opened some time in February. Of late years we have been impressed with the belief that the sessions of our Local Legislature have been unnecessarily protracted. Of course railway measures and the revision of the statutes, have occupied much time; but these matters are pretty well disposed of for the present, and will not require the aid of further legislation for years to come. An ordinary session of our Local Legislature, it seems to us, need not occupy more than five or six weeks at most.

THE SNOW BIRD.

Within the last few days this feathered child of Winter has been skimming over the snow-drifts, apparently enjoying the cold weather. It is very unlike our Summer birds. The deeper the snow—the more severe the frost—and the more fierce is the icy breath of the tempest, the more delighted it seems to be. We may regard it as the nursing of Winter. Where it hatched—where it finds its food—and where it sleeps are mysteries which learned ornithologists alone can solve. In shape and size it is not very different from the bobolink; but when the latter is here in June, charming the lovers of bird music with its thrilling melodies, the snow-bird is probably happy among the unmelting snows and rough icebergs of the Arctic regions. We sometimes wonder whether this unique bird could not be acclimated to our Summer atmosphere, and remain with us all the year round. The saintly white of its plumage is very beautiful; and when it is frisking over the "beautiful snow" in flocks, one half imagines that they are wanderers from some locality where every loving thing is invested with spotless purity. Its visits to us, like those of angels are "few and far between;" and we hail its presence in the time of snow as one of the most pleasing accompaniments of cold weather. As much as we admire this lovely bird, we would not like to see it shut up in a cage; for it can only be happy where wintry storms prevail. The uncivilized Esquimaux knows more of this bird's habits than do the philosophers of more enlightened people. The other morning, as we were observing a flock of these birds, sporting themselves, apparently for pastime, on a heavy snow-drift, the following queries passed through our minds: "Have these birds of passage ever been at the North Pole? Have they ever flown over Sir John Franklin's ice-covered grave? Are they familiar with the existence of the problematical northwest passage?" Such queries, however, are futile; for there is no record of the snow bird's wintry wanderings.

THE INSOLVENT ACT.

In this age of commercial enterprise and activity, and in a trading country like ours, law, regulating insolvency, is indispensable. This which is now in force in the Dominion is so objection-

able, that at a recent meeting of the Halifax Chamber of Commerce, it was voted to ask for its repeal. No doubt that since it has been in force, it has enabled hundreds of fraudulent traders to cheat their creditors, and escape those legal penalties which their roguesy merited. Nevertheless, there are cases constantly occurring, in which competent, careful and honest men of business are "driven to the wall," and it becomes impossible for them to meet their liabilities. In instances of this kind, there should be legal provision made to relieve them from the difficulties in which they have become innocently involved. Persons, who are conversant with the practical working of the present insolvent law in the County of Annapolis, know that it has too often operated to shield fraud from punishment, and to deprive gullible creditors of the possibility of securing their just debts. No doubt in other Counties and Provinces of the Dominion the same state of things with reference to insolvency, has been a subject of righteous complaint. The present law needs amendment, and none of our public men are more competent to do so effectually than our present Minister of Justice.

A SAD RECORD.

Although the number of Yarmouth vessels lost during the year 1876 was comparatively small, the loss of life connected with these disasters was unprecedentedly large, and in some cases attended with circumstances of a peculiarly melancholy character. As the details of these calamities are already familiar to our readers, we need only enumerate the disasters which were attended with loss of life, as follows:—

The ship N. W. Blithen, 1093 tons, Capt. J. Frank Cox, was captured at sea on the 31st of July, and 16 persons perished, including Captain Cox and his family. The ship W. J. Hatfield, 891 tons, Capt. Reuben Scott, foundered at sea on the 6th of February, and 14 persons perished. The barque George W. Jones, 679 tons, Captain Lemuel L. Porter sailed from Liverpool, G. B., for Sandy Hook, on the 9th of January, has not since been heard of—supposed to have a crew of 14 persons. The brig S. N. Collymore, 221 tons, Capt. Harvey Perry, was run into, capsized and sunk, on the 23rd of May, and four persons perished. The schooner Algoma, Capt. Wm. E. Lennox, left Canada for Shelburne on the 14th of October, and has not since been heard of. She had a crew of 13 persons belonging to Eel Brook and Pubnico. The ship Queen of the Cape, 53 tons, Capt. Jacob Porter, sailed from Boston on the 14th of March, for Yarmouth, and has not since been heard of. She had a crew of 5 persons.

In addition to these we have to record the death of several prominent shipmasters, viz:—

Capt. Harvey K. Hersey, of brigt. M. E. Colwell, died at St. Martin's on the 28th of February. Capt. Benjamin Stanwood, died at Rio Janeiro, of yellow fever, on the 19th of June. Capt. John Homer, of the ship N. & E. Gardner, died at sea on the 18th of November. Capt. Jacob Durkee, of the brigantine Vespa, was washed overboard and drowned on the 9th of December.

SAD MARINE DISASTER.

A STEAMER SUNK IN MID-OCEAN—THIRTEEN MEN LOST. From Boston Advertiser, Jan 6.] The Steamer Seminole, of Nickerson's Boston and Savannah line, arrived at this port last evening the bearer of sad tidings of a great ocean disaster, in which she was unfortunate as to play an unwelcome part. The story of those aboard of her is substantially as follows:—Early Sunday morning, about forty miles east of Cape Cod, the weather being so misty and rainy that nothing could be seen at short distance ahead, suddenly came within view of those on board the Seminole, the lights of an approaching vessel. It was too late to avoid the collision which followed, the two vessels coming together with a sudden crash. The Seminole was not seriously injured, but the other vessel, which proved to be the Steamer Montgomery, owned and chartered in New York, was struck fairly across the hull to the foremast, which was carried away, she sunk in less than five minutes. Of her crew and passengers, numbering thirty-one in all, only eighteen were saved. The suddenness of the collision, and the rapidity with which the vessel filled, prevented the clearing of the boats in the excitement and hurry with which the attempt was made. A number clambered into the port-boat and vainly attempted to clear it, but just before the vessel sank the first engineer appeared with an axe and cut it away. The boat was then fairly in the water, where it was left by the sinking steamer, and its precious freight would probably have been saved had the steamer remained above water a few minutes longer. As it was, however, she disappeared beneath the surface before the boat had time to escape the wave which was caused by the vessel flowing in to fill the gap which was left, and all on board were cast into the water. The engineer and fireman below state that the first they knew of the disaster was the shouts and cries on deck, the shock of the collision being so slight that they did not feel it. As the water flowed in the side of the vessel and reached the fire, the sudden formation of steam forced the fire up the smokestack, whence it emerged—shooting up a stream of flame fifteen or twenty feet high, and casting a lurid glare over the terrible scene. Of those that were saved three—John Monroe, Henry Osborne and John McEwen—were picked out of the water by the Seminole's boats. The remainder saved themselves by clambering over from the deck of the steamer to that of the Seminole before the two had become parted. Among the lost, James Granger was a Boston man, the remainder were mostly from New York or Brooklyn.

COMMENDABLE.—Notwithstanding the dull times, Messrs. S. H. Foster & Son, our enterprising lark and mail manufacturers, are determined to give steady employment to all their hands during the winter season.—St. John Telegraph.

THE DEAD OF THE YEAR.

The roll of the dead of the year 1876 included names known to every eye. Highest in rank of those who died was Abdul Aziz the Sultan of Turkey, who committed suicide on the 4th of June last. Among statesmen, the best known perhaps, was Cardinal Antonelli, who closed his career in November. In the same list must be put the names of Francis Denik, the Hungarian statesman; the Earl of Stanhope, also an author of considerable celebrity; Beverly Johnson, the distinguished jurist; Santa Anna, the famous Mexican General; M. Castner Perier, the well known French statesman; Mr. Speaker Kerr, of the U. S. House of Representatives and Henry A. Wise, Governor of Virginia before the civil war.

Many men and women of letters the world has lost were George Sand, the celebrated French novelist; the Revd. Horace Bushnell, D. D., of Hartford, author of several religious works; John Foster, author of the Life of Dickens; Ambrose Fernin Didot, the noted French publisher; Col. Chesney, the author of "The Battle of Dorking"; Thomas Aldrich, the poet; John Jay, of Portland, Me., well known as an author; Henry Kingsley, an author, and brother of the late Canon Kingsley; Dr. Julius H. Peterman, the celebrated orientalist; Miss Anne Marston, the authoress; Alfred Lawrence, author of Guy Livingstone; besides a number of minor writers.

Two very rich men died during the year. Sir Anthony Rothschild, of London, and Alexander T. Stewart, the merchant prince of New York. Distinguished as has lost Frederic Lemaître, the celebrated French actor; Charlotte Cushman, the American tragedienne and Barney Williams, a prominent comedian; Joseph Ernst Von Bunde, the German sculptor; Felician David, the celebrated French musical composer, and Charles Edward Hursey, a distinguished musical composer, are also among the dead of the year.

Among others, more or less distinguished, who died in 1876 were the Rev. Henry Behm, the patriarch of the Methodist Church; S. W. Gregory, the distinguished philanthropist; Lady Stanley, wife of Dean Stanley; the right Hon. George William Lyttelton; Dr. Stearns, president of Amherst College; the Earl of Londsdale; Bishop Jones, Professor Davis, the mathematician; Branton Bragg, celebrated Confederate General; James Lick, the California philanthropist; and George Dawson, the English writer and lecturer.

THE PERILS OF THE SEA.

SUFFERINGS OF THE CREW OF A NOVA SCOTIA YACHT. From New York Herald.] VOYAGE OF THE BARQUE SCOT'S BAY. A special phase of the dangers of the deep is displayed in the story of the barque Scotia, which left Liverpool, November 18, with an assorted cargo and a crew of 17 men. She is owned by Messrs. Sheffield & Wickwire, and was consigned to C. B. Hill, No. 113 Pearl street in this city. Captain Hill reports that up to Dec. 8 he encountered no bad weather of any note. He discovered, however, shortly after sailing, that most of his crew were land-sick, and that the weather at about the clothing requisite for a winter voyage across the Atlantic. The barque took the northern passage, but on Dec. 8, general heavy weather set in, and the vessel followed by terrific gales, which continued throughout the voyage. At the outset the inefficiency of the crew became apparent, and Captain Murray found himself at sea in an embarrassed and perilous position. The Scotia's Bay is a new barque, of stanch build, and to this she owes her safe passage. The cargo in the hold, and the weather becoming bitterly cold, it was decided to head her for the south in the hope of finding a warmer temperature. But by 10th of December the gale became more violent, and the barque moderated and close reefed topsails and staysails. On the 11th the topsails were blown into ribbons, the rigging was coated with ice and it was with difficulty the crew could be induced to work the vessel. It was apparent that to ascend the rigging, and the officers of the barque were obliged to share their scanty provisions. The barque was on the following day, in latitude 42 deg. 10 minutes north, longitude 44 deg. 40 min. south, Thomas Waire, a seaman, unaccountably to the exposure. The barque was then ordered to shift her cargo and she came near going over on her beam ends. On the 16th she reached the 13th parallel and continued on her voyage on that line. The weather moderated and continued fair until after leaving the Gulf, where the second series of gales was experienced. On the 31st two men fell from the upper foremast yard, one of them falling overboard. The unfortunate man's cries were heard astern but no help could be rendered. The carpenter who fell at the same time, had his fall broken by the stays and other rigging, and received no other injury than a few bruises. At this time most of the crew were confined below deck, sick and unable to rise from their posture. There were but seven men left to man the vessel. On the morning of the 30th William Henry, a seaman, while assisting in coaling the lead, fell from the mainmast chains and was swept away and drowned. During the gale the sails were again split. The pilot was taken aboard on the 31st.

The St. Petersburg correspondent of the North German Gazette treats the popular belief, that Russia may find herself debared from going to war by want of money, as an unwarrantable, and indeed absurd, opinion. Russia, he affirms—apparently in allusion to Lord Beaconsfield's statement that England could bear the expense of a war for longer than any other country—can bear a war as well and long as any country in the world. Of her 80,000,000 of population, the 60,000,000 who are Russians are heart and soul on the Emperor's side, and with such a number to back him with their lives and property it is unreasonable to assert that the Czar might want either man or money. The case with which the internal loan of 100,000,000 roubles has just been raised—a much larger amount of bonds being applied for than could be issued—ought to have shown foreign countries what Russia can do, and that vast amounts are at the Emperor's disposal.

Jenny Henry, a little child, died at the home of her parents in England, N. J., a short time ago, under peculiar circumstances. The physicians were unable to ascertain the cause of her illness during life, and it was decided to make a post mortem examination of the remains. Preparations for an inquest had been made when the doctor noticed a swelling over the heart and extracted a needle therefrom. It is probable that she had swallowed the needle and it had worked its way through the organs of her body till it reached the heart, causing death.

New Advertisements.

NOTICE! THE Co-partnership heretofore existing between the subscribers under the firm of J. W. Whitman & Co., has this day been dissolved by mutual consent. The business will be continued by WILLIAM WARWICK on his own account who will pay all liabilities, and who is authorized to collect all debts due the late firm. J. W. WHITMAN, W. WARWICK, O. H. WARWICK per W. W. Lawrenceston, N. S., January 13th, 1877.

The Subscriber

Having been engaged in business in the City of St. John for the last thirty years, and having retired therefrom, has no wish or desire to continue it here, and hereby Offers for Sale ALL THE STOCK OF THE LATE FIRM OF J. W. WHITMAN & Co. The Terms will be very liberal, and on a long Credit—good security will be required. The business is extensive and can be increased, and for any party or parties wishing to engage in a

Good and Profitable Business

no better opportunity offers in any country. In the meantime the business of the late firm will be continued by me in my own account, and in my own name; and having been

DIRECT IMPORTER

For the Last Thirty Years from England, France, Germany and the United States. should have some knowledge where goods can be bought at the lowest rates; and it will be my object to sell, ESPECIALLY BY WHOLESALE SALE at Low Prices as the same quality of goods can be bought in St. John or Halifax. In fact, I shall be prepared to sell for LESS, my expenses, taxes, &c., not being as heavy as it is in either City. And as I wish to live on friendly terms with all mankind, and keep the good reputation my business has always brought me, which I cannot do if the Credit System is adhered to, therefore I shall not open any accounts by Credit with any parties until a special arrangement is made for the payment, which at no time will exceed three months. Goods at RETAIL sold for Cash, at other well known names.—St. John Telegraph.

Wm. Warwick.

Lawrenceston, N. S., Jan. 1st, 77. 31 1/2

SOLE LEATHER!

1000 SIDES Heavy Buenos Ayres SOLE LEATHER. FOR SALE. Apply by letter to the subscriber, or to John S. Rowell, Esq., St. Mary's Bay; or J. S. Hawkesworth, Esq., Digby. DANIEL HAKESWORTH, Joggin, January 1st, 77. 131 1/2

Readings.

COURT HOUSE, BRIDGETOWN On Saturday Eve., 20th JAN., By G. E. DeWOLFE, READINGS SHORT AND VARIED, FUN, SENTIMENT and PATHOS. SELECTIONS FROM THE BEST AUTHORS. Doors open at 7:30; commences at 8. Admission 25 cts. Tickets for sale at the Post and Montreal Offices, and at the door.

FOR SALE.

The subscriber offers for sale a SUPERIOR DURHAM COW (with calf) 1 year old, very handsome and an excellent milker. J. W. WHITMAN, Lawrenceston, January 13th, 77. 3w 1/2

A hint in time

May save a dime.

I have now completed and mailed to each party who has an Account with me their bill up to the end of the year, some of which have been long standing.

Now I must demand payment for such bills at once. I cannot do without money. My bills have to be paid, and without money I cannot do it. Those who call and settle on or before the 22nd will save the annoyance of having a constable calling on them.

R. H. BATH.

Bridgetown, Jan. 15th, '77.

New Advertisements.

Valuable Lot of LAND FOR SALE.

The Lot of Land belonging to the subscriber, being part of the Farm formerly owned by Jacob Durling, deceased, containing 61 ACRES, will be offered at PRIVATE SALE until the 15th February next. If not sold before that day it will then be offered at AUCTION, at the American House, Lawrenceston, at 10 o'clock, a. m. This lot of land is too well known to require description. Mrs. R. D. BALCOM, Lawrenceston, January 13th, 1877. 31 1/2

CARD OF THANKS.

The subscriber having retired from the Firm of J. W. WHITMAN & Co., hereby tenders to his many friends and customers his warmest thanks for their liberal patronage extended to the late firm. J. W. WHITMAN, Lawrenceston, January 13th, 1877. 31 1/2

NOTICE!

Strayed into the subscriber's flock a sheep and lamb, Marks, HOLD IN ONE EAR, HALF-ROAN OF THE OTHER. The owner can have the same by proving property and paying expenses. JOHN MURDOCH, Bridgetown, Jan. 10th, 77. n38 1/4

UNION BANK OF HALIFAX, ANnapolis AGENCY.

INTEREST allowed on Deposits. Drafts on New York, Boston, Montreal, St. John, and Halifax, at City rates.

STERLING EXCHANGE BOUGHT AND SOLD.

COLLECTIONS MADE ON ALL ACCOUNTS (POINTS), ALEX. SHEARER, Agent, Jan. 10 1877

HOLIDAY SEASON.

In accordance with the usual custom I am making very LIBERAL DISCOUNTS FOR CASH In all Departments, to which I invite attention.

GOODS PRICES NOVELTIES

FOR and WOOL GOODS. I will also close out Entire Stock Gent's Clothing AT COST.

BUFFALO ROBES, FROM \$5.00.

I beg to assure my friends and the general public that this is a BONA FIDE SALE, at Greatly Reduced Prices, of FIRST-CLASS GOODS, as will be found by a visit to the store of R. D. MACDONALD, MIDDLETON.

L. MATHESON & CO., ENGINEERS

BOILER MAKERS, NEW GLASGOW, N. S. Manufacturers of PORTLAND CEMENT STATIONARY Engines and Boilers. Every description of FITTINGS for above kept in Stock, viz:— Steam Pumps, Steam Pipe, Steam and Water Ganges, Brass Cocks and Valves, Oil and Tallow Cups, &c. &c. 76 n34 1/2

Xmas. Sale!

BEARD & VENNING, IN PREPARING FOR THEIR ANNUAL HOLIDAY SALE, HAVE PLACED THEIR New and Seasonable Stock OF STAPLE and FANCY DRY GOODS

Prices to suit the Closest buyers and ensure a Speedy Clearance to which they invite attention. BEARD & VENNING. O. A. D. S. N. MILLER, M. D., of the University Med. College of N. Y., also: Aylett's Medical-Surgical Institute—Registered at Halifax, Has opened an office at MIDDLETON, where he may be consulted professionally. [124 1/2

NOTICE.

All parties indebted to the subscriber by Note or Book Account, are hereby notified to pay the same without further notice. My terms will be CASH from this date. ED. STEVENS, Lawrenceston, Nov. 7th, 1876. 3m n30

New Advertisements.

FARMERS!

Just received, on consignment, 100 BBLs. FISH PUMICE, one of the BEST FERTILIZERS now in use, and the CHEAPEST! For sale by TON OR BARREL TO SUIT PURCHASERS. A. W. CORBITT & SON, Annapolis, Dec. 17, 1876.

BANK OF NOVA SCOTIA

General Banking Business. Interest paid on Deposits. Exchange and Drafts procured and sold on Halifax, St. John, Yarmouth, Kentville, Amherst, Montreal, Boston, New York, London, &c., &c. THOMAS WHITMAN, Agent, 6m

Bessonet & Wilson

HARDWARE CARRIAGE STOCK Emporium! Middleton, - - Annapolis Co. WE have now completed our FALL Importations, and would invite the attention of our patrons and the public in general to the following Lines:— 75 SETS AMERICAN SLEIGH RUNNERS

RAVES, PAINTING AND TRIMMING LINES!

VARNISHES—Nobles & Hoare's, Lane's, and American; MASURY'S Colors, in Japan, Rose and Carmine Lakes; AMERICAN Brown Japan, Gold Size do.; GOLD and Silver Leaf, Gold Beaux; DR. COLORES—J. M. Blue, C. Yellow, Orange and Lemon, English and American Vermilion, &c., &c.; VELVET Pie Finishes, Tufts, Buttons, &c.; LACES—Braid, Seaming and Pastings; CARRIAGE Marine, Silver and Japanese Lining Nails; SILVER Plated Shaft Tips, Whitstieps Trps, &c., &c.

IRON WORKERS

to our Large Stock of SLEIGH & SLED SHOE STEEL consisting of: SLEIGH SHOE—1 and 1 1/2; SLED SHOE—2, 2 1/2 and 3; NOSE IRON (half oval)—3, 4 and 5; NO. WAY IRON—All Sizes, "Ragpie," Coach and S. S. Bolt; OVAL HEAD & COUNTER SUNK RIVETS; COLD PRESSED WRO. NUTS—1 to 1 1/2 inch; In addition to a full assortment of Scotch and English

REFINED IRON, ROONEY'S

B. and P. HORSE NAILS, &c., &c. HIDE ROLLER and Gate Hay Cutters, SLEIGH BELLS, Brass and S. P. Neck, Back and Body, Loose, Round and Open-mouthed.

SHOE FINDINGS!

C. D. FRENCH FRONTS, English Fitted Uppers; SHOE-PEGS, Russia Bristles, W. P. Shoe Wax; SHOE-THREAD, Upper Leather, Calkins, RED ROANS, &c., &c., with a prime lot of Logan's No. 1 Sole Leather.

BESSONNET & WILSON, ALMON & MacINTOSH, BANKERS & BROKERS.

INVESTMENTS Made in best Securities, Stocks, Bonds, &c. Interest allowed on deposits subject to cheque. Exchange bought and sold. 166 Hollis Street, HALIFAX, N. S. ly n27

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New Advertisements.

TO ARRIVE Ex Schr. "Atwood."

FLOUR! 200 BBLs. Spring Extras; 200 BBLs. Extra; 200 BBLs. Choice Family; 400 BBLs. Kilm-Dried CORN MEAL, 20 BBLs. Paraffine Oil, 180 BBLs. Layer Raisins. All of which will be sold at the LOWEST CASH RATES. A. W. CORBITT & SON, Annapolis, December 17

Ayer's Hair Vigor

For restoring Gray Hair to its natural Vitality and Color.



A dressing which is once a greasy, healthy, and effective for preserving the hair. Faded or gray hair is soon restored to its original color, with the gloss and freshness of youth. Thin hair is thickened, falling hair checked, and baldness often, though not always, cured by its use. Nothing can restore the hair where the follicles are destroyed, or the glands atrophied and decayed. But such as remain can be saved for usefulness by this application. Instead of fouling the hair with a pasty sediment, it will keep it clean and vigorous. Its occasional use will prevent the hair from turning gray or falling out, and consequently prevent baldness. Free from those deleterious substances which make some preparations dangerous, and injurious to the hair, the Vigor can only benefit but not harm it. If wanted merely for a

HAIR DRESSING,

nothing else can be found so desirable. Containing neither oil nor dye, it does not soil white cambric, and yet lasts long on the hair, giving it a rich, glossy lustre and a grateful perfume.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass.

Avery, Brown & Co., Halifax, Wholesale Agents.

Sold by DR. DENNING and W. W. C. LESLEY, Bridgetown, N. S. Corner Granville and Buckingham Streets, Halifax, N. S.

OUR Autumn Stock of STAPLE and FANCY DRY GOODS, purchased by our Mr. Payne, direct from leading Manufacturers in England and America of exceptionally low prices, is now open and ready for inspection. JOHN SILVER & CO. Sept. 30th, '76. 3m n27

Customs Department.

OTTAWA, March 5th, 1875. AUTHORIZED Disponent on American Voices, until further notice—8 p. cent. J. JOHNSTON, Commissioner of Customs.

1 Bale Buffalo Robes

Bought at the recent Auction Sale in Halifax, and will be sold very low, Wolf & Coon Skin Robes Trimmed and Strapped Horse Blankets. AT PARADISE, Sept. 19th, '76. G. W. STUART, Produce Commission Merchant, COLONIAL MARKET, HALIFAX, N. S.

CONSIGNMENTS SOLICITED.

Guarantee Sales made in all cases, and in no case more than 5 per cent commission charged. Prompt returns. Every Kind of SUGAR in Hogheads and Barrels. No Truckage or wharfage charged. R. B. MACKINTOSH.

The Best Flat & Twist TOBACCO

are manufactured at the Millard St. Tobacco Factory. R. B. MACKINTOSH & CO., Proprietors, Halifax, N. S. Oct. 17th, '76. 127

NOTICE.

All persons having legal demands against the estate of GEORGE BALLENTINE, late of Wilmet, in the County of Annapolis, deceased, are requested to render the same daily attended within six months from this date to make immediate payment to GEORGE BALLENTINE, or GEORGE RITTY, Administrator

Wilmet, Nov. 13th, 1876. 3m n30