

The Weekly Monitor.

BRIDGETOWN, DECEMBER 9, 1876.

LOOKING UP.

Everybody acquainted with the ebb and flow of the tides in our river, knows that when it is high water, the current downward is almost immediately quite rapid, and that at low water the rise for a time is scarcely perceptible, and for an hour at least the returning tide is not impetuously strong. It continues to rise, however, till it is bank-full. We use these facts to illustrate the present general depression in business matters.

thoughtful minds are exercised in considering whether or not some better mode than that which now exists, could not be devised in filling the Presidential Chair. The people of the United States are our next-door neighbors, and we wish them well. They are a great and thriving nation—second to none other in carrying forward all the material improvements and enterprises of the wonderful age in which we live. We therefore hope that the present difficulties will be happily surmounted, and nothing grow out of them that will shake the faith of thoughtful minds in the practical permanency of republican institutions.

AN ILL-Omened WEDDING.

From the Cincinnati Times.]

Shortly after 9 o'clock yesterday morning a fearful accident occurred on the Blue Rock road. Thirty-five persons were precipitated from a bridge to the bed of a small creek, a distance of from 25 to 28 feet.

The nuptials of Louisa Kleinberg and Louis Brumley had been set to take place at White Oak Catholic Church, a short distance from the scene of the accident, yesterday morning, 7 o'clock.

To get to the church in time it was thought necessary to leave the city not later than 10 o'clock on Saturday night. Two wagons were engaged one being of ordinary size, and the other a large furniture wagon, drawn by four spirited gray horses. The smaller wagon containing 15 or 16 persons was the first to start, and reached its destination in safety. The second, carrying thirty-five, did not leave till an hour later. After the start it was noticed that the driver, the driver, was under the influence of liquor. On the road he frequently took of the contents of a black bottle which he had in his overcoat pocket.

The place where the accident occurred is on Schnapp's Creek Bridge. The bridge is old and very narrow one, and probably 65 feet in length. The grade of the road on both sides is very steep, and the bridge has the appearance of being constructed in a hollow. On reaching the top of the hill, some one in the party noticing the reckless driving of the driver, applied the brakes to the wheels. The driver allowed the brakes to remain set until he had reached a point 150 or 200 yards from the bridge when he threw them off, remarking, "I'm driving this wagon, and know what I'm about!"

The result was that the wagon started forward at great speed, and the forward wheel struck the railing on the right side of the bridge, tearing it completely away. An instant later the wagon was precipitated to the bed of the creek, a distance of nearly 30 feet. Strangely to say only one of the horses being carried with it, the other 3 running safely on the bridge.

The night was intensely dark. Fortunately Wm. Pangman arrived on the scene with a lantern. All were more or less injured. Joseph Meyer, aged nineteen, had his skull fractured, and Lewis Brumley, aged sixty-seven had his spine broken. Both will die.

THE TELEPHONE IN BOSTON.

An experiment was made yesterday with the new telephone, recently invented by Professor A. Graham Bell, on the telegraph line used by the Eastern Railroad Company between Boston and Salem. Professor Bell was assisted by Mr. Wright and Mr. Nutting, telegraphic operators at the Boston end, and by Mr. Thomas A. Watson, an associate of Professor Bell, assisted by Miss Wells as operator at the Salem end. There were present at the Boston end, as witnesses of the experiment, the president of the Eastern Railroad, General A. P. Rockwell, with his wife, Miss Starnat, Mr. Morrison and Mr. Estlin Hubbard. A battery for the occasion was kindly supplied by the manager of the Western Union Telegraph Company. Conversation was carried on with Mr. Watson at Salem, by all those present, in turn, without the slightest difficulty, even the voices of the speakers being easily recognized. Whispering was found to be perfectly audible, but was unintelligible. After a time, instead of grounding the wire at Salem, it was connected with North Conway, a distance of 143 miles from Boston, thus leaving Salem as a way station. After this change had been made there was a slight diminution in the loudness of the tones, but no difficulty was experienced in carrying on conversation. Another change was made, whereby the electrical current was sent to Portland and back by another line to Salem, thus making Salem a terminal station at the end of nearly 200 miles of wire. The result of this change was that the tones of the speakers could be heard, but so faintly as to be unintelligible. With electro-magnets of a high resistance, Professor Bell is confident that the sounds would have been perfectly intelligible, the magnets used in only being intended for a twenty-mile circuit. The experiment was made yesterday from the fact that on other days the line are all engaged with their regular business.—Boston Advertiser, 27.

AN EVENT IN OUR HISTORY.

Yesterday was a red letter day for Halifax—as it marked the arrival of the first through mail from the Upper Provinces for England, and the arrival of the Allan steamer to take it hence. The train from Quebec, due here at 1.30 p. m. yesterday, arrived here at 2 o'clock sharp. Its arrival was witnessed by a large number of our citizens, who were gratified to find that there was not the least hitch in the arrangements. The train was made up at Moncton with the Through Night Express from St. John. When it arrived at Halifax it consisted of two first class passenger cars, two Pullman cars, and Grand Trunk Postal Car. The latter contained 75 bags of mail matter, in charge of Mr. A. Wainsey, an officer who for several years has had charge of the mails between Montreal and Portland and Quebec. Mr. Wainsey will remain here until Saturday next and take back the mail from England which will be brought by the "Prussian." The second chapters of the event happened when the Allan steamer "Peruvian" arrived at 8 o'clock last night from Portland, to take mails and passengers hence for England. The "Peruvian" left Portland at half past four p. m. on Saturday, and made the run to Samba in 24 hours and 30 minutes. The coast pilot in charge from Portland was Joseph Edwards, a native of Halifax, who has for years pursued his calling in the United States. Off Samba they took in Pilot Smith, off Ferguson's Cove, who brought the steamer to the wharf and took her out again. The mail brought by the train had been housed at the Post Office, and upon the arrival of the steamer's arrival the mails were on board, and the signal given for casting off. Among the passengers by the steamer for this port were Sir Hugh Allen and his Secretary. Sir Hugh is at the Halifax Hotel. He will probably remain in the city until the arrival of the "Prussian." The "Peruvian" took home 700 mail matter (including a mail from Bermuda), but it is probable that far more will be much larger.—Halifax Herald, 27.

—We have been requested to insert the following reply to the address published in our issue of the 22nd inst.

To my class in the Lawrenceville Wesleyan Sabbath School.

DEAR FRIENDS:—In reply to your kind address permit me to say that the recognition which has ever been manifested by you, has amply rewarded me for any effort which it has been in my power to make. The very kind manner with which you have regarded my work, will aid very materially to strengthen my future effort and give energy and purpose to my work. While I am assured that all eyes are turned to you for a subject of the utmost interest to me. The present, accompanying, will remain amongst my mementoes as a priceless gift on account of the donors. May the Great Leader of Sabbath School work give us all an abundant entrance into that land where Schools are never separated nor friends parted. J. B. HALL.

Boston, Nov. 10, 1876.

ANNAPOLIS COUNTY RIFLE ASSOCIATION.

(Continued.)

FOURTH COMPETITION.

Table with columns: Ranges 200, 300 and 400 yards—3 rounds each. Names, Total Pts.

FIFTH COMPETITION.

Table with columns: Ranges 300 and 500 yards—3 rounds each. Names, Total Pts.

SIXTH COMPETITION OF CONSOLATION.

For all those who had not taken prizes in the foregoing competitions.

Range 400 yards—3 rounds each.

Table with columns: Names, Total Pts.

[For the Monitor.]

I. O. G. T.—To Good Templars of Annapolis Co.

BROTHERS AND SISTERS:—You are hereby notified, that Bro. Norman Logan, of Le Quille Lodge, No. 101, has been commissioned "County" Deputy, G. W. C. T., and Bro. James Cleveland, 69th, of Royal Lodge, No. 267, "Provincial" Deputy, G. W. C. T., in the room and stead of Edward Paterson and Daniel Spence, whose commissions have been revoked.

WILL DENNIS, G. W. S., Grand Lodge of N. S. Halifax, Nov. 30th, '76

CONSTITUTIONAL CHANGES.—The late Presidential election in the United States convinced the American people that their much loved and tried, but needs another modification. The best thing they can do is to ask admission into our Dominion. No constitution secures to the people such true liberty and responsibility of action as is afforded to the people under the British flag. Come along good old ancestors we will forget your rebellious faults.—Maritime Sentinel.

A Child in Westport, Mass., lately fired a pistol at her mother, not knowing it was loaded. The mother, Mrs. Sanford, was preparing to repair a garment for her son, when the little one found the weapon in one of the pockets, and in imitation of older children, first it as stated. The ball passed through the muscles of the chest into the arm, from whence it was removed.

SCALDED TO DEATH.—On Thursday last at Gung's River, a child, aged about 2 years, belonging to Mr. James Woodruff, fell into a heated, hot tub, which he had just placed on the floor. The child's screams attracted its mother, who rescued it promptly, and sent for a doctor, but with in an hour, and before the arrival of the doctor, the child was dead. It was fearfully scalded, and suffered intensely.—Herald.

There has just died at Dundee Mr. James Chapman, the last survivor of those who fought on board the Victory under Lord Nelson at the battle of Trafalgar, on the 21st October 1805. Mr. Chapman was in his 92nd year. He was discharged at the peace of 1814. Although frequently in action he was never wounded, and he had no pension.

At Chicago a man was recently found dead on top of a sleeping-car. It is supposed that he climbed up there for the purpose of stealing a ride, and was struck and killed by one of the bridges through which the train passed.

QUEEN PASSENGER.—The barque Valkyria, of Pictou, Captain McQuarrie, from Pictou for Liverpool, B. M., made the passage to the latter port in 16 days from the Strait of Canso.

A newspaper has just been begun in London in the Arabic tongue. The editor is an Arab by birth and in creed a Christian.

An Englishman has invented a folding bed which is made of canvas stretched on iron ribs, similar to those of a parson or iron bed.

Trenton, N. J., has a station sixteen hundred high whistle "toches" from Bermuda, but it is probable that far more will be much larger.—Herald, 27.

New Advertisements.

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:—

76 SETS AMERICAN

SLEIGH RUNNERS

RAVES,

A very Choice Lot, free from checks, and of the Latest Bond.

PAINTING AND TRIMMING

LINE

VARNISHES—Nobles & Hoar'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 Bonzes;

DRY COLORS—U. M. Blue, C. Yellow, Orange and Lemon, English and American Vermilion, &c., &c.;

VELVET Pile Pistoles, Tufts, Buttons, &c.;

LACES—French, Seaming and Pastings;

CARRIAGE Martins, Silver and Japanese Lining Nails;

SILVER Plated Shaft Tips, Whitetree Tips, &c., &c.

IRON WORKERS

We would call the attention of our Large Stock of

SLEIGH & SLED SHOE STEEL

consisting of

SLEIGH SHOE—1 and 1 1/2 x 1 1/2;

SLED SHOE—2 1/2 and 3 1/2 x 1 1/2;

NOSE IRON (half oval)—1 1/2 x 1 1/2;

NORWAY IRON—Ah Sizes, "Eagle," "Coast" and "S. D. B.;"

OVAL HEAD & COUNTER SUNK RIVETS;

COLD PRESSED WROT. NUTS—1 to 1 1/2 inch;

In addition to a full assortment of

Scottish and English

REFINED IRON,

MOONEY'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, Loud and Open-mouthed.

SHOE FINDINGS!

C. D. FRENCH FRONTS, English Pitted Uppers;

SHOE-PEGS, Russia Bristles, W. P. Shoe Wax; and

RED ROANS, &c., &c., with a price list of

Logan's No. 1 Sole Leather.

All of the above, in addition to our large stock of SHELF HARDWARE is well worth inspection. Send for Price Lists—address

BESSONNET & WILSON,

Middleton, Annapolis Co.

L. MATHESON & CO.,

ENGINEERS

BOILER MAKERS,

NEW GLASGOW, N. S.

MANUFACTURERS OF PORTABLE & 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,

0 04 and Tallow Cups.

UNION BANK OF HALIFAX.

ANNAPOLIS AGENCY.

MR. THOMAS S. WHITMAN having ceased to be the Agent of the Union Bank at Annapolis, the business of the Bank will henceforward be conducted as a

BRANCH OF THE HEAD OFFICE,

under the management of

MR. ALEXANDER SHEARER,

and all persons having business relations with the Bank will please address their communications to

THE AGENT

of the Union Bank of Halifax,

decs 17 n34 Annapolis Royal, N. S.

SLEIGHTS! SLEIGHTS!

The subscriber has on hand and for sale

2 Superior Sleights,

perfectly new, which will be sold at reasonable prices for cash.

W. A. CRAIG,

decs 5447 Bridgetown Iron Foundry.

BANK OF NOVA SCOTIA.

ANNAPOLIS AGENCY.

THE BANK OF NOVA SCOTIA having established an agency at this place is prepared to do a

General Banking Business.

Interest paid on Deposits, Exchange and Drafts purchased and sold on Halifax, St. John, Yarmouth, Kentville, Amherst, Montreal, Boston, New York, London, &c., &c.

THOMAS WHITMAN,

Agent.

New Advertisements.

McCARTHY & COOK,

IMPORTERS AND WHOLESALE DEALERS IN

PIANOFORTES AND ORGANS.

PIANOFORTES

WEBER,

MATHUSEK,

FIESHER,

LAELLE,

and other

First-Class Makers.

New Advertisements.

ALBION HOUSE.

FALL AND WINTER!

We have now completed our importations for this season's Trade, and are showing a Full Assortment of

Full and Winter

DRY GOODS.

In each Department, which we offer

WHOLESALE AND RETAIL,

upon the most Liberal Terms, and Solicit Inspection.

BEARD & VENNING,

G. W. STUART,

Produce Commission Merchants,

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.

1876 Fall 1876.

Per S. S. "Nova Scotia" & "Casplan" direct from Glasgow & Liverpool.

4 CASES

DRY GOODS.

Per Intercolonial Railway,

10 Cases Boots, Shoes & Rubbers,

2 Cases Gents' Hats, Laid Styles,

2 Cases Ladies' Fur Mitts,

4 Cases Mens' Winter Clothing.

4 CASES

Ground Spices,

strictly pure, and put up expressly for the subscriber.

JOHN LOCKETT,

Bridgetown, Nov. 1st, '76. n29 1/2

Corner Granville and Bucking-

ham Streets, Halifax, N. S.

OUR Autumn Stock of STAPLE and

FANCY DRY GOODS, purchased by

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

"Murdoch & Co.,

BEG to call the public attention, and solicit

no inspection of their stock for the Fall Trade, comprising:

Builders' Shelf Hardware,

Strap, I and Plate Hinges, loose, fast and

Japanese screw bolts, screw-bolts, wood

screws, from 1/2 to 3 inch, Files, in variety,

Horse Nails,

Hoops, Spikes, Spikes, Spikes,

Spikes, Spikes, Spikes, Spikes,