The Weekly Monitor.

WEDNESDAY, APRIL 6TH, 1881.

— It is surprising how few persons among the population of this County, write a fair, decent, readable hand. Take any number of signatures and not more than one in a hundred is straight, clear, distinct and intelligible, and only one in about two hundred that is elegant. Our boys, fortunately, are now being better taught, and some of them write quite well; but of grown persons we must say there is a very small proportion who write a hand that is easily read. Among our contributors, there are perhaps three or four whose copy give us no trouble; but we frequently have to study over compositions a long time before we can understand them.

A good hand writing is worth all the time used in acquiring it. A man who writes well—a young man, in particular—often obtains employment where one who is a poor writer could get nothing to do. A friend of ours once got a good situation in New York because, out of thirty-eight applicants for the position, was the only one who wrote an elegant hand. Young men who wish to engage in commercial pursuits should endeavor to write well. There is no surer way now a-days to judge of a man's education than by his hand writing. An ignorant, uneducated man can be generally known by his signature. In the last century good penmanship was not considered so necessary an accomplishment as it is now. A hundred years ago many of the most otherwise learned and distinguished men wrote so badly that it was difficult to read their compositions, and frequently the writers could not read their own writing. But in this enlightened age it is absolutely necessary to write well if a man wants to obtain a position in the world, and for a literary man good penmanship is indispensable. Any man could, in a week, learn at least to make a handsome signature. A half an hour's practice every evening would be sufficient. There is a class of men who are good penmen whose autographs would puzzle an expert to decipher; there is, however, a freedom apparent in their signatures which stamp the writers educated men, but who from some unexplainable motive, strive to spoil their natural hand writing. Perhaps they imagine a peculiar signature will attract attention, and perhaps it does sometimes, but it very often causes remarks not at all flattering. Every man who is not ashamed of his name should write it so plainly that it may be read by any person who can read at all. Carelessness is the fault generally; it is a bad habit to get into, and we hope that those of our readers who are indifferent writers will take the hint we have given kindly and endeavor to correct the habit and reform style of their penmanship.

AMBER SUGAR CANE AND OTHER MATTERS.—We are well pleased to see by a series of correspondence in another column that there is evidently a fair prospect of machinery being put up at Middleton for the manufacture of sugar from the Amber Sugar Cane. A guarantee will of course have to be given by the farmers that a sufficient acreage will be planted to warrant those who intend starting the industry to go ahead. But we think no difficulty will be experienced in inducing farmers to do this, providing a fair price is assured for their labor. Amber Sugar Cane will grow in this valley with no more care and attention than is required for Cow Corn, as the statement of Mr. Solomon Drew, of Nictaux, in the MONITOR of a few months back, showed clearly; therefore the risk to the farmer will be very small, if any.

We want to see this undertaking succeed, as it will be one more inducement to help keep our young people at home; and it further promises to prove a source of profit directly to its promoters, and indirectly to the County.

Farmers, when asked to give any such guarantee as in this instance or in the case of the Canning Factory, soon to be started in this town, should, where the risk is shown to be trifling, put forth every effort to help carry such enterprises forward to a successful completion. Every manufacturing establishment or industry requiring five, ten, twenty, or more hands to work it, puts a corresponding amount of money into circulation, as working people must be fed, clothed and warmed, like other mortals—this exerts a stimulating effect in other departments of trade—in fact, there is no factor that plays so important a part generally speaking, in building up trade centres as manufacturing establishments or industries employing many working people.

The time will come, we firmly believe, when Annapolis County will stand forth as one of the most flourishing manufacturing centres in the Province. There is no better chance anywhere for capitalists to establish Woollen Mills at either Paradise or Lawrencetown; both are superb sites, the latter particularly so. The iron mines of Nictaux yield an ore that is unsurpassed in quality, and all that is required to start them is to finish the Nictaux and Atlantic Central Railway, which would open up, besides a most fertile section of country, more so than our Local Government appears to be aware of. Then there are excellent opportunities for Boot and Shoe, Agricultural Implements, general woodware, and such like manufactories. We have now in this town alone, a steam furniture manufactory, second to none in the Province, doing a rushing business; an excellent iron foundry, making ploughs, hay and root cutters, improved disc harrows, etc., in addition to its usual business, doing good work and having plenty to do; a steam tannery, flourishing to such an extent that this spring a number more hands will be employed, much additional machinery put in, and more leather and finer grades will be manufactured—the proprietor also talks of going into the manufacture of boots and shoes. This is the standing of three important industries established not very many years ago by men, who, when they started, had only a small amount of capital. These examples go to show that if men of means and executive ability will turn their attention to Annapolis county for the purpose of establishing manufactories, they will find they have selected the right spot.

— We have received a card from Thos. S. Whitman, Esq., requesting us to copy a series of correspondence in the *Journal* of last week, relating to the cost of the steamship for the Acadia Steamship Co. As we have not room in our columns for it all we will make a few extracts from each. Mr. F. H. Mitchell writes:

We have now in our harbor, a small steamer, the "Neptuno," of 555 tons register, 877 gross and 130 horse power, which steamer at the present time, would cost £21,500 ($104,275). She is simply a plain cargo boat fitted with ventilators for the safe carriage of fruit.

I know of a steamer built two years ago (when steamers were at their lowest) 1060 nett, 1830 gross, 160 horse power, which cost £24,000 ($116,400) would now cost £25,000 ($121,250) to build, but she would not average more than 8½ knots.

There are two steamers now building I know of 1,200 tons nett 2,000 gross 240 h. p., would average 10 knots, they are costing £39,000 ($189,150) each.

Now what can a boat of 1500 tons nett be purchased at, if she is properly fitted and has the necessary speed? I can safely say not less than £40,000 ($184,000).

Mr. Whitman, hearing that reports were being circulated that a mistake had been made about the estimated cost of the steamship, writes:—

"Parties interested in having the steamers owned and controlled on the other side of the Atlantic have industriously and most positively stated that such a steamer of *Iron*, as we have estimated for in our prospectus, i. e., to carry say equal to 8,600 to 10,000 barrels of apples and 250 to 300 head of cattle per trip would cost us £30,000 stg.

Before issuing the Prospectus of our company the writer took particular care to ascertain the cost of a first class iron steamer, built and fitted expressly for our trade—as well as the actual cost of running such a steamer between this port and London—and at the date of issuing our prospectus we had in hand several positive offers of steamers built, building, or to be built, to meet our requirements.

From a Clyde builder an offer was made to supply a steamer of 1200 tons gross (say 1 700 tons dead weight cargo) with cattle fittings, general cargo and first-class passenger and emigrant accommodations. To be classed 100 A 1, at Lloyd's, for £19,250 sterling.

"I also learn that the story has been industriously circulated with our farmers that a steamer cannot carry cattle and apples without danger of damage to latter, or making ship unseaworthy. These statements have no more foundation in fact than those of the cost of steamers.

But the fact is, that a steamer with a large part of cargo in *grain* cannot carry apples safely, as the heating and steam from the grain has a most damaging effect on apples, to which the shippers by grain laden ships can testify.'

A private letter to Mr. Whitman, says:—

"We beg to hand you particulars of four steamers (propeller), suited for your trade, now building. No 911 being especially so, having fine roomy spar deck, is a noble looking boat, and a vessel that would do credit to Annapolis."

Detailed description of this steamer and price:—

Material iron, class AI. 100, Lloyds; tons, gross register, 1630; cargo dead weight, 2200 tons, length, 350 feet, breadth, 34 feet, depth (17 and 9) 26 feet, draft water, light, 8 feet 5 inches; height of spar deck, 7 feet 1½ inches; water ballast tanks, 300 tons; double bottom, four water tight bulkheads; compound engines, surface condensing, direct acting; engines midships, horse power, 160; effective, 700; diameter cylinders, 31½ and 60; stroke, 36; two cylindrical boilers; pressure, 75 lbs; heating surface, 3000 feet; three steam winches; donkey engine; consumption coal, 24 hours, 13 tons; speed, 10 knots; cabin fitted in polished hardwood; first class outfit, with all newest improvements. Price asked £23,600

We shall be glad to submit an offer from you for this vessel at less than the price asked, and our best shall be done to make business.

Messrs. Belyea & Co., of Liverpool, G. B., wrote to Capt. Jacob R. Hall, Middleton, one of the directors, offering a steamer of 1400 tons register, 1900 tons dead weight, exclusive of bunkers of coal, with about same detail description as boat given above for $21,500. Mr. Whitman then says:—

"These steamers are larger than our trade require at present, which at same proportions in price per ton register as above, should not cost over 18 or £19,000 at the outside. While some smaller steamers of the size and class of the "Neptuno," a large number of the build of 1872 and 73 are on the market at £12,500 to £13,000, being found too small for the Atlantic trade."

— The steamship *Neptuno*, which cleared from Annapolis on Saturday last, with a cargo of apples consigned to John S. Townsend & Co., of London, was visited by a large number of people during the time of her stay. Several sumptuous dinner parties, to which a number of farmers and the residents of Annapolis and vicinity were invited, were given by the captain and officers on board. All are loud in their praises of the hospitable manner in which visitors were received and the attention paid to them.

The Neptuno's speed is an average of 240 miles per twenty-four hours. Her facilities for the ventilation and proper storage of fruit are excellent, and we feel confident of hearing of good returns from this cargo, if proper care has been devoted to handling and putting up the fruit.

THE CENSUS.—Taking the Census commenced on Monday last and will probably last four or five weeks. The following extracts from "Instructions to Officers," will likely prove of interest:—"A census is taken for the purpose of ascertaining, as exactly as possible, the population and resources of a country, thereby furnishing a sufficiently correct idea of its strength and capability.

"A census is not taken for purposes of *taxation*, as, unfortunately, many persons imagine. None of the information contained in it could be turned to such account. The result it exhibits, like those of any other statistical enquiries, are directly connected with the science of government, which presupposes a general knowledge of the wants and capabilities, the defects and advantages, numerically presented, of the population and the country.

"It follows that it is the duty of every person in the Dominion, as well as his interest, to assist in obtaining a true and honest statement of facts as they are.

"Many persons imagine the census schedules may be in some way used as a sort of advertisement for them, or as a reflection upon them. The fact is, that these schedules are *never* seen except by the commissioners and others engaged in taking and compiling the census, who, besides that they are sworn officers, bound not to divulge any individual information, care very little for, and have no interest in, the individual statements contained in them. The names are taken in the census schedules simply for a check upon the returns, and to afford opportunity to correct any palpable error. In other words, the enumeration by names is a necessary guarantee of good faith and correctness, and it has no other object."

— Landry's Musical Monthly for April is to hand, filled with its usual choice musical selections.

A LARGE EGG.— Mr. A. Vidito has presented us with an egg, laid by a Buff Cochin fowl, which measures 8 inches one way and 6¼ inches the other. Next!!

— Great damage is being caused by floods in Nebraska. The loss of property is immense and some loss of life is feared. Go West, young men.

— The steamer "Hunter," 515 tons, leaves Boston on the 13th inst., for Annapolis, and will continue on the route during the season.

— *Our Little Ones* for April is brimful of pleasant things for the little folks. Every article but one in this number is illustrated. Send $1.50 to the Russell Publishing Co., 149 A. Tremont street, Boston, and secure the Magazine for your Juveniles for one year.

—The Emmerson *International* (Manitoba) says:—Mr. E. W. Chipman of Halifax, has been appointed purchasing agent for the Syndicate, and is now in Winnipeg. Mr. Chipman is the father of Mrs. W. D. Creighton, of this place, and a brother-in-law of Joseph Wheelock, the talented editor of the St Paul *Pioneer Press*.

FIRE.—A barn, with all its contents, including two cows and a calf belonging to Mr. Chipman Foster, near Lawrencetown, was totally consumed by fire on Monday last. Supposed cause, children playing with matches in the building.

— Mr. J. W. Beckwith is fitting up the building lately vacated by us for a general store. His new quarters will be more commodious and, in that case, better suited to his trade than the building he is now occupying. Special notice will be given of the date of his removal.

MAPLE SUGAR.—Mr. Hoyt Foster, of Granville, has made 150 lbs. maple sugar since the season commenced. On Saturday last he got 50 pails of sap—and says it flowed so freely that he could not save it all. By this example it would seem that there is an excellent opportunity to make money by the manufacture of maple sugar—if it is systematically gone about with the proper apparatus.

— In the Local House on the 31st inst., Mr. Harrington moved that the pay of Municipal Councillors be two dollars per day, instead of one dollar as at present; supporting it by saying that the latter amount was not sufficient to meet travelling and other direct expenses of councillors during their attendance at the meetings of the Council. The motion, after considerable discussion, was put and lost on division, 8 voting for and 17 against.

CHANGE OF TRAINS.—The Windsor & Annapolis Railway commenced its spring arrangement on Monday last, express trains run now Mondays, Wednesdays and Saturdays, leaving Halifax at 7.45 a. m., passing here at 1.01 p.m., and arriving in Annapolis at 1.40. p. m. Returning trains leave Annapolis at 2.20, passing here at 3.02, and arriving in Halifax at 8.22, Freight trains run every day, leaving Halifax at 7.45 a.m., passing here at 4.01 p. m., and arriving in Annapolis at 5.00; leaving Annapolis at 7.30 a. m., passing here at 8.23, and arriving in Halifax at 5.25 p. m.

STEAMER EMPRESS.—This favorite steamer was put on the route between Annapolis Digby and St. John on Saturday last. She will now run three times a week, connecting with the W. & A. R. express trains. The St. John *News* had a short paragraph in regard to this steamer, which will prove of interest to the travelling public:—

"Yesterday morning the Empress, which has been undergoing repairs this winter on Small's Blocks, Carleton, was towed over to her wharfage on the east side of the harbor, in readiness for the season's work. She will go on the Bay of Funday route this week, making her first trip from St. John to Digby and Annapolis and returned on Saturday. The repairs made to her are of the most thorough description. She is nicely painted inside and out with the best English paints and presents a fine appearance. A new pitch pine mast has been placed in position. A sumptuous self-feeding stove adorns the gentleman's cabin and various other arrangements have been made for the comfort of guests. The waiters this year are to wear uniforms similar to those enjoyed by the waiters on the American boats. Captain Fleming will of course be in command, which is equivalent to promise that the best of courtesy and care will be afforded those who choose to venture in the staunch Empress on the briny deep."

Canada's Cattle Trade.

AN OFFER TO NOVA SCOTIA FARMERS.

(*From Hevifax Mail.*)

The steamship *European* arrived here on the 15th day of March for a cargo of cattle. She was specially chartered by Ontario shippers, solely for this trade, in which she is to be engaged during the summer months, when she will run between Quebec, Montreal, and English ports. The *European* has been chartered by Ontario parties to engage in the Canadian cattle trade solely during the coming season, and has been fitted up specially for that purpose since her arrival here, at a cost, it is said, of between $4,000 and $5,000—a sum distributed among Halifax mechanics, lumber dealers and manufacturers. The whole of the four decks have been fitted up with stalls. The hold is thoroughly ventilated by iron wind pipes. Yesterday morning the first train load of cattle arrived at Richmond. The whole shipment comprises 755 head, the property of Messrs. Elliott, Williamson and Goodfellow, of Kingston, and Messrs. J. & C Coughlin, of London, Ont.—the former firm shipping 555, and the latter 200 head. This is their first shipment via Halifax. These firms were among the pioneers in the business in Canada, and have hitherto shipped exclusively via St. Lawrence ports in summer and Boston or Portland in winter. The shipment left Toronto on the 24th inst.—three trains of 48 cars—and took just a week to make the journey to Halifax. In an interview with a MAIL reporter yesterday Mr. Coughlin expressed his perfect satisfaction with the despatch given them over the Intercolonial Railway—which averaged five miles an hour better time than over the Grand Trunk. Every facility and convenience was afforded by the Intercolonial authorities, and the shippers were very much pleased with the courtesy extended by the Government officials.

"Is not this the largest cargo ever shipped from Canada?"

"Yes. Halifax has the honor of shipping the largest cargo ever sent across from any Dominion port, and the first *whole* cargo that was ever shipped. Remember that the *European* carries nothing but cattle. I think this is the largest shipment ever made from this side of the Atlantic."

"Do you insure this shipment?"

"No. We are going to run our own risk of taking them safely across. It hardly pays to insure. The insurance companies ask 10 per cent., which on this shipment, valued at $70,000, would be $7,000 It is seldom that more than 20 or 30 head are lost, so that it does not pay to insure. We have sent several shipments safely across without insurance."

"How do prices range now?"

"About the same as last year. This shipment consists principally of grade Durhams; they average 3000 pounds per pair, and are worth $160 per pair. They were all purchased in the vicinity of Guelph, London, Kingston, and Prescott."

"What do you think about the prospect for the ensuing season?"

"Last year Canada exported over 50,000 head, an increase of 100 per cent. over 1879; this year she will export 75,000 head. I don't think the prices will change much. The English market is unlimited. We can sell all we can ship. The only difficulty will be to supply the demand. Our Ontario farmers are doing their best to supply it. They have gone into the business of raising cattle with a wonderful enthusiasm. Why? Because there is money in it. Ontario farmers are always on the make. They know that they can only make money by raising the best grades of stock—there never was any money in scrubs,—and they are raising the best grades. We intend to ship over 3,000 head in the "European" She will load her next cargo at Quebec this summer from St. Lawrence ports, as soons as navigation opens."

WOULD PREFER NOVA SCOTIA AND PAY $10 A HEAD MORE THAN FOR ONTARIO CATTLE.

"Our own farmers are going into the cattle business, too. We have made a number of shipments, which have made handsome returns. Why do you not purchase some of our cattle?"

"It would not become me to say a word derogatory of your cattle, your farmers, or your shippers, much less should I be expected to say that word to a *Mail* reporter."

"The *Mail* would like to have your answer to that question. Our farmers have many things to learn in this business, and they won't object to benefit by Ontario's experience."

"Well, I can tell you this, that when Nova Scotia raises the same grades of cattle—and no part of the Dominion is better adapted for it—as we do in Ontario, we will come down here and purchase from you, and pay you $10 per head more than we pay in Ontario."

CATTLE SALE.—The following is a list of the thoroughbred short horn cattle, imported by the Central Board of Agriculture of Nova Scotia, which were sold at Richmond last week. The names of purchasers and prices are also given.

1.	Bull "Young Ebor," Strait of Canso Agricultural Society	$ 150
2.	Bull "Lord Randolph," Antigonish Agricultural Society	410
3.	Bull "Lord Brett," Baddeck Agricultural society	185
4.	"Earl of Surrey." Red and little white. Calved April 10th, 1879. Bred by Capt. Moir, the Manor House, Coiley, Reigate. Sire Fugleman. The bidding commenced at $100, and went up quickly by twenty-five dollar bids, until $405 was reached, when it was knocked down to Mr. George Neily, who purchased for the Annapolis Society	405
5.	Bull "Rowland," Onslow Agricultural Society, Co. Colchester	200
6.	Bull "Cabul," James Kitchin, Esq. River John, Co. Pictou	300
7.	Cow "Duchess of Warwick," E. Smith, Esq., Windsor	300
8.	Cow "Merryface," R. Seaman, Minudie, Co., Cumberland	155
9.	Cow "Roseleaf," Professor Lawson, Halifax	300
10.	Bull Calf, Amherst Agricultural Society	55
11.	Heifer Calf, Hon. L. E Baker, M. L. C., Yarmouth	100
12.	Heifer Calf, Charles F. Eaton, Esq, Lower Canard, King's County	75
	Total	$2,585

BREACH OF PROMISE AND GOLDEN BALM.—A schoolmaster in a town in the western part of this county, courted a handsome young woman, now living in the north end of this city, for two years. Then he discovered that he had made a mistake, and that he loved not the lady. The lady threatened a suit for breach of promise, and with fears of heavy damages, for broken hearts have a high valuation in the minds of juries, he hastened to arrange the amount of balm required. Two hundred dollars was, after some discussion, decided on as a fair valuation of the lacerated bosom, and he became a party to an agreement to pay that amount in four annual installments of $50. He paid the first installment and then refused to pay any more. After persuasion failed, the friends of the fair one had recourse to law, and the delinquent was sued in the County Stipendiary Magistrate's Court for the next instalment. Judgment was given for the amount.—*Ha Chronicle.*

— The new ocean steamer *Servia*, built for the Cunard line, is said to be larger than any vessel afloat, except the *Great Eastern*. Her length is 530 feet; breadth 52 feet; depth 44 feet 9 inches; gross tonnage, 8,500 tons. Her cargo capacity is 6,500 tons. The machinery consists of three cylinder compound surface-condensing engines, with a stroke of piston of 6 feet 6 inches. The engines are capable of 10,500 horse power. The ship is divided into nine water-tight bulkheads, and is provided with twelve life boats. Practically the Servia is a five-decker, as she is built with four decks and a promenade reserved for passengers. Everything within reach of a heavy sea is of iron and steel and riveted to the steel decks. There are 168 staterooms and the vessel has accommodations for 450 first-class and 600 steerage passengers, besides a crew of 200 officers and men.

New Advertisements.

Spring Goods arriving;
Prices very low;
Everything thriving
—AT—
Murdoch & Co's.

2 TONS WHITE LEAD, best quality in the market.
2 BARRELS RAW AND BOILED OIL.
VARNISHES, DRYERS, BRUSHES, &c., &c.

To Grangers and Farmers.

Attention is called to 30 bus. TIMOTHY, and 500 lbs. RED CLOVER, in stock and offered very low for CASH.
GARDEN and FIELD SEEDS in abundance.
1200 Rolls Room Paper at cost.
BOOTS, SHOES and RUBBERS, the cheapest in the market.
Full stock of Groceries and Hardware.

☞ Notice is hereby given to all those indebted to us on note or book account, that payment must be made at once or in 30 days from 1st April.
MURDOCH & CO.
Bridgetown, April 1st, 1881.

MIDDLETON.

THE Subscriber has just received a fresh supply of superior
English Breakfast and Oolong Tea,
MONCTON SUGAR, OATMEAL, RICE, ONIONS, PICKLES, MACARONI, SPICES, MAYFLOWER TOBACCO, &c.
Also—a choice assortment of D. W. Ferry & Co's. celebrated Garden Vegetable and Flower Seeds, at FERRY'S PRICES.
H. CROSSKILL.
Middleton, 29th March, 1881.

For Sale.

One Blood Mare, 8 years old, color dark Bay, fine roadster, good style, perfectly kind in single or double harness.
E. C. LOCKETT.
Bridgetown, ALril 6th, 1881.

LAND FOR SALE.

TO BE SOLD AT
Public Auction,
—ON—
Wednesday, the 27th April, next,
on the premises at 3 o'clock in the afternoon, that valuable lot of LAND, beautifully situated adjoining the residence of John McCormack, Esq., Register of Deeds, near Bridgetown, on the main road, containing four acres more or less, being part of the estate of the late Hon. James W. Johnston, deceased.
JNO. Y. PAYZANT, Executor.

AUCTION SALE!

TO be sold on the premises,
ON SATURDAY,
the 16th of April,
at 2 o'clock, presisely, the property of the late ANDREW McKENNA, deceased, situate in Bridgetown, consisting of about an acre of land in a good state of cultivation, and produced last year about 25 barrels of good winter apples, together with the House, Barn and other outbuildings. At the same time will be sold the household furniture, &c.
JOHN LOCKETT. Admr.
Bridgetown, April 6th, 1881. 2i

To Let.

POSSESSION 1st day of May, the dwelling House over my store. Rent low to a good tenant. Also the office lately occupied by J. G. H. Parker, Esq., Municipal Clerk.
JOHN LOCKETT.
April 5th, 1881. 2i

THE Subscribar offers for sale her property in
East Brooklyn,
in the county of Annapolis, containing 149 acres of land; it cats from 25 to 30 tons of hay, good pasturage, a young orchard, bearing from one hundred and fifty to two hundred barrels of apples, yearly, well watered, comfortable buildings.
For further particulars apply to
MARY E. WHEELOCK.
Lawrencetown, April 5th, 1881. 1m

ESTABLISHED 1845.

HARNESSES

Of Every Description.

THROUGH my long years of experience I feel confident at the beginning of a New Year, in calling attention to my present facilities to supply Harnesses, &c., at the very LOWEST PRICES:—
1st, I import mountings direct from manufacturers.
2nd, I manufacture the Leather
3rd, I employ the best workmen in the County.
4th, Am satisfied with a small margin.
I am thankful to my many patrons, and wish them in the coming year every prosperity, and that there may be a growing demand for first-class Harnesses.
COARSE BOOTS,
UPPER, GRAIN AND WAX, CALFSKINS, SOLE LEATHER, ETC.
GEORGE MURDOCH.

WANTED.

ONE THOUSAND HIDES, for which the Highest Cash Price will be paid. 836

New Advertisements. | New Advertisements. | New Advertisements.

Call and inspect my New Stock of Goods before purchasing elsewhere.

In Dry Goods, Full Lines and splendid value.

Two Button Kid Gloves, 50c. per pair,

1 CASE SOLID LEATHER BROGANS AT $1.00 PER PAIR,
1 CASE LADIES' PEBBLE LEATHER BUTTON BOOTS, $1.25 per pr.

I am now giving 20c. per lb for Butter, and 14cents per dozen for Eggs.

J. W. Beckwith.

P. S.—On and after the 1st of May I will be found in the building now occupied as the "Monitor" Office with a full and complete Stock of Dry Goods and Groceries, Boots and Shoes, for Spring Trade, of which Special Notice will be given in due time.
Queen Street, Bridgetown.

LONDON HOUSE. NEW GOODS JUST RECEIVED

Grey and White Cottons, Prints, Cambrics, Cretonnes,
WHITE LACE CURTAINS AND LAMBREQUINS, GOOD WIDE RIBBON, 8C. YARD,
Wool and Hemp Carpets. Groceries, Hardware and Room Paper.
WANTED.—BUTTER and EGGS, at highest market prices.
W. M. TUPPER.
Bridgetown, April 6th, 1881.

SEEDS,
SEEDS!

I am now growing on my
Seed Farm,
BERWICK. N. S.,
a large quantity of
VEGETABLE SEEDS
of the finest quality. Particular attention paid to the selection of seed stock. Planters would do well to give my seeds a trial, as I feel confident the results would be entirely satisfactory. My Seed Farm is the best one in the Maritime Province.
My Seed Annual will be sent FREE to all applicants.
G. E. LYDIARD.
Berwick, March 22nd, 1881.

BRADLEY'S
BRADLEY'S

This Old Standard Fertilizer,
AFTER 13 years' trial in Nova Scotia, fully maintains its established name as the most lasting, most reliable and best article of the kind ever offered in our market.
For sale at every seaport and railway station in the province. At Bridgetown, on most favorable terms, by J. W. BECKWITH.
G. C. MILLER, Manager.
Middleton, March 13th, 12th, 1881.

LAND SALE.

ANNAPOLIS SS.,
In the Supreme Court, 1881,
IN EQUITY.
CAUSE:
ANDREW LEE, Plaintiff,
vs.
TIMOTHY PHINNEY, MARY E. PHINNEY, EDWIN BANKS AND MARY E. BANKS, Defendants.
TO BE SOLD BY
Public Auction,
in front of the store of Runciman, Randolph & Co., in Bridgetown,
ON SATURDAY,
23rd of April, next,
at twelve o'clock, noon,
By a master of this Honorable Court, and pursuant to an order of foreclosure and sale granted by his honor, the Judge in Equity,
ALL the estate, title and interest of above named Defendants, in and to, the following described real estate, situate near the old Gibbon Stand, in Wilmont, unless the amount due the Pltff, for principal, interest and costs be previously paid.
The aforesaid property being bounded as follows, namely: Beginning at the distance of six rods from the northeast corner of lands formerly owned by Oldham Gates, thence south seventy degrees, west three chains and thirty links, thence east twelve degrees, south one chain and fifty links, thence south fourteen degrees, east three chains and twenty links, thence westerly the course of the post road one chain and eighty-eight links, to the place of beginning, or school-house lot. On the premises is a dwelling house and other necessary outbuildings.
TERMS OF SALE:
Ten per cent down, at the sale, remainder on delivery of the deed.
T. W. CHESLEY, Pltff's Attorney.
Bridgetown, March 21st. 1881. 5ins 12

DENTISTRY.
Primrose Bros.,
DENTISTS,
(Graduates of Philadelphia Dental College.)
OFFICES.—Lawrencetown and Bridgetown.

NOTICE!
WANTED!
300 DOZ. PAIRS GOOD WOOLLEN SOCKS;
500 doz. Good Straw Hats;
5000 doz. Eggs;
200 Cords Shipping Hardwood.
For all of which the Highest Market Prices will be paid, in exchange for goods at the Lowest Possible prices.
CONSTANTLY ON HAND:
A large and well-selected stock of
DRY GOODS,
Hats & Caps in latest Styles,
READY-MADE CLOTHING,
Boots & Shoes
Hardware, Paints, Oils, Glass, Etc.
Also, a Full Stock of
CHOICE GROCERIES,
At Bottom Prices.
A. D. CAMERON.
march9n47tf

SPRING - 1881.
CLARK, KERR & THORNE,
St. John, N. B.
WE respectfully invite the attention of
Wholesale Buyers
—TO OUR STOCK OF—
HARDWARE
Etc.,
carefully purchased in foreign and home markets, now on hand and daily coming.
We keep constantly on hand a complete assortment of
Hardware,
Cutlery,
Paints,
Oils and
Jobbing goods.
Rosin,
Rope,
Tar,
Pitch,
Dye-Stuffs,
GLASS,
Shovels,
Spades,
Hoes,
Forks,
&c. &c.
We invite wholesale buyers, visitiug St. John to give us a call.
Orders by mail carefully attended to.
Our customers will find a complete assortment of goods in above lines, a portion of which we have only mentioned. A visit to our Sample-room will show the variety we carry in stock.
☞ Remember the place—
OLD STAND OF
Messrs. I. & F. Burpee & Co.,
PRINCE WILLIAM ST.
CLARKE, KERR & THORNE.
n48 2mos

HOP BITTERS.
(A Medicine, not a Drink.)
CONTAINS
HOPS, BUCHU, MANDRAKE, DANDELION,
AND THE PUREST AND BEST MEDICAL QUALITIES OF ALL OTHER BITTERS.
THEY CURE
All Diseases of the Stomach, Bowels, Blood, Liver, Kidneys, and Urinary Organs, Nervousness, Sleeplessness and especially Female Complaints.
$1000 IN GOLD.
Will be paid for a case they will not cure or help, or for anything impure or injurious found in them.
Ask your druggist for Hop Bitters and try them before you sleep. Take no other.
D. I. C. is an absolute [illegible] for Drunkenness, use of Opium, Tobacco and Narcotics.
SEND FOR CIRCULAR.
All [illegible] Hop Bitters Mfg. Co. [illegible] Toronto, Ont.

CITIZENS'
FIRE, LIFE AND ACCIDENT
Insurance Company
OF CANADA.
Sir Hugh Allan, President.
Henry Lyman, Vice President.
Archibald McGoun, Secretary Treasurer.
Alfred Jones, Inspector.
Gerald E. Hart, General Manager.
CAPITAL:
1,188,000.00.
Policies of Insurance issued by the above Company on the most favorable terms. Isolated or detached dwellings insured for one or three years at very low rates.
Agent for Annapolis County.
H. CROSSKILL,
MIDDLETON.
Middleton, Jan. 3rd, 1881.

SHERIFF'S SALE.
ANNAPOLIS SS.,
In the Supreme Court 1881,
IN EQUITY.
CAUSE:
AMBROSE BENT, Plaintiff.
vs.
SIDNEY HARRIS DANIELS and Annie, his wife, Defendants.
TO BE SOLD AT
Public Auction,
By the Sheriff of the County of Annapolis, or his deputy, in front of the store of A. Bent, Esq., Paradise, on
SATURDAY,
the 9th day of April,
at 11 o'clock, in the forenoon.
Pursuant to an order of forclosure and sale, made herein, dated the 21st day of February, A. D., 1881, unless before the sale the amount due the plaintiff on the mortgage sought to be forclosed herein, together with interests and costs, be paid to the Plaintiff, or his attorney, or to the said Sheriff, or into this Honorable Court, or as the Court may order.
ALL the estate, right, title, interest claim and equity of redemption of the above named defendants, of, in, to and out of, the following described lot, piece or parcel of
LAND,
Situate in the township of Annapolis County, and province aforesaid, bounded and described as follows, viz: Beginning at the Annapolis river and running southerly along lands owned by David B. Longley, to the base line, thence easterly along said base line to lands owned by James Daniels, thence northerly along said land to the aforesaid Annapolis river, thence Westerly along the margin of said river until it comes to the place of beginning, being the lot or parcel of land conveyed by will to Sidney Harris Daniels, by his father Ephraim Daniels, containing two hundred acres, more or less, together with all and singular the buildings and appurtenances thereto appertaining.
TERMS.—Ten per cent. deposit at time of sale: remainder on delivery of deed, or the tender thereof.
PETER BONNETT. High Sheriff.
J. G. H. PARKER, Pltff's Attorney.
Annapolis, Feb. 20th, 1881.

SCHOONER FOR SALE.
The Schooner
EFFIE YOUNG!
is offered for sale. She is three years old, in good repair, copper fastened, registered tonnage, 118.
TERMS made to suit purchasers.
For further particulars apply to Howard D. Troop, Esq., St. John, N. B., or to
DANIEL YOUNG, Youngs' Cove, or ROBT. HILL YOUNG, Granville.
Executors Estate Late Hiram Young.
January 19th, 1881. 131 tf pd

J. & W. F. HARRISON,
Have in Store and to Arrive:
FLOUR!
of the following brands:
CHESTER, DUCHESS, MELROSE, IMPERIAL, GILT EDGE, CROWN, SNOWFLAKE.
MANCHESTER, HURON CITY, WHITE PIGEON, BRIDAL VEIL, WHITE DUCK, SUPERLATIVE.
STAR, GRANLAU, MAJOR, AMAZON, ZENITH, BUDA,
J. & W. F. HARRISON,
11 & 12 North Wharf, ST. JOHN, N. B.

POSTERS, PROGRAMMES, AND ALL KINDS OF LABLE WORK AT THIS OFFICE.