

# Weekly Monitor

VOL. 4

BRIDGETOWN, N. S., WEDNESDAY, SEPTEMBER 20, 1876.

NO. 24.

**Weekly Monitor,**  
PUBLISHED  
Every Wednesday at Bridgetown.  
SANCTON and PIPER, Proprietors.

TERMS OF SUBSCRIPTION.—\$1.50 per annum in advance; if not paid within six months, \$2.00.

Advertising Rates.  
One Inch.—First insertion, 50 cents; every after insertion, 25 cents; one month, \$1.00; two months, \$1.50; three months, \$2.00; six months, \$3.50.

One Square.—First insertion, \$1.50; each continuation, \$1.00; one month, \$2.00; two months, \$3.00; three months, \$4.00; six months, \$7.00; twelve months, \$12.00.

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Yearly advertisements changed oftener than once a month, will be charged 25 cents extra per square for each additional alteration.

**JOB WORK.**  
At the office of this Paper may be obtained to order and at short notice:

Pamphlets, Circulars, Programmes, Bill-Heads, Dodgers, Business Cards, Wedding Cards, Visiting Cards, Shipping Tags, Posters, Tickets, &c., &c., &c.

**Magistrates' Blanks**  
Kept constantly on hand.

Call and inspect Samples of Work.

CHARGES REASONABLE.



**HARD TIMES**  
Are Upon Us.

OWING to the hard times I am determined to sell at

**LOWER PRICES**  
THAN EVER BEFORE,

and I now offer at my store on Queen Street a nice selection of

**JEWELRY**

**FANCY GOODS,**

far below CITY PRICES, and invite all to call and see them. They consist of

WATCHES, CLOCKS, TIMPICES, RINGS, BROOCHES, EARRINGS, SLEEVE BUTTONS, STUDS, GOLD & PLATED CHAINS, SPOONS, FORKS, SPECTACLES, PURSES, CHARMS, &c., &c.

All parties now owing the subscriber are hereby notified to pay up.

N. B.—Our WATCH DEPARTMENT we make a specialty, and parties will do well to give us a call before purchasing elsewhere. REPAIRING done at short notice and warranted to give satisfaction.

**J. E. SANCTON,**  
Bridgetown, Oct. 27, '75

**Windsor & Annapolis Railway.**  
SUMMER ARRANGEMENT.  
COMMENCING  
Thursday, 8th of June, 1876.

STATIONS.	Exp.	Pass.	Pass.
0 Halifax	Leave	8 00	9 15
8 Bedford	"	8 22	9 35
13 Windsor Jctn	"	8 35	10 00
20 Mt. Uniacke	"	9 08	11 25
36 Ellershouse	"	9 35	12 05
39 Newport	"	9 43	12 18
45 Windsor	"	10 02	1 00
42 Hantsport	"	10 21	1 28
63 Wolfville	"	10 50	2 17
70 Kentville	"	11 25	3 25
82 Berwick	"	11 55	4 26
110 Paradise	"	12 08	5 47
98 Wilmot	"	12 26	6 59
101 Middleton	"	12 44	8 41
107 Lawrencetown	"	12 59	9 04
123 Middleton	"	1 07	9 18
115 Bridgetown	"	1 20	9 31
122 Round Hill	"	1 37	9 48
129 Annapolis—Arrive	"	1 55	10 00
190 St. John by Steamer	"	8 00	"

**ST. JOHN TO HALIFAX.**

STATIONS.	Pass.	Pass.	Exp.
St. John by Steamer	8 00	"	"
0 Annapolis	Leave	8 15	2 10
7 Round Hill	"	8 40	2 40
14 Bridgetown	"	9 05	3 10
19 Paradise	"	9 20	3 20
22 Lawrencetown	"	9 30	3 30
28 Newport	"	9 45	3 45
31 Wilmot	"	9 58	3 58
42 Aylesford	"	10 08	4 08
47 Berwick	"	10 28	4 28
59 Kentville	"	10 50	4 45
66 Wolfville	"	11 11	5 04
77 Hantsport	"	11 32	5 33
84 Windsor	"	11 55	5 55
90 Newport	"	12 10	6 10
93 Ellershouse	"	12 26	6 26
103 Mt. Uniacke	"	12 43	6 42
110 Windsor Jctn	"	1 00	7 15
123 Middleton	"	1 10	7 30
129 Halifax—Arrive	"	1 20	7 35

Trains carrying Passengers and Freight between Annapolis and Halifax run daily; trains carrying Passengers and Freight between Kentville and Halifax run daily. Trains carrying Passengers and Freight between Halifax and Annapolis, run daily. Steamer "Empress" leaves St. John every MONDAY, WEDNESDAY and FRIDAY at 8 a. m. for Annapolis, and returns from Annapolis every TUESDAY, THURSDAY and SATURDAY on arrival of 8.30 a. m. Express Train from Halifax. Intercolonial Railway trains leave Windsor Junction daily at 8.50 a. m., 5.17 p. m., 6.72 p. m. and 7.30 p. m. for Truro, Pictou, Moncton, Quebec, Montreal, and all places West. International Steamers leave St. John every MONDAY, WEDNESDAY and FRIDAY, at 8 a. m. for Eastport, Portland and Boston. European and North American Railway Trains leave St. John at 8.15 a. m. daily for Bangor, Portland, Boston, and all parts of United States and Canada. Through Tickets at reduced fares by above routes to all parts of the United States and Canada, may be obtained at the Company's Office, 126 Hollis Street, Halifax, at Richmond, and the principal Stations on the Railway. P. INNES, Manager. Kentville, June 8th, '76

**Three Trips a Week.**  
**ST. JOHN TO HALIFAX.**

**STEAMER "EMPRESS."**  
For Digby and Annapolis.

Connecting with the Windsor and Annapolis Railway for Kentville, Wolfville, Windsor and Halifax—with Stages for Liverpool and Yarmouth, N. S.

On and after MONDAY, June 12th, Steamer "EMPRESS" will leave her wharf, Reed's Quay, every MONDAY, WEDNESDAY and FRIDAY MORNING, at 8 o'clock. Returning on Tuesdays, Thursdays and Saturdays.

FARE.—St. John to Halifax, 1st class, \$5.00 do do do 2nd class, \$3.50 do do do Digby, 2.00 do do do Annapolis, 2.00 do do do Digby, 1.50

Excursion Tickets to Halifax and return good for one week (1st class), 7.50 Return tickets to Clergyman and delegates, (to Digby and Annapolis) issued at one fare on application at head office.

**SMALL & HATHEWAY,**  
11 Dock Street,  
St. John, N. B., June 8th, '76.

**STEAMER EMPRESS**  
AND THE  
**WINDSOR & ANnapolis RAILWAY.**

Passengers for Kentville, Wolfville, Windsor and Halifax and intermediate stations, can greatly reduced rates. A careful agent in attendance at Warehouse, Reed's Point, between 7 a. m. and 6 p. m. daily, to receive freight. No freight received morning of sailing. For Way Bill, rates etc., apply to

**SMALL & HATHEWAY,**  
Agents, 39 Dock Street.

**STRAW HATS.**  
Two Cases of  
**STRAW**  
AND  
**PANAMA HATS,**  
NEW AND FASHIONABLE STYLES,  
for Sale at Low Prices.  
B. STARRATT,  
Paradise, June 15th, 1876.

**W. H. OLIVE,**  
Custom House, Forwarding,  
COMMISSION,  
Railroad and Steamboat Agent,  
Prince William Street, St. John, N. B.  
May 24, 1876.

**GEORGE WHITMAN,**  
Auctioneer & Real Estate Agent,  
Round Hill, Annapolis, N. S.

Parties having Real Estate to dispose of will find it their interest to consult with Mr. Whitman in reference thereon.

**HARNESSES, viz**  
Silver, Brass, & Japanned,  
with a large variety of HARNESSES FURNITURE and other Goods connected with the Trade.

**Jno. B. Mills,**  
Barrister, &c., &c.,  
Bona Vista House,  
ANNAPOLIS ROYAL, N. S.

**ROYAL HOTEL.**  
(Formerly STUBBS)  
146 PRINCE WILLIAM STREET,  
Opposite Custom House,  
St. John, N. B.

**WILLIAM HILLMAN,**  
Silver and Brass Plater,  
ELECTOR PLATER  
in gold and silver.

**GARRAGE & HARNESSES TRIMMINGS**  
No. 60 Charlotte St., St. John, N. B.  
sept 13th

**Great Bargains**  
IN  
**DRESS GOODS.**

**SUMMER DRESS GOODS**  
Now Being Offered at Cost, by  
**M. C. Barbour,**  
18 Prince William St., St. John, N. B.

**THOMAS DEARNESS,**  
Manufacturer of  
**Monuments, Grave-Stones**  
**TABLE TOPS, &c.**

P. S.—Mr. Dearness will visit Annapolis and neighboring counties at stated intervals to solicit orders.

**June Importation.**  
Checked Dress Goods; Black Silk Princes; Seal Brocade; Ceylon Coffee; 75 boxes Corn Starch; 20 boxes Diamond Glass; 40 boxes Colman's Starch; 2 cases Nixey's Black Lead; 1 case Shop Twine; 15 cases Mustard; Spice; 4 tons Firebricks; White Lead; 2 tons Colored Paints; 6 cases Preserved Milk; 10 lbs. Currants; 100 lbs. Dried Apples; 100 lbs. American Refined Sugar. For sale at lowest market rates by

**GEORGE S. DEFOREST,**  
11 South Wharf,  
St. John, N. B., May 27, '76

**FOR SALE OR TO RENT.**  
The Subscriber offers for Sale the Eastern Tenement or Dwelling, now being finished in Modern Style, situated in the Village of

**Lawrencetown,**  
together with the Barns and Outhouses thereto belonging.

Or, he will lease the same for a Private Dwelling for a term of years, and will have it fitted up with all the modern improvements.

Or, any party wishing to keep a respectable Hotel, it will be rented for such purpose, and will be fitted up with every convenience to make it attractive and comfortable; and as the Village of Lawrencetown is beautifully situated, being surrounded by one of the best Farming Districts in the County, and also Steam and Lakes, only a few miles from the Village, in which there is good fishing, sports and pleasure-seekers will be induced to patronize any party keeping a First-Class Hotel.

**W. WARWICK,**  
Lawrencetown, June 13th, '76. 2m 119.

**LAWYERS' BLANKS.**  
A LARGE STOCK ON HAND AT  
THE "MONITOR" OFFICE.

Some material improvements have been made in the SUMMONSES. Call and inspect them.

**TO MAGISTRATES!**  
A large lot of MAGISTRATE'S BLANKS, for sale at this Office.

**THE Subscriber still continues to manufacture all kinds of**

**HARNESSES, viz**  
Silver, Brass, & Japanned,  
with a large variety of HARNESSES FURNITURE and other Goods connected with the Trade.

**100 COLLARS**  
of different builds, made by the best Workman in the Dominion.

**GEORGE MURDOCH,**  
Bridgetown, July 18th, 1876. n66

**THE BANKRUPT STOCK!**  
OF THE  
**Estate of Lansdowne & Martin**

HAVING been purchased by MAGEE BROTHERS is now being sold at

**BANKRUPT PRICES!**  
and will be continued until May 1st, 1877, at the

**IMPERIAL BUILDINGS,**  
Cor. King & Prince William Sts.

Visitors to St. John will find superior advantages offered for procuring

**CHEAP DRY GOODS**  
at this establishment. Fresh importations are being constantly received from Europe and the United States to keep the Stock well assorted.

**COST PRICES.**  
**MAGEE BROTHERS,**  
St. John, N. B., May 1st, 1876.

**BEARD & VENNING,**  
Albion House.

WE have received per Anchor and Allen Line steamer

**95 Packages**  
Containing a Full Assortment of FRESH and SEASONABLE

**DRY GOODS,**  
which we offer WHOLESALE and RETAIL at the Lowest Possible Prices, and solicit inspection.

**BEARD & VENNING,**  
11 Broomfield St., Boston.

**BOOK AGENTS**  
AND GOOD SALESMEN  
Are "COINING MONEY" with the famous

**BIDA DESIGNS,**  
The French Edition of which sells for \$165, and the London Edition for \$200. Our Popular Edition (\$5.50), containing over One Hundred Full-page quarter Bindings, is the cheapest and most elegant publication in America, and the BEST TO SELL. Critics write with each other in praising it, and the masses buy it.

From local agent in Southport, Conn.: "In our village of eighty houses I have taken six-by-five orders; have canvassed in all about twelve days (in villages and country), and have taken orders for One Hundred and Six Copies.

**J. B. FORD & Co., Publishers,**  
11 Broomfield St., Boston.

**LONDON HOUSE, RETAIL.**  
**BARNES, KERR & CO.**

Special attention to all large and varied stock of STAPLE GOODS and General House Furnishings—Shavings, damask, and rags in silk and worsted, table covers and cloths, and a large assortment of dress materials, ladies' fancy costumes, black and colored silks, trousseaus and satins, umbrellas and parasols jet and silk buttons, trimmings, &c.

**Just Received.**  
**1 BEL SCOTCH SNUFF,**  
**SIMPSON'S CATTLE SPICE,**  
**POWDERED TURMERIC,**  
**BORAX, SALT PETRE;**  
Ayer's Hair Vigor, Wilcox's Cod Liver Oil and Lima Kidney Linctus, C. Brown's Cholesterol, Essential Oil of Orange, very fine, Essential Oil of Bergamot.

**NEW GOODS!**  
Victoria House,  
Prince William Street, St. John, N. B.  
Spring, 1876.

Now receiving per Freight and Mail Steamship a Choice Stock of

**DRY GOODS**  
in every department.  
The attention of the Trade as well as of Retail buyers solicited.  
**E. D. WATTS.**

**Poetry.**  
**THIS WORLD.**

This world is a sad, and place I know—  
And what soul living can doubt it?—  
But it will not lessen the woe and gloom—  
To be always sighing about it.

Then away with songs that are full of tears,  
Away with dirges that sadden;  
Let us make the most of our fleeting years,  
By singing the lays that gladden.

A few sweet potions of bliss I've quaffed,  
And many a cup of sorrow;  
But in thinking over the flavored draught,  
The old-time joy I borrow.

In brooding over the bitter drink,  
Pain fills again the measure;  
And so I have learned that it's better to think  
Of the things that give us pleasure.

The world at its saddest is not all sad;  
And the people within it are not all bad,  
But sinners and sinners together,  
I think those wonderful hours of June  
Are better far to remember,  
Than those when the carter gets out of tune,  
In the cold bleak days of November.

In thinking over a joy we've known,  
We sadly make it doubt,  
Which is better far than to mope and moan  
O'er sorrow, and grief, and trouble,  
For though this world is sad, we know—  
And who that lives the woe and gloom?  
It will not lessen the woe and gloom—  
To be always sighing about it.

**Select Literature.**  
**At The Altar.**

**An Old Shipmaster's Story.**

Well, well, my friends, while we are watching the departure of the Old Year, and the incoming of the New, I will tell you the story. The time was when I didn't think I should ever tell it at my own board, or anywhere else, for that matter.

Mollie Starbird and I were playmates in childhood, as our fathers had been before us; and we grew up to be schoolmates, as our fathers had grown up to be shipmates; for our fathers were both sailors, but my father was the most favored by fortune. He came to be master of a fine, large ship, while Mollie's father never got higher than mate.

What he might have become, had he liked, I cannot say; but he died when he was five-and-thirty, leaving but very little property for his wife and child. When Mollie was sixteen her mother died, and she went to live with an aunt. I commenced going to sea with my father when I was fifteen, and at the age of twenty I was first mate. Mollie Starbird was at that time eighteen. Before I sailed on that first voyage as my father's chief officer, I asked Mollie if she would be my wife when I came to the command of a ship. I had loved her ever since I could remember, and she seemed almost to belong to me.

I told her head upon my bosom, and told me she would be mine, whenever I wished. She loved me truly, and never could love anybody else.

I went away very proud and very happy, feeling that the dearest prize of all the world was mine. Our voyage was a prosperous one, and on my return I spent two weeks with my darling—weeks of such joy as I thought could never be exceeded. My next voyage was to London, my father died in the cutta, and I came home in command of the ship; and so well had I managed matters that the owners gave me a new ship which had just been built for my own use, and which was rigged under my own supervision.

And now I could claim my Mollie's hand. I went to her, and we were married, and she was to go to India with me. If I had been proud and happy before, I was a thousand times more proud and happy now. Mollie was all my own, and I knew that her heart was all my own, though others had tried hard to win her from me.

Ah! no wonder she had plenty of suitors. At this time, with these silver shreds upon my furrowed brow, looking upon the long ago, I may say that my Mollie was in that day. To think that she was the handsomest girl in Saybrook wouldn't begin to tell the story. 'Handsome' as handsome does, 'is an old saying, and it is true. My Mollie was not only fair to look upon, but she was as good as she could be—as good as anything of earth could possibly be—and then when you think how long and how devotedly our hearts had been united, you can imagine whether we were happy or not.

I wish you could have seen Mollie's face, and seen her hide that face upon my bosom, when she first saw the block of ice. I had told her that the owners had left her to me to name the noble craft, but she did not know that I had done it. But there it was—the 'Starbird.' So I'll 'ave your old mate, Mollie, for I didn't think the parting it amish'ds hurt it any.

She hid her face upon my bosom and then looked up, smiling and joyous, and made answer to me.

'Yes, Jack, and while you save it so beautifully I shall be happiest of the happy.'

I didn't think then that there might be an omen in those words, nor did my darling think so; but we both had occasion to think after that.

Well, we sailed. Mollie didn't have even a touch of sea-sickness. She was a true sailor's daughter. Before we had reached the Cape of Good Hope she could make a correct observation of either the sun or the moon, and could tell the latitude from the altitude of either of those bodies. Oh! happiness is a tame word to be applied to our two lives during that voyage.

It was heaven itself. I don't think there is any irreverence in saying so. We were gone a year and a half. When we came home a child had been born to us—a daughter and I made arrangements with Uncle Nathan and his wife for Mollie and the little one to find a home with them. Aunt Abby, Nathan Poole's wife, was sister to Mollie's father.

My next voyage was to be to India, and the Pacific. Mollie did not dare to take our child to sea, nor did I wish it. Of course I should have liked it, but I did not think it well. I held my darling a long time to my bosom before I bade them good-by, and at the last moment Mollie came near breaking down. She clung to me with frantic energy, and I fairly had to get her out to hold her as I turned away. I spoke hopeful, cheering words, but I blubbered like a child, while I spoke. Before I set parting, and I half-promised, before I went, that that should be my last voyage.

You remember something of what followed—how I lost my ship and crew. I was caught by a typhoon in the Chinese Sea. It struck us at night, dead ahead, just as a forty-two pound shot would strike a man in the same direction. It drove us under stern-foremost, as surely and swiftly as you ever saw a ship slip from her ways in launching. By some means which I never clearly understood, I gained a mass of spars. It was the fore-topgallant mast that struck with the cross-tree and the head of the topmast. Four of my men had found the spar with me, but they were all washed away before morning. I had lashed a flying end of one of the stays around my body, and that held me.

On the next morning the wind had gone down, and I found myself alone upon the waste of waters, with no land, no sail, nor any sign of more of the wreck in sight. How long I was on that float of spars I never know. My senses left me, and when they came back I found myself on board a Ladrone lugger, or proa, and at the end of a month I was landed upon a small island, where our proa belonged—an island which I found to be one of the Ladrone group. The natives found me apt at rigging their boats, and they treated me kindly; but I could not induce them to take me to one of the islands frequented by Christian traders, nor could I steal a boat in which to make my escape.

Three long and weary years I remained on that island, and then I managed to steal on board a Dutch brig which had come to off one of our headlands for water. The brig was bound to Australia, and landed me at Melbourne, where I met a man with whom I was acquainted, and who informed me that by waiting six weeks I could obtain a passage direct to New York. My first essay at digging showed us the kind of soil, but I could not induce them to take me to one of the islands frequented by Christian traders, nor could I steal a boat in which to make my escape.

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Those words came back to me like a flash when I first knew that my ship was lost, and that the golden name was gone forever! You know how superstitious I was, and how I had been told to hold his finger against every effort of reason to banish the incubus. So it was with me.

However, I reached Saybrook, and found Aunt Abby Poole living alone, very poor. Her husband had been dead two years. My appearance frightened her, and it was a long time before she could be brought to believe that I was really Jack Lumley, alive and in the flesh. When I asked for Mollie, she wouldn't begin to tell the story. 'Handsome' as handsome does, 'is an old saying, and it is true. My Mollie was not only fair to look upon, but she was as good as she could be—as good as anything of earth could possibly be—and then when you think how long and how devotedly our hearts had been united, you can imagine whether we were happy or not.

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