Miscellaneous.

A Duel to the Death.

SAVAGE FIGHT BETWEEN A RATTLESNAKE AND A CENTIPEDE.

"Ugh! What is it? Take it away!" The frightened speaker was one of several employes of Pierce & Co., engaged in handling hardware in the basement of the firm's establishment on Broadway. He had almost placed his hand upon the object that had startled him.

"Look out! It's a centipede, and a big one, too," cried one of his companions. "It must have got into one of the packages of bananas or other goods shipped at a southern port while the hardware was on board the vessel on its way from the East."

This was ample warning to prevent careless meddling with the centipede, but the hardware men determined to capture him, and after a little effort the many legged curio was scooped up on a shovel and carried up stairs. But even then they didn't know what to do with their prize.

In the drug store adjoining was a monster rattlesnake, kept as a curiosity in a box in the shop window.

"Let's put him in with the rattler and start a zoo," said one of the group, and the suggestion was met with approval. The centipede was carried in and dumped into the box with the rattlesnake. An ominous rattle and quivering of the body of the snake showed that he resented the intrusion, and the centipede, apparently realizing his danger, made frantic efforts to escape by crawling around the edge of the box. The rattler gazed with fury upon this venomous crawler, and attempted several times to coil and strike the intruder; but the space of the box was too limited, and after several vain efforts which all the time were accompanied by an angry rattling, the snake, gliding forward with darting tongue gradually closed upon his enemy, and the centipede was soon writhing in its last agonies.

But it was not banished without retaliation. The many legs of the centipede had been doing their deadly work, and when the snake moved away from his victim, he himself began to show signs of distress. He tossed about from one side of his box to the other, rolled over coiled and uncoiled his scaly length and in every way except by cries, betrayed his agony to the group of interested spectators. In about an hour the body of the snake began to swell rapidly. His struggles gradually became weaker and in two hours from the time the fight commenced his snakeship rolled over and died. The poison of the centipede had done its fatal work. The body of the snake had swollen to twice its natural size. The rattlesnake and the centipede lay dead together in the box and thus ended this strange duel to death.—*San Francisco Examiner.*

Camera and Phonograph.

Thomas A. Edison has been at work for a long time on a novel scheme in connection with the phonograph. It consists in the application of instantaneous photography to the illustration of phonographic sounds. Early in 1889 he began exhaustive experiments with this end in view. To prosecute them it became necessary to erect a special building, where the camera would be entirely free from the disturbing tremor in the main laboratory caused by the jar of the machinery.

In this he had a masonry pier constructed running down to the solid rock. He then perfected an ingenious piece of mechanism by which it was possible to take in a single camera a series of consecutive pictures, the exposure for each of which was not more than the 250th part of a second. These pictures followed each other at the rate of from eight to twenty a second, the principle being that of taking the views in a perfectly dark room, the exposure being effected by means of an electric flash.

After many discouraging failures Mr. Edison was at last successful. His idea was that a speaker might be photographed from eight to twenty times a second during his entire speech, while at the same time the phonograph was recording the spoken address. The phonograph and the mechanism of the camera were so connected that when the reproduction took place, both spoken words and the photographic pictures would continue synchronously together, and that when the photographs were thrown on the screen, by means of a stereopticon, the rapid recurrence of the pictures would be such that the effect would be a continuous one, and as the phonograph re-produced the address, the gestures and the facial expression would appear to be that of the living speaker.

The experiments were completely successful, and Mr. Edison now has in his laboratory a large number of these dual re-productions. As yet there does not seem to be any practical commercial value to the invention.—*New York Tribune.*

Depew's First Fee.

PAID A DOLLAR FOR A SERVICE HE SUBSEQUENTLY CHARGED $500.

For 40 years after the supreme court began its work the fees of lawyers were not so large as they are now. In fact, the most eminent attorneys received no more than $25 for drawing briefs and presenting causes to juries. Those were the happy days for the client. Nearly all lawyers died poor. A rich lawyer was at that time as much of a novelty as a rich literary man now is.

How different at the end of this century? It is a common thing nowadays to hear of attorneys receiving $150,000 for the re-organization of a railroad or for organizing a trust, and the queerest part of it is that his clients loook upon him with a respect commensurate with his charges. Moreover, the community applauds the attorney's moderation.

Clients are most illogical. They reason from no known commercial basis. In the early days of my career as a lawyer, I wrote an opinion for a client and timidly asked $5 therefor. He grumbled a great deal before paying it. Then he took the opinion to a famous New York advocate to find out whether it was all right. The advocate glanced over it, wrote across the first page the word "correct," and asked $500 for his work. My client paid this sum gladly, and is yet talking about the kindness of the great advocate.

For the first legal paper I ever drew I charged $1.50. A farmer was my client and he beat me down to $1. Twenty years afterward I wrote a paper precisely similar and received for it $500 and many thanks.

—"A boy or man who measures his treatment of others by their treatment of him, has no character of his own. He will never be kind or generous or a Christian. If he is ever to be a gentleman he will be so in spite of the boorishness of others. If he is to be noble, no other boys meanness will change his nature. Remember, my son, you lower yourself every time you are guilty of an unworthy action because some one else is. Be true to yourself and no boy can drag you down."

Booth Reprimands Two Girls.

The other morning Edwin Booth was very much startled when a waiter at the Mount Vernon hotel brought two cards to his room bearing the names of two ladies unknown to him. The waiter said the ladies were pretty, and were waiting in the parlor. In a few minutes Booth made his appearance in the parlor, and much to his surprise he found two young and very pretty society girls, one of whom was a *debutante*. They informed him they had attended every performance since his arrival in Baltimore, and had become so fascinated with him that they had decided to call. They hoped he would pardon them for so doing. For a few minutes Booth said nothing. First he looked at their cards, which he still held in his hand, and then at the girls, who blushed and became very confused. At last the silence was broken.

"Young ladies," said Booth, "I happen to know the names on these cards are assumed, and if I only knew your real names I should most certainly inform your parents what you have done. Now, take my advice, go home, and don't ever run to see an actor again, for the next interview might not be so pleasant."

The young ladies departed, and have been very much alarmed lest their parents should find them out.—*Baltimore American.*

Edison and His Wife.

MR. EDISON'S APPEARANCE AND MANNER CAPTIVATE THE FRENCH.

Edison who is trying to make the world "all ears," is very deaf. When you speak to him he holds his hands behind his ears, watches your face intently, and, when he catches what you say, break into smiles or laughter. His countenance shows the good nature and good humor of the "Western," and his blue grey eyes lights up quickly. It is otherwise all cogitation or perception. The instant he mentally perceives something, it twinkles prettily. Edison has a prosperous air; there is something in the fleshiness into which the well shaved face is fallen that tells of a good cook and plenty of money. Mrs. Edison is very pretty and self-possessed. She has fine brown eyes and a straight face, with a delicately aquiline nose. To see such a head of hair as hers one should go to Glasgow. It was lifted from the temples and arranged in a braid, which was coiled round and round until it entirely covered the back of her head. She was very elegantly dressed, but not with simplicity enough to be in the height of fashion. You perhaps do not know that we are back to 1838 in gowns and evening dresses. Sir Colville Barclay, who is so used to the *creme* of the Royalist world here, thought her manners perfect.—*Paris Cor. London Truth.*

WHAT IT COSTS TO STOP A TRAIN.—C. C. Rainwater, chief engineer of the Wabash railroad, discussing the question of railroad management, said: "Did you ever consider what is the actual cost of stopping a train? I have been in the railroad business since I was a boy, and the question never seriously occurred to me until one day in a lawsuit at St. Louis, when the question came up. John C. Garrett, general manager of the Wabash, testified on the stand that the cost of stopping an ordinary passenger train at a way station was 70 cents. Being cross-examined, he admitted that a certain train running between East St. Louis and Toledo was paying his company about $1 per mile, and being further questioned as to the number of stops made on the road, it was established that if it cost 70 cents for each stop, this paying train, as Mr. Garret called it, lost money to the extent of twice its operating expenses. The decision of the jury in the case was based on the conclusion that it cost about 50 cents in wear and tear and time to stop an ordinary passenger train at a way station, and I believe they were about right."—*New York Star.*

WILL THE EARTH FALL TO PIECES?—Professor Jones, the English scientist and other "F. R. S.s," "L. B. A.'s" and "B. C. D.'s" are discussing the dangers our American gas well drillers are subjecting the whole population of the world to by tapping nature's great gas resorts. Jones thinks the earth a gigantic balloon, held up, in part at least, by internal heat and gases, and believes that a continual drain on nature's great gas main will eventually exhaust the supply and cause the earth's crust to break in and perhaps fall into millions of pieces as it collapses prior to falling through space everlasting. It is reasonable to suppose that there is some foundation for the alarm this prophet has been sounding for the past two years. The steady belching forth of millions of feet of gas every hour in the day is surely causing a vacuum somewhere not far beneath the surface. That the comparative thin archway over this vast emptying cavern is more than likely to break and cause great havoc on the surface there is but little doubt.—*St. Louis Republic.*

—"A most wretched lier-awake" of thirty-five years' standing, who had for ten years thought himself happy if he could get twenty minutes' sleep in the twenty-four hours, took hot water—"a pint comfortably hot, one good hour before each of my three meals, and one the last thing at night—naturally, unmixed with anything else. The very first night I slept for three hours on end, turned around and slept again till morning. I have faithfully and regularly continued the hot water, and have never had one 'bad night' since. Pain gradually lessened and went; the shattered nerves became calm and strong and instead of each night being one long misery spent in wearying for the morning they are all too short for the sweet refreshing sleep I now enjoy."

—It is said that ex-President Cleveland has been compelled to resort to rather severe medical treatment in order to stop, if possible the development of fat, with the constant and serious increase of which he has been inflicted, especially since leaving Washington. He has been gaining in weight at the rate of 25 pounds a month.

Autumn Anxieties.

I had a very bad cough this fall, but Hagyard's Pectoral Balsam cured me completely. E. Robinson, Washago.

Pectoral Balsam cures coughs, colds, hoarseness, asthma, bronchitis and all throat and lung troubles.

—The French minister of education has ordered that all reference to the reign of Henry VI be omitted from French historical text books, and that the events of that period, be passed over, dots being placed in the book to indicate the omission.

—It is stated that Bishop MacKenzie, of Zululand, who died last month, was buried in Zulu fashion by his own request. No coffin was used, the body being tied up in a blanket, and placed in the grave in a kneeling attitude.

JUNEAU, ALASKA, U. S. A.
That "OPELEKA" cured me at once.
H. J. McDONALD.

Farm and Garden.

The Vegetable Garden.

It is a matter of surprise that farmers and others in the country pay so little attention to the vegetable garden. Not one farmer in a hundred has anything approaching a rotation of vegetables—say from the early part of June through the successive months of summer and fall. The average garden consists of but two or three varieties instead of fifteen or twenty, and these few kinds generally come in a month or six weeks later than market gardeners around towns and cities have them. At a very small outlay every farmer, or any one who has a piece of ground; could have a succession of vegetables throughout the season. In the first place, an acre of ground or so should be devoted to vegetables on the farm. This plot of land should be thoroughly manured, drained and kept in first-class trim, with regard to cultivation and the eradication of weeds. This spot should receive from eight to ten cords of well-rotted manure each year with all the hardwood ashes that can be obtained. The land should be manured in the fall, if possible, and ploughed. This will give a chance for the nutritive elements to be thoroughly mixed with the soil, and the plant food made available. When this land has been got into proper tilth the whole succession of garden vegetables may be put in with the same ease as is a field of roots or corn. If this acre of land were measured in its productiveness, it would exceed in profit more than any ten acres devoted to anything else. An acre of land with seasonable vegetables would be the mainstay of a farmer's living, and the other ninety-nine acres could be applied to profitable grain, stock and fruit raising. The quantity that can be raised on an acre of fertile land is something prodigious, and not only could the land owner feed a large family from this source, but he might make profitable sales of the surplus in our central markets. Especially where near a canning and pickling establishment he would have ready sale for green corn, tomatos, green beans, peas, cauliflowers, cucumbers, etc. In this section, however, a canning factory would find difficulty in finding raw material. But for their canning factories, the farmers in the New England States could not live, as the majority of their farms have ceased to yield a profitable return in grain and stock. And now they are buying Canadian ashes and superphosphates—keeping up their fertility at our expense and making productive farms out of impoverished soil by going into "truck farming," as they call it—raising vegetables and fruit, selling in local markets and to canning factories. In a hygienic point of view, the different courses or rotations of vegetables that may be raised at such a small outlay of capital and labor, contain the medicinal virtues of the whole vegetable pharmacopœia. Carrots and parsnips have a powerful influence on the kidneys; so has spinach and lettuce, besides being tonic and laxative. Celery is a powerful nervine, whilst onions act similiarly, also producing good effects upon the pulmonary organs. Tomatoes act mechanically upon the bowels, and their acid chemically upon the liver. There is a strong sentiment setting in in favor of a more liberal vegetable diet for the prolongation of life.

The Baldwin Apple.

Brook's History of Medford, Mass., in relation to the origin of the Baldwin apple, has the following:—To Medford belongs the introduction of the famous Baldwin apple. The first tree producing this delicious fruit grew on the hill side within two rods of the former Woburn line and about ten rods east of the present road which leads from West Medford. It was on the farm occupied by Mr. Thomson, forty or fifty rods south of what used to be called the Black Horse Tavern. At the request of Governor Brooks the writer made a visit to that tree in 1873 and climbed it. It was very old and partly decayed and bore fruit abundantly. Around its trunk the woodpecker had drilled as many as five or six circles of holes no larger than a pea, and from this peculiarity the apples were called Woodpecker apples which were afterwards shortened to Peckers, and during my youth they were seldom called by any other name.

How they came to their present name was this;—Young Baldwin, of Woburn, afterward a colonel and father of *loami*, was an intimate friend of Ben Thomson, afterwards Count Rumford. All lovers of science they asked permission of Professor Winthrop to attend his course of lectures in natural philosophy at Harvard College Twice a week these two young men walked from Woburn to Cambridge to hear the learned professor. One day as they were passing the Woodpecker tree, they stopped to look at the tempting red cheeks on the loaded bows, and as a result they took and tasted. Each pronounced it to be the finest apple he had ever eaten. Some years after Colonel Baldwin took several of the scions to the public nursery, where, from the circumstances they took his name. In the September gale of 1875 the parent tree fell, leaving behind, however, a good posterity.

Points of Interest.

Farmers who let their stock crop the grass through the mild, open winter will find their pastures giving out on them entirely about midsummer.

A horse is said to be in his prime at 10 years old, a sheep at 5, a cow at 7 and a mule at 15. They will last rather longer than that if they are on soil where there is not much sand in the pasture. The grit wears out their teeth.

W. H. Macomber says: "My poultry pay all my family and farm expenses. I take as much care of my chickens as some people do of their children. In winter I keep a fire in their home quarters, and they lay every month in the year. I had rather have hens than cows for profit."

The horse is a creature of simple tastes; still he has a very nice perception of what are to him luxuries, and happily, all that he classifies as such, are things that are good for him. He dearly loves a lump of sugar, a sweet apple, or a carrot, and the honest, faithful fellow will be heartily grateful to the kind master who gives them to him.

An English poulterer has been fined for plucking live geese. What would British magistrates say to the practice among American farm women of plucking them every six weeks, winter and summer? Some geese owners have recently tried shearing ducks and geese instead of plucking them, with excellent results. The beds and pillows made from the sheared feathers were beautifully light and downy, being without the quill ends of the feathers. One or two of the birds might be tried at a time, and, if the shearing works well, the whole flock might be clipped next goose picking time. Shearing is certainly a far more merciful way.

High Time to Begin.

After a long winter the system needs a thorough cleansing, toning and regulating, removing impurities and prepare for summer. Thousands of testimonials show that Burdock Blood Bitters is the best spring medicine ever discovered, producing a feeling of buoyancy and strength. It removes that tired, worn out feeling, and restores lost appetite.

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THE FAST STEEL STEAMER

YARMOUTH,

WILL leave Yarmouth for Boston every *Wednesday and Saturday Evenings*, after arrival of the train of the Western Counties Railway. Returning, will leave Lewis' Wharf, Boston, at 10 a.m., every *Tuesday and Friday*, connecting at Yarmouth with train for Halifax and Intermediate Stations.

The YARMOUTH carries a regular mail to and from Boston, and is the fastest Steamer plying between Nova Scotia and the United States. Fitted with Triple Expansion Engines, Electric Light, Bilge Keels, etc.

The steamer CITY OF ST. JOHN leaves Pickford & Black's wharf every Monday evening for Yarmouth and intermediate ports, returning leaves Yarmouth every Thursday at 7 a.m. standard time.

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W. A. CHASE, L. E. BAKER,
Secretary and Treas. Manager.
Yarmouth, March 20, 1890.

MANHOOD

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on the radical cure of SPERMATORRHŒA or incapacity induced by excess or early indiscretion.

The celebrated author, in this admirable essay, clearly demonstrates from a thirty years' successful practice, that the alarming consequences of early error may be radically cured; pointing out a mode of cure at once simple, certain and effectual, by means of which every sufferer, no matter what his condition may be, may cure himself cheaply, privately and radically.

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C. HARRISON & Co.
March 12th, 1890. 7m

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DO you have pains about the chest and sides, and sometimes in the back? Do you feel dull and sleepy? Does your mouth have a bad taste, especially in the morning? Is your appetite poor? Is there a feeling like a heavy load upon the stomach? Sometimes a faint all-gone feeling in the pit of the stomach, which food does not satisfy? Are your eyes sunken? Do your hands and feet become cold and feel clammy? Is there a giddiness, a sort of whirling sensation in the head when rising up suddenly? Are the whites of your eyes tinged with yellow? Is your urine scanty and high colored? Does it deposit a sediment after standing?

If you suffer from any of these symptoms

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Harry Morgan!

This fine horse, owned by Thomas Doran Windsor, will make the season of 1889 between

BRIDGETOWN & HORTON.

HE will stand at Glencross' Stable on Saturday, 25th May, and remain until Monday, at 10 o'clock, and continue fortnightly through the season.

This horse weighs 1260 lbs.; is fine style and action. Has a record of 2.46.

Further particulars will be given later.

THOMAS DORAN.
May 14th. tf

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BREEDER OF
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Yours truly, CHAS. A. SNYDER.

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Yours truly, A. H. GILBERT,
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Yours truly, ANDREW TURNER,
Horse Doctor.

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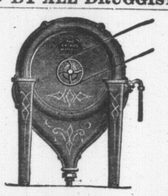

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Is is invaluable for blowing Church Organs, for running Printing Presses, Sewing Machines, Turning Lathes, Scroll Saws, Grind Stones, Coffee Mills, Sausage Machines, Feed Cutters, Corn Mills, Elevators, etc.

Four-horse power at 40 pounds pressure of water. It is noiseless, neat, compact, steady and above all

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"CRUSADE,"
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LIME ALWAYS ON HAND.

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Nova Scotia Central Railway.

TIME TABLE No. 1.
COMMENCING MONDAY, DEC. 23rd, 1889.

LUNENBURG to MIDDLETON.
Daily.—Passengers and Freight.

Miles	STATIONS.	1	3
		A.M.	P.M.
0	Lunenburg, depart	7 30	7 15
7	Mahone	7 52	7 00
9	§Blockhouse	....	....
18	Bridgewater, arrive	8 25	6 00
	Bridgewater, depart	8 40	
25	§Northfield	....	....
29	Riversdale	9 15	....
34	New Germany	9 30	....
41	§Cherryfield	....	....
45	Springfield	10 03	....
52	§Dalhousie	....	....
62	Albany	10 54	....
64	Alpena	11 00	....
68	§Cleveland	....	....
70	Nictaux	11 18	....
74	Middleton, arrive	11 30	....

MIDDLETON to LUNENBURG.
Daily.—Passengers and Freight.

Miles	STATIONS.	2	4
		P.M.	A.M.
0	Middleton, depart	3 00	....
4	Nictaux	3 12	....
6	§Cleveland	....	....
10	Alpena	3 30	....
12	Albany	3 36	....
22	§Dalhousie	....	....
29	Springfield	4 27	....
33	§Cherryfield	....	....
40	New Germany	5 00	....
45	Riversdale	5 15	....
49	§Northfield	....	....
56	Bridgewater, arrive	5 50	....
	Bridgewater, depart	6 05	6 30
65	§Blockhouse	....	....
67	Mahone	6 38	6 58
74	Lunenburg, arrive	7 00	7 15

Trains are run on Eastern Standard Time. One hour added gives Halifax time.

§Indicates that trains only stop when signalled, or when there are passengers to be set down.

Trains connect with Windsor and Annapolis Railway at Middleton for Annapolis, Yarmouth and Halifax.

Steamer "Evangeline" makes daily connection each way between Annapolis and Digby, connecting with Western Counties Railway at Digby for Yarmouth.

Steamer "City of Monticello" leaves St. John for Annapolis every Monday, Wednesday and Saturday, a. m., returning same day.

Steamer "Yarmouth" leaves Yarmouth for Boston on arrival of trains every Saturday p.m.

Steamer "Bridgewater" makes two trips from Lunenburg to Halifax each week, returning the following day.

Through Tickets for sale at all principal Stations.

GEO. W. BEDFORD,
General Manager.
Bridgewater, Dec. 21st, 1889. 49

Windsor & Annapolis Raiw'y

Time Table.

Miles.	GOING EAST.	Express Daily.	Pass. and Freight Tues., Thurs. and Sat. only.	Passengers and Freight Daily.
		P.M.	A. M.	A.M.
0	Annapolis—leave	1 40	6 00	.....
6	Round Hill	1 58	6 25	.....
14	Bridgetown	2 18	6 55	.....
19	Paradise	2 33	7 15	.....
22	Lawrencetown	2 43	7 30	.....
28	Middleton	2 58	7 55	.....
32	Wilmot	‡3 10	8 11	.....
35	Kingston	3 19	8 25	.....
42	Aylesford	3 37	9 00	.....
47	Berwick	3 55	9 20	.....
50	Waterville	4 05	9 35	.....
52	Cambridge	‡4 13	9 45	.....
54	Coldbrook	4 20	9 55	.....
59	Kentville—arrive	4 32	10 15	.....
	Do—leave	4 47	10 50	5 40
64	Port Williams	5 00	11 10	6 00
66	Wolfville	5 08	11 19	6 10
69	Grand Pre	5 18	11 32	6 25
70	Horton Landing	‡5 22	‡11 37	‡6 30
72	Avonport	‡5 29	‡11 45	‡6 40
			P. M.	
77	Hantsport	5 44	12 05	6 58
82	Falmouth	6 00	‡12 25	7 16
84	Windsor	6 07	12 35	7 25
90	Newport	6 25	1 18	8 10
93	Ellershouse	6 33	1 33	8 25
93	Mount Uniacke	6 58	2 13	9 15
113	Beaver Bank	7 21	2 43	9 43
116	Windsor Junct	7 28	2 53	9 50
121	Bedford	7 41	3 39	10 15
126	Rockingham	‡7 52	‡3 52	10 28
129	Richmond	.....	4 03	‡10 42
130	Halifax—arrive	8 05	4 10	10 45

Miles.	GOING WEST.	Express Daily.	Pass. and Freight Mon., Wed., & Friday only.	Passengers and Freight Daily.
		A.M.	A.M.	P. M.
0	Halifax—leave	7 00	.....	2 30
1	Richmond	.....	6 15	2 33
5	Rockingham	7 12	‡6 26	‡2 44
9	Bedford	7 24	6 37	2 55
14	Windsor Junc—leave	7 35	6 52	3 10
17	Beaver Bank	‡7 47	‡7 25	3 40
27	Mount Uniacke	8 10	8 00	4 15
37	Ellershouse	8 35	9 00	4 45
40	Newport	8 43	9 12	5 00
46	Windsor	8 57	9 35	5 20
48	Falmouth	‡9 07	‡10 15	5 45
53	Hantsport	9 22	10 37	6 08
58	Avonport	‡9 35	‡10 55	‡6 24
60	Horton Landing	‡9 41	‡11 05	‡6 30
61	Grand Pre	9 44	11 10	6 34
64	Wolfville	9 54	11 25	6 47
66	Port Williams	10 00	11 35	6 55
71	Kentville—arrive	10 15	11 55	7 10
	Do—leave	10 30	12 25	.....
76	Coldbrook	10 42	‡12 40	.....
78	Cambridge	‡10 49	‡12 51	.....
80	Waterville	10 57	1 02	.....
83	Berwick	11 05	1 17	.....
88	Aylesford	11 21	1 40	.....
95	Kingston	11 39	2 10	.....
98	Wilmot	‡11 48	2 23	.....
102	Middleton	12 00	2 38	.....
		P. M.		
108	Lawrencetown	12 17	3 18	.....
111	Paradise	12 27	3 33	.....
116	Bridgetown	12 42	3 55	.....
124	Roundhill	1 02	4 25	.....
130	Annapolis—arrive	1 20	4 50	.....

N. B.—Trains are run on Eastern Standard Time, one hour added will give Halifax time. Trains run daily, Sunday excepted. (†) Indicates that Trains stop only when signalled, or when there are passengers to set down.

Steamer "City of Monticello" leaves St. John every Monday, Wednesday and Saturday, a. m., for Digby and Annapolis. Returning from Annapolis same days.

Steamer "Evangeline" will make daily connection each way between Annapolis and Digby.

Trains of the Western Counties Railway leave Digby daily at 6.00 a. m., and 3.15 p. m., and leave Yarmouth daily at 7.45 a. m., and 3.00 p. m.

Steamer "New Brunswick" leaves Annapolis for Boston direct, every Tuesday and Friday p.m.

Steamer "Yarmouth" leaves Yarmouth every Wednesday and Saturday evenings for Boston.

International Steamers leave St. John every Monday, Wednesday and Friday, a. m., for Eastport, Portland and Boston.

Trains of the Provincial and New England All Rail Line leave St. John for Bangor, Portland and Boston at 6.40 a. m., and 7.00 a. m. and 8.45 p. m., daily, except Saturday evening and Sunday morning.

Trains of the Nova Scotia Central Railway leave Middleton daily at 3.00 p. m., and Lunenburg daily at 7.30 a. m.

Through Tickets by the various routes on sale at all Stations.

W. R. CAMPBELL,
General Manager and Secretary.
K. SUTHERLAND,
Resident Manager.
Kentville, May 14th, 1890.

WANTED

Men to take orders for Nursery Stock, on Salary or Commission. I can make a successful

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of any one who will work and follow my instructions. Will furnish handsome outfit free, and pay your salary or commission every week. Write for terms at once.

E. O. GRAHAM, Nurseryman,
Toronto, Ont.
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NOTICE.

Pictures and Framing in variety,
Christmas Cards,
And Fancy Goods.

I am also selling the Celebrated Raymond Sewing Machine.

JOHN Z. BENT.
Bridgetown, Dec. 1885.

The Household.

What the Little Folks Should Wear.

The *Jenness-Miller Magazine* for the current month gives some valuable practical hints on the dressing of our little ones, which will interest many of our readers. No subject, it asserts, is more carefully studied by the wise mother. Upon the education given to childhood depend many important interests, and this fact is now so universally recognized that the best teachers are to-day employed in schools for children, while the attention of educators is given as never before to methods of development adapted to the tender years of youth. Philanthropists direct their energies to the children of the large cities, and intelligence everywhere recognizes that the proper education of the children of this age means happiness for coming ages.

With interest in physical culture prevailing among all classes, and even conventional fashion presenting styles in dress that give freedom to motion, and grace to physical expression, it seems strange that young children should be swathed as never before, and made to wobble along like little old women in gowns that not only fetter movement, but repress muscular development.

The present accepted style of dress for