The Weekly Monitor.

BRIDGETOWN, MAY 16th, 1877.

THE WAR.

Almost every paper received is filled with despatches respecting the war now raging in Europe, in which two of the largest nations are engaged, entered into by one of the belligerents under the pretext of relieving the Christians in Turkey from the yoke under which Russia pretends to say, and no doubt with a great deal of truth, they have been compelled to bear. But whether this philanthropy is not a cloak on the part of Russia to cover some deeper designs, is now what England, of all the nations in Europe, which may be ultimately drawn into the strife, has to look sharply after and watch every movement of the great bear. She must be always ready to strike, no matter how many her foes may be, when her interests are at stake. More especially must she keep open the highway to India, and her sword would be drawn with a vengeance, were she to apprehend for a moment that her East India possessions were menaced. Not so, we hope with Turkey, for although England may have been a powerful ally of the Porte, the time has now arrived when what is called the "Eastern question" must be answered, and if Turkey by centuries of misrule and her stupidity in not complying with the terms, by which she might be upheld by the powers, then she alone is responsible, and probably ere the war now raging in Europe (and it promises to be a general one) is over, she may may be blotted out from among the nations.

What effect this war may have upon the business prospects of our Dominion it is hard to say, and perhaps at this moment may not be as satisfactory as was at first hoped.

— The Bona Vista House, of Annapolis, lately advertised in our columns, has been sold to Mr. Cyrus Perkins, for $3,000.

— The schooner "Lone Star" arrived here on Monday, from the old Sydney Mines, with a cargo of coals, for Capt. Fraser. She is to load with brick as a return cargo.

— The late cold easterly wind which prevailed for over five days, has killed the caterpillars which hatched during the previous spell of fine weather. So our farmer friends inform us.

— Fears were entertained here a few weeks ago that the Scarlet Fever was about to become very general in our midst; but we are glad to learn that the danger has almost totally died out.

NEW PASTOR.—The Baptist congregation at Lawrenctown have engaged the services of the Rev. Mr. Ballentine as their pastor. His labors beginning on Sabbath last. He has just returned from College at Milton, Mass.

BAPTISM.—Twenty three persons were baptized at the Bay Shore, on Sabbath last, by the Rev. Mr. Blakeney, assisted by Rev. Mr. Young. This makes 149 persons thus publicly baptized within a few weeks.

— A great many cows are roaming at large in our streets, although a law exists on the statute books against such nuisances. Our junior partner says he got Hail Columbia for letting his cow run and if his was not wanted in the street, he would like to know whose is.

— The late cold snap was rather severe on the tomato plants which some of our crack gardeners have been cultivating under the shade of the cooking-stove. The plants had just been nicely transferred to some favored spot in the garden, when Jack Frost entered and turned up their toes.

— The attention of the Health Officer for this town is called by this paragraph to the fact, that some person has deposited the remains of a horse in the bush pasture close to the railway bridge. The effluvia arising from this once noble specimen of the brute creation is any thing but pleasant to the dwellers of that locality. Have him buried, please.

ACCIDENTS.—On Friday last a two-years old child of Mr. Isaac L. Whitman had all the toes of his right foot nearly cut off by an older brother. The mishap occurred while the children were playing together with an axe.

An accident of a somewhat similar nature happened to a young man, 19 years of age, son of Mr. Samuel Balcom. The accident occurred while he was engaged cutting poles in the woods some distance from home.

— On Monday last, about dusk, a squall, from the north west, of more than usual violence, passed over this town and vicinity. It lasted about half an hour, and was accompanied by flashes of lightning and a heavy shower of rain. Several awnings over the shop doors were blown down, pedestrians in the streets were denuded of their hats and had their clothing and eyes filled with dust. "Out South" we learn the storm was much more severe than here.

☞ A lad named Charles Brechin has died in Edinburgh, through accidentally pushing against a dirk, with which Lieut. Hutton, of the 78th Highlanders, was making a sportive pass at him to illustrate its use.

RUSSIA'S DEFIANCE TO EUROPE.

The *Daily Telegraph* insists that Russia, by going to war, challenges Europe to disprove her right to domination in the East, and sets in motion causes of disturbance the orbit of whose operation none can calculate; while before she closes her adventurous campaign she will have to reckon, in some shape, with all the parties interested in the distribution of Turkish territory. But, if the political conditions under which she marches to action are altered, the physical conformation of the scene of warfare is unchanged. The armies north of the Pruth have still to pass, all of them through the narrow stretch of land which lies between the Danube and the Carpathians, and every soldier, every cannon, every load of provisions, must defile before the Austrian outposts. Perilous is the enterprise which conducts an army up the Danube without having first secured the absolute neutrality of Austria. And when the great river is reached the obstacle its low-lying and flooded banks present has still to be overcome. We, who do not believe the crossing of any river to be impracticable, cannot even regard the broad Danube as an impregnable barrier. No doubt the conditions are different, seeing that Russia has not a command of the Black Sea, and that Turkey has gunboats on the stream as well as a fleet in the Equine. But Russian armies have passed the Danube three or four times since the year 1801, and, despite serious disadvantages, may pass it now. The real struggle will begin among the fortresses of Bulgaria and, should the defence fail there, the Balkan will have yet to be surmounted. Whether, therefore, the other powers, or any of them, interfere or not, Russia will assuredly not attain her ends without enormous loss of life and treasure. For fighting purposes, by land or sea, the Turks are stronger than they have ever been at any period since the days of Catherine II. Hence it is no light task which Imperial piety, with a steady eye to the main chance, has set itself to accomplish. The work in hand is hazardous, toilsome, and uncertain of issue.

A TORPEDO THAT TRAVELS 250 MILES AN HOUR.

The most terrible invention for warfare that has been devised—if we may trust the report of our English contemporaries—has recently been submitted to the Admiralty by a clergymen, the Rev. C. M. Ramus. The Whitehead fish torpedo has already proved its capability of travelling beneath the surface of the sea at the rate of twenty miles per hour; but the "rocket float," as the new machine is called, weighs 50 tons, and is propelled on the surface at the rate of 275 miles per hour for a distance of four miles. The apparatus is a timber or iron vessel, the bottom of which is a series of inclined planes. In the head is the explosive, and enough gun cotton can be carried to blow up the largest iron-clad in existence, while the rocket, by the combustion of which the craft is impelled, is laid along the deck. The vessel is said to be easily guided by a rudder of very thin sheet metal.

If the coming British experiments substantiate the foregoing, it would seem that armor plated ships have had their day, and that the naval vessel of the future should be of cork.

THE GOLD ROOM.

The New York Gold Exchange or "Gold Room" was formally closed on the 30th of April. Mr. Morris, its last President, said the Gold Exchange was not a necessary evil, but was born of necessity. The Exchange, he told them, existed through many trying years, but still its clearance averaged fifty million dollars worth daily. The "funeral" ended in a sumptious feast at Delmonico's, and was a decidedly jolly affair. There clusters around the "Gold Room" many historical names. James Fisk, jr., Smith, Jay Gould and Martin engineered the "Black Friday" of 24th September 1869, when gold was quoted as 141⅝ and steadily rose, and the next day touched 152¼, when came that wet blanket, Secretary's Boutwell's order, "Sell four millions gold, and buy four millions bonds," and at the close of the day gold could be had in quantities for 132½ and 133. Result, failure of heavy firms and financial wrecks unrivalled in our speculative history. We hope this is the beginning of the end, and that the currency dollar will soon pass current at its present nominal value.

☞ Four thousand five hundred miles is rather a long journey for a child not five years old to undertake alone. Maggie Woods, aged four and a half, has, however, says the Liverpool *Post*, accomplished this feat. Six months ago she was left an orphan at Chicago by the death of her father and mother. Her only relation in the world is an aunt, living at Stockport, in England. This lady communicated with the United States Consul in Manchester, who wrote to Chicago and had arrangements made for sending the child to England. Maggie was equipped for the journey, and travelled a thousand miles to New York under the care of a railway conductor. At New York she was received by strangers, who entertained her for some days, and on the the 3rd inst. placed her, supplied with toys and amusements, on board the City of Richmond, under the care of Capt. Leitch and the stewardess. She landed safely on the arrival of the steamer at Liverpool, and was given over to her aunt.

UNPARALLELED LIBERALITY.—The Rev. J. C. Blakeney, pastor of the Baptist Church at Hantsport, having been granted a leave of absence for three months to visit Europe, Messrs. E. Churchill & Sons, with characteristic magnanimity, have offered him a free passage in one of their ships, with the option of returning either by sail or steamer, at their own expense.—They have also placed at his command in England what money he may require to travel on the continent. The Rev. gentleman had a similar offer made him from another ship-owner of Hantsport, which is an evidence of the esteem in which he is held by the Church and congregation. Mr. Blakeney, left Hantsport on Monday to join the ship at St. John. The Rev. A. F. Stevens, a young man of culture and much promise, now studying at Newton Theological Seminary, is expected to occupy the pulpit during the absence of Rev. Mr. Blakeney.—*Mail.*

ANNAPOLIS RAILWAY IMPROVEMENTS.

The managements of the Windsor and Annapolis Railway Company are making extensive and lasting improvements in their roadway and rolling stock. Journeying east a few days ago we observed Mr. Murphy, Government Engineer, Mr. Yates the Company's engineer, and the manager of the W. & A. Railway, inspecting the proposed position of a new iron superstructure which they contemplated building over the Gaspereaux, near Horton Landing. We presume the inspection was preliminary to a definite decision as to what is actually required. The large embankment at Earl Creek, near Hantsport, has been commenced by W. A. Porter & Co., contractors; the embankment is to replace the truss bridge at that place and the road is to be diverted and straightened; a large arched culvert of 7 feet span is being put in here, through which the tide will flow. The Hantsport aboiteaux over the Halfway River has also been commenced; it will take the place of the present wooden structure, and will also serve as a public highway; the dyke proprietors in the vicinity have assessed themselves for a considerable sum to assist in the construction of the aboiteaux, by which they will gain considerable land hitherto unavailable; the probable cost of the aboiteaux, when completed, will be $30,000. During the past four weeks about fifty men have been engaged ballasting over the line. We also notice that the Kentville Yard is undergoing a process of renovation in the way of ballasting, new platforms, &c. Two new cars are being built at the company's car shop, under the superintendence of Mr. Wm. Grierson, which, when completed, will equal if not surpass, any first-class cars in the Dominion. These cars will bear the same comparison to the present first-class cars used as a Pullman would to a second-class.—*Kentville Chronicle.*

THE MASSING OF RUSSIAN TROOPS AT THE DANUBE—PREPARATIONS FOR CROSSING THE RIVER IN FORCE.

On the Danube there has been no increase in the Russian forces occupying the Galatz and Reni positions, which are some 60,000 strong. These forces naturally keep equal with the forces of the Turks in line from Silistria to Taultcha. Meanwhile all the Russian movements show that they are concentrating the whole of their forces between Giurgevo and Nicopoli. In one position the forces will form west of the Russian advance fronting the Turks from Rustchuk to Shumla, supported by the Galatz and Reni troops. The other portion will take a centre position and will be covered from attack from Widdin by the corps called Timok Valley Corps, but which is a misnomer as far as it signifies an advance through Servian territory, for the best information is that Russia, for both political and military reasons, will not violate Servian territory. Operations by the Turkish monitors on the upper Danube are mere farces. These monitors have only three-quarters of an inch of armor, and are armed with 3½ centimetre guns. The Russian centre is rapidly assuming shape on Aluta, and small detachments have already occupied Turmi, Majurili and Islast, so that it is very probable that they intend crossing the Danube at this point to obtain possession of the chief passes of the Balkans, and thus cut off the Turkish communication with trans-Balkan districts.

WEIGHTS AND MEASURES.

After the 30th of June next, all those who neglect to have their measures and weights stamped, will be proceeded against by law. The following is taken from the Act relating to this matter:

"Every trader, manufacturer, carrier, public weigher, ganger, measurer, surveyor or other person, who, after the expiration of the time appointed under this Act for the first inspection in the Inspection Division in which he carries on his business, offers for sale or uses, for any purpose of buying, selling, or charging, for the carriage of any goods, wares, merchandise, or other thing, or of measuring any work, land, goods, materials, or other thing, for the purpose of charging for, or ascertaining the price to be paid, or the charge to be made therefor, any weight or measure, or weighing machine which has not been duly inspected and stamped according to this Act, or which may be found light, deficient, or otherwise unjust, shall be guilty of an offence against this Act, and shall, on condition, incur a penalty of not more than $50 or less than $5 for each such offence; every such unstamped, light, deficent, or unjust weight, weighing machine or measure so used, offered for sale, or found in his possession, shall, on being discovered by the Deputy Inspector, be forfeited and forthwith seized and broken by him, without suit or other authority than this Act."

THE CREDIT SYSTEM.

A letter discussing the evils of the credit system in Canada, concludes thus: "There is scarcely one man living and in business who was in business when I first began but has failed, and his friends or creditors have suffered directly or indirectly by him. All have either given credit to excess or 'pushed business' beyond their reach. In about two or five years they are bound hand and foot by a rope of their own tangling. The credits they have given will not loosen the credits they have incurred, but only knot them. They choke in misery for a time, and then get breath by compromising at fifty, thirty, twenty cents, but with the exception of such as tone themselves up to the notion that they are thus put upon a 'good financial basis,' like one we recently heard of, they rarely have commercial health after. The system of prolonged country credit, as well as renewed or extended wholesale credit, is rotten to the core, and we must abandon it if we are not to get rid of hard times and chronic failures."

A TREMENDOUS MINING BLAST.

On April 19, a mass of iron ore, reaching to a height of 170 feet from the base and prostrated with three large arches, was blown to fragments. It was situated in the famous "21 Mine" of the Port Henry Iron Ore Company, Essex county, N. Y. The mine had been dug to a depth of 3000 feet and a diameter of 600 feet, in the centre of which stood the mass to be broken up, which contained nearly 80,000 tons of the finest ore. In the pillars which formed the arches, 100 holes were drilled horizontally, of 3 inches in diameter, some of them being 40 feet deep. The holes were completely filled with vigorite, a new explosive; and the charges were fired by electricity, in two blasts. The first was completely successful, but it somewhat marred the effect of the second by breaking some of the electric wires; 40,000 tons of ore were thrown down, and will be removed before the remaining charges of the second blast will be fired.

NICTAUX AND ATLANTIC RAILWAY.

The contractors and their friends arrived at Bridgewater on Saturday last and proceeded over the line of route to the proposed terminus at Lunenburg. They expressed themselves well pleased with the appearance of the country, especially the stretch between New Germany and Lunenburg. It is expected that the work of construction will be commenced within twenty days.—*Chronicle.*

New Advertisements.

SPRING 1877

DURING the Winter I have had manufactured a stock of

Silver, Brass and Japanned

Harnesses,

in the best manner and style of workmanship, and now invite purchasers to inspect before closing elsewhere.

Also, just received from England:

1 case RIDING SADDLES,
1 case Harness Furniture, in Jap., Silver and Brass Mountings.

All of the above I am prepared to sell at the lowest possible margin for Cash.

100 pairs No. 1 COARSE BOOTS, made by First-Class Men, and guaranteed to be the best value for the money that I ever offered.

Wanted, 200 Cords Hemlock Bark, Cash or settlement made on delivery at Tannery. Hides, Calfskins, &c, bought at market prices.

GEO. MURDOCH.

Bridgetown, May 15th, '77 13i 18

Bessonett AND Wilson

:o:

HARDWARE

AND

CARRIAGE STOCK

Emporium!

Middleton, - - Annapolis Co.

WE would again invite the attention of our patrons to our Spring Importations of

English & Americ'n Hardware

comprising:

CUT NAILS, 3dy fine to 30dy;
CUT SPIKES, 4 to 7 inch;
SHEATHING PAPER, Dry and Tarred;
V. M. SHEET ZINC, No. 8 and 9;
SHEET LEAD, 4 lb;
LEAD PIPE, "Middle" ¾ to 1¼ bore;
SMETHWICK GLASS, 16 oz., 9 x 7 to 36 x 18;
American Mineral Paint;
V. RED, Black, Yellow, Green and Blue Paint in 25 lb. kegs

:o:

We would call the attention of

Painters and House Builders

to our stock of

Brandram's

GENUINE ☞ ☞ LONDON LEAD

—AND—

BLUNDEL & SPENCE'S
Boiled and Raw
LINSEED OIL!

☞ The above Brand of Oil is ESPECIALLY recommended by the BRANDRAM'S in the mixing of their Lead.

HAVE ALSO

Hubbuck's

NO. 1 LONDON LEAD,

in all size packages, and

"ANCHOR" brand of Linseed Oil,

which is CHEAPER, and consequently somewhat inferior to BRANDRAM'S and BLUNDEL & SPENCE'S. They have generally given satisfaction; *but we do not warrant them.*

:o:

We have the LARGEST and BEST ASSORTED Stock of

SHELF HARDWARE

in the province, consisting of

Mortise Locks, Mortise Knobs, Loose and Fast Joint Butts, Thumb Latches, Iron Bed Castors, Plate Castors, Iron and Brass Wheel, No. 1 to 4 Wood-Screws, Finishing Nails, Pt. Brads, Cut Tacks, &c, &c.

—ALSO—

PATENT LEATHERS—Dasher, Collar and Winker.
ENAMELLED LEATHERS — Black, Red and White,

And our usual stock of Bar and Bolt Iron, Norway Iron, Spring and Tire Steel, Mooney's Genuine Horse Nails, Malleable Carriage Irons, Wrot. Nuts, &c, &c, &c, with a full line of

CARRIAGE BENT STUFF.

Send for Price List. Address

BESSONETT & WILSON,
Middleton, Annapolis Co.

☞ We WARRANT BRANDRAM'S LEAD to all purchasers.

COUNTRY RESIDENCE

FOR SALE! OR TO LET!!

The well-known residence, formerly owned and occupied by the late R. D. Balcom, is now offered for sale or to let. The above mentioned residence, situated one mile east of Paradise Station, and in the vicinity of churches Schools, &c., contains Three Acres of Land in a high state of cultivation, on which are One Hundred Fruit Trees, of apple, plum, pear and quince. The dwelling is tastefully built in Gothic style and is finished throughout. Stable, coach-house, and a never failing well of water are on the premises; also, a Tannery and Timber Lot with a residence if required.

TERMS—One half purchase money down, remainder on Mortgage.

For further particulars apply to

SAMUEL E. BALCOM,
B. R. BALCOM,
Executors.
or to J. G. H. PARKER, Esq., Bridgetown.

Paradise, May 12th, 1877 n5 tf

New Advertisements.

Sugar. Molasses. Flour.

NEW IMPORTATION.

Just received ex schr. *Atwood*, direct from Barbadoes:

80 PUNS Choice Bright *MOLASSES;*
6 Hhds. Bright *SUGAR;*

Ex schr *Home*, direct from Toronto and Boston

200 BBLS. FLOUR, Spring Extra;
100 bbls FLOUR, Superior Extra;
50 " " Choice Family;
50 " " No. 1, Pat. Process;
150 " CORN MEAL;
10 " American CRUSHED SUGAR.

For sale very low, Wholesale or Retail, by

A. W. CORBITT & SON,

Annapolis, May 5th' 1877. n5 tf

Corbitts' Packet Line

Through Freight between Boston and Annapolis and Stations on the W. & A. Railway

The New Schooner

"ATWOOD,"

CAPT. KENNETH ATWOOD, will ply regularly between the above places carrying Freight and Passengers.

Her Cabin being fitted up in first-class style with all the latest improvements, can accomodate both lady and Gentlemen passengers.

Freight by this line will be handled with the greatest care and forwarded immediately after the arrival of the schooner.

Passage to Boston, - - $4.00.

Invoices must accompany all Through Freight.

For further particulars apply to KIMBALL & BATES and JOHN G. HALL, & Co., Boston; P. IONES, General Manager, and the agent Stations of Windsor & Annapolis Railway and

A. W. CORBITT & SON,
May 5th '77 Annapolis.

FOR SALE!

A Second-hand Locomotive, Steam Engine and Boiler, 70 Horse power.

For sale at a Bargain!

GEO. S. de FOREST,
11 South Wharf.

ST. JOHN, N. B., May 12th, '77

Windsor & Annapolis Raiw'y.

SUMMER ARRANGEMENT.

COMMENCING

Monday, 7th of May, 1877.

HALIFAX TO ST. JOHN.

Miles.	STATIONS.		Express daily, 1st Class only.	Passengers and Frght. Mon, Wed, and Frid, only.	Pass. and Freight daily.
			A. M.	A. M.	P. M.
	Halifax—	Leave	8 00	9 15	3 30
8	Bedford	"	8 24	10 00	4 05
13	Windsor Jnctn.	"	8 35	10 35	4 30
26	Mount Uniacke	"	9 08	11 23	5 10
				P. M.	
36	Ellerhouse	"	9 35	12 02	5 43
39	Newport	"	9 43	12 15	5 55
45	Windsor	"	10 02	1 00	6 30
52	Hantsport	"	10 21	1 28	6 55
63	Wolfville	"	10 50	2 17	7 33
70	Kentville	"	11 25	3 25	
82	Berwick	"	11 56	4 26	
			P. M.		
87	Aylesford	"	12 09	4 45	
98	Wilmot	"	12 40	5 26	
101	Middleton	"	12 49	5 37	
107	Lawrencetown	"	1 05	5 59	
110	Paradise	"	1 14	6 10	
115	Bridgetown	"	1 28	6 28	
123	Roundhill	"	1 48	6 58	
129	Annapolis—Arrive		2 05	7 20	
190	St. John by Steamer		8 00	.....	

ST. JOHN TO HALIFAX.

Miles.	STATIONS.		Passengers and Freight daily.	Pass. and Freight Tues, Thurs, & Frid, only.	Express Daily, 1st Class only.
			A. M.	A. M.	A. M.
	St. John by Steamer		.....	.....	8 00
					P. M.
0	Annapolis	Leave	.....	6 15	2 20
6	Round Hill	"	.....	6 40	2 36
14	Bridgetown	"	.....	7 05	2 55
19	Paradise	"	.....	7 26	3 07
22	Lawrencetown	"	.....	7 39	3 15
28	Middleton	"	.....	8 05	3 32
31	Wilmot	"	.....	8 17	3 40
42	Aylesford	"	.....	9 08	4 10
47	Berwick	"	.....	9 28	4 23
59	Kentville	"	6 30	11 10	5 05
66	Wolfville	"	6 57	11 41	5 26
				P. M.	
77	Hantsport	"	7 39	12 29	5 55
84	Windsor	"	8 20	1 15	6 17
90	Newport	"	8 42	1 40	6 33
93	Ellershouse	"	8 56	1 54	6 41
103	Mount Uniacke	"	9 50	2 36	7 07
116	Windsor Jnctn	"	10 40	3 45	7 45
121	Bedford	"	11 00	4 05	8 00
129	Halifax—Arrive		11 30	4 45	8 20

Express trains run daily, and when signalled, or when there are Passengers to set down, they will stop at all Stations.

Steamer "Empress" leaves St. John every MONDAY, WEDNESDAY and SATURDAY, at 8 a. m., for Annapolis, and returns same day, on arrival of 8. a. m. Express train from Halifax.

Intercolonial Railway Trains leave Windsor Junction daily at 9 a. m., 2.30 p. m., 5. 12 p. m., and 7.15 p. m., for Truro, Picton, Moncton, Quebec, Montreal, and all places West.

International Steamers leave St. John every MONDAY and THURSDAY 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 North Street Depot. and the principal Stations on the Railway.

P. INNES, Manager.

Kentville, May 3rd, '77

NOTICE, All persons having any legal demands against the estate of *JOSEPH EDWIN MORSE*, Carpenter, of Bridgetown, deceased, must render their accounts, duly attest to, within six months from this date, and all persons indebted to said estate are requested to make immediate payment to

MARIA G. MORSE, admx.,
ISAAC P. MORSE, admr.

Bridgetown, April 25th, '77. 6m

THOMAS HALL,

Tuner & Teacher of Pianos & Organs.

ORDERS left at the *Journal* Office, Annapolis, or the Post Office, Bridgetown, will be promptly attended to. Satisfaction guaranteed or no charge. may9 13i 16

New Advertisements.

Griffiths' Patent Silicate and Enamel Paints.

THESE paints, manufactured by the Silicate Paint Company of Liverpool and London—30 and 32 Seel street, Liverpool, and 107 Cannon street, London—formed the subject of a recent lecture at the Society of Arts, and were highly spoken of at the late meeting of the Social Science Congress, held at Liverpool, and such extraordinary merits on both occasions having been accorded to them, we have felt it our duty to inquire fully into their composition and qualities with especial reference to railway requirements. The heavy outlay incurred by railways in the replacement of iron and woodwork, through the erosion of the former and decay of the latter, as well as the foundations and walls of structures, whether in cement, brickwork, or stone, constitutes the strongest possible motive on their part for effectual protection. It is evident that to render this protection perfect, porous materials must be hermetically closed, and the paint itself be impermeable to moistures and vapors of a destructive character, whilst in the case of application to iron, there must be no components in the paint to set up corrosive chemical action. Now, lead paints, besides being porous, do set up such destructive action, only too evident in the scaling off of the iron or other metal. Through the ammonia of the air or the access of any saline substance, not only do these paints blister, but the lead is reduced to its metallic condition, thus proving its inefficiency. Meanwhile the oxygen it contains acts similiarly as if the air had free access to the metal. Both white and lead paints are apt to lose opacity and become discoloured, the former, frequently adulterated with barytes, turning yellow. Antimony, arsenic, and copper form other injurious ingredients of ordinary paints. Scientific ingenuity has been completely at fault in devising anti-corrosive and truly preservative paints, the basis themselves having proved agents of decay, weakening the strength of iron and insidiously destroying other materials. Oxide of zinc paints, besides being very dry under the brush, and requiring much labor in applying, show, when examined, a slight effervescence from the escape of carbonic acid, which they absorb from the air and give out again, whilst, as in the case of lead paints, a microscope discloses their porousness, which admits moisture and occasions rust. Again, in the case of the best ordinary mineral paints, the non-combination of hardness and elasticity—iron always tending to contract and expand—results in the early destruction of the coating. The existence of a paint free from these objections is only to be determined by actual results ascertained by lengthy trial under the most searching and varied conditions.

In our examination of the productions of the Silicate Paint Company we find that Nature, so to speak, has to come to the rescue in the provision of an inexhaustible deposit of a peculiar and pure silica. This silica is of volcanic origin, lies, indeed, in the bed of an extinct volcano, and, according to high scientific testimony, is "the result of ages of levigation." The adaptability of silica as a base, to the exclusion of all metallic compositions, such as those of white lead and zinc oxide, lies in its resistance to intense heat, real or artificial, to moisture, water, noxious vapors and acids, and that combined with pigments, it affords a most attractive lustre and gloss. The Silicate Paint Company possesses the exclusive right to work this deposit, and although many nominal silicate paints have been brought before the public combined with other ingredients, the absoluteness of its purity will be apparent from the fact that it is capable of being calcined to an impalpable powder, this powder amounting to 95 per cent., being further attested by its purity and snowy whiteness. It loses in the process the slight amount of water it contains. The qualities assured by this purity to the paints and liquid solution of silica manufactured by the Silicate Paint Company are such as to excite universal attention and admiration, and to stamp them as the most valuable of modern economic benefactions.

Griffiths' patent silicate enamelling paint adheres so close to the surface of metal as almost to combine with it, setting extremely hard, and forming a firm impenetrable surface, effectually resisting the influence of heat, damp, and all descriptions of destructive agencies conveyed by the atmosphere. It is admirably adapted for iron pillers, girders, and roofs of railway stations. It dries rapidly, has a hard, glossy surface—like porcelain, and, owing to its being non-porous, the air cannot have access to the metal underneath. It will resist the steam of engines and any amount of moisture, as well as the more active agencies. It even checks oxidation where this has previously set in. A severe test of its resistive powers to sulphuretted hydrogen gas is afforded by its extensive use in gasworks, home and foreign, this having no effect on its properties, including durability and color. For the same reason it is generally used for gasometers throughout the country. Owing to its resisting the corroding action of salt, it is largely adopted for painting the inside of vessels engaged in that trade in India and other parts. In tropical climates the ammonia in the air on gaining access to ironwork is rapidly converted into oxidised nitrogen, and so corrodes it; hence the value of the patent enamel paint in those parts, and the readiness with which it has been adopted on railway works and public buildings in India, in which country, among other benefits, is the protection it affords to railway sleepers and other woodwork from the ravages of the white ant. As applied to brick, wood, tile, stone, cement, and concrete, it enters the pores of these materials fairly encrusting them, and rendering them impermeable. Thus, for walls and foundations of railway stations, for arches, bridges, viaducts, sleepers, telegraph posts, and other erections, its waterproof qualities render it very valuable as leading to great economy of maintenance. It "produces the effect and possesses all the good qualities for which glazed tiles are valued at less than one-sixth of the cost." It is admirably suited, by its brilliant surface for internal decoration. Where there is such important gain in preservative and resistive properties, and in brilliant appearance, its covering properties are a minor consideration, but as the superficies that any paint will cover depends far less on the nature of the surface to which it is applied than the quality of the paint itself, it follows from the very fineness to which the silica is reduced, and the glossiness of the surface—a glossiness independent of varnish—that it stands pre-eminent in this respect. Two coats of it are quite equal in effect to two coats of ordinary paint and two coats of varnish, while on clean ironwork one coat is, in most cases, sufficient. Owing to the silicia mixing freely with pigments and oils, it is worked easily. An important feature in the enamelling paint is its durability, a coating lasting, under the most adverse circumstances, not only months but years, retaining also its opacity, and not becoming tarnished.

The testimony in favour of Griffiths' enamelling paint are of the most decisive character The authorities of the Liverpool Assay-office affirm that it "will effectually cover the surface of a metal and protect it from influences of the atmosphere, and not attach it by chemial and galvanic action;" that "it meets every requirement;" that "compounds of lead" in paints destroy both themselves and the metal; and that "nothing better having been found, its use has been continued." Other evidence from engineering firms, inspectors of mines and manufacturing works, from assayers to the Bank of England, leading decorators and oil merchants, Trinity-house masters, and others, is to the effect that it is neutral towards iron, is durable and lasting either on outside or inside work; that it neither cracks nor blisters under a tropical sun; that wood and iron coated with it withstand exposure to great heat; that it does not attack iron like other paints; that it is the best means of protecting wire ropes; that its brilliant colours are lasting; and that, in short, it accomplishes in an unmistakable manner all that could be desired. In speaking of Griffiths' patent white paint, Professor Baiff, Professor of Chemistry at the Royal Academy, says:—"It has great body, cover well, absolutely resists the action of foul air, a red heat will not permanently alter its appearance, and it will always retain its opacity."

Even from a sanitary point of view this paint must be highly valued, for as it stops the porosity of plaster and other materials it prevents the deposition of moisture on walls, and their absorbing and then giving out in worse conditions noxious matter.

Of the railway companies supplied with this paint are the London and North Western, North Eastern, South Eastern, Caledonian, Eastern Bengal, and East Indian and Punjaub; it is also used by the Admiralty at Woolwich Arsenal, Board of Works, Trinity Board, Cunard Company, West India and Pacific Steamship Company, Wigan Gas Company, Darlington Iron Company, Goole Shipping Company, Millwall Dock Engineering Company, at various military works in India, the University House and Law Courts, Calcutta; by the Oriental, Mauritius, and English Gas Companies, thousands of manufacturing and private firms; "also by the Austrian Lloyd's, and by the Russian, German, Austrian, Italian, Spanish, Egyptian, and other Governments."

Amongst other productions the Silicate Paint Company produce a solution of silicia which, besides affording a good substratum for oil painting, indurates soft stone or brick, cement and stucco, without altering their appearance, or as a paste, in all colours, rendering them damp-roof. In short, it works on the surface of the material to the inner parts. Filling up the interstices with insoluble matter, it comprises with stone in a safe degree, producing case-hardening, and causes them to withstand the influence of moisture.—*Railway News, Great Britain.*

☞ The Agent for the SILICATE PAINT COMPANY, of Liverpool and London, is CAPT. R. FRASER, of Bridgetown, Annapolis County, who is Agent for Nova Scotia, New Brunswick, and Prince Edward Island.

SPRING, 1877.

JUST RECEIVED direct from GLASGOW,

4000 ROLLS

ROOM PAPER,

500 Yds. All Wool and Hemp CARPETING,

Stair and other Carpeting.

Mens' and Youths' Ready-Made Clothing, Tweeds, Trowserings and Coatings,

HATS

for Men and Boys, in Felt, Straw and Chip,

10 Cases Boots and Shoes.

Per schr "Meteor" from Boston,

FARMING IMPLEMENTS,
TABLE & POCKET CUTLERY,

4 sacks Timothy Seed, 2 sacks Clover from Canada, American Kerosene Oil, &c. A general assortment of *FAMILY GROCERIES.*

To arrive from Manceester, Liverpool and London our Spring Importations of DRY GOODS.

JOHN LOCKETT.

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ANNAPOLIS S. S.

In the Supreme Court, 1877,

IN EQUITY.

CAUSE: ROBERT STEWART, Administrator of the personal Estate and Effects which were of DANIEL MORRISON, deceased, Plaintiff. vs. JAMES B. PATTERSON, MARY E. PATTERSON and ZACHERIAH M. HAWKINS Defendants.

To be sold at

Public Auction,

by the Sheriff of the County of Annapolis, or his Deputy, on the premises near Wilmot Station, on

MONDAY the 21st day of May

next, at eleven o'clock in the forenoon,

Pursuant to an order of foreclosure and sale made herein dated the ninth day of April inst., unless before the day of sale the amount due to the Plaintiff for principal, interest, and costs be paid to him or his Attorney, to the Sheriff or into Court:

ALL the estate, right, title, interest and equity of redemption of the said James B. Patterson, Mary E. Patterson, and Zacheriah M. Hawkins and all persons claiming by, from, or under them, or either of them, of, in, or to all that certain lot of

Land and Premises,

situate and being in the Farmington, Township of Wilmot, and County of Annapolis aforesaid, bounded as follows, that is to say, beginning at the North West corner of land owned by Oldham Gates, thence southerly, running along said Oldham Gates' west line thirteen rods, thence westerly eight rods, thence northerly fourteen rods, nearly or till it strikes the fence on the south side of the Post Road, thence easterly along side fence five rods and a half to the place of beginning, containing by estimation half an acre, be the same more or less, together with the appurtenances. All persons claiming or having any lien in or upon the said Mortgaged premises, or the proceeds are hereby required to take notice hereof, and govern themselves accordingly.

TERMS:—Ten per cent. deposit at time of sale, remainder on delivery of deed.

PETER BONNETT, Sheriff.
J. G. H. PARKER, Plaintiff's Attorney.
Sheriff's Office, April, 15th, A. D. 1877.

VISITING CARDS.

Neatly executed at the office of this paper.

BUSINESS CARDS

Neatly and promptly executed at the office of this paper.