The Weekly Monitor.

BRIDGETOWN, APRIL 25, 1877.

THE RAILWAY APPRAISEMENT.

Yesterday a special Sessions of the Peace was convened at Annapolis, for the purpose of appointing a Commission on behalf of the County to re-appraise the damages on the Western Counties Railway in this County. On the same day, according to notice, the claimants for damages nominated a commission in their behalf for the same purpose, and by the terms of the act passed at the late Session of the Legislature, authorising the Commission, these two appoint a third whose award in this matter shall be final and conclusive. It is a matter of deep regret that the first award should have been so objectionable to a portion of the parties immediately interested as to have necessitat- this course. A vast amount of additional expense will thereby be incurred, with, perhaps, no more satisfactory result in the main. It was conceded by all that the aggregate awards as filed by the jury in the first instance was a fair one; but the objectionable feature was that, in some instances, a much higher sum was awarded to individuals than compensated them for the damages sustained, while in other instances the reverse was the case. This, of course, was matter for complaint, to an extent that has brought about the condition of affairs referred to. We might wish that at this juncture, the financial prospects of the Company were of a more promising character, for if reports deserved credance, it may be some time ere the Company complete the eastern portion of the line from Annapolis to Yarmouth. In this view of the case, the Commissioners may have an exceedingly delicate task before them, and there is just a bare possibility that the award of the Commission will meet with much more opposition, and be vastly more distasteful to the claimants in particular, and the rate-payers in general than the award made by the Jury. In many instances we understand the soil on the line is unbroken, while in others the work is advanced nearly to grading. In the first case the parties suffer no damage, while in the other about all the material damage has been done; but, inasmuch as this is a Commission to appraise the damage, both present and prospective, we assume the appraisers will assess accordingly. The past history of this County, in connection with Railway Commissions, has taught us that we may expect a higher aggregate award than was made by the Jury: but be this as will exercise the most prudent foresight in arriving at a just valuation of the damages sustained irrespective of individuals or locality. That an award will be made agreeable to the ideas of all interested is to expect from the Commission the accomplishment of a task rather more than human. That a fair and just award in the main, will be made is just what the County does expect and with nothing else will the rate payers be satisfied.

SCHOOL EXAMINATION.

The examination of the Primary Department of Bridgetown School section took place on Friday last. For the past term this department has been under the tuition of Miss Annie Longley, a young lady possessing a good record as a teacher. We had the pleasure of being present and were much pleased with the readiness and efficiency with which the various classes in Geography, Arithmetic, Grammar, Reading, and Spelling answered the questions put them. Advancement has certainly been made, showing untiring industry on the part of the present teacher. In Grammar, so far as the children had gone they gave satisfactory answers. In the Geography class were a number of little ones just big enough to stand alone and hold up the cue to the map, who rattled off the names of the coast waters, counties, &c., in their own Province, in such a manner as to surprise those present as spectators. Miss L. seems to have no higher ambition than to make her school a credit to herself and the section, and the parents of the children should give the teachers in both departments more encouragement than they do, only a few are ever present at the examinations. We have not room for any very extended remarks this week; but when the examination of the Advanced Department takes place we will refer to this subject again. Our school house as a whole, is a credit to the town; but a sad error was made in the finishing of the interior. It is almost impossible to understand anything that is said, on account of the double back action echo which takes possession of the place as soon as teacher or scholar opens their mouth. The trustees should have this defect remedied during the summer vacation.

CORBITT'S PACKET LINE.—By reference to our advertising columns it will be seen that the Messrs. Corbitt have placed their new schooner *Atwood* on the route between Annapolis and Boston. This vessel was built expressly for the service, and has good cabin accommodation for passengers. Her Captain is an obliging and competent one. Parties availing themselves of this line will be fairly dealt with. Freight delivered at all stations on the Windsor and Annapolis Railway.

BURNT TO DEATH.

On Friday evening a sad accident happened to a little girl ten years of age, daughter of Mr. T. Ansley Foster, of this town, by which she lost her life. A fire had been built in the back-yard to burn up the rubbish, and while she and several others were playing with the same, her clothes took fire behind, and before assistance could reach her, she was so badly burned about the legs and back, that after lingering until Sunday morning death ensued. When a baby an accident of a similar kind happened to her by which her face and breast were terribly burned. We, in common with the whole community, sympathize with the parents.

OBITUARY.—It is with much regret that we announce the death, in this issue, of Mrs. Gidney, wife of A. M. Gidney, Esq. The death of this much esteemed Christian woman has left a vacancy in the Baptist Church, of which she was a bright and shining light not easily refilled. For over forty years her walk with her saviour has been close and constant, when others dispaired she was trustful. Prayer was the mighty engine which she used to bring down God's blessing upon herself, her family and those around her. Another light has gone out along the shore.

BAPTISMS. — Six persons were baptized in the Annapolis River, at Centre Granville, by the Rev. John Clark, on Sunday morning, and twenty-four at Bay Shore by Elder Blakney, assisted by Rev. Mr. Young.

FOREST. — The packet *Forest*, Capt. Nicholson, arrived from Boston on Saturday, making the first trip for the season.

THE CZAR'S MANIFESTO.

At St. Petersburg special gives the text of the Czar's manifesto, which is as follows:—"Our faithful and beloved subjects know the strong interest we have constantly felt in the destinies of the oppressed Christian population of Turkey. Our desire to ameliorate and improve their lot has been shared by the whole Russian nation, which now shows itself ready to bear fresh sacrifices to alleviate the position of the Christian in the Balkan Peninsula. The blood and property of our faithful subjects have always been dear to us, and our whole reign attests our constant solicitude to preserve to Russia the benefit of peace. This solicitude never failed to actuate us during the deplorable events which occurred in Herzegovina, Bosnia and Bulgaria; and our object before all was to effect an amelioration in the position of the Christians of the East, by means of pacific negotiations, and in concert with the great European Powers, our allies and friends. For two years we have made incessant efforts to induce the Porte to effect [illegible] zegovina from the arbitrary measures of the local authorities. The accomplishment of these reforms was absolutely stipulated by anterior engagements, contracted by the Porte, toward the whole of Europe. Our efforts, supported by diplomatic representations, made in common by other Governments, have not attained their objects, and the Porte remained unshaken in its formal refusal of any effective guarantee for the security of its Christian subjects, and has rejected the conclusion of the Constantinople Conference. Wishing to essay every possible means of conciliation in order to persuade the Porte, we proposed to the other Cabinets to draw up a special protocol, comprising the most essential conditions of the Constantinople conference, and invite the Turkish Government to adhere to this international Act, which states the extreme limits of our peaceful demands, but our expectation was not fulfilled, and the Porte did not defer to this unanimously expressed wish of Christian Europe, and did not adhere to the conclusion of the protocol. Having exhausted all pacific efforts, we are compelled by the haughty obstinacy of the Porte to proceed to more decisive acts, feeling that our equity and dignity enjoin it. By her refusal, Turkey places under the necessity of having recourse to arms. Profoundly convinced of the justice of our course, and humbly committing ourselves to the grace and the help of the Most High, we make known to our faithful subjects that the moment, foreseen, when we pronounced the word to which all Russia responded with complete unanimity, has arrived. We expressed intention to act independently when we deemed it necessary, and when Russia's honor should demand it necessary, and when Russia's honor should demand it. Now invoking the blessing of God upon our valiant armies, we give them the order to cross the Turkish frontier.

(Signed) ALEXANDER.

STATISTICS OF THE EASTERN QUESTION.

Baron Henry de Worms has annexed to the fifth edition of his work, "England's Policy in the East," which is just published, two interest-tables. The first gives the population, trade, financial, military and naval resources of each Power concerned in the Eastern Question. The second presents at a glance the religious creeds and numbers of each of the nationalities in the Turkish Empire. Besides the millions of inhabitants in Russia (86,586,000), Turkey (28,500,000), Austria-Hungary (35,904,435), &c., Montenegro looks strangely insignificant with a population of 190,000, about equal in number to a third-rate English town. The revenue of this little State is put at £5,000, and its fighting capacity at 26,000 men, which is equivalent to saying that all male Montenegrins of full age are soldiers. The Russian debt is returned at £30,000,000, the Turkish at £200,000,000. The total Russian army is 1,789,571 men, the Turkish 629,736, the German 1,248,834, the French 1,118,526, the Austrians 964,028, the Italian 871,871, the English 655,808. But of our force only 183.342 are regulars, and of these 62,849 are in India, and 21,172 in the colonies. In the other armies the proportion is about half active and half reserve forces, but Turkey has, like England, a disproportionate number of irregular and local troops out of her total forces—namely, 475,360 irregulars to 154,376 regulars. In number of iron-clads France comes first with 63. It cannot be doubted, however, that the real preponderance is with England, which is 61, in addition to 449 other vessels of war. In this latter class, again, France surprises us with 466; Russia has 124, Turkey has 21 iron-clads and Russia 31, and here again the figures fail to indicate where the true advantage lies. Italy has 17 ironclads and Austria 12. Germany possesses 8; and next comes Greece with 1. Spain is excluded from these tables. It appears from Baron de Worm's second table that in the whole Ottoman Empire, including now the tributary States, there are 13,000,000 Turks, 1,500,000 Arabs, 600,000 Turcomans, Tartars, and Gipsies, 5,123,000 Toumans, 2,000,000 Greeks, 3,027,068 Servians, and 4,800,000 Bulgarians and that 500,000 of the Servians and 800,000 of the Bulgarians profess the Mahommedan religion. There are 450,000 Servians Roman Catholics, and 100,000 Albanians of the same faith. With the tributaries the total population of Turkey is 52,002,068, but 10,700,000 Nubians, 5,000,000 Egyptians, as well as Servians, &c., go to make up this rather deceptive total.—*Telegraph.*

ROUMANIA.

Roumania is a Dukedom under the Turkish protection and pays tribute to the Porte. It was formed in 1859 out of the Danubian principalities Moldavia and Wallachia—its territorial extent being 10,985 English square miles, with a population in 1866 of 4,424,951 The country is mostly flat, very fertile, but poorly cultivated, exceedingly rich cereals, and possessing salt, saltpetre, petroleum mines, which are, however, very little worked. Cattle raising, like other industries, and intercommunication are yet in their infancy The same may be said of education and civilization.

The national debt in 1871 footed up to about 137,000,000 leis. The army, in time of peace, amounts to 53,000 men, and 15,000 horses. The marine consists of 2 steamers and 6 gun-boats.

The position of the country on the Danube and the Black is particularly favorable to trade, which is mostly in the hands of foreigners. The imports in 1870 amounted to 73,000,000 leis, and the exports, 158,000,000 leis.

The chief harbors are Bralia, Galatz, Gurjewo and Tomail. There about 550 miles of railroad in the country. Bucharest is the chief city and seat Government.

THE BOSS SEALING TRIP.

The cargo of seals just landed from the S. S. 'Neptune' lays claim to the champion trip since the discovery of the sealfishery. Taking into account the 2000 seals brought in and landed for the 'Neptune' by the brig 'Peerless,' the total weight of this superb cargo of seals reaches 800 tons, less six lbs., or the weight of a reasonable joint for two persons. Minus the 2,000 seals above referred to, the "Neptune" actually landed 757¾ tons of fat. The average weight per seal was 16¼ lbs.; and out of this vast cargo only 142 seals were rejected as cats. When the "Neptune" left the ice at first she had of dead weight on board:—

Weight of seals	818¾ tons.
" Coals	80 tons.
" Outbrine	45 tons.
Total	944¾

After going back to the ice for shelter about 60 tons of seals were transferred to the brig "Peerless.' The astonishing feature in the case is that a ship of 467 tons register should have floated a cargo of 944 tons;—*St. John Chronicle, 17th inst.*

BIG BONANZA.

Mr. Baker, the lucky owner of the great gold find at Oldham, crushed his first week's quartz on Saturday, and found that it yielded twenty ounces to the ton. Old miners say that the lead has every appearance of holding out. The discovery of the mine is quite interesting and shows how far and yet so near persons are to a fortune. For many years Mr. Baker and his family have lived along side of this find; during that time he has hunted the grounds over and so have many others, but with no reward. Last Wednesday week two men went hunting—commonly called prospecting, and sat down and eat their dinner within five yards of the place. A few days after Mrs. Baker seen a piece of quartz with gold in it, she brought it to her husband, hence the result.

NIJNE NOVGOROD FAIR.—The great market of the eastern world has been held at this junction of the Volga and Olga Rivers, in Russia, every summer for hundreds of years. Here the Nations of Europe and Asia meet with their products for trade. Cossack, Chinese, Turk and Persian meet the German and the Greek with every variety of merchandise that mankind employs, from sapphires to grindstones, tea, opium, fur, food, tools and fabrics, and last but not least, medicines. J. C. Ayer & Co.'s celebrated remedies from America were displayed in an elegant bazaar where the Doctor himself might sometimes be seen. They are known and taken on steppes of Asia as well as the prairies of the West, and are an effectual antidote for the diseases that prevail in the yaourts of the North as well as the huts and cabins of the western continent.—*Lincoln (Ill.) Times.*

—A terrible calamity occurred in the city of Montreal on the 29th inst., by which ten persons have lost their lives, and ten others have been seriously injured. The sad occurrence was caused by the falling of the wall of a five story building in which a fire broke out at five o'clock this morning, and which, in its fall, buried about twenty-five people, more than half of whom were firemen.

The terrible calamity has cast a profound gloom over the community, and great excitement has prevailed in the city through all day. Every effort is being made to relieve the sufferings of the injured, and steps are being taken to provide assistance for the wives and families of the dead and injured men.

FLOODS AT BAGDAD. — Great floods have occurred at Bagdad, owing to the overflow of the rivers Tigris and Euphrates. All communications are suspended, and great fears are entertained of malignant fevers and other diseases after the subsiding of the floods.

LONDON, April 26.—Bullion in bank decreased five hundred and fifteen thousand pounds during the week. The proportion of bank reserve to liability, which last week was 2⅝ per cent., is now 42 per cent.

New Advertisements.

NOTICE.

ALL persons having legal demands against the estate of *JAMES H. MESSENGER*, late of Centreville, in the County of Annapolis, deceased, are requested to render the same, duly attested, within twelve months from this date, and all persons indebted to said estate are requested to make immediate payment to

AUGUSTA A. MESSENGER,
Executrix.

Centreville, April 30th, 1877 4i t6

LONDON HOUSE, RETAIL.

The following NEW GOODS opened to-day: COLORED Hamburgs and Laces for Trimming, Grass Cloth Dress Materials, New Braids, Trimmings and Wool Fringes, New Umbrellas and Sunshades, New Frillings for the neck in enormous varieties, New Slipper Patterns and Working Canvas, New Regattas and Prints, and a large variety of other Goods, making the largest and most complete assortment in the city.

AT OUR USUAL LOW PRICES.

J. W. BARNES & CO.

3 and 4 Market Square, . . St. John N. B. ap23

The Trotting Stallion,

Dodge's "Knox,"

OWNED by Ambrose Dodge, of Wilmot, Annapolis County, will make the

Season of 1877

In Annapolis Co., commencing May 14th, **Monday night at Bridgetown, Tuesday night at Annapolis, Wednesday cross the Ferry, Wednesday night at Bellefisle, Thursday night at Z. Durling's, Lawrencetown, Friday return to his own stable.**

Knox is too well-known to require any newspaper puffing. Season to commence May 14th, and July 20th, alternate weeks.

Terms—$8.00 Season; Warrant $10.00.

All mares at owner's risk.

AMBROSE DODGE.

Wilmot, May 1st, '77 5i t7

Corbitts' Packet Line

Between Boston and Annapolis and Stations on the Windsor & Annapolis Railway.

The New Schooner

"ATWOOD,"

WILL sail for BOSTON, FRIDAY, 4th of April. As we now have a very Low Freight with the Windsor and Annapolis Railway, the public will find it to their advantage to order by this route.

Her Cabin being throughout fitted up, we have good accomodation for both Lady and Gentlemen passengers.

Passage to Boston, - - $4.00.

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

A. W. CORBITT & SON,
May 1st '77 Annapolis.

NEW GOODS.

ARRIVING from Bark "Mistletoe" from St. John:

1 Cask China;
5 Crates Earthenware;
1 Cask Files;
3 do Sheet Zinc;
10 do Linseed Oil;
14 do Silicate Paint;

By ship "Arran" from London via St. John:

100 Kegs Brandram's White Lead;
30 Kegs Colored Paint;
5 Casks Putty;
1 do Whiting;
1 Keg Drop Black.

From Antwerp:

120 Boxes Windsor Glass.

Steamer "Moravian":

1 Case Shoe Thread.

From New York:

10 Cases Hardware;
1 Cask Patent Leather, Winkers and Dashers.

From Ontario:

Waggon Woods, Ware, &c.

Together with my large stock now on hand. I will sell to Wholesale Dealers as cheap as can be bought in Halifax or St. John, and by retail at the very Lowest Rates—especially for CASH.

W. Warwick.

Lawrencetown, April, 30th, '77 4i t6

THE ANCHOR LINE.

We have much pleasure in announcing to **IMPORTERS and the PUBLIC generally** that the sailings of this splendid line of steamers for Halifax and St. John for the ensuing Spring have been arranged as follows:

The Steamship "SCOTIA" will sail

FROM GLASGOW. Saturday, 5th May. FROM LIVERPOOL. Wednesday, 9th May.

For Halifax, N. S., and St. John, N. B.

To be followed by first-class Steamers throughout the season.

(unless prevented by unforseen circumstances.)

The above steamers being well known in the trade, and considerable care having been taken in fixing the sailing dates, we beg to solicit from Importers their undivided support.

Through Bills of Lading will be granted to all the principal points in New Brunswick and Nova Scotia.

Freight taken upon as favorable terms as by any other first-class Trans-Atlantic Steamship Line.

No Bill of Lading will be signed for less sum than half a guinea.

Parties desirous to bring out their friends should make application to the Subscribers who will grant Certificates of Passage from any place in England, Ireland or Scotland to St. John, N. B., which are good for twelve months.

Drafts issued payable on presentation in sums from £1 upwards.

RATES OF PASSAGE.

Cabin.....13 Guineas.
Steerage.....30 Dollars.

For plans of Cabins, passage Tickets, Drafts or any further information apply to or address Henderson Brothers, 49 Union Street, Glasgow, 19 Leadenhall Street, E. C. London, 17 Water Street, Liverpool, 30 Foyle Street, Londonderry, 3 Rue Scribe, Paris, 65 Washington Street, Chicago, 7 Bowling Green, New York, and T.A.S. DeWolf & Son, Water Street, Halifax, or

SCAMMEL BROTHERS,
19 Smyth Street, St. John, N. B.
jan30

BUSINESS CARDS

Neatly and promptly executed at the office of this paper.

New Advertisements.

$66 a week in your own town. Terms and $5 outfit free. H. HALLETT & Co., Portland, Maine.

A GREAT OFFER! We will during these Hard Times dispose of 100 PIANOS & ORGANS, new and second hand of first-class makers, including WATERS' at lower prices for cash or installments or to let until paid for than ever before offered. WATERS' GRAND SQUARE and UPRIGHT PIANOS & ORGANS (including their new SOUVENIR and BOUDOIR) are the BEST MADE. 7 Octavo Pianos $150. 7 1-3 do $160 not used a year. "2" stop Organs $50. 4 stops $58. 7 stops $68. 8 stops $75. 10 stops $88. 12 stops $100 cash, not used a year, in perfect order and warranted. LOCAL & TRAVELING AGENTS wanted. Illustrated Catalogues Mailed. A liberal discount to Teachers, Ministers, Churches, etc. Sheet music at half price. HORACE WATERS & SONS, Manufactrs. and dealers, 40 East 14th St., Union Square, N. Y.

$12 a day at home. Agents wanted. Outfit free. TRUE & Co., Augusta, Maine.

$55 to $77 a Week to Agents. *Samples Free.* P. O. VICKERY, Augusta, Maine.

25 Extra Fine Mixed Cards, with name 10 cents, post-paid. L. JONES & CO., Nassau, N. Y.

8 LOANS OF 9 for a gentlemen of Worcester, Mass., have just paid interest voluntarily in advance. Fair samples of all my loans. Hereafter the first years interest (10 per cent. net) paid when loan is made. Interest semi-annual. Improved security. Land alone worth 4 to 10 times the the loan. Long residence. Best of references. Send stamp for particulars. D. S. B. JOHNSTON, Negotiator of Mortgage Loans, St. Paul, Minnesota.

HEARING RESTORED

Great invention by one who was deaf for 20 years. Send stamp for particulars. Address JNO. GARMORE, Lock-box 905, Covington, Ky.

25 FANCY CARDS, no two alike, with 10c; or 25 scroll cards, 10c. Spencer & Co., Nassau, N. Y.

MOST EXTRAORDINARY TERMS OF ADVERTISING ARE OFFERED FOR NEWSPAPERS IN CANADA.

Send for list of list of papers and schedule of rates. Address GEO. P. ROWELL & CO., Advertising Agents, No. 41 Park Row, New York. *Refer to Editor of this Paper.*

$5 TO $20 per day at home. Samples worth $5 free. STINSON & Co., Portland, Maine.

NOTICE.

THE Subscribers wish to call the attention of the Public to their

SPRING IMPORTATIONS,

consisting of Boots and Shoes, Tweeds and Cloths of all kinds, Crockery, Groceries, Timothy, Clover and Garden Seeds.

Also, they would call the attention of

BUILDERS

to their Stock of Nails of all kinds, Paint, Oil, Glass, Putty, Zinc, Tarred, and Sheathing Paper, Locks, Knobs, Hinges, &c.

Also, CARRIAGE STOCK

consisting of Spokes, Rims, Bent S. Backs and Rails, Enameled Cloth, Enameled Leather and Dasher Leather, with a varied stock of *SHELF HARDWARE of all kinds.*

FLOUR AND MEAL always on hand. The above will be sold low for Cash.

BEALES & DODGE.

Middleton, April 28th, '77.

LONDON HOUSE!

Clearance.

HAVING decided to make a change in my business, I now offer my entire stock of

Dry Goods, Groceries, Hardware, Crockery, &c., &c.,

AT COST For Cash.

I shall continue to sell at the above rate

FOR SIXTY DAYS!

after which time shall sell at

Auction one day out of each week!!

of which due notices will be given, until my whole stock is disposed of.

I take much pleasure in thanking my many friends and customers for the kind support that they have given me during the three years that I have been doing business in this town. Trusting that each and all may come and receive a share of the benefits derived from this Cheap Sale, which I guarantee to be

Bona Fide.

NOTICE.—In view of the above change, I kindly ask all who have Notes of Hand or Book Accounts with me to settle the same at once. I shall close my books from this date.

R. H. Bath.

Bridgetown, April 25th, '77.

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 chemical 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. H. 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

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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.

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