South Farmington Notes.

W. J. Randall's mills are working full time.

Wiswell Bros. report their business good, they being unable to supply the demand for their wide-famed boots.

Since last writing you things in this valley have taken on quite a wintry look, and people are very busy doing their fall work.

Mr. George B. Hall has bought the James D. Phinney property, and has moved his photograph saloon here. He is making some fine views of the village houses.

Mr. J. L. Phinney has placed a very fine saw-will and engine on land owned by Mr. Wyman, one mile north of Wilmot Station. Mr. P. is doing a large amount of sawing, and is to be congratulated on his push and enterprise.

Mr. C. H. Shaffner has added to his store windows a very tasty set of blinds with "Post and Money Order Office" on them in gold letters; also a very fine set of letter-boxes numbering one hundred and seventy-five. We want more men with enterprize like Mr. S.

The Wilmot Corset Co. have just completed a pair of pink satin corsets, at a cost of eight dollars, for a lady in Annapolis. They are said to be the finest ever seen in the county, and the workmanship reflects great credit on Mr. Slocomb and his assistants.

Mr. Everett Robinson has returned home from Boston to take charge of the new cylinder saw that Mr. H. M. Phinney has placed in his mill lately. They expect to saw out two hundred thousand staves during the winter. They are also prepared to plane any kind of lumber, to the satisfaction of their customers.

Your correspondent visited the ore mines at Clements with the obliging manager, Mr. Lackee, last Tuesday, and was met by Mr. Henry Pierce, the local manager, and conducted to the bottom of the shaft, sixty feet down, on a ladder that reaches from the top to the bottom. They are driving a drift to the eastward and are in twenty-five feet. They are going to lay a track at the bottom of the shaft to trolly the ore from the drive to the eight foot hole, so that the ore can be hoisted to the surface. Five hundred tons of ore are now ready for shipment. There are five teams hauling to the station, and they have shipped seventeen car loads to Londonderry since November 1st. Mr. Lackie seemed well pleased with the ore and the way the mines are worked; also stated that a steam-pump and hoisting gear would be placed at the mines before the last of this year, and that a railway from Wilmot station to the mines is a thing of the near future. Some six hundred dollars per month is now paid to the men employed at the mines, and many of the business men feel the good of the money left here. We wish Mr. Lockie success in his enterprise and will give you a fuller account of the mines in our next communication.

Clementsport Notes.

We had quite a snow storm on Sunday last, which looks as though winter would soon be here.

The draw piers are being laid out by engineer Davis. Soon the pile-driver will be at work, and the piers finished at an early date.

On Saturday last Leslie Jones fell from a staging, while shingling a barn, and was seriously injured. Dr. Kinsman was immediately summoned, under whose skilful management he will doubtless soon again be clear.

Mr. James Tobin, of Ottawa, who has been employed by the contractors of the Missing Link is, we understand, soon to leave for home. We are sorry to hear this, as "Jim" is a good fellow, and has made many friends during his stay in this place.

The Boston Arrives.

Yarmouth, Nov. 24.—The steamer *Boston* arrived this morning. They report having left Greenock the night of November 4th and encountered a continual gale until the 10th, when in long. 27.48 W. lat. 53.30 N., finding coal getting short, they squared away for St. Michael, Azores. There they took in coal and left Sunday morning, Nov. 16th. They still encountered strong westerly gales. They sent a message from St. Michael's to Lisbon to be telegraphed to this side, and it should have reached Yarmouth by last Friday, but has not yet turned up. They put into Shelburne on Sunday evening at 7 o'clock, and left at 5 o'clock this morning, arriving in Yarmouth about 10 o'clock. One of the crew had his hand jammed while taking the anchor on the bow at St. Michael's. This is the only accident of any kind they experienced throughout the whole voyage. With tremendous seas and continuous gales such as are seldom experienced in the Atlantic, not a rope was lost, and all hands say a better sea boat was never built. She acted splendidly, not shipping one heavy sea throughout the whole voyage.

The *Boston* is elegantly fitted up with everything in the way of modern improvements known. A greater part of the way they ran with only one boiler, to economize fuel, and her triple expansion engines worked splendidly. Engineer Simpson, who has been in some of the finest Anchor line boats, says the engines are the best working he ever saw and the *Boston* is the finest sea boat he ever was on.

A DESCRIPTION OF THIS FINE BOAT.

The Boston is a steamer of the following dimensions: Length, between perpendiculars, 245 ft; breadth, 36 ft.; depth to hurricane deck, 28 ft. 9. She has been constructed for the passenger trade between Yarmouth, N. S. and Boston, and has sleeping accommodation of a most superior description for about 300 first-class passengers, partly under the awning deck, and partly in the superstructure above the awning deck, which is formed by the side plating being carried up to the hurricane deck, and extends the full length of the vessel. The dining saloon, which extends the full width of the steamer, is a splendidly finished apartment, the design of the sides being marked by shaped and carved pilasters, with panels between, in which are windows and octagonal bevelled mirrors. In the fore end are oval-shaped mirrors alternating with octagonal ones. The woodwork is of finely selected birch, satinwood and plane tree. At the after end are two sideboards, in which are carved panels and figure designs in Mr. W. Scott Morson's Tynecastle canvass. The frieze and ceiling enrichments are in the Tynecastle canvas, of a soft cream colour, enriched with soft light olive and gilding. The companion way or grand entrance is of toned oak framing and rich Chippendale mahogany panellings.

The saloon is seated to dine 62 passengers, with sofas on each side of the vessel, and revolving chairs, all richly upholstered in olive colored Utrecht velvet. The panelling above the fore end of the saloon, and is fitted with every convenience for the ready supply of all wants to the passengers, while the culinary arrangements are extensive and complete in every way. The social hall is situated aft on the awning deck, in the centre of vessel, and is in panelled work of clear finely-stained mahogany graining, with panels of selected mellow plane-tree, and each section of the design is separated by a fluted palister rising from the base to the cornice. The effect of the compartment is refined and cheerful. The state-rooms have been furnished with woven wire mattresses, and folding lavatories in walnut of a special design, while the floors are covered with Axminster rugs. On the hurricane deck there are two large deck houses; the after contains ladies' cabin, handsomely furnished and finished, ticket office and clerks' room, and entrance to the social hall by a handsome stairway. The forward house, in addition to the grand entrance to dining saloon, also contains smoking room upholstered in morocco, and state rooms for principal officers; while the fore part forms pilot house in American fashion, with captain's apartments immediately adjoining, having communication with wheelhouse and bridge. Superior accommodation has been provided on main deck for engineers, stewards, &c., alongside engine casing; sailors and firemen having comfortable apartments forward on awning deck. Throughout the whole of the accommodation great care has been taken to secure ample light and thorough ventilation, while the vessel is heated by steam throughout. The *Boston* is fore and aft schooner rigged, and is fitted with every appliance for the efficient handling of the vessel, including steam and hand steering gear, steam windlass with capstan on hurricane deck, and steam warping capstan aft. She has two funnels, and has a very smart appearance in the water. The vessel is propelled by a set of Messrs. Steephens' most improved triple expansion engines, having cylinders 34 in., 51 in., and 84 in. in diameter, by 36 in. stroke, which are supplied by steam of 160 lbs. pressure (under natural draught conditions only) from three large steel boilers having fifteen of Purves patent ribbed flues. All the fittings of engine-room and stoke hole are of the most complete description, and include Weir's patent automatic feed pumps, Drysdale & Co.'s centrifugal circulating pumps, separate bilge and ballast pumping engines, and Galloway's patent steam ash hoists and tipping apparatus. The vessel is fitted throughout with electric lights.

Telegraph Flashes.

THE THREATENED UPRISING.

Mandan, N. D., Nov. 23.—Trusted agents from the Sioux reservation say there is no immediate danger of an uprising, unless Sitting Bull concludes that something may be gained by speedy action. He would be placed in irons but it is feared this action would precipitate the trouble.

Ottawa, Nov. 23.—The government seem apprehensive that the reported discontent and warlike feeling among the Indians in North Dakota may spread among the tribe in the Canadian North-West, and have asked the Indian agents to report on the state of things on the various Indian reserves.

GALE IN ENGLISH CHANNEL.

London, Nov. 24.—A violent gale still prevails in the English channel and elsewhere along the coast of Great Britain, and a number of wrecks and collisions have been reported. The British steamer *Uppingham*, from Cardiff for Port Said, is ashore at Hartland. Twenty-one persons were rescued from the steamer, but the first officer was lost. A boat containing five of the crew is missing.

THE FAMINE IN IRELAND.

Dublin, Nov. 24.—The *Freeman's Journal* says Connemara is beginning to feel the effects of famine arising from the failure of the potatoe crop. Thirteen families on the Blake estate, it says, have asked the parish priest to point out some means by which they may avoid starvation.

PARNELL WILL RETIRE.

London, Nov. 24.—The *Star*, a leading home rule paper in England, says it has reliable information that Parnell will retire from the leadership of the Irish Nationlists.

White River Junction, Vt., Nov. 24.—Mrs. Merian Marston, 72, a widow, who lived with an unmarried daughter about a mile from here, was murdered in cold blood while her daughter was attending church at Hartford. Mrs. Marston was found lying in the cellar in a pool of blood. Her head was terribly cut and hammered. Mrs. Marston had considerable property, but was not in the habit of having much money about her person. Nothing in the house was disturbed. The authorities have strong suspicions regarding the tragedy but are reticent.

Services for Sunday, November 30th.

GORDON MEMORIAL CHURCH (PRESBYTERIAN.) Rev. W. M. Fraser, Pastor. No Service. Bible Class and Sunday School at 2 p.m.

PROVIDENCE (METHODIST) CHURCH.—Rev. F. H. Wright, Pastor. Service at Granville, 11 a.m.; Bentville, 3 p.m.; Bridgetown, 7 p.m.

BAPTIST CHURCH.—Rev. F. M. Young, Ph. B., Pastor. Bridgetown: Bible Class and Sabbath School 10 a.m.; Preaching Service, 11 a.m.; Young People's Prayer Meeting, 7 p.m. Preaching service at Wadeville in the afternoon. Meeting Bridgetown, Friday evening.

EPISCOPAL CHURCH.—Rev. H. D. deBlois, pastor. Service at Belleisle in the afternoon. Bible Class, Sunday School and Service at Bridgetown in the morning. Service at Bridgetown in the evening.

LAWRENCETOWN CIRCUIT.

METHODIST CHURCH.—Services conducted by Rev. J. R. Downing. Port George, 11 a.m. Brooklyn, 3 p.m. Lawrencetown, 7 p.m. Class meeting every Tuesday evening. Prayer meeting every Friday evening.

BAPTIST CHURCH.—Rev. J. T. Eaton, Pastor. Lawrencetown, 11 a.m., Inglisville, 3 p.m. Social Service at Lawrencetown, 7 p.m. Prayer and Teachers' Meeting in Vestry, Thursday evening. Conference Meeting Friday evening.

Husband and Child Gone.

A FEARFUT NIGHT OF TERROR ON THE SHIP LIZZIE C. TROOP.

Happily it does not fall to the lot of many wives of sea captains to undergo the peril and hardship encountered by Mrs. Fownes, whose husband was commander of the ship *Lizzie C. Troop*. It is a thrilling story of the sufferings of those who go down to the sea in ships, related by the wife of captian Fownes, in a letter to her sister, Mrs. E. A. Keith of Havelock, King's county. Captain Fownes, but a short time before, had been snatched from the brink of the grave, the native cook having attempted to poison him by placing arsenic in the tea. Its timely discovery led to the saving of his life as well as that of Mrs. Fownes and the mate. The vessel, after this affair, set sail on her return and was dashed to pieces on the Island of Loochoo. It was not long before Mrs. Fownes found herself bereft of child and a widow. She tells the story as follows:

We left Nagasaki Monday noon, 15th inst., with a nice breeze, which lasted till next afternoon when it changed ahead and increased to a gale. The next afternoon

WE MET A TYPHOON

which lasted three days, during which time we could carry no sail and were steadily drifting towards the islands, until Sunday morning, when it cleared a little, but at noon shut in again and blew and rained as hard as ever. However, they got a little sail on and hoped she might drift below or between the islands; that seemed our only safety. The captain and mate remained on deck all night Sunday, dreading every moment that she would strike. The wind roared and the rain poured so that it was terrifying. I watched the barometer all night for them, and at daylight saw it was beginning to rise. I ran to tell the captain when he shouted, "there is land, my God we are lost." I ran and got my baby out of bed, and put some warm clothes around him, put on my boots and shawl and called the cabin boy who was sea sick. I took my baby and started to go on deck, but met the captain in the door and he said, "it is no use; in two or three minutes all will be over, not a soul can be saved in this fearful sea." He took baby in his arms, bade me good-bye, and with

A PRAYER TO GOD TO HAVE MERCY ON US

the sea came in on us, the deck gave way under our feet and we went down in the wreck. I was under the water long enough to go 30 or 40 feet towards the bow of the ship. The next I knew I came up in the light but was fast in the wreckage. I tore my clothes off me and freed myself and looked for my husband and baby. I heard a groan but could see nothing. Just then I saw my husband on the top of the house alone. I called to him, where baby was, but he could not tell and I saw he was hurt. He motioned me to get on the rock. I said "no, not till you come." He said he would do so. The mate and some of the men had got on shore and were calling me to come. I tried to get my shawl, as I was nearly naked, but could not and ran for the rock on floating pieces of the wreck. It was with much difficulty I got on shore and we found shelter from the wind and rain in a hovel. When they laid my husband down

I SAW HE WAS BADLY HURT.

He said it was his back, but I did not think he would die. He never seemed really conscious but would ask if our little one was saved and the men. He suffered terribly for an hour or so. Some of the natives brought him water of rice which he drank and asked for water. He then lay down, and shortly breathed his last. He was terribly injured; his ribs were broken, his head hurt, and the doctor said he was hurt inwardly. He died on the 22nd and was buried on the 23rd. After he died we all went about a mile through the storm, and in water to our ankles, over rocks and coral to a house for shelter. I had nothing on me but an old blanket for a shirt, an old coat of one of the sailors and an old straw hat that was picked up. When we got to the house they gave me a native dress. The mate and most of the men that were saved were injured more or less.

ON THE FIFTH DAY THE CARPENTER DIED.

The natives were very kind. Our cabin boy was a Japanese, and could talk English, so he interpreted for us. We are the first Europeans seen on the island, and thousands have come to see us, and the women will come around me and cry and try to sympathize with me in my trouble. This is a close port and they are going to send us about 60 or 70 miles to another island in a small boat, where there are steamer trading with Japan. We have been here two weeks now and no prospects of getting away, as they will only go in fine weather, and it has been blowing a gale for the three days. We have ridden over 30 miles on horseback over rocks, as there are no roads here. I have been to the wreck, hoping to find my baby's body, but only one of the bodies has been picked ashore. Time seems so long here I sometimes think we will never get away. We sleep on mats on the floor, and have rice, eggs, and sweet potatoes to eat and tea. I do not know when you will get this, but it helps me to pass the time away, and if I ever get to Japan will send it to you.

Later advices say the survivors were taken off the island and reached Japan on the 18th of October, nearly one month after being wrecked. Mrs. Fownes expected to sail by steamer from Japan Nov. 5th for San Francisco.—*St. John Telegraph.*

Big Temperance Rally.

The biggest temperance rally ever held in Digby came off last Thursday night in the Baptist hall, under the auspices of the Y. M. T. and B. league. The building was crowded to the door. The speakers who occupied the platform during the evening were Capt. Geo. E. Corbett and the Rev. J. M. Fisher. The former gentleman was received with applause on rising to speak, as it was his first appearance on a temperance platform. His address lasted nearly an hour, and from the first held the rapt attention of the audience, and his remarks won from them hearty applause at times. Rev. Mr. Fisher followed and favored his hearers with an able and eloquent address on temperance and before finishing his remarks invited all to join the league, of which a great many took advantage before the meeting came to a close. The temperance workers of Digby are highly pleased over the result which attended last night's meeting, and now feel confident that the liquor traffic of the town will surely be conquered.

Marriages.

MARSHALL—DOWNIE.—At the Baptist Church, East Margaretville, Nov. 19, by Rev. J. L. Tingley, Milford Marshall, to Stella May Downie, both of East Margaretville, N. S.

HAYDEN—COCHRAN.—At the residence of the bride's parents, Forest Glen, Nov. 20th, by Rev. J. L. Tingley, Adelbert F. Hayden, of Cambridge, Mass., to Mary E. Cochran, of Lynn, Mass.

GARBER—SANDFORD.—At Middleton, Nov. 18th, by Rev. E. E. Locke, John D. Garber, of Bridgewater, Lunenburg Co., to Clarissa M. Sandford, of Williamston, Annapolis Co.

Deaths.

PORTER.—At Lower Granville, on the 19th inst., of paralysis, Captain Asa Porter, aged 78 years.

MCGILL.—At Harvard, Mass., on the 15th inst., Priscilla, wife af William McGill, and daughter of the late Capt. John King, of the Royal Navy, in the 73rd year of her age. The deceased was a consistent member of the Baptist Church for fifty-two years and died trusting in her Redeemer.

ALLAN—HATT.—At the Baptist Parsonage Kingston Village, Kings Co., Nov. 19th, by the Rev. E. H. Howe, David Allan, Esq., of Springfield, Annapolis Co. to Miss Anna Laura Hatt, of Chester Lunenburg Co.

PUDSEY—DAVISON.—In the Baptist church, Kentville, Nov. 18th, by the Rev. G. F. Mainwaring, J. R. Pudsey, Esq., of the editorial staff of the *New Star*, Kentville, to Miss Minnie Davison of Kentville.

CAIN—JACKSON.—At Annapolis Royal, on the evening of Wednesday, 19th inst., by the Rev. H. G. Mellick, of Leinster St. Baptist Church, St. John, assisted by Rev. F. M. Young, of Bridgetown, Rev. S. H. Cain, pastor of the Baptist Church, Annapolis, to Miss Sophie R. Jackson, daughter of William Jackson, Esq., Liverpool, N. S.

Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

MR. EDITOR,—In your last issue "Jet" seems to refer to me as a boomer or something of that sort. In reference to the *lane* and the other pieces of road in and about town, I may say they are in a most deplorable condition, though I think "Jet" had reference to the road that goes across the river. It is, with the bridge, one of the most dangerous places that a person dare drive after dark, as on either end of the bridge the road is full of holes, and the flooring of the bridge is all patched over with *slabs*. The Government should look after it at once, and this should have been the place (instead of on roads where travel is very light,) to have laid out some of the money last year. I trust we will, ere long, have the privilege of riding over this piece of road with ease and safety. Thanking you for this space, I remain, yours truly, H.

A Review:

THE FEAST OF SAINT ANNE AND OTHER POEMS. By Pierce Stevens Hamilton. 2nd Edition. John Lovell and Son, Montreal.

We now come to the "Haunted of Port La Joie." This poem is founded on the following traditionary incidents: Two brothers named Croisille, born in old France, after passing through the stages of boyhood in perfect amity, in early manhood quarrel over a beautiful maid named Marguerite. They both find their way into the military services of France, and come to Isle St. Jean—now P. E. Island—to which place the young lady also finally comes. In an attack on Port la Joie, the elder, Croisille de Montesson, captures and makes a prisoner of his younger brother, the favored competitor for the love and hand of the lady Marguerite. The elder, who knew his brother was at the time a prisoner to the English, charges him with desertion, tries him by court-martial, and has him condemned and shot.

"The master passion of his soul,
At last hath stumbled on its goal.
Long longed for but desired in vain;
Long brooding, rankling, raging hate,
At last, he to the full may sate,
And do the deadly deed of Cain.
* * * * * * *
'Tis vain to plead that war's mischance
Had thrown him 'mid the foes of France;"

and the innocent lover is condemned by his obdurate brother to death. The girl Marguerite is a witness of the hellish deed, becomes partially crazed, and for sixty years afterwards takes up her residence in a small hut which stood near the scene of the crime which had disturbed her reason. Here

"She seems a female anchorite:—
Her rambling dwelling's weedy site,
Hard by where stood the old blockade
Now long prostrated and decayed;
But whence she came, or where, or how,
Not wisest gossips feign to know."
* * * * * * *
The sweetness of her pale, pale face
Denotes a soul sublimed, subdued,
Yet still a bosom lacerated,
A shrouded heart that ever bled,
A grief pursuing and pursued.
* * * * * * *
"There dwells she lone, in sable weeds,
Immersed in prayers and humble deeds;"

and thus her years passed on until at length

The secret of her life she gave
That greater mystery, the grave.

But we have said and quoted enough to indicate the scope and character of this unique and weird story, and must refer the reader for a further knowledge of it to the poem itself.

BERTRAM AND MADELEINE,

a legend of Port Royal, is the fourth of the series, and receives additional merit because the scene of its action is in our midst. This story opens with some fine description of the old town and beautiful valley. The date of the events forming the ground work of the poem, we think must be placed somewhere in the year 1711—the year of the massacre of "bloody creek." The opening lines describe the basin.

"The haven's self a sea of diamond light;
More brilliant in its *rim of darkling night*,
Untroubled lies—not e'en by night breeze kissed,
But dimpling with the fullness of its breast,
Flashing and sparkling, as with beams its own
Coriscant to outvie the westering moon;
And through that fertile vale its stream adown,
To fortress ill hill, and little, clust'ring town,
There floats the odor sweet of tedded hay,
From fields that slumber since the fall of day."
* * * * * * *
"Yet o'er this lovely spot, first chosen home
By either race beyond the Atlantic foam,
Have Gaul and Albion for a century warred,
As pledge of empire, victory's reward.
No other spot in all the western world,
So oft hath seen the battle-flag unfurled;
So often been the battering cannons large;
So oft the goal of bombing battle charge;
So often heard the Indian war-whoop dread;
Or been by spoiler's hand bested:
So often borne, in war's alternate chance,
The flag of England and the flag of France."

This last extract contains the gist of the history of Port Royal in a most condensed form, and is couched in most musical rhymes, while keeping close to historical fact, and is a gem of poetic expression.

Bertram, the hero of the poem, is a young officer of the Fort at Annapolis, who had, a year or so before, been taken prisoner by de St. Castine, the elder, and during the brief captivity that ensued, had become deeply enamoured with his daughter. This St. Castine and his son Anselm, who was a brother of Madeleine, were bitter enemies of English rule in Acadie. Of the elder our poet says:—

"Less France's subject than her firm ally,
New England's dread, the scourge of Acadie,
A chief of Sachems chosen, yet no less,
The very tyrant of the wilderness,
Whose name, through years of blood, a spell had been
To friend and foe"
He left, as chief, to rule his savage state,
Heir of his own and of his nation's hate,
To revel, like himself, in strife and slaughter,
This son of Sachem Madockwando's daughter."

Bertram, "darling of the garrison" leaves the fort in the early evening, and in a birch canoe seeks the mouth of Moose river, up which he passes some distance, when he disembarks from his frail vessel, hides in the bushes on the shore, and disappears into the adjacent forest, where

"His steps are guided by the light of love,
The passion which has overmastered all,
That ever held the human soul in thrall."

until the expiring embers of a camp fire

"Just flashing up a transitory glare,
A flood of splendor 'mid the darkling air,
Reveal a maiden figure, lithe and tall,
With fulness of maturity withal;
More graceful form of perfect symetry,
Ne'er charmed an artist's or a lover's eye.
From dainty moccasin to raven tress,
She seems a princess of the wilderness.
But seems? Nay, *is*: that maid is Madeleine.

Madeleine, the beautiful half-breed and Bertram had met in these wilds by her appointment. Her brother, Anselm, the implacable foe of England, was at that moment in Minas, and Bertram knew not what mischief he was plotting nor at what moment his presence in the valley might be *felt*. Soon after the interview of the lovers, Bertram was sent up the river with a small force to compel the inhabitants to respect pledges made to their rulers. Castine had been in these remote settlements exciting them to disobedience, and with a body of his Indians and French allies fell upon the little party from Annapolis and murdered many of them in cold blood. It was during this contest that Castine, who hated Bertram, ordered one of his miscreants to shoot him from behind his hiding place, when Madeleine, who had arrived in time to attempt to defeat her brother's deadly and dastardly purpose, threw herself between the aim of the enemy and the person of her lover in time to receive the shot, which at once destroyed both their lives. The catastrophe is thus told by the author:

What sudden shadow flits o'er Bertram's eye?
'Tis Madeleine, who like a flash of light,
Glides through the dread turmoil and thickest fight.
With one raised arm the death blow to arrest,
The other clasps her Bertram to her breast:—
"Stay, stay!—dear Heaven!—brother—Oh, Castine,
Oh! stay thy hand and be this prisoner mine."

But her wild appeal was in vain, and she was killed by the same bullet that swept away the life of her lover.

The wind-harp wailing thro' the chambered grove,
Breathes o'er their grave the requiem of love,
And oft the maidens of the neighboring vale,
Recount all tenderly their touching tale,
And point with melting eye and bated breath,
Where Madeleine and Bertram wed in death.

and thus the charmingly told legend ends.

Health in Herbs.

Health-giving herbs, barks, roots and berries are carefully combined in Burdock Blood Bitters, which regulates the secretions, purify the blood and renovate and strengthen the entire system. Price $1 a bottle, six for $5. Less than 1 cent a dose.

Provincial Paragraphs.

A big regatta is talked about in Halifax, to be held at Bedford Bain next summer. The leading boating men of America and, if possible, those of Australia, will be induced to come. It will be a sort of Aquatic Carnival.

The department of marine have issued circulars to iron founders throughout Canada enquiring as to their capacity for supplying skeleton iron towers to be used for high range and beacon lights, such as are manufactured by several firms in the United States.

GREAT CHEESE.—Canada claims to have produced the largest cheese in the world. From the Ingersoll factory was lately turned out a cheese weighing seven thousand pounds. It was six feet ten inches in diameter, three feet in height and twenty-one in circumference. It required the milking of seven thousand cows, or thirty-five tons of milk to produce it.

DROWNED.—John and Alexander Stoddard, brothers, aged 30 and 22 years, were drowned by the capsizing of a boat at Owl's Head on Saturday last. Dunn Murphy, a widower, aged 40, was struck by the boom of the mainsail of a whaler in which he was sailing near Shoal Bay on Saturday, knocked overboard and drowned. He leaves six children.

DROWNED IN THE GULF STREAM.—Captains of coasters from Nova Scotia bring word of the drowning of Delmont Cook, in the Gulf Stream on the first of this month. He was mate of the schr. *Boniform*, which arrived at Kingsport, N. S., Sunday from the West Indies, and lost his life by falling from the main-boom into the sea. Efforts were made to rescue him but he disappeared shortly after he fell overboard.

DISASTROUS WRECK AND DROWNING.—Monday night of last week a small schooner belonging to Charles Snow, of Bay Roberts, ran ashore at Cape St. Francis and became a total wreck, only one of the crew, a son of the captain, being saved; the boy's father, mother and two others were lost. All the bodies of the unfortunate people have been recovered. Charles Snow was the skipper and father; James Snow, the son, leaves a widow and four children; Jonathan French, the shipped man, was unmarried.

A new mining company, called the Canadian Smelting and Refining Co., limited, with headquarters at Yarmouth, has just been organized, for the purpose of buying and treating all kinds of ores. A principal branch of this industry will be the manufacture and disposal of mineral colorants. The incorporators are—Messrs. E. K. Spinney, Sec'y-Treas.; E. S. Williams, S. B. Murray, A. M. Perrin, E. F. Clements, G. E. Lavers and J. R. Wyman, of Yarmouth, and H. H. Brown of Glasgow. The capital is $100,000.

Sydney can now boast of something which probably no other town in the maritime provinces can equal—three different railway trains on three different roads running in three different directions all starting within sight of one another and within five minutes of the same time. They are the Sydney & Louisburg line train for the Reserve Mines, the Intercolonial train for Bridgeport and the C. B. R. construction train. They may be seen going out almost simultaneously most any morning.

NEW GOLD MINE.—The Shelburne *Budget* learns that gold has at last been struck in Shelburne county. A very fine lead of quartz, 34 inches wide, in which sights are plainly visible, situate between Sable and Jordan rivers, about one mile from Lake Misery and two miles from the main post road, has been discovered. A large number of areas have been taken up by Dr. Burns, Ceo. W. McLean, N. W. White and Martin Miller, and arrangements are being made to fully develop the mine. Shanties are being built for workmen and parties are engaged to work.

A PRACTICAL WAY OF RAISING CHURCH FUNDS.—Last Sunday, at "Grace" Methodist church, Digby, at the close of the sermon, and when the usual collection had been taken, the pastor, Mr. Fisher, explained the presence of slips and pencils in the pews, by directing the attention of his congregation to certain stains on the ceiling. These stain told of a defective roof which required $100 to repair. He thought it as important to take care of the Lord's house as to use it, and would ask the people to kindly contribute at once. While the choir rendered some appropriate music the most of the money was subscribed.—*Courier.*

SCHR. FINED $450.—A few days ago Capt. Pratt, of the barque *Cupid*, lying at St. John, went on a visit home to London-derry, N. S., leaving his brother in charge of the vessel. On arriving home he sent a telegram to his brother to send a second hand organ and sewing machine which were on the vessel and this was done. Saturday Pratt cleared his vessel for South America, but no mention being made on the outward manifest of these second hand articles, the collector sent a customs officer to notify Pratt that a fine of $450 was imposed on him for landing goods contrary to law, and that it could not proceed to sea until it was paid. The amount was deposited under protest and the vessel sailed today.

The average time for completing a business course is about three months. But the primer tells more. Free.

SNELL'S BUSINESS COLLEGE, Windsor, N. S.

Minard's Liniment
TAKES THE LEAD
with sales in 1889 of
192,508 Bottles
which is the largest quantity of medicine ever sold in the Maritime Provinces by any firm.

We merely mention this fact as a proof of its merit, as it has not been *bought*, and our advertisements are principally *simple testimonials* from people well-known in the locality in which they reside.

We intend and expect during 1890 to make the quantity one-quarter of

1,000,000,

including Ontario and British Columbia. The fact that it

CURES NEURALGIA, RHEUMATISM, COUGHS, COLDS, BURNS, etc.
RELIEVES SWELLINGS, Contraction of Muscles, Stiffness of Joints, LAME BACK, etc
HEALS BRUISES, SCALDS, CUTS, etc.

CURES DANDRUFF, &c.,
Explains the remarkable success that has attended its introduction to the public.

PROPRIETORS:
C. C. RICHARDS & CO.,
YARMOUTH, N. S.

Farmers, Attention.

WANTED, at once, a good working farmer, and his wife. A young man with experience preferred. Must be sober and industrious, to take charge and work a farm in Annapolis County. Wife must look after the milk, butter and poultry.

Man must know how to cultivate and grow field crops and vegetables and to look after orchards, and must know how to take care of farming tools and keep them in order, and not leave them lying around the fields.

A man that knows so much that he cannot be told anything, or that won't keep posted by reading the farm journals, is not wanted.

The right man, and one who will give satisfaction, will get a steady place, and good wages will be paid.

Wages to be paid monthly by CASH only. House free. State wages expected, experience, and references, also number in family.

FARMER,
Care of Bridgetown Monitor.
32tf

New Advertisements.

WOOLEN
KNITTING YARNS,
—IN—
Grey, Oxford, Brown, Cardinal, and Black,
JUST RECEIVED BY
Runciman, Randolph & Co.

SCOTCH YARNS,
PEACOCK YARNS.
NEW CHECK
COSTUME CLOTHS.
New Fancy Dress Goods.
New Black Silk Stripes.
New Black Diagonal Dress Goods,
New Plain Bl'k Dress Goods.
SCOTCH WOOLEN SHAWLS
—AND—
BERLIN SQUARES
IN GREAT VARIETY.
Children's, Misses', Women's
HOODS.
Grey and Drab Flannels.
Outing Flannels.
WHITE AND COLORED
SILK HANDKERCHIEFS.
GENTS' COLORED AND BLACK
SCARFS.
A LARGE STOCK OF
Men's Wool Underclothing.
Flannel Shirts, Top Shirts, Guernseys.
MEN'S WHITE AND COLORED
MUFFLERS.
Black Velvet Ribbons.
Astracan Capes.
Woolen Hosiery.
CANADIAN AND ENGLISH CLOTHS. TABLE LINENS. TOWELLINGS, SHEETINGS, ETC
Bridgetown, N. S., Sept. 17th, 1890.

READY-MADE
CLOTHING!
I have just received my THIRD LOT of
READY-MADE CLOTHING
THIS SEASON.
In my last lot I made Boy's and Youth's Suits a specialty, and will sell them
Very Low
FOR CASH or TRADE.
EXPECTING SOON:
Some Choice Herring, in Half Barrels.
WANTED!
A large quantity of DRIED APPLES and YELLOW-EYED BEANS.
W. E. PALFREY.
Lawrencetown, Nov. 10, 1890.

NOW IN STOCK!
At Wholesale or Retail,
the following choice brands of FLOUR:
50 bbls. "PEARL,"
25 bbls. "ACADIA,"
75 bbls. "WHITE DOVE,"
50 bbls. "FIVE ROSES,"
75 bbls. "ANCHOR,"
25 bbls. "MYRTLE,"
25 bbls. "FUSCHIA,"
30 bbls. "CLOVER,"
25 bbls. "A. B. C."
CORNMEAL:
200 bbls. KILN-DRIED CORNMEAL.
OATMEAL:
20 bbls SUPERIOR OATMEAL, Tilson's Standard Brand.
A few bags MIDDLINGS left in Stock.
Grocery and Provision Supplies constantly on hand.
Stock the best. Prices low as the lowest.
P. NICHOLSON.
Bridgetown, Oct. 21st, 1890. 29 1y

TEA. TEA.
Best Pound of Tea in the market for thirty-five cents. One trial will convince.
New choice Confectionery Now in Store.
M'CORMICK.

To Rent.
HAVING disposed of the Drugs and all other Medicines and Stock in the Drug Store of the late Joseph Dennison, M.D., I hereby offer to rent for one or more years, the premises known as Dennison's Drug Store, located on Queen street. Well adapted for a general store.
S. DENNISON.
Bridgetown, Nov. 8th, 1890. 32 4i

New Advertisements. | New Advertisements.

BRIDGETOWN GROCERY.
JUST RECEIVED:
TEAS AND COFFEES, UNEQUALLED FOR STRENGTH AND FLAVOR.
SPICES, Warranted Pure.
CANNED GOODS OF ALL KINDS.
BISCUITS, Fresh from the Manufactory,
SYRUPS of all kinds,
SUGARS, MOLASSES, PORK, BEANS, TOBACCOS, PICKLES.
FRUIT:—ORANGES, LEMONS, and BANANAS.
AT LOWEST CASH PRICE.
GEO. H. DIXON.

CHOICE FANCY GROCERIES,
Confectionery and Fruits,
China, Glass and Earthenware
GENTS' FURNISHINGS AND READY-MADE CLOTHING, BOOTS AND SHOES.
ALL NEW AND NICE, AND PRICES RIGHT,
—AT—
H. E. REED'S, NEAR NEW DEPOT, MIDDLETON.
P. S.—TRY MONTSERRATT LIME FRUIT JUICE.

A LARGE STOCK OF
BOOTS AND SHOES,
Men's Hand-made Long Boots.
Clothing in great variety.
TWEEDS AND FLANNELS.
—A Fine Line of—
HORSE BLANKETS, SURCINGLES, HALTERS, ROBES, &C.
All of which will be sold way down Low.
B. STARRATT.
Paradise, Oct. 29th, 1890. 30 tf

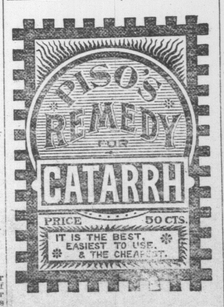
BAY OF FUNDY S. S. CO., (LIMITED).

Commencing Monday, Oct. 6th,
THE S. S. CITY OF MONTICELLO,
ROBERT FLEMING, Commander,
will leave the Company's wharf, Reed's Pt. Monday, Wednesday and Saturday, at 7.30, local time, for DIGBY and ANNAPOLIS, connecting there with the W. C. and W. railways, returning same days, due at St. John about 7 p.m.
HOWARD D. TROOP, Manager, St. John.
J. S. CARDER, Agent, Annapolis. 9 4m

BARGAINS
—IN—
FURNITURE
—AT—
Reed's Factory.
THE Assignees of the late firm of J. B. REED & SONS are now having completed in thorough style the unmanufactured stock on hand, and being anxious to wind up the affairs of the estate, hereby offer to the public, and at
GREATLY REDUCED RATES
PARLOR, BED-ROOM, DINING-ROOM, SITTING-ROOM,
And Kitchen Furniture.
The Undertaking business, as in the past, will also be carried on in the future by Mr. J. B. Reed.
A heavy stock of Window Shades and Picture Moulding in stock, which will be sold at cost.
HECTOR McLEAN, ROBERT BATH, Assignees.

New Stoves!
R. ALLEN CROWE
Having purchased the retail business of the BRIDGETOWN FOUNDRY COMPANY offers the largest stock in that line ever offered before in Bridgetown.
RANGES & COOK STOVES,
Parlor and Hall Stoves,
STOVE PIPE, SHEET ZINC, LEAD PIPING, SINKS, OVEN MOUTHS, ASH PITS, PUMPS, MASLIN KETTLES, LANTERNS, GRANITE IRON WARE, STOVE BOARDS, COAL HODS, FIRE SETTS, TIN WARE
and all articles usually kept in a
FIRST-CLASS TIN SHOP.
Jobbing a specialty.
R. ALLEN CROWE.
Bridgetown, Sept. 16th, 1890. 24 6m

A. W. MOORE,
BRIDGETOWN, N. S.,
PAINTER, GRAINER,
—AND—
DECORATOR.
Fresco Painting in all its Branches.
Paper Hanging, Kalsomine, Marbleine, Whitewashing, Coloring, &c.,
SPECIALTIES.
Estimates given. All jobbing punctually attended to. 29 4i



SEND TO THIS OFFICE FOR BILL HEADS, CARDS, TAGS, ETC.

I WANT EVERYBODY