The Monitor's Agricultural Department.

For the Use and Benefit of Farmers.

Correspondence, Suggestions and Inquiries welcomed to these columns.

Enforcing the Fruit Marks Act.

The Inspectors of the Dominion Fruit Division are now devoting special attention to the enforcement of the Fruit Marks Act. Several prosecutions have taken place in Ontario and several are now pending in Nova Scotia. These are mainly for marking inferior fruit No. 1; although there is such a large amount of first class fruit in the country packers still persist in trying to palm off inferior fruit as No. 1.

Mr. W. A. McKinnon, Chief of the Fruit Division, says retailers are beginning to understand the scope of the act much better than formerly, and appear well aware of the existence of the law and of the fact that it is being enforced by inspectors. They also understand the fact that it is in the disposal of any private citizen. A prosecution is now pending in Toronto by a private citizen against a retailer who is said to have disclaimed responsibility. Only a single basket is involved, but it is clear that if individuals do not protect themselves in the case of single baskets they are not likely to do so at all, as ninety per cent of their purchases are of single baskets. It will be the policy of the Department to hold the retailers more strictly to account in the future for the packages of fruit which they pass on the public. If the retailers do not themselves complain when they find dishonest packing it is because they are willing to share in the fraudulent profit. Of course the original packer will always be prosecuted when he can be discovered, but that will not excuse the retailer.

W. A. CLEMONS.
Publication Clerk.

Cattle for the North-West.

Mr. F. W. Hodson, Dominion Live Stock Commissioner, says that at present the trade in stockers between the older provinces and the Northwest is in a very unsatisfactory condition, and many of those who have been shipping young cattle to the Northwest this season have been very much disappointed in the prices realized.

Under date of September 22nd, Mr. Chas. W. Peterson, Secretary of the Territorial Live Stock Association, writes: "Within the past week from four hundred to six hundred stockers have reached Calgary alone, and the demand here is absolutely nil. These people must either take their stock elsewhere or lose heavily."

There are several reasons for this condition of affairs. Finished cattle have been selling at unprecedently low prices. It is stated on good authority that the entire output of one of the largest ranches in Southern Alberta was sold at $32.50 per head, for three year old and four year old cattle. Naturally therefore, men that paid $22.00 per head for yearlings two years ago and have sold them this season as three year olds for prices in the neighborhood of $32.00 are not anxious to buy stockers this fall at anything like the prices prevailing for the last two or three years.

Again: Winter feed is scarcer than usual on the ranches this fall, and as a consequence many of the cattlemen that usually purchase a number of stockers at this season of the year have scarcely hay enough to carry their breeding stock through the winter.

Another reason for the present unsatisfactory condition of the stocker not only in the Northwest, but also in the older provinces, is the poor quality of a large number of young cattle that have been placed on the market during the last few years. Many of these were as far from the right kind of raw material with which to make finished beef as they well could be. During a period of high prices, markets are not so discriminating in the quality of the goods offered, but when prices are low, markets are more sensitive; they are more easily overstocked; buyers are more careful in making their selections and it becomes a case of the survival of the fittest only. A high class product of any kind will always command a fair price; but on a depressed market inferior stuff must be sacrificed at prices far below the cost of production.

The ranchers have also discovered that they must be more careful in the selection of their bulls than heretofore, and Ontario breeders will do well to make a note of this. During recent years every bull calf that was eligible for registration was saved with a view to selling him at some sort of price for the ranches; but the ranchers have discovered that they must pay more attention to quality and breeding, and that first class bulls are cheaper at a good price than registered scrubs as a gift. It is safe to predict that in a very short time it will not be possible to sell inferior bulls to the ranchers at any price.

W. A. CLEMONS.
Publication Clerk.

Good Roads.

The loss to farmers and producers generally throughout this country, caused by the general poorness of our highways, must run up in millions of dollars every year. Wear and tear upon good horseflesh, breakages in vehicles, certainly cut out a certain percentage of the profit on many industries, while the value of the time wasted in trips to and from town, which on fair roadways should occupy only half the time at present or can only be made at the cost of ruinous depreciation of the goods conveyed, must be simply incalculable. Town and city councils, farmers, manufacturers, and people generally seem to recognize these facts, and yet it must be confessed that little progress is being made towards a remedy. Public opinion appears ripe for the authorizing of the outlay required; yet except in a very few cases, the initial outlay is delayed. Meanwhile, the aggregate of waste of time, energy and money—grows larger, with constantly expanding industries and population. It has for some time been realized that the various townships, county councils, and other bodies interested in the matter are at a disadvantage in finding out in detail the best and cheapest methods of road construction, and now another strong effort is being made to induce the Dominion Government to take the matter up and establish a departmental division devoted to this object, in the same way that the United States Government has already done with good results. It is a move in the right direction and we wish it full success, not only in its immediate but in its ultimate aim, for nothing conduces more to the best interests of civilization than highways which are good at all seasons of the year.—Monetary Times.

C. P. R. Boats Coming to Halifax for Apples.

To Editor Monitor:

Dear Sir:—After a long and what seemed at times to be a wearisome struggle on the part of the fruit growers by first sending delegations to Montreal to induce the Canadian Pacific Company to send their boats to Halifax to carry fruit across, and laterly by sending a delegation to Ottawa to interview the government in order that a subsidy might be paid the C. P. R. Company to remunerate them for the superior class of boats proposed for the service. It must be most satisfactory to the fruit growers as well as the citizens of Halifax to know that the proposition is at last to become a reality. The following letter just received from the Fourth Vice President of the company speaks for itself:

Montreal, 10th Oct, 1903.

C. O. Allen, Esq.,
President Kings County Board of Trade, Kentville, N. S.

Dear Sir:—Referring to your favor of the 20th ulto, relative to the government allowing us a subsify of $15,000 for our London line stopping at Halifax.

I am pleased to say that they have now promised that this subsidy will be given us, and I have wired you to this effect to-day. We will, therefore, arrange that our London steamers from St. John will stop at Halifax under the terms we discussed; that is a minmum of 6,000 barrels per steamer at a rate of 2s. per barrel.

The following steamers will compose the line:

"Lake Michigan."
"Montcalm."
"Mount Temple."
"Monmouth."

The first sailing from St. John will be on or about December 10th, and fortnightly thereafter.

Yours Truly,
G. M. BOSWORTH.
Fourth Vice President.

During the time negotiations between the fruit growers and the C. P. R. company were going on it was very amusing to witness the strong opposition from the Furness Company. No sooner had the delegation started for Ottawa than typewritten slips of paper were circulated over the valley by the company's agent, perpetrating to show that the C. P. R. boats were no faster than the present ones in the trade.

In compiling these slips they were very careful to pick out such boats as the "Milwaukee," which is only a little better than an ordinary tramp steamer, being one the C. P. R. officials never mentioned for the service. No one knew better than the agent who circulated these slips that the C. P. R. had among their fleet of steamers various types of boats, and that the ones nominated for calling at Halifax were between six and seven hundred nominal horse power. Yet within a month the Furness company chartered a little boat less than 100 horse power at two shillings per barrel, charging the shippers two shillings and six pence, loading her for Glasgow. The longer time boats like this one would spend in getting across the Atlantic in comparison to the C. P. R. ones if heavy weather were met with, would probably give the fruit growers time to raise more apples to send over in order to pay the expenses on those gone before, which, by the way, has been no dream to the farmers in the past. The S. S. "Montcalm," 664 h. p., against the S S. "Breidablik," 83 h. p., is like comparing a dew drop to the Niagara.

It is at present the boast of the Furness company that they have such a hold on the fruit shippers that C. P. R. cannot obtain the 6,000 barrels for their strs. calling at Halifax. If such be the case and we would not attempt to under-rate the power of money, the fruit growers have the satisfaction of knowing that the present apple strs. are being driven, so far, faster than usual, which may continue till the heavy weather comes on and that all the pressure brought to bear has effected a settlement of the "Wyandotte" losses, leaving in the valley many thousands of dollars that would have otherwise never been paid.

If the fruit growers now allow the C. P. R. Company driven out of Halifax by their indifference, letting the export trade remain solely under the control of the old company, it will be a long day before they get another steamship company interested in this direction.

Twenty five cents per barrel less, which is a low estimate if the shadow of the C. P. R. was not in sight, would mean $12,000 to the valley this year. This loss during the next ten years would pass the million dollar mark, and mean to the up to date fruit growers a loss of half the first cost of his orchard.

Because the speculator controlling a possible 50,000 barrels remains indifferent, is no excuse for the farmer who raises the fruit. The poorer the steamship service is between Halifax and England, the more will they be compelled to sell.

Under the co-operative system with the high class commission firms in the England there is no reason why the farmers of this Valley should not ship their apples in their own name, standing the result, profit or loss.

So for this reason every farmer who has sold a good variety of fruit at the current prices has let at least one dollar per barrel slip through his fingers.

The C. P. R. proposition is a business one, it is now in the hands of the farmers to decide whether he is earning his living in enlightened Nova Scotia or antiquated China.

C. O. ALLEN.

Kentville, Oct. 14th, 1403.

Blaze at Port Williams.

A fire at Port Williams Thursday night starting about 2.30 consumed a cooper shop, a blacksmith shop, and the house and barn of Mr. Silas Gates together with $400 in money and Mr. Gates' supply of barrel hoops. Mr. Gates' loss will be heavy and the loss of the stock at this time will be serious for the whole community, as the demand for barrels is largely in excess of the supply.

Wolfville responded promptly to the call for help, and the Hook and Ladder Company were quickly on the ground and were very useful in checking the fire, which at one time threatened the business block of Illsley & Harvey.

United States Invaded by British Forces.

The United States has been visited by British soldiers Boston has been captured. Other cities are in the process of surrender. In fact the approach of the Britishers under command of Lord Denbigh has been the signal for unhesitating, even enthusiastic, capitulation. The Honorable Artillery Company, of London, has come to these shores as the guest of the Ancient and Honorable Artillery Company of Massachusetts.

The warmth of the reception accorded Lord Denbigh and his company, the magnificent cheering with which the British colors were greeted, the spontaneous, whole-souled, sustained applause which the presence of the London Artillery men evoked, the elaborate hospitality flooded upon the invaders were simply amazing. The day of their arrival in Boston, 2,000 troops lined the streets, onlookers were packed in every available space for five miles of the route of the procession and the cheering was a continual ovation. Perhaps nothing else has ever occurred to elicit so enthusiastic expressions of friendliness between the two great Anglo-Saxon nations. Fifty years ago or even ten or fifteen it would not have seemed possible that British soldiers and the Union Jack could be so cordially welcomed in the streets of Boston. As Lord Denbigh remarked in the course of an address at a most brilliant function in Symphony Hall, when, referring to the floating of the Union Jack from Bunker Hill Monument—a remark that was greeted with tremendous applause—"Well, in consequence of this, I think we can henceforth regard that monument in perhaps another light—as a monument to the memory of brave men, and that only." If a better appreciation of the two nations of each other results, it will certainly be "a consummation devoutly to be wished."

Tremont Temple is still pastorless, and the prospects are not the brightest for the pastorate being satisfactorily filled at an early date. An able leader for this great church is sadly needed. The sermons of Rev. H. F. Waring, of Halifax, who preached in the Temple recently, were spoken of in the highest terms.—Rev. A. F. Newcomb, in Messenger & Visitor.

A Surpassing Discovery.

You will be surprised in trying Catarrhozone to find how quickly it cures cold in the head. The agreeable, penetrating vapors traverse every air cell and passage of the nose, throat and lungs. In one breath it carries instant death to the millions of germs infesting the respiratory organs and breaks up a cold in ten minutes.

A trial will convince you that Catarrhozone is the most potent, satisfactory and pleasant cure for Colds, Catarrh, Deafness, Bronchitis, Asthma, and Lung Trouble. Complete outfit, $1.00; small size 25c. Druggists or N. C. Polson & Co., Kingston, Ont.

Hamilton's Mandrake Pills cure biliousness.

GENERAL NEWS.

Judge Henry, of the Nova Scotia Supreme Court, who has been in ill health for the past four years, has resigned, owing to continued ill health.

It is understood that Doctor Kendall, M. P., of Sydney, will likely receive the appointment of post office inspector for Nova Scotia, made vacant by the death of C. J. MacDonald.

Halifax is to have an automobile service, and three drivers have gone to New York to take lessons in operating the machines and keeping them in good running order and repair. The machines will be on the streets early in the spring.

The Port Greville post master was robbed of $2,700 on his way home last Thursday evening. The money was sent from the Union Bank, Parrsboro, for the Colonial Copper Co., at Cape d'Or, to pay their men. The robber is still at large. The P. O. dept. are investigating the robbery, which has some peculiar phases.

—"I hear you want to sell your dog, Pat. They tell me he has a pedigree." "Shure, an' Oi niver noticed it, sor. Anyhow, he's nothin' but a puppy yit, an' Oi'm thinkin' as how he'll be aither outgrowin' it, sor."—Glasgow Evening Times.

Minard's Liniment for sale everywhere.

CHURCH SERVICES.

Parish of Bridgetown.

CHURCH OF ENGLAND.—Rev. E. Underwood, Rector.

ST. JAMES' CHURCH, BRIDGETOWN.

Sunday School every Sunday at 9.45 a. m.
Sunday Services: 1st Sunday in the month 7.00 p. m. All other Sundays at 11 a. m. and 7.00 p. m.
Holy Communion: 3rd and 5th Sundays at 11 a. m., 2nd and 4th Sundays at 8 a. m.
Week day service in Schoolroom, Friday 7.30 p. m., other times according to notice.

ST. MARY'S CHURCH, BELLISLE.

1st Sunday in month, 10.30 a. m. (The Holy Communion is administered at this service.) All other Sundays at 3 p. m.
Sunday School: 1st Sunday in month at 9.45 a. m. All other Sundays at 1.45 p. m.
Week day service, Thursday 7.30 p. m., other times according to notice.

YOUNG'S COVE.

1st Sunday in the month at 2.30 p. m.

BAPTIST CHURCH.—Rev. E. E. Daley, pastor. Bible Class and Sabbath-school at 10 a. m. preaching service at 11 a. m. and 7.00 p. m. Prayer-meeting on Wednesday and Friday evenings of every week.

PROVIDENCE METHODIST CHURCH.—Rev Benj. Hills, pastor. Sunday services at 11 a.m and 7.00 p.m., Sunday-school at 10 a. m. Prayer-meeting every Wednesday evening at 7.30; Epworth League every Friday evening at 7.30. Strangers always welcome.
Granville: Preaching every Sabbath at 11 a.m and 3 p.m., alternately. Prayer meeting every Tuesday at 7.30 p.m.
Bentville: Preaching every Sabbath at 11 a.m. and 3 p. m., alternately Prayer-meeting on Thursday at 7.30 p. m.

SALVATION ARMY.—S. M. Munroe, Captain. Public meeting every Sabbath at 7.00 a. m. and 11.00 a. m.; at 2.30 p. m. and 7.30 p. m. Week services Monday, Tuesday, Thursday, Friday and Saturday evenings at 7.30 p. m. Soldiers meetings on Wednesday evenings at 8.00 p. m.

Captain Vardy's Body Found.

Sydney, Oct. 16. The body of Captain William Vardy, who with young Douglas Hackett, was drowned at North Sydney two weeks ago to-day, was found this morning floating near Point Edward, about a mile away from where the boat was believed to have been upset. Vardy and Douglas were out duck shooting at the time, and it is very evident that the captain made a gallant fight for life, as he had succeeded in removing his rubber boots, though he still wore his cartridge belt around his waist. His watch stopped at 1.40, though the accident is thought to have happened between four and five in the afternoon. The watch may not have stopped until the next morning. The body was found by the crew of the schooner Pleiades.

Frightful Bridge Disaster at Pittsburg, Penn.

Pittsburg, Pa, Oct. 19.—Nearly a dozen workmen of the American Bridge Company were killed to-day by the breaking of the ropes carrying five beams to their position, which allowed tons of iron to fall upon the movable crane at the Pittsburgh end of the new Wabash bridge over the Monongahela river. The workmen were hurled to death by a fall of more than 100 feet, striking the water and two barges beneath. The bodies of eight of the dead have been recovered. Five men are seriously injured and several bodies are pinned under the wrecked barge.

over the river from the Water street side is a total wreck.

Strike at Winnipeg.

Winnipeg, Oct. 21.—The grain men on the C. N. R. elevator at Port Arthur went out on strike yesterday. They are paid 20 cents an hour and demand 25 cents. They are likely to get it, though the men who did not go out are able to keep the elevator running.

Four hundred carpenters are on strike in Winnipeg, asking for a minimum wage of 35 cents an hour for all classes. Work on the C. P. R. shops and large warehouses is stopped.

A Boy's Training.

"It is a curious fact," commented a man recently, "that almost no mother realizes the importance of bringing her son up to orderly habits. She impresses upon her daughters from the time they are old enough to recognize any responsibility the necessity to keep their rooms tidy, put away articles after use, and care for their belongings at all times. The boy, however, is exempt from any similar requirement not only in his own room, but throughout the house. He reads papers and throws them on the floor, gets up from a divan leaving the cushions packed and shapeless, without the slightest reproof, the only notice taken of the occurrence, indeed, being to ask a sister if he has one, to pick up the one and straighten the other. The women of the family follow in his footsteps all day long, removing whatever disorder he creates. Yet there is no business occupation upon which that boy will presently enter in which order is not a fundamental necessity. Girls, on the other hand, do not, as a rule, suffer so seriously from a lack of order, or at least consequences are not so continually disagreeable and costly as is the case with boys."—New York Post.

How to Straighten the Shoulders.

The following is an excellent exercise for straightening the shoulders: Stand quite upright and raise your arms till they are in a straight line with your shoulders. Still keeping your elbows in the same position, touch your shoulders with the finger tips. Lower the arms to the sides. Repeat, but don't go on long after the muscles begin to get tired. Take a rest and try again later.

—St. Charles, Minn., and several other villages in Minnesota and Wisconsin, were swept by a tornado, and a number of inhabitants were killed.

Minard's Liniment relieves neuralgia.

Don't Forget
B. M. WILLIAMS'
is the place to get the requisites for a
Good Dinner
He always has the largest and best stock of Turkeys, Geese, Ducks, Chickens, etc., to select from. Also the best Beef, Mutton, Lamb, Pork and Sausage, and everything that would be found in a first-class market.

The Best Liniment is BENTLEY'S
The Modern Pain Cure
It banishes pains and aches of every description and stands unrivalled as the foremost household remedy. Is the safest and surest relief for Cuts, Bites, Bruises, Burns, etc., and is without an equal in all cases where a liniment or pain cure is required.
D. E. McALLISTER, Red Bank, N. J., writes, May 10, 1899: "The best Liniment I sell is BENTLEY'S. For Sprains, Strains and Neuralgia I have seen some marvelous cures among my customers. I can not recommend it too highly."
We guarantee Bentley's Liniment to do all we claim or refund your money. Could we treat you any fairer?
Accept only the genuine BENTLEY'S. Sold by all dealers, especially Druggists. 2 oz. Bottle, 10c.
6 oz. Bottle (three times as much), 25c.
The Largest Bottle of White Liniment on the market.
F. G. WHEATON CO., Ltd.,
Sole Props. Folly Village, N. S.

DOMINION ATLANTIC RAILWAY
—AND—
Steamship Lines
—TO—
St. John via Digby
—AND—
Boston via Yarmouth.
'Land of Evangeline' Route
On and after MONDAY, OCT. 25TH, 1903, the Steamship and Train Service of this Railway will be as follows (Sunday excepted):—
Trains will Arrive at Bridgetown:
Express from Halifax..... 12 14 a.m
Express from Yarmouth..... 2 34 p.m
Accom. from Richmond..... 4 50 p.m
Accom. from Annapolis..... 7 20 a.m
S. S. "Prince Arthur"
by far the finest and fastest steamers plying out of Boston, leave Yarmouth, N. S., Wednesday, Saturday, immediately on arrival of the express train, arriving in Boston next morning. Returning leave Long Wharf, Boston, Tuesday, Friday at 2 p.m.
The S. S. Percy Cann makes daily trips between Kingsport and Parrsboro.
Unequaled cuisine on Dominion Atlantic Railway Steamers and Palace Car Express Trains.
Royal Mail S. S. 'Prince Rupert,'
1250 Gross Tonnage, 3000 H. P.
ST. JOHN and DIGBY,
Leaves St. John, Monday, Wednesday, Thursday and Saturday 7.45 a.m
Arrives in Digby..... 10.45 a.m
Leaves Digby after arrival of express train from Halifax.
Trains and Steamers are run on Atlantic Standard Time.
P. GIFKINS,
Gen'l Manager,
Kentville, N. S.

CANADIAN PACIFIC
SHORT LINE TO MONTREAL. — Through Fast Express leaving Halifax at 8.45 a.m., St. John, 6.00 p.m. Daily except Sunday. First and Second Class Coaches and Sleepers Halifax to Montreal.
IMPERIAL LIMITED TO Pacific Coast. — The Fast Train leaving Montreal every Sunday, Wednesday and Friday at 11.40 a.m., making the run to Vancouver in 97 hours. Carries Palace and Tourist Sleeping Cars.
PACIFIC EXPRESS FOR CANADIAN NORTHWEST AND BRITISH COLUMBIA POINTS — Leaves Montreal 9.30 a.m daily, carrying First and Second Class Coaches Palace Sleepers, and on Thursday carries Tourist Sleepers. Reaches all points in Canadian Northwest and British Columbia.
Write for descriptive matter, rates, etc., to
C. B. FOSTER,
D.P.A., C.P.R. ST. JOHN, N. B.

Reasons why You should buy
"The Standard" Sewing Machine!
Because the STANDARD does three yards of stitching in the same time required to do two on other machines.
Because the STANDARD does most beautiful hemstitching!
Because the STANDARD has a ruffler that pleats as well as gathers.
Because the STANDARD does more kinds of work than any other make.
Because the STANDARD runs 75 per cent. lighter than old style machines.
Because the STANDARD does not break thread when run backward. Fixes item perfect without holding ends of thread.
Because the STANDARD makes less noise than other machines owing to the rotary motion and being ball-bearing.
I can sell THE STANDARD at low figures.
W. A. CHESLEY.
Granville St. Bridgetown

FINEST and FRESHEST
—LINES OF—
Meat & Fish
always in stock.
Wm. I. Troop
GRANVILLE STREET.

TENDERS.
Sealed tenders for the purchase of the 2½ story building, corner Queen and Granville Streets, and the brick house of the Estate of Robert E. FitzRandolph, will be received until noon the FOURTEENTH NOVEMBER, 1903, by the undersigned.
Tenders may be made for the whole or separately.
The undersigned does not bind himself to accept the highest or any tender.
GEORGE S. DAVIES, Executor.
Bridgetown, N. S.,
September 30th, 1903.

Tar, Rum and Honey.
This exceedingly valuable anodyne expectorant combines all those properties which are desirable in a remedy for obstinate coughs and all forms of laryngeal irritation. Its agreeable character and efficacy has made it a very decided favorite with members of the medical profession, and its use by the public will still further enhance its reputation.
PREPARED BY
WEARE,
THE DRUGGIST,
Medical Hall, Bridgetown.

THE INVERNESS RAILWAY AND COAL CO'Y,
INVERNESS, - CAPE BRETON
Miners and Shippers of the celebrated
INVERNESS IMPERIAL COAL,
(NONE BETTER)
Screened, Run-of-Mine, Slack.
First-class both for Domestic and Steam purposes.
BUNKER COAL.
Shipping facilities of the most modern type at Port Hastings, C. B., for prompt loading of all classes of steamers and sailing vessels.
Apply to
The Inverness Railway & Coal Co, Inverness, Cape Breton,
WM. PETRIE, Agent, Port Hastings, C. B.
GEO. E. BOAK & CO., Halifax, N. S., General Sales Agents for Nova Scotia, New Brunswick and Prince Edward Island. tf

PLUMBING! PLUMBING!
In all the latest Sanitary Improvements.
Heating and Ventilating.
Stoves and Ranges
of the latest patterns.
Job work a specialty.
R. ALLEN CROWE.

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IN ALL COUNTRIES
HAVE YOU AN IDEA?
If so, write for a copy of our book The Inventor's Help (125 pages) which will tell you all about patents, how to procure them, our charges and terms, etc.
We have ten years experience in transacting patent business by correspondence. Communications strictly confidential.
To any one sending a rough sketch, photo or model of an invention, we will give our opinion free of charge as to whether it is probably patentable.
Patents secured through Marion & Marion receive special notice without charge in over 100 newspapers distributed throughout the Dominion.
Representative Clients as References:
The Frost and Wood Co., Ltd., Smith's Falls, Ont.
Fillow & Hersey Mfg. Co. Ltd., Montreal.
The Canada Hardware Co., Montreal.
The Dominion Bridge Co., Ltd., Hyacinthe.
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PALFREY'S
CARRIAGE SHOP
—AND—
REPAIR ROOMS.
Corner Queen and Water Sts.
THE subscriber is prepared to furnish the public with all kinds of Carriages and Buggies, Sleighs and Pungs that may be desired.
Best of Stock used in all classes of work.
Painting, Repairing and Varnishing executed in a first-class manner.
ARTHUR PALFREY.

The Household.

THE BABY'S COMPLAINT.

(The following poem was a favorite in nursery circles when the grandmothers of the present day were children. It has just been started again on its rounds among the papers.)

Oh! mother, dear mother, no wonder I cry.
More wonder by far that your baby don't die;
No matter what ails me; no matter who's here,
No matter how hungry the 'poor little dear,'
No matter if full or if all out of breath,
Nurse takes me and trots me, and trots me to death.

I love my dear nurse, but I dread that great knee;
I like all her talking, but woe unto me!
She can't be contented with talking so pretty.
And washing and dressing and doing her duty;
All that's very well, I can bear soap and water,
But, mother, she is an unmerciful trotter.

Pretty ladies, I want to look at your faces,
Pretty cap, pretty fire, let me see how it blazes;
How can I? my head going bibity bob,
And she trots me the harder, the harder I sob.
Oh, mother, do stop her, I'm inwardly sore,
I hiccup and cry, and she trots me the more.

Thank mercy, I'm still; oh, blessed be quiet!
I'm glad my dear mother is willing to try it;
Of foolish old customs I know she's no lover,
And the wisdom of this she can never discover.
I'll rest me a little and just look about,
And laugh up at Sally who peeps in and out,
And pick up some notions as soon as I can,
To fill my small noddle before I'm a man.

Oh, dear, is that she? Is she coming so soon?
She's bringing my dinner in teacup and spoon;
She'll hold me with one hand, in t'other the cup,
And as fast as it's down she will just shake it up;
For thumpity thump, with the greatest delight,
Her heel it is going from morning to night,
All over the house you may hear it, I'm sure,
Trot, trotting! just think what I'm made to endure.—Exchange.

GROWING PAINS.

A striking illustration of the evil which ill-considered words may do is furnished by the title in this article. Many a child who suffers repeatedly from pains in the muscles or joints sometimes so severe as to cause a limp of actual lameness, is allowed to suffer, simply because the mother believes the trouble is 'growing pains,' to which no attention should be paid lest the child be made a weakling.

There are no 'growing pains.' Growth is a normal process, and like other normal processes, is carried on in health without pain or discomfort. Pain, no matter when or where it occurs, is always a danger-signal, a cry that something is wrong, and its warning must not be silenced by calling it names.

This is not to say that every little ache or pain, in child or adult, should be noted with apprehension, and studied as to its origin or significance. That would be to create a race of 'mollycoddles.' The human machine is very nearly perfect, and if properly cared for, should run without jolt or jar. But it is put to very hard usage and cannot be kept under a glass jar; so sometimes the bearings may need a little oil, or a speck of dust may get between the cogs, and then there is a jar or a scraping, in other words a pain. But this is nothing; soon the temporary obstruction in the self-oilers gives way, the mote is shaken out of the wheels, and everything runs smoothly again. It is the persistent and recurring pain that calls for attention; and such are the so-called 'growing pains.'

There are two sorts of pain which are more commonly than others called 'growing pains,' often to the lasting injury of the child. The first of these is felt chiefly in the knee. The child is usually thin and pale, and is likely to be tall for his age. Perhaps he limps at times without being conscious of pain. The suffering is frequently worse at night. This trouble may be a beginning of hip-disease.

The other common variety of 'growing pains' is seen in healthy-looking, well-nourished, red-cheeked, active children. In such cases the pains are usually in the muscles of the arms or legs, although sometimes in a joint. These are very often, if not always, rheumatic.

A child should certainly not be encouraged to run to its mother with every little ache, but when it is evidently suffering from severe, persistent or frequently recurring pains it should be examined by the doctor.—Youth's Companion.

—When you want a physic that is mild and gentle, easy to take and certain to act, always use Chamberlain's Stomach and Liver Tablets. For sale by S. N. Weare.

Jokers' Corner.

LICENSE WON.

One morning as Judge C., of N. county, Va., was starting for the town, he was approached by one of his negroes, who with more or less confusion asked:

"Massa, when yo' goes to the c'ot house will yo' git me a license? I's gwine to be mar'ed."

"Married, are you, Sam? All right," called the judge as he hastily drove off. Arrived at the court house he spent a very busy day, and it was not until he was preparing to leave that he remembered Sam's license and realized that he had not been told the name of the bride elect.

"The old idiot, he never told me who he wants to marry, but, of course it's Lucinda; he's always making eyes at her." So saying he returned to the court house and had the license made out in the names of Sam and Lucinda. Sam was the first to greet him on his return with the enquiry: "Git my license, massa?"

"Yes, Sam, you old fool. You didn't tell me who you want to marry, but I remembered how you're always hanging around courting Lucinda and got this license in her name."

"Lawd, Massa!" exclaimed Sam, "'taint Lucindy, it's Kyarline. What's I gwine to do, massa?"

"Well," said the judge, "the only thing will be for me to get another license to-morrow."

"Massa," said Sam, "did yo' pay anything fur dem license?"

"Yes, Sam, a dollar and seventy-five cents."

"Will another license cos' anyt'ing?"

"Yes, Sam, a dollar and seventy-five cents more," replied the judge.

After scratching his woolly pate for a few minutes, Sam replied:

"Well, massa, I done axed Kyarline an' she sede 'Yase, but, fo' de Lawd, dere ain't no dollar an' seventy-five cents difference in dem two niggars, so I'll just take Lucindy."

AN EMBARRASSING MOMENT.

Two ladies entered the cable car in Edinburgh at an hour of the day when seats are a possibility. One was an elegant dowager in real magnificence of attire; the other was evidently her daughter.

"Shall I pay the fare, mamma? I have my purse with me," said the young lady sweetly.

"Oh, no; I'll pay. I have plenty of change."

Thereupon she leaned sideways and commenced the intricate and hampered process of searching her rich draperies for her pocket. After a minute or two of fumbling, during which her face grew an apoplectic red, she exclaimed, tragically:

"Laura, what shall I do? I've been robbed. My purse is gone—my pocket is entirely empty."

"Perhaps, madam," said the gentleman by her side, into [illegible] coat pocket she had thrust her [illegible]—"perhaps if you search your [illegible] pocket instead of mine you will be more likely to find your purse."

WHAT THE ADDRESS WAS LIKE.

At a Maine educational convention the Rev. Nathaniel Butler, formerly president of Colby College, but at present professor of English literature in the University of Chicago, was down for an address. As he was about to speak the Hon. W. W. Stetson, state superintendent of schools, said to him:

"Doctor, is your address to be like a cat's tail?"

"How is that?" asked Dr. Butler.

"Why, fur to the end," replied Mr. Stetson.

Doctor Butler smiled appreciatively, but kept silence. He opened his address by saying: "Your superintendent just asked me if my address was to be like a cat's tail, fur to the end. I assure him that it is like a dog's tail—bound to a cur."—Lewiston Journal.

—"Is your son going back to college?" "Yes," answered Farmer Corntossol. "Doesn't he know enough?" "Yes; he's got book learning, but from the way he's been helpin' around the place this summer I reckon he needs a few more athletics."—Washington Star.

—"Landlady—"I'll have to request you to pay in advance, Mr. Shortleigh." Mr. Shortleigh—"Why, ain't my trunk good for a week's board?" Landlady.—"No; it looks like one of those emotional trunks." Shortleigh.—"Emotional?" Landlady.—"Yes; one that is easily moved."—Chicago Daily News.

—"Why do you watch the thermometer on the wall so closely?" queried the invalid.

"Because," replied the untrained nurse, "the doctor said if the temperature got any higher I was to give you another dose of quinine."

—The jury brought in a verdict of 'Not Guilty.' The judge said, admonishingly, to the prisoner: "After this you ought to keep away from bad company."

"Yes, your lordship. You will not see me here again in a hurry."

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