Miscellaneous.

A Strange Sect.

A correspondent of the *Sackville Post* says that there is at Cape Traverse a sect of the Macdonaldites, or as they are more generally called, "Shakers." This sect traces its origin to one Macdonald, who broke away from the Scottish kirk nearly a century ago, and, banding about him a few followers, established a denomination on the Island, which has grown to large proportions in the past quarter century. While it is ever in bad form to smile at things religious, yet a person unaccustomed to the service cannot possibly follow it and not smile. The men and women sit on different sides of the sanctuary, and no matter what ties may exist, be they of kin or sentiment, this rule is irrevocable. The choir consists of several elderly gentlemen—the young members being excluded, also all ladies—who in a peculiar nasal dirge intone the psalm after the leader lines it. No instrument is permitted in the church. The service consists of a sermon, several hymns, and concludes with a prayer by one of the brethren. It is in the latter feature of the meeting that the 'shaking' is done. The worthy brother arises, clasps his hands, and without preamble, commences to deliver a stock prayer which, judging from the rapidity of his utterances, has done duty many times before. He writhes in apparent agony as he condemns the action of what he terms "the filthy rags of humanity flaunting in the soul-destroying breeze of sin." His hair becomes disordered, his garments deranged; and he does his utmost to affect his hearers. They cry "Glory!" "Hallelujah!" and throw their arms about, knocking off hats and going through a wild kind of dance, which usually ends in their falling to the floor through nervous excitement. All the while the praying elder is shaking with emotion, now and then scolding in a deep bass voice, and beseeching in a high tenor, yet all in a monotonous nasal tone, which is mirth-provoking, however solemn.

Last of the "Great Eastern."

ALL THAT IS LEFT OF WHAT WAS ONCE ONE OF THE WONDERS OF THE WORLD.

Who would recognize the shattered hull which now lies at low tide high and dry on the new ferry shore of the Mersey the *Great Eastern*, which in 1858 was the wonder of the world? Where once was her stern, the rudder-post, with the tiller attached to it, towers out of the water like a gaunt skeleton; and lower down the rudder itself can be seen still intact. For 70 or 80 feet forward the bulwarks and sides have disappeared nearly to the kelson, and all that connects this part of the vessel with her amidships section is the keel, and, above it, the enormous shaft which, with its casing removed, lies exposed to view. Her bows have also disappeared completely. Of course her masts, her funnels, and her paddle wheels have all gone long ago. Viewed closely by means of a boat, a vivid realization of her immense strength can be formed. Everything is massive and solid, and we are informed that the places forming both her inner and outer skin—for the the *Great Eastern* was built with a complete outer casing—are as good as when they were originally put in. It is this obvious strength and thoroughness of workmanship and material that makes her demolition all the more pitiful.—*Pall Mall Gazette.*

The Difference.

There is one point in which city and country people differ greatly. A city man never speaks to a passer-by unless he be an acquaintance, while in the rural districts one meets so few people on the roads that it is the custom to accost every passenger. Most country people leave the rural habit home when they visit the city, but this morning a citizen was accosted by a sunburned granger, who smiled warmly and extended his hand in a friendly manner. As the citizen once lived in the country, he understood the old farmer, and returned the greeting. "B'gosh!" said Rusticus, "the folks of this here town are the friendliest I ever saw. I never was in town before, and they just treat me great."

The citizen seconded the remark and went his way, while the farmer started down Vine Street, speaking to everybody he met and hailing every driver on the street. Several electric cars stopped at his greetings, and he rushed out and gave the conductors a warm hand shake, replying to their invitation to get on, "No, thanks, I'd ruther walk; I ain't goin' fur." People began to "catch on," and when last seen the venerable son of the soil was wending his way along the streets, and receiving a perfect ovation.

A Most Singular Death.

Mrs. Anna Beatty, who lived with her family at Bay View, Wisconsin, died a most horrible death lately. Two weeks ago a fly got into one of her nostrils, and it was some time before she was able to remove it, and when she did an itching sensation remained and her nose and throat began to swell. A week ago on Sunday a physician was called. Since that time Mrs. Beatty had been suffering in a manner almost indescribable, and the doctors say a similar case is unknown to medical science. It is stated that soon after she was sick maggots were discovered in her nose and throat, and for several days Mrs. Beatty was unable to swallow food. She was literally eaten up with maggots. A postmortem showed that the partition of her nose was gone, a hole had been eaten through the roof of the mouth, the soft palate had disappeared and the throat was frightfully eaten.

Oh, What a Cough.

Will you heed the warning? The signal perhaps of the sure approach of that more terrible disease, Consumption. Ask yourselves if you can afford for the sake of saving 50 cents, to run the risk and do nothing for it. We know from experience that Shiloh's Cure will cure your Cough. It never fails. This explains why more than a Million Bottles were sold the past year. It relieves Croup and Whooping Cough at once. Mothers do not be without it. For Lame Back, Side or Chest, use Shiloh's Porous Plasters. Sold by Drs. DeBlois & Primrose, Bridgetown, and Dr. Morse, Lawrencetown.

—When Mr. Barnum's circus returned across the Atlantic it was noted that the only animals that showed sea-sicknesses were the monkeys. These rolled around, groaned and acted very like human beings in the distress which they exhibited. A few who were exempt from sickness showed their likeness to human beings in a more unamiable manner, poking fun at the distress of their afflicted associates and fellow-passengers.

Suddenly Prostrated.

GENTLEMEN,—I was suddenly prostrated while at work by a severe attack of cholera morbus. We sent at once for a doctor, but he seemed unable to help. An evacuation about every forty minutes was fast wearing me out, when I sent for a bottle of Wild Strawberry, which saved my life. Mrs. J. N. VanNatter, Mount Bridges, Ont.

Agricultural.

Raise Your Own Cows.

A half dozen goods cows are worth a dozen poor ones. It takes as much food and care to keep a poor cow as it does a good one, and while the former barely returns enough at most to "pay her way," the latter returns a comfortable profit to her owner. Those farmers who are looking around for really good cows know how difficult it is to buy one, when found, at a price they can afford to pay. Yet they frequently keep "looking around" for several years, when they might, in the same time, have raised several choice cows themselves. Of course it takes time to rear a good-sized herd of profitable cows, but this expenditure of time is only in lieu of the money expenditure absolutely necessary to purchase a desirable animal. As a farmer usually can spare the cash, it is easy to see what is the best course to pursue. There are but few farmers who do not now have at least one, two, or three cows fairly good, which can be used as a start in improvement. Do not use a scrub bull merely because your neighbor happens to have him and charges nothing, but rather pay a fair price for a good, pure-bred one. Save all the heifer calves and carefully raise them. When they are about three years old, and less than four years from the time the improvement is started, you will have fine young cows. Other calves will also be coming on, from them as well as from the original cows, and in five or six years there will be quite a herd; the common, unprofitable cows having been worked off to the butcher. Many a farmer wishes he had commenced five or six years ago. He does not think that he will likely say the same thing five or six years hence, yet does not commence new. Good, pure-bred bulls have now become so well distributed, that the use of one can usually be secured without much difficulty, while a good bull calf can be had from such stock, eligible to entry, for a comparatively low price. Enough can, as a rule, be counted on from neighboring farmers' herds to pay for his keep.

Shorthorns For Milk or Beef.

A. B. ALLEN.

The handsomest and most showy form for a Shorthorn cow includes a broad as well as deep chest, full crops, fore ribs so round as to leave no depression behind the shoulders; a straight line along the back to end of the rump; wide between the huckle bones, and well-developed quarters. This is the best shape for making beef. For milk, the chest should be deeper and not so broad, fore ribs rather flat and long, crops less full than for beef, and the quarters quite broad, so that in looking at her in front her body will appear decidedly wedge-shaped, the larger end to the rear. But even thus formed, when dried off, a Shorthorn cow will fatten quickly and cheaply, and make a good carcass of a fine quality of beef. Occasionally one of beef shape,—that is, about as full in front as rear, and rather fat,—proves a great milker of a highly excellent quality like some Holstein-Friesians. Many of these latter seem to have changed their nature in America, yielding richer milk generally than in Holland, and yet of a very abundant quantity. No doubt this change is owing to the difference of climate and quality of food.

The summers in Holland are cool and wet and in Northern America comparatively hot and dry, with drier and more frosty winters, and the grass of our meadows is less rank and succulent. These have much influence in giving quantity and quality to milk and also in the formation of flesh. Still, the difference in breeds of cattle is paramont, and the animals should be chosen from such as excel in what it is most desired by the breeder to produce.

No More Potato Rot or Bugs.

Potato bugs and potato rot can be prevented by spraying the vines with the bordeaux mixture, adding 1lb of london purple or of paris green to each 100 gallons of the mixture. This practice was followed by the Ohio experiment station last year, the vines being sprayed May 28, June 26, June 29 and July 16. Blight appeared about the middle of June and did serious damage for the next six weeks on such plants as were not sprayed. The sprayed vines showed much less injury, remaining green after the others were dead and yielded a profitable crop, while the blighted and unsprayed portion of the field was a practical failure. The tubers on the treated portions were also much more free from scab.

It will be seen that it is no more work to apply this preventive of potato rot than to spray on the usual solution to kill the bugs, as both operations can be done at one time. The bordeaux mixture is made as follows: Dissolve 6lbs of sulphate of copper (blue vitriol) in 2 qts of water; slake 3lbs of lime in 2 qts of water; and 21 gallons of water to the slaked lime, and pour this into the vessel containing the copper solution, rejecting while doing so the undissolved lumps of lime. Another formula for the bordeaux mixture is to dissolve 6 lbs of copper sulphate in 16 gallons of water, and in another vessel slake 4lbs of lime in 6qts of water, mixing the two after they are cool. This mixture is also the best preventitive or remedy for rot and blight on all fruits and crops, especially the grape. It should be applied with a brass force pump. If ordinary nozzles are used, they should be cleaned and oiled at once when through spraying.

—Orchrads that have been long unplowed and have a tough sod will usually have their roots near the surface. If they are to be plowed at all the work must be done early while the buds are dormant. If the roots are cut up much later in summer while the trees are in leaf, it may prove a serious check to old trees, though with young, vigorous trees on rich soils it may be just the treatment needed to set them to fruiting, rather than growing an excessive amount of wood. If plowing is done early, it will not injure trees, provided care be taken not to injure their trunk by rubbing against them.

—No farmer likes to be overstocked with horses at any season, but the great amount of farm work now done by horse labor makes it more important to keep the teams in use as much as possible. Horses at work on the farm are better unshod, and by doing all the road work with one team a considerable blacksmith's bill for horse shoeing may be saved. Have the collars fit the shoulders perfectly. Poorly fitting collars, early in the season cause galled places, and these keep many a horse idle when with a little timely care he would be better every way for a hard season's work.

—Farmers should study the conditions and demands of their own neighborhood. There may be a market at your very door. I know of small villages where butter fresh and well made will bring 30 cents a pound the year round, store butter being simply intolerable, a mass of wretched stuff the storekeepers are obliged to take in trade from poor farmers. Choice pork, fresh eggs and nicely dressed poultry are always in demand. You complain of the middlemen—be one yourself; hunt for customers.—*Country Gentleman.*

'90 YARMOUTH S.S. CO. '90

(LIMITED.)

The Shortest and Most Direct Route between Nova Scotia and the United States.

The Quickest Time. Only 17 hours between Yarmouth and Boston.

THE FAST STEEL STEAMER

YARMOUTH,

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

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

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

For all other information apply to F Crosskill, Station Agent, Bridgetown, or to

W. A. CHASE, Secretary and Treas. L. E. BAKER, Manager.

Yarmouth, March 20, 1890.

HOYT BROTHERS,

DEALERS IN AND MANUFACTURERS OF

MONUMENTS, - TABLETS, HEADSTONES, &C.,

—IN—

American & Italian Marble.

Marble, Granite, and Freestone

MONUMENTS,

IN THE MOST GRACEFUL STYLES.

☞Our charges are reasonable in every respect, and we guarantee perfect satisfaction to all who may favor us with their patronage.

J. Hoyt. A. Hoyt.

Bridgetown, N. S. 21y

Burdock BLOOD BITTERS.

WILL CURE OR RELIEVE

BILIOUSNESS, DYSPEPSIA, INDIGESTION, JAUNDICE, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE. DIZZINESS, DROPSY, FLUTTERING OF THE HEART, ACIDITY OF THE STOMACH, DRYNESS OF THE SKIN,

And every species of disease arising from disordered LIVER, KIDNEYS, STOMACH, BOWELS OR BLOOD.

T. MILBURN & CO., Proprietors, TORONTO.

The Schooner Temple Bar is again to the Front.

THIS well-known packet will make regular trips between this port and St. John, during this season, carrying freight with the usual care.

The subscriber keeps LIME AND SALT constantly on hand and for sale.

Apply to J. H. LONGMIRE, *Master*, or to P. Nicholson when the schooner is not in port.

Administrator's Notice.

ALL persons having legal demands against the estate of the late Henry S. Piper, Publisher, late of Bridgetown, in the County of Annapolis, deceased, are hereby requested to render their accounts, duly attested to, within twelve months from the date hereof; and all persons indebted to the said estate are requested to make immediate payment to

MINNA K. PIPER, Sole Administrator.

Bridgetown, Aug. 10th, 1889.

EXECUTORS' NOTICE.

ALL persons having legal demands against the estate of JOSEPH FADER, late of Gates Mountain, in the County of Annapolis, deceased, are hereby requested to render the same, duly attested, within six months from this date, and all persons indebted to said estate are required to make immediate payment to

H. J. ANDREWS, GEORGE A. FADER, } Executors.

Gates Mountain, March 29th, 1890. 52 tf

Executors' Notice.

ALL persons having legal demands against the estate of DAVID C. LANDERS, late of Nictaux, Annapolis Co., deceased, are hereby requested to render their accounts duly attested to, within six months from the date hereof, and all persons indebted to the said estate are requested to make immediate payment to

D. W. LANDERS, L. E. LANDERS. Executors.

Nictaux, July 21st. 16 3m.

Administrator's Notice.

ALL persons having legal demands against the estate of the late WILLIAM SMITH, of St. Croix Cove, Annapolis County, deceased, are requested to render their accounts, duly attested, within three months from the date hereof, and all persons indebted to said estate are requested to make immediate payment to

GEORGE SMITH, Sole Administrator.

St. Croix Cove, July 21st, 1890. 3m pd

Administrator's Notice.

ALL persons having any legal demands against the estate of the late ROBT. N. MORSE, of Melvern Square, in the County of Annapolis, deceased, are hereby requested to render their accounts, duly attested, within three months from this date, and all persons indebted to the said estate are requested to make immediate payment to

JOHN MORSE, Sole Administrator.

Melvern Square, July 7th, 1890. 3m pd

CARD.

W. G. Parsons, B. A.,

Barrister, Solicitor, Etc.

MIDDLETON, - - N. S.

☞ Office in A. BEALS' STORE. 146

K D C is Guaranteed

The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. Read proof below.

KENDALL'S SPAVIN CURE.

OFFICE OF CHARLES A. SNYDER, BREEDER OF CLEVELAND BAY AND TROTTING BRED HORSES. } KENWOOD, ILL., Nov. 20, 1888.

DR. B. J. KENDALL CO.

Dear Sirs: I have always purchased your Kendall's Spavin Cure by the half dozen bottles. I would like prices in larger quantity. I think it is one of the best liniments on earth. I have used it on my stables for three years.

Yours truly, CHAS. A. SNYDER.

KENDALL'S SPAVIN CURE.

BROOKLYN, N. Y., November 3, 1888.

DR. B. J. KENDALL CO.

Dear Sirs: I desire to give you testimonial of my good opinion of your Kendall's Spavin Cure. I have used it for Lameness, Stiff Joints, and Spavins, and I have found it a sure cure, I cordially recommend it to all horsemen.

Yours truly, A. H. GILBERT, Manager Troy Laundry Stables.

KENDALL'S SPAVIN CURE.

SANT, WINTON COUNTY, OHIO, Dec. 19, 1888.

DR. B. J. KENDALL CO.

Gents: I feel it my duty to say what I have done with your Kendall's Spavin Cure. I have cured twenty-five horses that had Spavins, ten of Ring Bone, nine afflicted with Big Head and seven of Big Jaw. Since I have had one of your books and followed the directions, I have never lost a case of any kind.

Yours truly, ANDREW TURNER, Horse Doctor.

KENDALL'S SPAVIN CURE.

Price $1 per bottle, or six bottles for $5. All Druggists have it or can get it for you, or it will be sent to any address on receipt of price by the proprietors. DR. B. J. KENDALL CO., Enosburgh Falls, Vt.

SOLD BY ALL DRUGGISTS.

PUBLIC AUCTION.

EDWARD BAUCHMAN vs. JAMES WILLIAM McCORMICK.

To be sold at Public Auction in front of the Court House in Annapolis on

Saturday, the 30th Day of August, A.D., 1890,

AT ELEVEN O'CLOCK IN THE FORENOON,

under and by virtue of an assignment made by the said James W. McCormick, the defendant in the above cause, to the said Edward Bauchman, the plaintiff in the above cause, under the provisions of Chapter 118 of the Revised Statutes of Nova Scotia, 5th series, entitled "Of the Relief of Indigent Debtors," and which said assignment bears date, the 14th day of August, A.D., 1889. All the right, title and interest which the said James William McCormick had at the date of the recording of said judgment, on the 30th day of July, A.D., 1889, and also all the right, title, and interest which the said James William McCormick, had on the day of the date of said Assignment, of, in, to and out of all those certain pieces or parcels of

LAND

situate, lying and being in Clements, in the County of Annapolis, bounded and described as follows:

First—That certain tract of land commencing on the western corner of land now owned by Josiah Ruggles, at the Annapolis River, thence running south six degrees, east on the corner of the present lines to the Waldee road, thence along said road westerly seventeen rods and one-half of a rod, thence north six degrees west, or the course of the present line to the river aforesaid, thence easterly along said river to the place of beginning, containing eighty acres more or less.

SECOND,—Also one other piece or parcel of land commencing fifty rods from the southern bounds of the present post road on the western side of land above described, thence southerly along said line until it comes to lands formerly owned by Jacob Potter, thence westerly along said land eight rods, thence northerly, keeping the width of eight rods until it comes at right angles with the first-mentioned starting point, thence easterly to place of beginning, containing thirty acres more or less.

THIRD,—Also one other piece or parcel of land commencing at eastern line of lands of Edward Bauchman, on the northern side of the highway, thence along said line northerly seventy rods, thence easterly twelve feet, thence southerly to the highway aforesaid, thence westerly along the highway two and one-half rods to the place of beginning, containing one quarter of an acre more or less, with all the privileges and appurtenances thereunto belonging, always excepting and reserving the smoke-house at the shore and the free right of way thereto during the lifetime of Edward Bauchman, also reserving the lot of land sold to the trustees of Acadia Hall.

For particulars apply to J. M. Owen, Barrister, Annapolis.

TERMS:—10 per cent. at time of sale, remainder on delivery of deed in tender thereof.

EDWIN GATES, Auctioneer.

Dated, Annapolis, July 2nd, 1890.

COMET THE BEST STOVE IN THE WORLD POLISH MORE IN CAKE THAN OTHER MAKES.

EXHAUSTED VITALITY.

THE SCIENCE OF LIFE, the great medical work of the age on Manhood, Nervous and Physical Debility, Premature Decline, Errors of Youth, and the untold miseries consequent thereon, 300 pages, 8 vo., 125 prescriptions for all diseases. Cloth, full gilt, only $1.00, by mail, sealed. Illustrative sample free to all young and middle-aged men. Send now. The Gold and Jewelled Medal awarded to the author by the National Medical Association. Address P.O. Box 1895, Boston, Mass., or Dr. W. H. PARKER, graduate of Harvard Medical College, 25 years' practice in Boston, who may be consulted confidentially. Specialty, Diseases of Man. Office, No. 4, Bulfinch St.

FOR SALE!

A GOOD SECOND-HAND TOP BUGGY.

Apply at this office.

M. K. PIPER.

Bridgetown, April 23rd, 1890.

NOTICE.

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

I am also selling the Celebrated Raymond Sewing Machine.

JOHN Z. BENT.

Bridgetown, Dec. 1885.

CARD.

W. M. FORSYTH

STIPENDIARY MAGISTRATE, DISTRICT NO. 2

Office in LOCKETT'S BUILDING, BRIDGETOWN.

Office hours, from 2 to 5 p. m. April 2nd, 84. 51tf

To Cure DYSPEPSIA And INDIGESTION,

Nova Scotia Central Railway.

TIME TABLE No. 2.

COMMENCING MONDAY, JUNE 9th, 1890.

LUNENBURG to MIDDLETON.

Daily.—Passengers and Freight.

Miles	STATIONS.	1 A.M.	2 P.M.
0	Lunenburg, depart	7 00	6 45
7	Mahone	7 22	7 02
9	§Blockhouse	....	....
18	Bridgewater, arrive	7 55	7 30
	Bridgewater, depart	8 10	
25	§Northfield	....	....
29	River dale	8 45	....
34	New Germany	9 00	....
41	§Cherryfield	....	....
45	Springfield	9 33	....
52	§Dalhousie	....	....
62	Albany	10 24	....
64	Alpena	10 30	....
68	§Cleveland	....	....
70	Nictaux	10 48	....
74	Middleton, arrive	11 00	....

MIDDLETON to LUNENBURG.

Daily.—Passengers and Freight.

Miles	STATIONS.	2 P.M.	4 A.M.
0	Middleton, depart	2 30	....
4	Nictaux	2 42	....
6	§Cleveland	....	....
10	Alpena	3 00	....
12	Albany	3 06	....
22	§Dalhousie	....	....
29	Springfield	3 57	....
33	§Cherryfield	....	....
40	New Germany	4 30	....
45	Riversdale	4 45	....
49	§Northfield	....	....
56	Bridgewater, arrive	5 20	....
	Bridgewater, depart	5 35	6 30
65	§Blockhouse	....	....
67	Mahone	6 08	6 58
74	Lunenburg, arrive	6 30	7 15

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

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

Trains connect with Windsor and Annapolis Railway at Middleton for Annapolis, and Halifax, and making close connections with Express Trains of I. C. R. at Windsor Junction and Halifax.

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

Steamer "City of Monticello" leaves St. John for Annapolis every day except Wednesday, returning leaves Annapolis same days for St. John connecting with All Rail Line for Bangor, Portland, Boston, and all points West.

Steamer "Yarmouth" leaves Yarmouth for Boston on arrival of trains every Wednesday and Saturday evenings.

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

Steamers of International S. S. Co. leave St. John every Monday, Wednesday and Friday for Boston via Eastport and Portland.

Steamer "Bridgewater" makes two trips from Bridgewater and one from Lunenburg for Halifax each week.

Balcom's Stage Line for Liverpool connects with Trains at Bridgewater.

Through Tickets for sale at all principal Stations.

GEO. W. BEDFORD, General Manager.

Bridgewater, June 5th, 1890. 49

Windsor & Annapolis Raiw'y Time Table.

COMMENCING MONDAY, JUNE 9th, 1890.

Miles.	GOING WEST.	Express Daily.	Accommodation Daily.	Express Daily.
0	Halifax—depart	6 50	....	3 15
1	Richmond	....	7 05	3 18
4	Rockingham	7 00	7 25	3 26
9	Bedford	7 10	7 42	3 39
12	Rocky Lake	....	7 52	....
14	Windsor Junction—ar.	7 30	8 00	3 55
	Windsor Junction—dp.		8 40	4 00
17	Beaver Bank	*7 37	8 50	4 15
27	Mount Uniacke—ar.	8 05	9 25	4 45
	Mount Uniacke—dp.			
34	Stillwater	....	*....	*....
37	Ellershouse	8 29	10 00	5 10
40	Newport	8 37	10 15	5 20
43	Three Mile Plains	....	*....	*....
46	Windsor—ar.	8 50	10 35	5 35
	Windsor—dp.	8 52	11 00	5 40
48	Falmouth	*8 59	*11 10	*5 47
50	Shaw's Bog Siding	....	*....	*....
51	Mount Denison	....	*....	*....
53	Hantsport	9 14	11 32	6 03
58	Avonport	*9 27	*11 50	*6 18
60	Horton Landing	*9 33	12 00	*6 24
61	Grand Pre	9 36	12 10	6 27
64	Wolfville	9 46	12 25	6 36
66	Port Williams	9 52	12 40	6 45
71	KENTVILLE—ar.	10 05	1 00	7 00
	KENTVILLE—dp.	10 20	1 40	
76	Coldbrook	†10 30	*1 55	
78	Cambridge	†10 35	†2 05	
80	Waterville	10 40	2 15	
83	Berwick	10 47	2 30	
88	Aylesford—ar.	11 00	2 45	
	Aylesford—dp.		2 55	
90	Auburn	†....	13 05	
95	Kingston	11 15	3 20	
98	Wilmot	†11 22	3 33	
102	Middleton—ar.	11 32	4 00	
	Middleton—dp.			
108	Lawrencetown	11 47	4 25	
111	Paradise	†11 55	4 40	
116	Bridgetown	12 08	5 05	
120	Tupperville	†....	†....	
124	Roundhill	12 27	5 30	
130	ANNAPOLIS—arrive	12 45	6 00	

Miles.	GOING EAST.	Express Daily.	Accommodation Daily.	Express Daily.
0	ANNAPOLIS—depart	1 10	6 00	
6	Roundhill	1 28	6 30	
10	Tupperville	†....	†....	
14	Bridgetown	1 47	7 00	
19	Paradise	†2 00	7 20	
22	Lawrencetown	2 08	7 35	
28	Middleton—ar.	2 23	7 55	
	Middleton—dp.		8 00	
32	Wilmot	†2 33	8 18	
35	Kingston	2 40	8 32	
40	Auburn	†....	8 52	
42	Aylesford	2 55	9 07	
47	Berwick	3 08	9 30	
50	Waterville	3 15	9 45	
52	Cambridge	†3 20	†9 55	
54	Coldbrook	†3 25	†10 05	
59	KENTVILLE—ar	3 35	†10 20	5 40
	KENTVILLE—dp	3 50	11 10	
64	Port Williams	4 03	11 30	5 55
66	Wolfville	4 09	11 40	6 01
69	Grand Pre	4 18	11 55	6 11
70	Horton Landing	†4 21	†12 00	†6 14
72	Avonport	†4 27	†12 10	†6 20
77	Hantsport	4 40	12 30	6 35
79	Mount Denson	....	†....	†....
80	Shaw's Bog Siding	....	....	....
82	Falmouth	†4 55	12 52	†6 50
84	WINDSOR—ar	5 03	1 00	6 58
	WINDSOR—dp	5 05	1 30	7 03
87	Three Mile Plains	....	†....	†....
90	Newport	5 20	1 50	7 21
93	Ellershouse	5 27	2 05	7 30
96	Stillwater	....	†....	†....
103	Mount Uniacke—ar	5 50	2 45	8 00
	Mount Uniacke—dp			8 05
113	Beaver Bank	6 13	3 20	8 30
116	Windsor Junction—ar.	6 20	3 30	8 40
	Windsor Junction—dp.	6 25	4 00	8 45
118	Rocky Lake	....	....	....
121	Bedford	6 38	4 21	9 00
126	Rockingham	6 50	4 35	9 13
129	Richmond	....	4 45	9 22
130	HALIFAX—ar.	7 00	4 50	9 25

N. B.—Trains are run on Eastern Standard Time, one hour added will give Halifax time. Trains run daily, Sunday excepted. (*†‡) Indicates that Trains stop only when signalled, or when there are passengers to set down. Full-faced figures show where Trains cross or pass.

Trains of the Nova Scotia Central Railway leave Middleton daily at 2.25 p. m., and Lunenburg daily at 7.00 a. m.

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

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

Trains of the Western Counties Railway leave Digby daily at 6.00 a. m., and 2.45 p. m., and leave Yarmouth daily at 7.45 a. m., and 2.30 p. m.

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

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

Steamer "State of Maine" and "Cumberland" leave St. John every Monday, Wednesday and Friday, a.m., for Eastport, Portland and Boston.

Trains of the Provincial and New England All Rail Line leave St. John for Bangor, Portland and Boston at 6.15 a. m., and 8.45 p. m., daily, except Saturday evening and Sunday morning.

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

W. R. CAMPBELL, General Manager and Secretary.

K. SUTHERLAND, Resident Manager.

Kentville, June 5th, 1890.

A COOK BOOK FREE

By mail to any lady sending us her post office address. Wells, Richardson & Co., Montreal.

Confederation Life Association.

Head Office - - Toronto.

J. K. MacDONALD, Managing Director.

January 1st, 1890.

Assets,	-	$2,894,502.41
Liabilities,	-	2,664,253.75
Surplus,	-	$230,248.66

1889.

New Assurance,		$ 2,369,500
Total	"	17,711,404
Premium Income,		561,293
Total	"	721,973

RESULTS OF BUSINESS OF 1889.

Increase in Assurance		$948,467
" " Assets		341,140
" " Premiums		51,190
" " Surplus		51,664
Surplus Earned,	-	$115,689

Rates Low, Profits Unequalled.

F. W. GREEN, Manager for Maritime Provinces, 166 HOLLIS STREET, HALIFAX.

July 8th, 1890. tDec 31

SCOTT'S EMULSION

DOES CURE CONSUMPTION

In its First Stages.

Palatable as Milk.

Be sure you get the genuine in Salmon color wrapper; sold by all Druggists, at 50c. and $1.00.

SCOTT & BOWNE, Belleville.

FRANK E. VIDITO,

DEALER IN

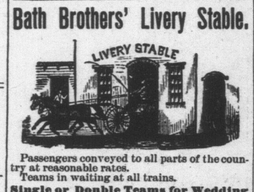
FRESH AND SALTED BEEF, LAMB, PORK, BACON AND VEGETABLES.

THE subscriber has lately established business in the premises known as the PAYSON PROPERTY, first door east of the Post Office, where he intends to conduct the Meat and Provision Business in the best style, and so as to meet the requirements of the trade in all particulars. By strict attention and by dressing the best of stock, he hopes to receive a liberal patronage.

☞My team will run to Round Hill and Granville weekly.

Bridgetown, June 10th, 1890. 10 1y

Bath Brothers' Livery Stable.



Passengers conveyed to all parts of the country at reasonable rates.

Teams in waiting at all trains.

Single or Double Teams for Wedding Parties Furnished at Short Notice and Fitted up in Best Style.

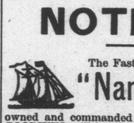
Livery Stable opposite Rink.

W. C. BATH. - - - H. S. BATH.

BRIDGETOWN.

NOTICE.

The Fast Sailing Schooner



"Nancy Ann,"

owned and commanded by Captain ISAAC GOODWIN, will be placed on the route between Bridgetown and St. John, N. B., about April first, calling at different places along the Annapolis River.

Freight handled with care and at the smallest living rates.

LIME ALWAYS ON HAND.

Apply to Captain on board schooner, or to Capt. Hugh Fraser, Bridgetown.

Bridgetown, March 24th, 1890. 6m

CALL AND SEE

THE GRAND ASSORTMENT OF

Wall Papers,

With Borderings to Match, AT

Central Book Store.

SPRING ROLLER BLINDS ALSO ON HAND.

B. J. ELDERKIN, Central Book Store.

(Best is Cheapest)

Ask your Grocer for them

SEASON OF '89-'90

THE subscriber desires to inform the general public that he has now on hand at the late store of BALCOM & NIXON, a fine line of

GENERAL MERCHANDISE,

in Dry Goods, Groceries, Ready-made Clothing, Boots and Shoes, Crockeryware, Hardware, etc., and that he will offer them in keeping with all other dealers.

Country Produce of all kinds taken in exchange for goods, and the very highest market price always allowed.

SAMUEL NIXON.

Nictaux Falls, Nov. 12th, 1889.

or Money Refunded.

The Household.

Separating Cream From Milk.

The methods of separating the cream from the milk are three in number, viz. the deep pail system, the shallow pan system and the centrifugal creamer.

The deep pail system is derived from the method which has been common in Sweden for many years, and which is there known as the Schwartz method. It is based on the fact that the rapid cooling of the milk to a low temperature, and the maintenance of this temperature, cause the entire separation of the cream in a few hours; the lower the temperature, the more rapid being the separation. There are several kinds of apparatus in use adapted for this system. The use of water from a permanently cold spring, or of ice, is necessary under this system. The use of this method of raising cream is rapidly extending, and is indispensable in the management of a public creamery.

The shallow pan system is the most used, and is practically universal in private farm dairies; it has the advantage of convenience and simplicity, and under the best conditions of practice is quite as effective in every way as the deep pail system. No water or cooling is required; but some method of heating is desiable in the winter. An airy, dry, deep cellar, with thick walls, and well constructed, furnishes every desirable or requisite condition for raising the cream under this simple system.

The centrifugal is a comparatively new introduction in the business of dairying; but its value and adaption for the economical and effective working of dairies, large or small, are boundless. The machine, which separates on the principle that centrifugal force in a confined vessel, properly constructed, will throw the denser and heavier particles of a fluid to the outer circumference, and thus compel the lighter particles to seek the centre, is really the adaptation of the principle of gravity to a horizontal position, compelling the lighter particles to rise to the, top and the heavier ones to sink to the bottom, so to speak, by the exercise of this force being exerted horizontally instead of perpendicularly. Like all the other operations of natural dynamic laws, it is exceedingly simple.—*