Poetry.

Stepping Stones.

The following poem was written by Miss Kittie L. Weston, a niece of Mr. and Mrs. L. C. Marshall, of Paradise, and recently read in the department of the College of Fine Arts, connected with the Methodist Church at San Diego, California.

Tripping gaily through the meadow,
On a pleasant summer day,
A little maid with busy fingers,
Plucks the flowerlets on her way.

Singing brightly as she journeys,
All about the leaves and roses,
Takes no heed of time or distance,
Thinking only of her posies.

On she goes across the bridges,
Where the laughing waters play,
Heeding not the darkening shadows,
Gathering at the close of day.

Till a sudden burst of thunder,
Causes her to turn dismayed,
And she sees the flower-strewn forest,
Gloomy with the evening shade.

Gazing timidly around her,
Phantoms seem to grin and stare,
While she hears sounds strange and fearsome,
In the thunder ladened air.

Longer now she dare not linger,
Turns to seek her home once more,
But alas the path is hidden,
Which had seemed so plain before.

Hastening deeper in the woodland,
Now another sound she hears,
And the noise of rushing waters,
Falls upon her frightened ears.

Flying onward in her terror,
In the distance, Ah! behold!
What she left a gurgling streamlet,
Now a river deep and bold.

Now the sloping bank she reaches,
Stops and gazes in dismay,
For the bridge she crossed so lately,
Has been swiftly borne away.

Out across the darkening waters,
Just beyond the dancing foam,
Now and then she catches glimpses,
Of the evening light at home.

Blessed home-spot; where the loved ones,
Safely housed so safe and warm,
Call in vain the little maiden,
Wandering in the night and storm.

Oh! for help to cross the current,
Must she stay all night alone?
In the shadow-haunted forest,
Where the wierd trees creak and moan,

Where the wind shrieks awful music,
Mingling with the thunder's roar,
And the sound of many waters,
Ever louder than before.

While from out the gloomy arches,
Spectral figures seem to rise,
Shapes as from the awful ghost-land,
Flit before her straining eyes.

Half distracted with her terror,
Knowing not which way to fly,
Suddenly, she hears the music
Of what seems a friendly cry.

Breathless, stands the little maiden,
Listening, with her cheeks aflame,
Listening, with her heart scarce beating,
Thinks she hears one speak her name.

In the pauses of the thunder,
While the stormy wind still moans,
"Higher up my little pilgrim,
Ye shall find the "Stepping Stones."

These words hears the little wanderer,
Thrilling through the shadowy glades,
And before hope's brightening picture,
Half the gloom around her fades.

Blue eyes straining through the darkness,
Catch no glimpse of form or face,
But the echo of the music,
Seems to fill the lonely place.

As she breathless stands and listens,
Come again those silvery tones,
"Higher up my little pilgrim,
Ye shall find the Stepping Stones."

Turning as the sweet voice bids her,
Following the accents kind,
Lo! A pathway opes before her,
And the woods are left behind.

Broad and deep and still the river,
Stretches now before her view,
But a row of wave-washed boulders,
Form an easy pathway through.

Joyously she bounds across it,
Meeting on her brightening way,
Friends still seeking in the darkness,
For the wanderer gone astray.

In the home-nest now she's sheltered,
By affection's loving arms,
Tempts no more the gloomy forest,
Filled with eventide's alarms.

But e'er thinks with fond remembrance,
Of the friend unseen but near,
Who helped her when the day was darkest,
To find the pathway broad and clear.

Ye who travel life's broad pathway,
When the shadows gather fast,
See the flowers of early promise,
Rudely scattered by the blast.

See dark troubles thickly gather,
O'er the path so bright and fair,
Leading to that beauteous country,
Where is peace beyond compare.

Happy are ye if ye find one,
Ready there to take your hand,
Ready there to guide your footsteps,
To the brighter, better land.

When the waves of care and hardship,
Roll and surge around your way,
When the path seems girt with terrors,
And clouds hide the light of day.

Angel forms of help and courage,
Then may say in silvery tones,
"Higher up my weary pilgrim,
Ye shall find the Stepping Stones."

"Higher up ye care-worn travelers,
Turn your gaze to heights afar,
Through the clouds that gather darkly
Catch gleams of Hope's glistening star.

When the trials of your earth life,
Shall have wearied heart and brain,
When ye sink beneath your burdens,
Lacking strength to rise again.

Trusting in the Father's guidance
Reach to him a suppliant hand,
Asking Him to lead your footsteps,
Safely to that better land.

With a little child's submission,
Trusting in His guiding tones,
Through death's dark and stormy waters,
Ye shall find the Stepping Stones.

—Kittie L. Weston.

Sixteen Ugly Sores.

Inflammatory rheumatism through wrong treatment left me with stiff joints and ugly running sores on my limbs, and for seven years I could not walk. When I commenced taking Burdock Blood Bitters I had sixteen sores, but they are all healed save one and I can now walk without crutches. Mary Caldwell, Upper Gaspereaux, N. S.

—It is one of our bitterest pangs when we survive those we love, that with death the opportunity has passed for being kind to them, though we love them more than ever.

The Minnesota Tornado.

TERRIBLE SCENES ON THE LAKES.

The terrible disaster on Lake Pepin, Minn., with the loss of nearly 125 lives by the swamping of the pleasure stmr. *Sea Wing*, has already been referred to in the despatches. The details show the steamer had an excursion party on board returning from Camp Lakeview, the encampment of 1st Minnesota National Guards. The *Sea Wing* is a small craft, a sternwheeler, with an upper cabin, and carried in tow an open flat barge. The little boat slowly struggled to the north, the wind bore her toward the Wisconsin shore, and as the clouds grew ominously black, suggestions came to return to port, but the captain thought the storm could be weathered. Suddenly the tempest descended. It was not a cyclone, but a fierce headlong tornado, that piled the waves mountain high and rent the forest on shore with a potentous crash that carried dismay to the crowded boat and barge. At the same time

A PELTING SHOWER OF HAIL

began beating mercilessly upon the unprotected crowd in the barge and driving the party on the steamer to the seclusion of the cabin. The storm rose with greater power and the wind gained force every second, but the crowd stood pale and silent, until suddenly a voice broke out: "We're lost!" It came from a pilot and seemed to break the spell. The scene that followed was one of frenzy, fear and despair. Cries, sobs and shrieks broke from every part of the boat, and by common impulse men and women sank to their knees and prayed aloud. The captain was now thoroughly alarmed, and committed a blunder that cost many lives. The Wisconsin shore was close at hand, and he directed the pilot to run for it and beach the boat. The pilot protested and the captain was induced to cut loose the floating barge. The rope was cut and the barge drifted rapidly away and grounded. Thirty men and women were aboard and were saved. Released from the weight of the barge the *Sea Wing* tossed about like a cockle shell, and her head could not be kept to the wind. "Run for the shore," commanded the captain. The moment the bow was turned toward the east the wind caught the craft amidships and whirled it clear around. It righted and seemed safe, but even the howling of the storm was lost in the wild and despairing shrieks that came from the doomed passengers. Women clung to each other and to their children, and the shrill treble of their cries and lamentations went out and mingled with the deep diapson of the wind that was now blowing a hurricane. Men on the upper deck could scarcely hang on, and two women had their hold torn away and were swept off into the boiling waters astern. A little lull came, and then a wilder burst of the storm. The *Sea Wing* inverted and dashed down into the river. The upper works were smashed to splinters, and then crushed beneath the weight of the hull, which raised above the river, Scores of women and children sent up a last agonizing shriek of terror and despair as they were hurled into the water, the greater portion of them being carried underneath by the suction, from whence there was

NO POSSIBILITY OF SWIMMING OUT.

The water about the capsized boat was soon dotted with the heads of the stronger swimmers, and in a few moments twenty-five or more were safely lodged on the upturned bottom. These assisted others in climbing up the slippery surface, and in ten minutes all the human beings in sight were on the boat and adding their efforts to the united cry of help from the shore. The fury of the storm was soon abated, and just as the few remaining ones were beginning to think there was no hope of escape from death, the boat gave another plunge and again precipitated them into the waters as it turned back on its side. There was another struggle between life and death, and a few more lives were lost before the side of the boat could be reached. The storm showed signs of rapid abatement. The darkness which overhung the lake was dissipated, and in ten minutes a clear sky was unfurled above. The shrieks and cries had reached the shore, and from Lake City on one side and Stockholm on the other came the rescuing boats. About twenty-five people were soon conveyed to the shore. By two o'clock fifty-two bodies were taken out and laid in a long row on the bank of the lake.

The wreck of the *Sea Wing* drifted down until it struck the stranded barge, and from that point the recovery of bodies progressed. The cabin was pulled off, and then the stoutest hearts grew faint at the scene disclosed. Here was a young man's body floating cold and stiff, with the form of his sweetheart clasped close to his heart. A mother with two children at her bosom floated next. Girls and boys and even babies, were locked together in the rigid embrace of death. The river is black with craft, surrounding the wreck, and cries and shrieks follow rapidly the recovery of each body, showing the identification by a father of a wife or a daughter, a son of a mother, or a mother of a child.

AT LAKE GERVAISE.

There was also a terrible disaster at Lake Gervaise. The residence of the Schurmier family was twisted to pieces. George Miller, a cashier of the First National Bank, St. Paul, was carried forty feet and thrown to the earth and killed. His wife was carried some distance and found buried under the wreck with serious injuries. Mrs. J. B. Schurmier, Rev. Pfafle and Charlie Schurmier were evidently hurled into the lake and drowned. J. B. Schurmier, Hub Schurmier and wife and the female servant were carried but a short distance and landed over some trees.

The ground for a radius of an acre or more is strewn with debris of all kinds. Near the cellar of the Schurmier house lies a driven-well with twenty feet of cast-iron pipe, which was literally torn from the ground, while on the shore of the lake, fully one hundred feet away, is the piano which formerly stood in the parlor of the cottage. Huge trees, some of them three and one-half feet in diameter, have been broken off close to the ground and are scattered about in all directions, and saplings which bent before the gale stand completely stripped of their barks. In the lake fifty feet from shore are two horses which were carried there from the Schurmier stable. Chickens without a feather left on them litter the ground, and articles of wearing apparel are to be seen sticking in trees and bushes half a mile away. In the swamp near the lake shore are a number of splinters and boards sticking bolt upright like a field of corn.

The Raw, Cutting Winds

Bring to the surface every latent pain. A change of even a few degrees marks the difference between comfort and pain to many persons. Happily disease now holds less sway. Science is continually bringing forward new remedies which successfully combat disease. Polson's Nerviline—nerve pain cure—has proved the most successful pain relieving remedy known. Its application is wide, for it is equally efficient in all forms of pain, whether internal or external. Ten and 25 cents a bottle, at druggists.

—Canada, according to Dr. J. G. Bourinot, received the title of "dominion" instead of "kingdom," at the time of the confederation of the provinces in 1866, because the Earl of Carnarvon, then British Secretary of State for the Colonies, thought that the latter designation would be objectionable to the United States, which had just before so emphatically objected to the establishment of an empire in Mexico.

—At a recent garden party given by the Prince of Wales, Queen Victoria smiled on a number of prominent New York ladies and gentlemen, and spoke very pleasantly to them, and the result is that they were much pleased. Depew speaks of the Queen as "a wonderful woman." He was much pleased with the way her face lights up when she smiles.

—The Seattle *Morning Journal* makes the significant statement: "There have been several cases of suicide lately and no inquest has been held simply because the coroner has been in such a state of beastly inebriety that it was impossible for him to attend to his official duties." Here is a fresh and promising field for the efforts of the W. C. T. U.

Mothers and Nurses.

All who have the care of children should know that Dr. Fowler's Extract of Wild Strawberry may be confidently depended on to cure all summer complaints, diarrhœa, cramps, colic, cholera infantum, cholera morbus, canker, etc., in children or adults.

Agricultural.

The Kind of a Horses.

"What is the one thing above all others that a speedy colt should have, and without which he is and will ever be worthless?

"Good legs, good feet, a strong back, an open gait, a fine temper, a desire to go?

"All these are good things for a speedy colt to have, but not one of them is the chief thing. There is one other thing he needs, and so vitally important is it that unless he has it all the others are of no account.

"What is it?

"Lungs!

"In the first place he needs large lungs—the larger the bellows the stronger the blast. Then the lung substance should be of fine quality, elastic and tough; able to bear the pressure of fullest inflation and the shock of a sudden collapse without pain or hurt when, on some muggy day, while the close air is almost devoid of oxygen, he comes struggling up the home stretch with the pressure of voice and whip upon him and his rival at his shoulder.

"Bone structure never won it; blood and grit and perfect gait never enabled the winner to get home then and there. It is lungs, and lungs alone, big, well developed, tough in their substance, and elastic in their quality, which win in such conflicts.

"Do you wish for a demonstration of the great truth I am writing? Then try a short race yourself. Start off with a jump and run even forty yards with all your might. Before you have covered the distance you will know where your lungs are, I warrant, and the value of wind.

"Now, tell me, what was it that gave out first? What made you slow up or quit?

"Shortness of breath,' you say. 'My wind gave out.'

"Exactly. Your bones were all right; your feet didn't pain you; your muscles would have worked on for a mile; your grit or determination to beat was of the highest; but your wind gave out; your lung power was inadequate;

"Nature knows all this and acts up to her knowledge faithfully. How she exercises her colts in the wild state; see how she sends them tearing wildly through the bushes, jumping brooks leaping stumps and boulders; racing headlong over hills, sending them whirling onward until their necks are moist, their flanks all a quiver.

"And this, remember, she does daily, week in and week out, the whole year round.

"Now, friend, do let that colt out of the stable. Don't keep him penned up any longer. Open the door and let him out in the yard. Don't stop there. Having begun, having started in a good direction, keep on and open the yard gate and let him out into the road or lot.

"What he wants is room, room, plenty of room. Look! See him go down the road there, tail over his back, head lifted and swinging from side to side. How he opens out. Frotter? Couldn't help from being; he was bred right. Good heavens, what a gait! A perfect slasher, isn't he?

"Now he has stopped. See him thrust his muzzle into the air, inflate his sides and blow. You are a regular buck, yes, you are!

"See he comes. No trot now. The sharp air and the glorious sense of freedom has charged him as if with an electric current, and his body is quivering with the ecstasy of motion.

"See him lay down to it; neck straight as a goose when in flight; nose out. Hark! See his heels go into the air, the rascal. How could he recover in time. Whoa, boy! Come up here, you scamp. Here's an apple for you. Like it, don't you? Didn't want to be shut up in the cold stall, did you? None of that, you rogue! Get away from me. Now go it again. Hi—

"Friend, have you a colt? Yes? Well then, let him out."

W. H. H. MURRAY.

Don't Be Afraid of the Bees.

To hive a swarm of bees by the usual natural method, it will be necessary to wait until the swarm alights, which will usually be on some adjacent tree or bush preparatory to the longer flight in locating permanently. Bees often cling to their temporary resting place several hours and if it be near night until the following morning. Prompt fearlessness should characterize the motions of the bee-keeper. If the bees show signs of departing before the preparations are complete, water can be sprayed upon the buzzing mass or cool smoke from a pan of burning chips, cobs or decayed wood can be allowed to float among them from the windward side. This will calm them and the twig upon which they cling can nearly always be cut from the tree or bush and laid or shaken at the entrance of the hive. This should be placed on a clean table or clean sheet on the grass. Pefect cleanliness in everything is requisite.

When the bees are shaken or placed at the entrance to the hive, they will usually explore it, and if it pleases them enter *en masse*. It can be propped up on sticks, pieces of brick or anything to hold it from too close contact with the foundation. If the hive, previous to the trial, be rubbed within with salt, or sugar, or vinegar and water, it will prove more agreeable to the bees. Sometimes a swarm will enter a hive, only to leave it later. Some beekeepers, to prevent the bees from leaving, carry the hive into a cellar for 24 to 48 hours. The bees, finding themselves in a dark, cool place, deposit their stores of honey with which they always load up before taking their journey, and then seemingly becoming attached to their new home, rarely leave it. In changing the hive from the location sought by the swarm to its place on the stand, pains should be taken not to jar it, and it is customary among apiarists to make the change after the bees get settled for the night.

CHOKED CATTLE.—My method is to draw the animal's head, while in a stanchion, up with a stout rope and fasten to the top; then having previously melted one-half pint of lard placed in a bottle while warm, I pour it down the cow's throat; she will struggle, and all the more violently the better, as the melted grease will make the throat slippery, and then you can easily work the obstruction up with the hand. Sometimes they will cough it up. I have had good success with this method, and have never lost a patient.—*Cor. Dairy World.*

PERPETUAL BARK.—An inventor has patented a process by which he claims there will be hereafter no end of hemlock bark. The trees are to be peeled standing by means of ladders, beginning at the top of the trunk. As the peeler descends he removes the bark, and immediately covers the trunk with a preparation of rubber dissolved in sulphuric acid. Thus protected, the tree not only will not die but reproduces its bark within one year as thick as before, and of a superior quality for tanning purposes.

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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

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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.

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 2nd Day of August, A.D., 1890,

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, or since had 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 Waldeo 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 lines 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 the 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 appertenances 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 Aendis 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. 13 5i

Burdock BLOOD BITTERS

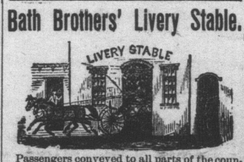
WILL CURE OR RELIEVE

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.

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.

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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.

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

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. ELMWOOD, 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 5, 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.

SAINT 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.

EXCELSIOR Package DYES ARE UNEQUALLED —FOR:— SIMPLICITY OF USE, BEAUTY OF COLORS, AND THE LARGE AMOUNT OF GOODS EACH DYE WILL COLOR.

The Colors, namely, are supplied:

Yellow, Orange, Rosine (Pink), Bismarck, Scarlet, Green, Dark Green, Light Blue, Navy Blue, Seal Brown, Brown, Black, Garnet, Magenta, Slate Plum, Drab, Purk or Violet, Maroon, Old Gold, Cardinal, Red.

To Ladies and Dyers.

THE BEST KNOWN for all such purposes as Coloring Yarn, Mat Rags, Wool, Stockings, Carpets, Carpet Rags, Shawls, Hoods, and in fact everything you can think of, are the

EXCELSIOR PACKAGE DYES.

They are the best Dyes on the market, and give universal satisfaction. All who use them prefer them to any other dyes, because they are cheaper and produce better results. PRICE 5 CENTS PER PACKAGE. Sold by all Dealers and Druggists throughout the Province, and wholesale by the firm.

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MERCHANTS AND DRUGGISTS who have not yet a supply of EXCELSIOR DYES, etc., may have the goods sent direct by applying to the firm for prices and terms. We GUARANTEE EVERY PACKAGE sold to be good and true to name; or any person can have them sent direct if their druggist or merchant has not yet got them by sending eight cents for each package required.
C. HARRISON & Co.
March 12th, 1890. 7m

They are light in touch.
Unrivalled in tone,
Handsome in appearance,
Unrivalled in durability,
AND NOT EXCELLED BY ANY PIANO MANUFACTURED in the DOMINION.

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FOR SALE!

A GOOD SECOND-HAND TOP BUGGY.

Apply at this office.
M. K. PIPER.
Bridgetown, April 23rd, 1890.

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W. G. Parsons, B. A.,
Barrister, Solicitor, Etc.
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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

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.	3 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	Riversdale	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	....
	Bridgwater, 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	....	....	....
14	Windsor Junction—ar.	7 30	8 00	3 55
17	Windsor Junction—dp.	....	8 40	4 00
	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	....	....	....
	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	....	....	....
55	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 38
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	
79	Waterville	10 40	2 15	
83	Berwick	10 47	2 30	
88	Aylesford—ar.	11 00	2 45	
	Aylesford—dp.	....	2 55	
90	Auburn	†	3 05	
95	Kingston	11 15	3 20	
98	Wilmot	†11 22	3 35	
102	Middleton—ar.	11 32	4 00	
	Middleton—dp.	....	....	
108	Lawrencetown	11 47	4 25	
111	Paradise	†11 55	4 40	
116	Bridgetown	12 02	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 05	9 30	
50	Waterville	3 15	9 45	
52	Cambridge	†3 20	†9 55	
54	Coldbrook	†3 25	†10 05	
	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
80	Shaw's Bog Siding		†	†
82	Falmouth	4 55	12 52	6 50
84	WINDSOR—ar.	5 05	1 00	6 58
87	WINDSOR—dp.	5 05	1 30	7 03
90	Three Mile Plains		†	†
93	Newport	5 20	1 50	7 21
96	Ellershouse	5 27	2 05	7 30
103	Stillwater		†	†
	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 50	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. (*†