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HALIFAX, N. S.

THE LARGEST & MOST COMPLETE HOTEL
IN THE LOWER PROVINCES.

Has been lately fitted with all modern
improvements, making it one of the
Leading Hotels in Canada.

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This is one of the most quiet, orderly, and well-conducted Hotels in the city. Table always well supplied with the best the market will afford. Clean, well-ventilated Rooms and Beds, and no pains spared for the comfort of guests in every way, and will commend itself to all who wish a quiet home while in the city.

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CONTINENTAL HOTEL,

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The nicest place in the City to get a lunch, dinner, or supper. Private Dining Room for Ladies. Oysters in every style. Lunches, 12 to 2.00.

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HOTEL LORNE,

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First-Class in every Particular.

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BRITISH AMERICAN HOTEL.

OPPOSITE JOHN TOBIN & CO'S.

HALIFAX.

Terms, \$1.00 per Day.

CHAS. AuCOIN, Proprietor.

The Yarmouth Steamship Co.
(LIMITED)

The Shortest and Best Route between
Nova Scotia and Boston.

The new steel steamer YARMOUTH will leave Yarmouth for Boston every WEDNESDAY and SATURDAY EVENINGS after arrival of the train of the Western Counties Railway, commencing March 17th.

Returning, will leave Lewis' Wharf, Boston, at 10 a. m., every Tuesday and Friday, connecting at Yarmouth with train for Halifax and intermediate station.

The YARMOUTH is the fastest steamer plying between Nova Scotia and the United States, being fitted with Triple Expansion Engines, Electric Lights, Steel Steering Gear, Bilge Keels, etc., etc.

S.S. CITY OF ST. JOHN leaves Halifax every MONDAY EVENING, and Yarmouth every THURSDAY.

For Tickets, Staterooms, and all other information, apply to any Ticket Agent on the Windsor and Annapolis or Western Counties Railways. W. A. CHASE, Agent. L. E. BAKER, President and Manager.

J. J. McLELLAN,

117 Argyle Street, Halifax.

Headquarters for WRAPPING PAPER,
PAPER BAGS, TWINES, &c.

Do you want Clean Hands ?

Everyone, no matter what the occupation,
may have

CLEAN HANDS,

-BY USING-

Bailey's Rubber Toilet Brush

It removes Ink, Tar, Grease, Paint, Iron Stains, and everything foreign to the skin by simply using with soap and water. IT NEVER becomes rough, and will not injure or rupture the most delicate skin, and is invaluable to the Farmer, Painter, Blacksmith, Penman, Machinist, Printer, Shoemaker, etc., etc. Specially valuable to the LADIES.

PRICES - Small size 25c. each; large size 50c. ea., 3x11 inches; Flesh Brush, \$1.50 ea.

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Wholesale Tea Importer,

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Excellent values in Saryunes,
Padraes, &c.

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CARRY THE LARGEST STOCK

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Heavy Hardware

In the Maritime Provinces.

Pig Iron
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Iron Boiler Plates
Steel " "
Boiler Tubes
Boiler Rivets
Steam Tubes

-ALSO-

Portland Cement, Fire Brick and Clay,
Moulders' Sand,

FOUNDRY SUPPLIES,

Linseed Oil, White Leads, Cordage,
Oakums, and a full assortment of

SHIP CHANDLERY

-AND-

SHELF HARDWARE.

\$5,000 A YEAR TO GOOD SALESMEN.

New Goods. Outfit Free. Address at once,

L. D. STAPLES, Portland, Mich.

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DYES!

Are unequalled for Simplicity of use, Beauty of Color, and the large amount of Goods each Dye will color.

The colors, namely, are supplied.
Yellow, Orange, Eosine (Pink), Bismarck, Scarlet, Green, Dark Green, Light Blue, Navy Blue, Seal Brown, Brown, Black, Garnet, Magenta, Slate, Plum, Drab, Purple, Violet, Maroon, Old Gold, Cardinal, Red, Crimson.

The above Dyes are prepared for Dyeing Silk, Wool, Cotton, Feathers, Hair, Paper, Basket Woods, Liquids, and all kinds of Fancy Work. Only 8 cents a Package. Sold by all first-class Druggists and Grocers, and wholesale by the EXCELSIOR DYE CO., C. HARRISON & CO. Cambridge, Kings Co. N. S.

[FOR THE CRITIC.]

NOON.

No ripplestirs the water,
No song-bird wakes the grove,
Calm noon tide sways his sceptre,
And hushes even love.

"On earth the sun-god bending
Pours his wondrous store,
The soft-tongued tide, advancing,
Laps the unconscious shore.

The long, low isle of marsh land
Stretches in weary waste,
By sloping sand-banks guarded,
By winding weeds embraced.

Comes clearly from the open
The flash of distant oars,
Over the rocky headland
The snow-white sea-gull soars.

I see as if through dream-clouds,
I hear from far away,
The scorched air breathes its opiate,
The drowsy fancies stay;

I have no hopes or longings,
I scarce can feel your kiss,
For thought, and joy and worship,
Another hour than this!

SOPHIE M. ALMON.

DON'T.

Don't stop your lady acquaintances in the street if you wish to speak to them; turn and walk by their side, and leave them with raised hat when you have done. (This is right in principle, but is not a cast iron rule of universal applicability. Most ladies are good enough to stop for a minute, rather than take a man out of his way. It depends somewhat on the degree of acquaintanceship.—E.)

Don't remove your glove when you wish to shake hands, or apologize for doing so. It is proper to offer the hand gloved. (This is a really sensible rule. Nothing is more absurd than the process of ungloving while your friend stands waiting for it like patience on a monument.—E.)

Don't neglect to raise your hat to a strange lady when you have occasion to address her. If she drops her handkerchief, and you pick it up for her, raise your hat. If in an omnibus, you pass her fare to a conductor, raise your hat. (Ah! we should like to see the editor of "Don't" passing up the fares of half-a-dozen ladies in quick succession in a crowded car!—E.)

Don't be in haste to introduce. Be sure that it is mutually desired, before presenting one person to another. (Or, at all events, that there can be no possible objection to the introduction. On the other hand, where there can be no objection, and where persons are likely to be in company for even a short time, introduction has the tendency to make conversation easier.—E.)

Don't, in a walk, introduce your companion to every person you may chance to meet. Off hand street introductions are rarely called for, and commonly serve no end.

("It is the bane of social life in America," says a correspondent, "that you are continually being introduced to people about whom you care nothing, and whom you do not care to know unless you are a bagman, railway conductor, or a reporter.")

Don't ask questions of strangers indiscriminately. Young women run risks in approaching unknown people with questions, and they should scrupulously avoid doing so. In travelling, inquire of the conductor, or of some official; in the street, wait until a policeman can be found.

Don't be over-civil. Do not let your civility fall short, but over-civility is a mistake. Don't rush to pick up a man's hat; don't pick up any article that a stranger or companion may drop, unless there are special reasons for doing so. Be prompt to pick up anything that a lady lets fall, and extend this politeness to elderly or infirm men. But haste to wait on equals is over-civility, and is not sanctioned by the best usage.

Don't rush for a seat in a car, or at a public entertainment, in utter disregard of every one else, pushing rudely by women and children, hustling men who are older or less active, and disregarding every law of politeness. If one should, on an occasion of this kind, lose his seat in consequence of a little polite consideration, he would have the consolation of standing much higher in his own esteem, which is something.

Don't occupy more space in an omnibus or car than you require. In this particular, women are greater sinners than men.

Don't enter a crowded omnibus or street car. There doubtless are occasions when one cannot well help doing so, but many times the vehicle that follows will afford plenty of room. A person who enters a crowded public vehicle is an intruder, and has no rights that anybody is bound to respect.

(The manners of the people in public vehicles seem daily to be growing worse, and, if they continue to decline, it will become impossible for ladies, at least, if not gentlemen, to enter them. The first thing one encounters when he attempts to take a car, is a fellow lazily lounging against the rail with his legs stretched out, so that, unless you are alert, you stumble over him, while perhaps a puff of smoke is blown in your face. Such a fellow should be promptly lodged in the street; but he seems to be under the protection of the conductor, an official whose apparent business is that of moral support to all the loafers that take pleasure in inconveniencing travellers. One is scarcely within the car ere he is tripped up by another man's extended legs, and if the occupants are few enough, or compliant enough, to enable him to get a seat, he may find himself by the side of a fellow who is industriously making a pool of tobacco juice on the floor before him. It is