General News.

(From the Journal.)

Apple and Cattle Export Trade.

(Communicated).

The demand for the agricultural productions of our Counties in the mother country has opened up within a few years a new and rapidly increasing export trade, especially in apples and horned cattle, and this in the face of many drawbacks, and at times ruinous losses of property, owing to exposure by long land carriage, rough usage and improper stowage in steamers, not built or intended for the trade, and without ventilation.

The experience of our shippers of apples has proved that shipments made from the port of Annapolis by sailing vessels, even with twenty five or thirty days passage, turn out in better condition than those made by steamers via Halifax, even without delay in transitu, and a ten or twelve days, passage.

We have too many proofs of this, to the sad experience of our shippers, and a case in point is the recent shipment of apples by the steamer "Edinburgh" via Halifax, and the bark "Denbigshire" both for London direct, (latter from Annapolis with 5.700 barrels) all shipped from about same districts in this County. The shipment by steamer with a fair average passage, has turned out in a damaged condition, and not likely to pay cost and charges, while the "Denbigshire's" cargo by sail, after a passage of twenty-five days landed the entire cargo of apples in London in splendid condition, and all sold at prices giving very large profit to shippers.

On the surface this would argue that sail is preferable to steamers for fruit carriers, and it is so decidedly, if the fruit is shipped in steamer unfitted for the trade without ventilation and with grain or other heating cargoes. Apples stowed in the hold of one of these "Iron grain tanks," (as the New Yorkers call them), have a poor chance for arriving in sound condition, even our most hardy fruit, will perish in a week in such temperature. I have just made the following test of the effect, say seven days, change of temperature would have on a hardy sound golden russet that usually, with care, will keep in good marketable condition till June. Taking one of these from a barrel in a cold cellar, when the thermometer ranged 35 to 38 deg., which is about the proper temperature to keep apples, I placed it in a room with average temperature 55 to 60 deg., or say cooler than the average of the hold of a grain loaded improperly ventilated steamer; the result was, that in seven days this apple was so wilted as to be unfit for use, and had lost about 20 per cent. in size and weight, proving conclusively that apples must be shipped in a cool and properly ventilated part of the vessel to insure them being landed in sound condition. With such precautions, and the certainty of a passage not exceeding fourteen or fifteen days, our most delicate fruit can be delivered in London in fine condition. I believe that apples are often injured by heating the box-cars in which they are stowed for transportation by rail. It is not generally known that apples will damage more by heat in a short time than by exposure for some time to extreme cold.

Until we have steamers *especially built, fitted* and VENTILATED for the carriage of our apples and cattle, (the annual export of which from our valley now exceeds 100,000 barrels apples and 2,500 head of cattle), this trade, so important to our farming interests and the whole country, can only be followed at great risk, and great irregularities and losses must result.

This trade has suffered quite long enough, and the necessity of more direct and proper transportation for these valuable products has almost forced itself on the producers and traders of Kings and Annapolis Counties, resulting in the projected direct line of freight steamers from Annapolis to London.

It is proposed to have built a first class twelve miles speed Iron Steamer, properly fitted with ventilators and *refrigerators* for the carriage of cattle and apples, and all kinds of farm products, as well as fish, with which our river and bays abound, so that the delivery of all (including our most delicate and famous apples) in the London market will be insured to a certainty, with an ordinary passage, saving at least 30 to 50 per cent. of the apples, and 10 to 15 per cent. of the cattle now lost or made worthless for want of proper care and stowage, and more *direct* transportation.

As to the cattle export trade, which will be the largest from our Counties during the summer months, when apple shipments will be light, (although with refrigerators and care apples will be shipped at least nine months of the year), the heavy losses that have resulted from shipping in steamers not fitted, or ventilated, or suitable for the trade *can all be overcome*, as was amply proved by the shipments made from the St. Lawrence last season on steamers fitted and ventilated for the trade. Underwriters taking such risks, including life risk at 2½ to 3 per cent., while shipments by the ordinary freight steamers built for carrying grain and dead weight cargo, are difficult to insure even at 12 or 15 per cent.

While we regret that our Halifax friends have not, and we think cannot give our export trade the necessary accommodation, even if they had a direct line of steamers, which, strange to say, has not yet been established, we plain country folks are *now* determined to stop these leaks and drawbacks to our trade, and place ourselves in an independent and direct communication with our largest and best markets, thus stimulating and developing the resources of Kings and Annapolis—the richest and most fertile districts in the Maritime Provinces.

THOS. S. WHITMAN.

Annapolis, March, 1881.

— Not satisfied with having the bridge scheme in hand, St. John has another big project. Application is to be made to the Legislature for the incorporation of a company to construct a canal from St. John harbor to a point on the river above the falls. By this means the navigation of the river would be opened to vessels of large tonnage. Mr. T. Sherman Peters formerly of Halifax, is one of the promoters of the scheme.

— A new invention is reported from Turin. It consists of the application of light-giving materials to printing ink, by which print becomes luminious in the dark, so that in future it will be possible to read at night, in bed or on a journey, without the assistance of candle or lamp. A new daily paper, in which this luminous material will be used, is, it is said, about to be published in Turin.

Nova Scotia, Nictaux and Atlantic Central Railway.

The following Resolution was passed unanimously by Municipal Council, of Lunenburg, January Session, 1881, and ordered to be published:

RESOLVED, That this Council regrets that no progress has been made in constructing the N. N. and A. C. Railway during the past year, and that the negotiations with the Syndicate in New York have ceased.

The Council respectfully suggest that the Local Government make such stipulations as will induce capitalists to proceed with the building of the Road, and not insist on conditions which must continue to prevent the work from being undertaken. The Council trust that on this question an enlightened patriotism will rise superior to local jealousy, and will not permit sectional feelings to preponderate to the great detriment of the people of the several Counties immediately interested in the Railroad, who number about one-fourth of the population of the Province.

The inhabitants of the Province living on the South Shore, have special claims on Government in the matter of Railways. They have borne a share of the taxes devoted to subsidize and to build all the Railroads existing in the Province. From these Roads they have no direct benefit. They have, therefore, an equitable right to ask that the same facilities be extended to them; that they be removed from their present isolated state and be placed on a par with the rest of the Province.

The late Government recognized the justness of this plea, and set apart a subsidy to induce the building of the Road. This sum the people apprehend was for their benefit, and that no laches of Company or Contractor should be used as a pretext to despoil them of it.

It is not as if the design of the promoters of the Road was chimerical, and had no adequate data to rest on. Experts have invariably reported favorably of the enterprise, and their dictum is supported by a large array of evidence.

Great misconceptions, the Council are aware, exist as to the character of the country through which the Line passes, and as to its ability to successfully maintain a Railroad. With little exception the Road will traverse a country well settled, and capable of being made a continuous garden. A large area of our County may be described as a portion of land susceptible of high cultivation, wedged in between the rocky barrenness of Halifax County on the one side, and of South Queens on the other, and the same agricultural capability characterizes the adjoining County of Annapolis. On the one hand the road will run within a few miles of the richest lands of Kings County, where there is room for hundreds of families to settle; on the other it will approach Northern Queens, whose meadows and hardwood hills are unsurpassed in the Province, affording to these their only easy outlet to a market. At Middleton it will connect with the Windsor and Annapolis Railroad, and tap the rich valley of Annapolis, whence a large trade must flow to the Atlantic seaboard, where during the severest months of winter, ports, easy of access, are always open to navigation. One of these, skirted by the Road, and now but little known, has seven or eight fathoms water, and good anchorage within a few rods of the shore, is but one half-hour's sail from the ocean, with no obstructions to impede the navigator, and is much easier of access and better sheltered than the Harbor of Halifax.

The moving of the products of the forest, mine and farm to the seaboard along the line of Road, and the return trade in the products of the fisheries and foreign imports from the seaboard into the interior, will create an immense volume of business.

Hundreds of thousands cords of wood, and bark, in the forests of the interior, are awaiting the Railroad for transportation, being too far from market to be otherwise moved profitably, together with hundreds of millions feet lumber, which will be manufactured along the whole extent of the Road. There are also the Mines of Iron and Copper, dormant at present, which the advent of the Road will start into life and activity by giving cheap and ready means of transport to ports of shipment on the Atlantic.

The utilizing of the vast water power of the LaHave and other Rivers in the two Counties for manufacturing purposes, of which several enterprises have already been mooted, and the receipts of the passenger traffic will create large items in the sum total of the income of the Road.

Lunenburg County can boast of a larger fishing fleet than any other County in the Province, and stands ahead in the value of her fisheries, being one-sixth of the Province and about one-tenth of the whole Dominion. The value of the exports from the County in 1879 were over Six Hundred and Twenty Two Thousand Dollars ($622,000), consisting of dry and pickled fish, about 30,000,000 feet lumber, and a variety of other products of the sea, forest and farm.* In the handling of these commodities our Shire Town participates largely, and has built up a business in them much larger, relatively to the population than the trade of the City.

The council might enlarge on the question, but believe that they have advanced good and sufficient reasons to justify the holding of sanguine views on the subject and conceive that nothing but uninformed prejudice will attempt to throw discredit on an enterprise which undoubtedly has all the elements of success in a greater degree than any Railway scheme ever devised for the Province.

By order of Municipal Council,
DANIEL OWEN,
Municipal Clerk.

*The above valuation relates to foreign exports only, (those to Halifax and other parts of the Province not being included therein,) and is therefore far below that of the actual exports.

— Further telegrams from Transvaal show that the number of Boers who made the attack on Majela was 1,000. The *Standard's* correspondent says:—"During the enemy's advance our men hardly caught sight of a single Boer. The Boers crept through the grass, taking advantage of every stone and every inequality of ground. When driven back by our fire at one point, they would work around unperceived and thence open with heavy volleys upon us, themselves being all the time invisible." The correspondent thinks the English "would have done well to have trusted to the bayonet instead of fleeing down the hill, where they were quickly shot down like rabbits."

WHAT WILL HELP TO STOP THE EXODUS.—The Halifax Sugar Refinery commence operations this week. One hundred and fifty men will be employed in the establishment. The buildings cost $120,000, and the machinery $200,000—$50,000 worth of which were made in Halifax. The refinery is expected to turn out 500 barrels of sugar per day.

Correspondence.

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

Yale B. C., July 12th, '81.

MR. EDITOR,—

In commencing this, my second letter to your interesting paper, allow me to wish you every success for the present year.

I was delighted to see that the encouragement you had received from your prosperous County, enabled you to present to your readers on the first of the year a larger and if possible, a more interesting paper; and I am sure such enterprise must succeed.

As in my last of July 1880, I promised your readers some more general information on this Country, which I should have attended to before, but having been engaged from November last to the present time on a winter's survey between this town and Burrad's Inlet the proposed Pacific terminus of the Canadian Pacific Railway, I was enabled to gain the information required, so postponed it to the present time.

First Mr. Editor, I must dwell a little on the British Columbia's winters, for many in your country may be under the same impression, as I, myself was before experiencing, that such a thing as extreme cold and heavy snow storms were unknown in this country, but let me say if there are any in your country who contemplate coming to British Columbia next season, advise them to bring all their heavy clothing, for the winters here fully equal Nova Scotia's for either cold, wind or snow. I am acquainted with many novices in this town, who, like myself, are lamenting the loss of both furs and woollens, being under the impression when leaving home, that once in British Columbia, the above would be discarded, and they would sail forth in a temperature, not severer at its extreme, than a N. S. autumn. Already in these canyons the thermometer has been for days below zero, and a distance not greater than 70 miles from this town, it has been frequently reported to be as cold as 80 degrees below freezing.

Work on the railway is still being rapidly pushed forward, notwithstanding the severe cold. Four tunnels have been completed this winter, the longest of which is five hundred and fifty feet, there is also a large force employed in the 15 mile tunnel which is about some 1,100 feet in length.

The rock has been broken in these tunnels by the Burleigh drill, worked in some by steam and in others by compressed air. The average day's work for these drills on a heading, 12 and 16 feet is 8 feet. The powder used is the giant powder, which is fired by electricity.

Large powder works have been recently erected in this vicinity by the Railway Contractor, and are now turning out 500 lbs. of powder a day, and soon expect to be manufacturing 1200 lbs. per diem.

They are also prepared to manufacture any kind of powder from the strongest glycerine to the commonest black blasting powder.

Times are expected to be very lively the coming season. The contractor expecting to have 5000 men at work on this section of 29 miles, 5 of which are now completed.

The past season has been very unfavorable to mining, only a few making large "hauls." Among the latter were three Chinamen who dissatisfied with railroad pay started up the canyon prospecting, and in less than three months returned with $25,000.00 worth of gold dust, which they washed from the sand of the Fraser River.

I have frequently received letters from Nova Scotia asking me what prospects there are in this country for employment, so allow me to say, for the benefit of all, that any one can find employment here, at a laborer's wages, from one dollar and a half to two dollars per day. There is also a fair demand for mechanics at better pay, blacksmiths are certain of employment at wages from $75.00 per month. Boarding houses are erected at convenient distances along the line at which board can be obtained at four dollars per week.

Accidents are of frequent occurrence, very often terminating fatally. One of the saddest occurring a few weeks ago, in which Mr. Eberts, one of the most popular engineers on this section lost his life by falling from a bluff and then rolling over two hundred feet down a side hill of boulders, &c., until his body was suddenly caught between two stumps. He was unconscious when discovered, which was some hours after the affair happened, and remained so until he died which was the next day.

Hoping, Mr. Editor, that these few remarks may be satisfactory, and trusting I have not occupied too much of your valuable space,

I am sir,
Truly yours,
FRED R. FAY.

Robert Smith of Lunenburg.

MR. EDITOR,

It is quite common in this country after a person's death to give some account of the life that has been lived. Robert is not only dead in law, but to his friends and all comfort in this world he is dead. How miserable must that life be that is spent under an unmitigated sentence of death.

Now if any of your readers have a morbid craving for the hangman's-rope, they have had "a portion of meat in due season" on the case of Teabo, and for the sake of those whose "bowels of mercy" are not cruelty, and hence can "rejoice in the liberty of the captive," a few words may be of interest in regard to Smith's

FORMER HISTORY.

Robert Smith was born in Newcastle upon Tyne, England, on the 11th of June, about the year 1832. His father died when Robert was only 4 years old. Soon after, the little boy went into the employ of one, Isaac Bell, for five years in a chemical factory. He continued to work at that business till the beginning of the Russian war, when as work shut down many young men were obliged to go into H. M. S.

Then Robert joined the British navy in Sunderland. Remained three months with the ships in London and Portsmouth, and was then ordered to the coasts of Africa. While there his mother died, and the news of her death draped the world for Robert in the deepest gloom.

Some time was spent on the coasts of Africa, protecting the slaves, and various places were visited. But these it is not necessary to name. From Africa they were ordered to the Ascension Islands, and thence back to England. Having been paid off at Portsmouth, he was put on board another ship belonging to the "Channel Fleet," ordered to Russia. He was engaged at the siege of Sebastopol. At the close of that war he returned to England; then to Lisbon, and thence to the West Indies, where he remained one year, and was ordered to Halifax, N. S.

Being tired of the navy he there left for the land. Having traveled over the Western part of the Province, and getting but little employment, as he was not acquainted with farm-work, he finally got to Lunenburg county, at the time of the Queens gold fever. That proving a failure he engaged with the late Richard Trethaway, an Englishman living in New Germany. There he remained and worked five years. He was steady, industrious and respected, and had previous to going to New Germany professed religion, in Brookfield, Queens county. He afterwards worked in various parts of Queens, and got back to Lunenburg county. Was united in marriage to Phoebe Ann, daughter of John Crouse of Pleasant River-road. By his honest, upright life, he won many friends, and C. E. Kaulback, Esq., M. P. for Lunenburg says in his appeal to the Throne, that "letters are reaching me daily from the most influential and respectable parties in the County, praying for every effort to be made to obtain a reprieve, and stating that the consequences will be very serious in case he is executed." In fact all who knew him speak in high terms of his quiet inoffensive character until the unhappy affair with John Huey on the 6th of September, last. What led to the

TRAGEDY.

It is well known that Huey was a bad boy, and Smith had been provoked beyond measure. On going to protect his father-in-laws' orchard, (who was an old man of 80 years) that had been partly robbed a few nights before, Smith found this boy taking his horse out of the field. After asking the boy three times to let the horse alone, and being refused, Smith fired at his feet intending to scare him. Then the boy let go of the horse and called for his comrades to come. They answered at once, and Smith knew it was best for him to leave. He supposed if the boy was wounded his friends would look after him. Instead of which they let him bleed 30 hours, or till he bled to death, without even putting a bandage on the leg. The wound was a little above the ankle.

That Smith did not intend to kill, is evident, or he would have aimed at the body instead of the feet. Again, he had a double-barreled-gun, and had he been intent on murder, he would have fired the second barrel to finish his victim. Then instead of going to Bridgewater to give himself up when he found what injury he had done, a real murderer would have probably been minus. "Why did he put slugs in the gun? He did not. That was a false report and nothing of the kind was brought out in the evidence at Court. "why did he not go for a Dr.?" Yes it would have been better had he done so, but how often after a thing has happened we can see when we might have made a better move.

That Smith did not intend to kill, was the opinion of the jury before whom he was tried. Here is their verdict, viz, "We find the prisoner guilty, and *recommend him to mercy* and we *further*

SAY THAT HE DID NOT INTEND TO TAKE LIFE."

Now if he did not intend to take life "was he a murderer." More than nine-tenths of the County say "*No.*" That he should have had some punishment none deny, but not the Death Penalty.

HOW DID HE GET AWAY AND WHAT OF HIM SINCE?

"That is the question," but like many a chapter in romance, must end just in the most interesting place. Something perhaps would be said of that anxious hour when the prison doors were opened "and he stood in the streets of Lunenburg free; of the run for life; and of how near he came to being detected on more occasions than one. The nine different ways by which he left the Province have already been given in your County contemporary. Surely in the matter of escape he must have been related to Henry Moore Smith. Do any ask for his address? Well don't "publish it in Gath," and we will say, "In the quiet village of Seek-not in a lonely island a little beyond the noon-day-sun."

THE PEOPLE.

Halifax, Mar. 14th, 1881.

DEAR SIR:

We beg to advise the following prices for apples at sales in London.

Baldwins, 12s. 6d., to 18s. 6d.; Greenings, 14s. to 16s.; Vandeveres, 12s. to 20s.; Northern Spy, 14s.

The arrivals lately have not been in good order as a rule, we are advised that quantities have come forward frosted.

The difference in condition will account for the large margin in some of the above prices.

Yours truly,
JACK & BELL
Agents for Garcia Jacobs & Co.

TELEGRAPH NOTES FOR THE WEEK

London, March 11.—In the final appeal of the Tichborne claimant to the House of Lords to declare the sentence of two consecutive terms of seven years penal servitude which he received, illegal, the Lord Chancellor confirmed the decision of the courts below, and dismissed the appeal without calling on the counsel for the Crown to reply.

Colcutta, March 11.—It is reported that Mahomed Jan, the noted African leader during the late war, has been murdered by a private enemy.

New York, March 8.—A London despatch says: "The British Government proposes to grant the Boers a constitution similar to the Confederation Act of 1867, under which Upper and Lower Canada, Nova Scotia and New Brunswick were merged into a Dominion. The impression revails that the Boers will retract the half measure of independence and stand out for absolute autonomy."

London, Mar. 12.—An attempt was made to have a political meeting at Coventry last night under the auspices of Arthur O'Connor and Finnigan, Home Rulers. As soon as O'Connor rose to speak he was met by a storm of yells. He remained standing ten minutes and made several attempts to read Parnell's manifesto to the Irish electors of Coventry, urging them to support the Conservative candidate at the supplementary election at that place to-day. Finally a rush was made to the platform and a free fight ensued. The police cleared the hall. All the tables and chairs were smashed. The disturbance is attributed to the extreme Radicals.

London, March 12—Public opinion is so exercise in Portugal that the principal journals of Oporto and Lisbon consider the fall of the Cabinet almost certain, when the recent treaty with England is carried before the House of Peers.

Madrid, March 12.—A post mortem examination of five persons who died in the Madrid Hospital showed abundant traces of trichinæ. The authorities have ordered severe precautions to prevent further cases.

Dublin, March 12.—Only three additional prisoners were lodged in Kilmainham gaol yesterday, owing to the want of sufficient escort to bring persons arrested from remote places. Macauley, a farmer, was arrested yesterday. He is the first prisoner charged with treasonable practices.

London, March 12.—Statements from Chicago and New York, contradicting reports of hog cholera, appear in all the papers, but the mischief has been done, and it will be slow work to undo it. Several wholesale dealers in London say that the scare has frightened away nearly all their customers. Stories are now appearing as to the danger of eating American canned meats.

New York, March 10.—The police are investigating the case of Mary Gross, *alias* Maud Trenholm, who died at Bellevue Hospital on Tuesday from exhaustion, due to acute mania. It is stated that her father is James White, proprietor of the Phœnix Hotel, in Moncton, N. B., and that Mary eloped four years ago with James B. Gross, who maltreated and deserted her. The body was sent to New Brunswick yesterday.

Rome, March 8.—One hundred and forty bodies have been dug out of the ruins of Casamacciola. The total number of deaths is estimated at 300.

Plymouth, March 9—A correspondent at Cape Coast Castle telegraphs as follows:—"All apprehensions of an Ashantee war have ceased. The King has sent a reply saying that he desires peace. He asks the delivery of fugitives, but asserts that he never intended to make war, and is sorry his first message was so understood."

PROVINCIAL LEGISLATURE.

Mr. Shaffner presented a petition from J. E. Oakes and others, asking for the payment of certain claims against the Nictaux and Atlantic Central Railway—as awarded by Commissioners authorized to inquire therein to. He regretted very much that it became his duty in this, the third year of this Parliament, to state that these claims had been presented at every session, and yet remained unsettled Honorable members are aware that many claims coming in connection with this road, a Commissioner was appointed to inquire into them, at which the Government was represented and the claimants were assured that after the Commission had ended its work they would receive what has been allowed them. But now some two or three years have passed and yet not one of them has been paid. This was most unfortunate, as there were many honest laboring men who had expended their means in connection with the building of this road who are now suffering for their heavy losses in consequence of their claims against it being unpaid. He trusted that the Government would take this matter into their most favorable consideration, and provide such relief for these claimants as lay in their power.

SERVICES ON SUNDAY NEXT.

Episcopal Church.....7, p. m
Methodist " .....11, a. m., 7, p. m
Baptist " .....11, a. m., 7, p. m
Presbyterian, " .....no service.
Roman Catholic Church....4th Sunday of every month.

☞ WHEN EXAMINED AFTER DEATH, the lungs of those who have died of tubercular consumption are found to be honeycombed with little cells full of purulent matter. To this terrible condition the lungs of any one may be brought who neglects a cough or cold. Unfortunately, many so-called cough remedies are ineffective as well as impure, containing ingredients absolutely prejudical to the physical well-being of those who use them. There is, however, a source of renewed health and strength upon which persons harrassed and weakened by lung and bronchial affections can depend with certainty. We refer to Northrop & Lyman's Emulsion of Cod Liver Oil and the Hypophosphites of Lime and Soda, which is justly esteemed throughout the Dominion for its effectiveness and purity. The medical faculty have long recognized the value of purified oil, obtained from the cod's liver, in throat and lung affections, and the hypophosphites are universally prescribed in cases of pulmonary decline and general debility. In this preparation the phosphorus which it contains (phosphorus being an important natural constituent of the physical organism) serves to supply stamina and vitality, by enriching the blood, while the lime and soda are of incalculable service in solidifying and strengthening the bones. This medicine not only counteracts pulmonary inflammation and arrests physical decline, but is a valuable remedy in scrofulous cases. As a means of checking and compensating for the tremendous waste of bodily tissue caused by lung and chest diseases—of healing and soothing the irritated membrane of the breathing organs, and of promoting the development of pure, rich blood, this preparation has no equal. All druggists sell it.

A Good Thing.

German Syrup is the special prescription of Dr. A. Boschee, a celebrated German Physician, and is acknowledged to be one of the most fortunate discoveries in Medicine. It quickly cures Coughs, Colds and all Lung troubles of the severest nature, removing, as it does, the cause of the affection and leaving the parts in a strong and healthy condition. It is not an experimental medicine, but has stood the test of years, giving satisfaction in every case, which its rapidly increasing sale every season confirms. Two millions bottles sold annually. Beware of medicines of similar names, lately introduced. Boschee's German Syrup was introduced in the United States in 1868, and is now sold in every town and village in the civilized world. Three doses will relieve any ordinary cough. Price 75 cents. Sample bottle, 10 cents.

☞ Gray hair may be made to take on its youthful color and beauty by the use of Hall's Vegetable Sicilian Hair Renewer, the best preparation for the hair known to the science of medicine and chemistry.

Births.

BESSONETT.—At Middleton, on the 10th, the wife of R. S Bessonett, of a son.

THORNE.—In Dartmouth, March 9, the wife of James H. Thorne, Jr., of a son.

Deaths.

EATON.—At Wadeville, on the 1st inst., of consumption, Lamont, beloved son of Mr. Stephen Eaton.

BOGART.—At Rotterdam, March 4th, 1881, Capt. John H. Bogart, master of Barque St. Patrick, of St. John, N. B., aged 52 years.

HEALY.—At East Jourdan, Michigan, on the 18th October, 1880, from accident, Charles H. Healy, formerly of Granville, leaving a wife and nine children.

HATTERSLEY.—On Sunday, Feb. 6th, at Sunny Dale, Jamaica, of consumption, Lieut. Frederick Hattersley, son-in-law of the late Rev. John E. Owen, of Old Harbor, Jamaica.

PHINNEY.—At Middleton, on the 11th inst., of Diphtheritic croup, Ella, daughter of E. C. Phinney, Esq., aged 8 years.

Mothers! Mothers!! Mothers!!!

Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor little sufferer immediately—depend upon it: there is no mistake about it. There is not a mother on earth who has ever used it who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere. 25 cents a bottle.

A Cough, Cold or Sore Throat should be stopped. Neglect frequently results in an **Incurable Lung Disease or Consumption. BROWN'S BRONCHIAL TROCHES** do not disorder the stomach like cough syrups and balsams, but **act directly on the inflamed parts,** allaying irritation, give relief in **Asthma, Bronchitis, Coughs, Catarrh,** and the **Throat Troubles** which **Singers and Public Speakers** are subject to. For thirty years Brown's Bronchial Troches have been recommended by physicians, and always give perfect satisfaction. Having been tested by wide and constant use for nearly an entire generation, they have attained well-merited rank among the few staple remedies of the age. Sold at 25c. a box everywhere.

— The Windsor *Mail* says the gold mining property at Mount Uniacke, owned by Messrs. Davidson Brothers, Halifax, has been sold to an American company for $50,000.

St. John Country Market Prices.

Beef, ℔ lb, 4c. @ 6½c.
Beets, ℔ bbl, 90c. @ $1 50.
Butter, in firkins, ℔ lb 17c. @ 21c.;
Butter, roll, ℔ lb, 22c. @ 25c.
Buckwheat Four, grey, ℔ cwt., $2.00 @ $2.40.
Buckwheat Flour, yellow, ℔ cwt., $1.40 @ $1.50.
Cabbage, ℔ dozen, 80c. @ $1.00.
Carrots, ℔ barrel, 90c. $1.00.
Celery, ℔ dozen heads, 60c. @ $1.00
Cheese, ℔ lb, 9c. @ 10c.
Chickens, ℔ pair, 45c. @ 55c.
Calf Skins, ℔ lb, 12c. @ 13c.
Ducks, ℔ pair, 45c @ 60c.
Eggs, ℔ doz., 15c. @ 18c.
Geese, each, 55c. @ 75c.
Hams and shoulders, smoked, ℔ lb, 9c. @ 11c.
Hog, ℔ lb, 6c. @ 6¾c.
Hides, ℔ lb 7c. @ 8c.
Lamb, ℔ lb, 5c. @ 7c.
Laubskins, each, $1.00 @ $1.20.
Lard, new, ℔ lb, 13c. @ 14c.
Mess Pork, ℔ bbl, $16.00 @ $16.50.
Mutton, ℔ lb, 4c. @ 6c.
Oats, ℔ bus., 48c.
Onions, ℔ bbl., $4.50.
Parsnips, ℔ bbl. $1.00.
Partridge, ℔ pair, 35c. @ 40.
Peas, per bus., 75c.
Potatoes, ℔ bbl., $1.00 @ $1.50.
Socks, ℔ doz., $2.00 @ $2.40.
Turkeys, ℔ lb, 13c. 14c.
Tallow, rough, ℔ lb, 4½c. @ 5c.
Tallow, rendered, ℔ lb, 6c. @ 7c.
Turnips, ℔ bbl, 80c. @ $1.00.
Yarn, ℔ lb, 55c. @ 66c.

FISH.

Halibut, ℔ lb, 6c. @ 10c.
Codfish, " " 2½c. @ 3c.
" steak, ℔ lb 6c. @ 7c.
Haddock, " 8c. @ 15c.
Smoked Salmon, ℔ lb, 15c. @ 18c.
Smelt, ℔ lb, 4c.
Finnen Haddies, ℔ lb, 6c.
Mackerel, each, 2c. @ 5c.
Clams, ℔ peck, 15c.
Shelled clams, ℔ qt., 20c.
Fresh Herring, ℔ doz. 6c. @ 8c.
Fresh trout, ℔ lb, 12c.
Bloaters, ℔ lb doz. 10c. @ 12c.

Farmers' Market Halifax.

Butter, Large packages 15c @ 20c; small tubs or packages retail, 21c @ 22c.
Beef ℔ lb, by the qtr., 4c @ 8c.
Eggs ℔ dozen, wholesale, fresh, 16c @ 2c; pickled, 22c.
Cheese—Domestic ℔ lb, 6c @ 9c; Factory, new 14c @ 15c ℔ lb.
Hams and Bacon ℔ lb. 9c @ 12c.
Hay ℔ ton, $16 @ $16 50
Straw ℔ ton, $7.00.
Oats ℔ bushel, 50c @ 55c.
Potatoes ℔ bushel, new, 28c @
Pork ℔ lb, 8 @ 9c.
Apples ℔ bbl., Nova Scotia, $1 @ $2.50.
Mutton, by the carcase, 4c @ 6c.
Lamb, by the carcase, 4c @ 5½c.
Veal, by the carcase, 3c @ 5c ℔ lb.
Geese, (dead) 30c @ 60 wholesale.
Turkeys, 9 @ 11½
Green Hides, ℔ lb, 7c.
Tallow, ℔ lb, rough, 4c.
Calf Skins, ℔ lb, 9c @ 11c.
Feathers, goose, 25 @ 35c.
Wool, ℔ lb, 20c @ 25c.
Wool Skins, (lamb) 60c @ $1.10
Fowls, 25c @ 55c.
Ducks, 35 @ 60 wholesale.

New Advertisements.

THE STEAM SHIP
'NEPTUNO!'

100 A 1, 555 tons register, 130 Horse Power, Arthur H. Bromage, commander, especially suited for the Fruit Trade, due at Annapolis,

the 29th March,

will load apples direct for London. First-class passenger accommodation.

F. H. MITCHELL, Agent,
tds pd Tupperville.

$5 to $20 per day at home. Samples worth $5 free. Addsess Stinson & Co., Portland, Maine.

NEW YORK
ARTIFICIAL STONE WORKS,
MANUFACTURED AT
ANNAPOLIS, N. S.

Plain and Ornamental Stone Work,
—SUCH AS—
WINDOW CAPS, SILLS,
WATER TABLES,
CHIMNEY TOP, Round & Square,
STONE EDGING,
STONE STEPS of any design,
COPING for Cemetery purposes,
BURIAL CASES,
CHIMNEY THIMBLES,

Monuments & Head Stones
of all descriptions; Ornamental Vases, Drain Pipe, Flower Pots, Flagging for Walks and Platforms, and all kinds of Stone work that can be manufactured.

We will warrant this Stone to stand any kind of weather, and the longer exposed the harder it gets.

We have now in the Woodland Cemetery, Annapolis, a lot of Coping, manufactured recently, which the public can inspect for themselves.

Orders solicited—satisfaction guaranteed.

Artificial Stone Works.
Annapolis, N. S., Feb. 16th, 1881.

Administrator's Sale.

To be sold at PUBLIC AUCTION, on the premises,

ON MONDAY,
4th Day of April, next,

at eleven o'clock, a. m., under a License granted by the Judge of Probate, for County of Annapolis,

All the estate, right, title interest, of Stephen Millbury, late of Granville, in the County of Annapolis, farmer, of, in and to, seven acres of Marsh, situate and being in Belle Isle marsh, Granville, Co. of Annapolis.

TERMS made known at the sale.

MARY MILLBURY, Admrx.
DAVID MILLBURY, Admr.
Granville, Feb. 21st. 1881. 4t51 pd

New Advertisements.

MONCTON Refined Sugars.

ALL grades of the above will be delivered in barrels, at any station on the line of the Windsor & Annapolis Railway, in lots to suit purchasers.

At Prices guaranteed Lower than from any other source.

Prices quoted on application. Orders solicited from the merchants of Kings and Annapolis Counties by

WILLIAM B. TROOP,
Agent Moncton Sugar Refinery.
Granville, Feb. 3rd, 1881. 3m

Hardware and Carriage STOCK EMPORIUM,
MIDDLETON,
Annapolis County, N. S.

WE beg to call the attention of
Carriage and Sleigh Builders
to our complete stock of Goods suitable for their use. By late importations, we have in stock:

SLEIGH RUNNERS and RAVES.
LATEST PATTERNS, BASSWOOD PANELS for Sleigh Backs and Dashers, 40x60 and 36x18.

Whitewood Boards,
16 and 18 inches wide, free from KNOTS and CHECKS—WELL SEASONED.

PLUSHES, FELTS, and CORDS for Sleigh-Coverings
AMERICAN MOSS, (XX) CURLED HAIR, (XX), and all UPHOLSTERINGS requisite.
HALF OVAL NOSING IRON ⅝, ¾ and ⅞.
SLEIGH STEPS, WROUGHT SLEIGH COUPLINGS,
SLEIGH and SLED SHOE STEEL, all sizes.
In fact everything that Sleigh and Carriage Builders use in their trade, will be found in our establishment.
MASURY'S PAINTS and LAKES, ground in Japan expressly for Carriage Builders, and in all the leading colors. TRANSFER ORNAMENTS.
GOLD, SILVER and BRONZE LEAF and BRONZE POWDERS.

We would call the attention of Horse-shoers and Carriage Smiths to our
American Snowball Shoes,
our very superior brand of
HORSE-SHOE IRON,
to the excellent quality of our *Small Rounds and Flats.*
MONEY'S HORSE NAILS, CARRIAGE MALLEABLES.
WROT-CARRIAGE GOODS, &c., &c., &c.

This, with our usual stock of SHELF AND HEAVY HARDWARE, makes one of the best assorted stocks in the Province.

Wholesale and Retail.

BESSONETT AND WILSON.
Middleton, Annapolis Co. nov.17

CARD.
Dr. E. N. Payzant,
PHYSICIAN, SURGEON & DENTIST.
Middleton, N. S.

Books, - - Stationery.
Buckley & Allen,

OFFER during the Autumn Season, at low prises a large stock of STAPLE STATIONERY, and School supplies. Fancy Stationery, and Stationers' Sundries. Novelties in Ink Stands and Paper Knives. Special inducements to purchasers of Photograph, Autograph and Scrap Albums. An immense variety of Bibles, Church Services and Prayer Books. All the Seaside, Franklin Square and Standard Libraries. Complete supply of the Poets, large assortment of Miscellaneous and Standard Books. Call and inspect for yourselves. Don t forget the address

BUCKLEY & ALLEN.
124 Granville St., Halifax.

Fall and Winter Clothing!
SPLENDID STOCK JUST IN.
John H. Fisher,
MERCHANT TAILOR,
Side Door, Masonic Building, Bridgetown,

BEGS to inform his numerous friends and Customers, that he has but lately returned from Halifax, where he has been selecting one of the largest and most complete stock of cloth that has ever been in this town. And as the foreman of his shop is MR. COLBERT, who always makes a perfect fit, satisfaction is guaranteed.

Bridgetown, Oct. 18th, 1880.

BRIDGETOWN
Marble Works.

ENCOURAGE HOME MANUFACTURE.

THE subscribers are still importing and manufacturing
Monuments & Gravestones
Of ITALIAN and AMERICAN Marble.
ALSO:
Granite and Freestone Monuments.
Having erected Machinery in connection with J. B. Reed's Steam Factory, we are prepared to Polish Granite equal to that done abroad

☞ Give us a call before closing with foreign agents and inspect our work.

DANIEL FALCONER. OLDHAM WHITMAN

Administrator's Notice.

All persons having legal demands against the estate of Andrew McKenna, late of Bridgetown, deceased, are requested to render the same, duly attested, within six months from the date hereof, and all persons indebted to said estate are requested to make immediate payment to

JOHN LOCKETT,
Administrator.

Bridgetown, Sept. 8th, 1880.

New Advertisements.

BRIDGETOWN
JEWELRY STORE!
ESTABLISHED IN 1859.

Removal!

Having fitted up the store,
Next Door to Post Office,

and removed thereto, I have great pleasure in informing my friends and customers through the country that my facilities for supplying and attending to their wants are now much better than ever before.

After a period of twenty-three years spent in your midst, I flatter my