The Weekly Monitor.

WEDNESDAY, JANUARY 12TH, 1881.

Twenty-five years ago the cost of living was considerably less than it is now—the necessaries of life were lower—West India goods could be bought twenty per cent. cheaper then than now; clothing could be had at least twenty-five per cent. lower than at present, and almost everything else in proportion. Luxuries were not taxed so highly, the poor man's pipe of tobacco did not have to pay one hundred per cent. and more into the internal revenue as now. In short, as the people cultivate a taste for good living, the cost increases. Under these circumstances our farmers cannot live so easily now on a slovenly kind of farming as they did a quarter of a century ago. Expenses are so much greater, and the competition from the Upper Provinces so extensive, that in order to live comfortably it behooves them to adopt every kind of improvement in labor saving machinery, in the general cultivation of their land, and in stock. There is no profit in keeping common or poor stock now. Thoroughbred stock is the fashion, and fancy or even fair prices cannot be had for any other. A poor, common, nondescript cow will sell for but from $12 to $20, while a Jersey or Ayrshire will readily bring three times as much, and it costs no more to raise and keep the best breeds than the poor, and we doubt if it costs as much. The first outlay in obtaining pure bred stock is, of course, something greater; but the returns are more remunerative in proportion. These are, richer milk, more butter, better quality, higher price for it, and a first rate price always for the young cattle. As there is now a good prospect for increased facilities for transporting cattle to Europe by steamer from Annapolis, our farmers should make a commencement toward producing cargoes of live stock for shipment, and such live stock as will bring good prices and therefore pay to ship. Pedigree stock brings enormous prices in England. Handsome animals of any kind sell well there. An English dealer has a great eye for beauty in cattle or horses, and there are no better judges of stock in the world than English dealers. So if we would earn a reputation in the markets of Great Britain, we must make considerable improvement in the breeds of cattle and not only that, but we must feed them differently. Our cattle want more roots and less hay, and a condition powder occasionally. We are happy to say there has been considerable improvement in the breeds of swine within a few past years; but there is room for greater, and for a better and cheaper system of feeding them. Pork that cost the farmer 10c. per lb. to raise, will not pay even for home consumption. Our farmers might raise more sheep than they do, particularly on the mountain farms—hardly anything pays better when properly understood than sheep farming. It would be well if more attention was given to this branch.

Now, a word about poultry, we have advanced considerable in the improvement of fowls: Cochins, Brahmas, Leghorns, Black Spanish, Plymouth Rocks, &c., are common, but we require improvement in the breeds of turkeys and ducks. The ordinary weights for the farmer are from 4½ to 8 lbs. each, and for the latter from 4 to 6 lbs. per pair. The introduction of the Bronze Turkey among our common breed would soon give a different and more profitable result. It will certainly pay better if we can raise turkeys weighing from 12 to 15 lbs. each on the same quantity of feed, and in the same time that it now takes to raise the common diminutive kind we now have. We believe it can be done.

Our ducks are miserable—we want an admixture of Aylesbury or Rouen blood. We can raise ducks that will weigh from 8 to 10 lbs. per pair easily, and we ought to do it. In whatever way the production of a farm can be improved in quality or quantity must now be attended to or the owner, most assuredly, will sooner or later find his business anything but a paying one.

— A correspondent, in another column, makes some pertinent remarks on the advantages now brought within the reach of even those in the most moderate circumstances by the cheapness of standard works, that the enterprise of United States publishers has placed in the market. Books have been called "the windows of the soul," and with reasonable assumption. Whatever may be the favorite class of literature of any person, that class will stamp itself clearly upon his or her thoughts and utterances. Dime novels have a pernicious effect that can scarcely be estimated upon the minds of the young, and of those men or women, who have unconsciously drawn many of their views of life from these iniquitous works. There are also many other works of fiction, which although society recognizes, give distorted and unreasonable ideas of the world, men and manners. Parents should not only exercise a close supervision of what books their children read; but select those they read themselves with great care and judgment. Time is worse than wasted reading frivolous, frothy literature, and now that reprints of the best works in the language can be obtained for a trifle, there is no reasonable excuse for anyone buying trash.

A GALE.—On Monday morning last, about ten o'clock, a blustering snow-storm made its appearance and continued for two or three hours; the wind then subsided and the storm ceased until about half-past five; when suddenly from the south-east, a violent squall sprang up accompanied with snow and sleet. A perfect gale was soon blowing, which continued until between eight and nine. Some little injury was done, including in the list, blowing down one of the chimneys on Providence Church, making the third time the same thing has happened to this building—our "devil" says they should rig that chimney so as to be able to take it in during stormy weather.

— The total contributions for the Stellarton sufferers have reached $23,000.

A BIG OFFER.—We will send the *Montreal Weekly Herald* and the MONITOR to one address for the small sum of $2.00 in advance. The *Herald* is a large paper of 8 pages and 56 columns, and the MONITOR ranks now among the largest papers in the Province. The *Herald* will give you the full parliamentary reports and extended foreign news, and the MONITOR will keep you well posted in all the affairs of the County, in addition to a choice selection of miscellaneous matter,—giving you more reading for the same amount of money than can be procured in any other way. Try them for one year—It is only four cents a week, and there is not a man in the country but what can afford it.

— Imperial Parliament was opened on the 6th inst. We briefly summarize the Queen's speech:

Her Majesty explained that Parliament was called at an earlier period than usual as matters of urgent importance would be laid before the members; that relations with foreign powers were satisfactory; that the question of the boundary line between Turkey and Montenegro is settled; that the powers are now engaged in establishing a frontier between Turkey and Greece; that some unfulfilled portions of the treaty of Berlin, were objects of anxious attention. Touched upon the rising in Transvaal; that it had caused some change in her previous plans, as to the government of the country, by having to take military measures to vindicate her authority; regretted the war in Bastuoland, and hoped for a favorable opportunity for friendly action towards the restoration of peace; that the estimates for the ensuing year would shortly be laid before them; that a favorable expectation of revenue for the ensuing year was now entertained, owing to the gradual improvement of trade; dwelt with great regret on Ireland's unfortunate social condition, stating that application would be made for additional powers for the enforcement of the law in protection of life and property; commented on the beneficial working of the Irish land act of 1870; stating, however, that in Ulster and other Provinces, the protection it supplied was not sufficient, and recommended Parliament to undertake the further development of the principles of the Act in a manner conformable with the interests of Ireland, both as regards relations of landlord and tenant, and with a view to effective efforts for giving a large portion of the people, by purchase, a permanent proprietary interest in the soil; that a measure was to be laid before them for the establishment of county government in Ireland, founded upon representative principles; that bills for the abolition of corporeal punishment in the army and navy, would be submitted and also measures for the further reform of bankruptcy; for the conservancy of rivers and prevention of floods; for revising the constitution of endowed schools and hospitals in Scotland; for the renewal of the Act which established secret voting, and for suppressing corrupt practices; and closed by commending Parliament in its labors to the guidance of Providence.

— Prof. Hind has made some serious charges as regards the Halifax Fishery Award, alleging that it was obtained through falsified statements and figures. The Montreal *Witness* thus expresses itself on the subject—"We can only say that when we received Prof. Hind's first document we gave it the utmost attention, and with our best efforts could make little out of it at all. There were stupendous charges of fergery and bad faith, but in what way these crimes had been committed was lost in a jargon of statements and figures which conveyed little meaning even after patient study, although it left the impression that strange blunders had been made in the Government returns, which, however, could have no serious bearing on the international question, and we blamed no one for pigeon-holing the whole thing in despair."

ANOTHER MEETING.—Another meeting for the purpose of further discussing direct steam communication, will take place in the Court House of this town, on Friday evening, 14th inst. We hope there will be a large gathering. Go and hear what men of practical experience like L. Delap, Esq., have got to say on the subject. Even if you do not subscribe it will at least go to show that you wish to be fully informed on any movement that seems likely to redound to our country's interest. A very profitable market has now opened up to us for all that we can possibly produce in the way of cattle, apples, cheese, butter, potatoes, etc., and what we now want is ample and convenient carrying facilities. The project that is being laid before the people meets this requirement and places it always under their own control—an important consideration.

Bear River.

WELL DONE.—A vessel was built at Bear River last year, for a wood coaster to ply between that port and Boston. The first tree was cut on New Year's day of 1800. She was built, launched and made twelve round trips and was lying at her wharf at Bear River on New Year's day of 1881. She is named the "Florence C.," Wm. Spicer, master. Built by Mr. David Nichol, and is owned by Isaac D. Vroom, Esq.

NEW VESSEL.—The frame of a new vessel of about 1000 registered tonnage is now all up. She is being built by Marshall, Clarke and Rice. Thomas Rice, master builder.

LUMBERING.—This work is just commencing. Extensive operations are calculated on this season.

BUSINESS.—Very fair and improving.

— The *Chronicle* doubts the story of Auld, the Halifax Policeman, published in our issue of the 29th ult., and as a proof that the story is untrue, states that handcuffs were not at that time used by the Police. That may be so, the handcuff part of the story might have been a little addition, but the rest of the story, we have reason to believe, is correct. We do not know which of the officers mentioned by the *Chronicle*, were on the force at the time except Parsons. If he be now in the land of the living he could probably substantiate the story.

— Owing to the temporary indisposition of the rector, no service was held in the Episcopal Church on Sunday evening last.

— The meetings that are being held throughout the County in reference to the steamship are as a general thing attended with the most gratifying results. At the Clementsport meeting the following motion was unanimously passed:—

RESOLVED, That steam communication between the port of Annapolis and ports in Great Britain, is a necessity; that the scheme presented to meet said necessity, is feasible, and that this meeting pledges its assistance to further the enterprise.

The *Journal* says:—"The meeting at Round Hill, on Tuesday evening last, was a successful one, and resulted in the substantial increase to the stock list. It was addressed by Messrs. Delap, Mills, Munroe, Cameron, and Dr. Robinson, and the following were the committee to canvass for stock:—Messrs. Robert Spurr, Munroe and E. McDormand.

— The *Watchman* is the title of the new temperance paper, which succeeds the "Alliance Journal." The first number, which we have now before us, is a very neatly gotten up sheet, well printed, make-up good, and its literary contents very creditable.—It certainly presents a marked and favorable contrast to the apology for a paper, the "Alliance Journal" had become since the last change had been made in its form. The *Watchman* is published and edited by James A. Halliday, Esq., late of the Wolfville *Star*. We wish him success.

—The Citizen's Fire, Life and Accident Insurance Company have appointed Mr. H. Crosskill their agent for this County. This is a first class company, with abundance of capital, and we understand their rates are very reasonable—see advertisement in another column. 1i

—Mr. Eugene P. Troop, of Granville, who bought the steers at the Exhibition last fall, took them down to the Ferry the other day, and had them placed on the scales. One weighed 1950 lbs., and the two weighed 3750 lbs., showing that Mr. Troop understands what cattle require to keep them in good order.—*Journal*.

DANCING ASSEMBLY.—We have been requested to state that another dance will take place on Thursday evening, 20th inst., in Victoria Hall. All those interested are invited to attend.

ENTERPRISE. — The prospectus of Yarmouth Boot and Shoe Manufacturing Co. has been issued. Capital $50,000 in 1000 shares of $50 each. Liability of members limited to amount of stock subscribed for. Success to the undertaking.

— The Yarmouth *Herald* of last week, publishes an account of the shipping owned in Digby, Barrington, Shelburne and Queens Counties in its last issue. The following is a summary.

Digby,	136 vessels.	20,849 tons.
Shelburne,	163 "	19,950 "
Queens,	93 "	8,982 "

— The owners of the Steamer Scud are contemplating putting her on the route between Boston and Nova Scotia, touching at Halifax, Yarmouth, and go as far east as Louisburg, C. B. She is now at Pictou being refitted with new boilers, engines, etc.

WEEK OF PRAYER.—The week of Prayer was duly observed in the Presbyterian, Methodist and Baptist Churches. The three bodies joined together and held services each evening, alternating between the different Churches.

—The following cable in reference to the cargo shipped per S. S. Solway has been received:—

"Excellent sale, chiefly thirteen, seventeen a few twenty, twenty-two."

—A petition is in circulation at Annapolis, praying the Municipal Council for a new street.

NEW VOLUME.—A valued weekly exchange, "The New Brunswick Reporter," commenced its 37th volume on the 5th inst.

— Landry's Musical Monthly for January is a specially interesting number. It contains some ten pages of vocal and instrumental music. Only 60 cents a year.

— The Halifax *Morning Herald*, in its issue of the 8th inst., had a map of the line of the Canadian Pacific Railway.

— We must cordially congratulate our Methodist friends upon the excellent appearance of their denominational sheet since it has donned its new dress. They have reason to be proud of the *Wesleyan*. The present editor has effected a marked improvement in all departments of the paper, showing that the most careful attention is given to its details. It is well deserving of support.

VICK'S FLORAL GUIDE.—This work is before us, and those who send 10 cents to James Vick, Rochester, N. Y., for it will be *disappointed*. Instead of getting a cheap thing, as the price would seem to indicate, they will receive a very handsome work of 112 pages, and perhaps 500 illustrations—not cheap, but elegant illustrations, on the very best of calendered paper, and as a set off to the whole, a beautiful Colored Plate that is worth twice the price of the book.

The Life of Ed. Hanlan the World's champion Oarsman.

A handsome illustrated book, entitled "The life of Edward Hanlan," has just been issued by Richard K. Fox, publisher, New York. The work is embellished with portraits of the great Canadian oarsman and some of his most noted competitors, as well as illustrations of some of the famous rowing matches in which he has taken part. The story of his life is told in an interesting manner the most salient features being his aquatic achievements, both as an amateur and professional. Every one in the matches in which he has taken part are described in detail. In addition to his life are short biographical sketches of oarsmen who have contended with him for boating honors. No admirer of native pluck and physical manhood should fail to secure the history of a man who has done so much to make Canadians proud of their country as the home of physical wonders. The work will be mailed on receipt of 28c., by the publisher, Richard K. Fox, 183 William street, New York.

Steamship Communication

According to notice, a meeting was convened in the Court House of this town, on Thursday night last, for the purpose of discussing the important question that is now agitating the public mind of this County.

It being the night of the monthly session of the Masonic Lodge, and the weather being also unpropitious, the meeting was smaller than probably it would otherwise have been.

Several gentlemen from Annapolis were present,—three of whom, L. Delap, J. B. Mills and A. Fullerton, Esqrs. took an active part in the proceedings.

The meeting, after being called to order, selected R. E. FitzRandolph, Esq., chairman, and H. S. Piper, secty.

L. Delap, Esq. was the first speaker. His diction is earnest and forcible and well calculated to back his arguments. He said that he would render all the assistance to the scheme under consideration in his power, as he was positive it would prove a most profitable investment, both directly to the stockholders and to the County at large, as the increased facilities that would be afforded for shipment of cattle and produce, would prove a powerful incentive to farmers to produce more and of better quality than is even now being done; that the lessening of freights would go into the farmer's pockets. He believed that the question of return cargoes need not be so critically considered, as he felt almost assured the steamer would pay 15 per cent. dividend on the export cargo alone; but cited several merchants, including himself, that would pay in no inconsiderable sum on freight, that it would be greatly to their advantage to have come direct to them by our own steamer. The extent of the English market was touched upon—showing clearly that the demand was ample for the supply. Said that he intended taking all the shares he could get hold of, after the farmers were given a chance, as he did not wish to stand in the way of what was most clearly their interest. The latter taking stock generally would render competition out of the question. Said that now the advantages that would accrue from this undertaking, were made so evident through the medium of the press and the meetings that were being held, that outside capitalists were standing ready to take possession of the vantage ground (that we now hold), if we let the enterprise go through for want of encouragement. Said he was perfectly willing to go in for either a wooden or iron boat, what ever the majority of the stockholders decided as the best for the purpose. He then read a letter from England which said that steamers are now paying 15 per cent. over and above insurance and expenses. They are now building on the Clyde 150 iron steamships. Said Annapolis was bound to have a steamship in spite of either St. John or Halifax, and concluded by hoping that those present would give the hearty support that the enterprise deserved.

Jno. B. Mills, Esq., stated that the scheme was being generally well received; read the prospectus, which sets forth that there is $100,000 worth of freight to be obtained in Hants, Kings and Annapolis, &c. He considered that the apple trade alone would return a large profit,—6000 or 7000 barrels per trip being considered as the steamer's capacity; that one of the indirect benefits that would result from the enterprise would be to give Nova Scotia the largest advertisement that she could get; there was no fear of glutting the market; that a great stimulus would be given to cattle-raising and agriculture; corroborated Mr. Delap's statement in regard to outside capitalists, but said that Annapolis intended to hold her own; denied most emphatically that the enterprize was being advanced chiefly for the interest of Annapolis town, showing that it was meant for the general benefit of the whole county; said that there were plenty of farmers who could afford to take shares, and concluded by advising them to do so.

T. W. Chesley, Esq., said that it was a matter of public import; that he was going to subscribe for all the stock he could afford, as he believed that it would prove a profitable investment both in his personal and the public interest; that every great undertaking started from small beginnings—citing S. Cunard's success in life as an example; spoke of our increased facilities for production, stating that we can produce ten times as much as we are now doing if suitable carrying facilities are provided to enable us to take proper advantage of the market that is now opened up to us. The present long land-carriage was a serious drawback, and that the undertaking under consideration, if accomplished would do away with the difficulty. He drew his speech to a close by saying it would be advisable for Mr. Delap to give as many details as possible.

Mr. Delap said that it was not part of his present purpose to go into full details; but that when sufficient stock is taken a meeting will be called, and everything laid before the shareholders subject to their approval. Said he expected to have full returns of the amount of stock taken to present at the Granville Ferry meeting.

Augustus Fullerton, Esq., said that all the advantages that any County possessed were centered in Annapolis County. Why then should a scheme like this fail to succeed? Why were the young men going out of the country? It was because we lacked enterprize—and that we had not put forth all our energies to keep them with us. Said that very erroneous impressions were held in regard to Nova Scotia in the old country, and that direct steam communication from the port of Annapolis would open the eyes of the inhabitants of England to the advantages that belong to Nova Scotia and this County in particular.

The chairman said that even if we failed to carry the scheme forward to completion, the agitation would probably result most beneficially, by bringing prominently before outsiders our requirements in such a way that they would come forward and supply the want. He said that much credit was due to those gentlemen from Annapolis who had given their time and influence towards forwarding the enterprize.

Mr. Mills took exception to Mr. Randolph's remarks in regard to outside capital, and said that it would be prejudicial to our interests to have the undertaking out of our own control.

At the conclusion of the addresses, three gentlemen Jos. Buckler, Chas. Parker and Joseph Fellows, Esqrs., came forward and subscribed for shares.

Jos. Buckler, Wm. E. Starratt, Chas. Parker, Avard Morse, Mm. Miller (Clarence) and Wm. R. Troop, Esqrs., were appointed a committee to canvass their several districts.

On motion, it was then decided that another meeting should be held here on Friday night, 14th inst.

Meeting then adjourned.

—The following is an extract from our freight circular from Messrs. D. W. R. Read & Co., of Philadelphia, under date 3rd inst.

Vessels for early loading have been in great demand, and high rates have been offered; which, however, should not be taken as any criterion of the market for futures, although the prospect is fair for higher figures. The extreme scarcity of this class of tonnage has been quoted exceptionally strong, while the further break in grain has tended to favor the export demand. Vessels to arrive have been held at firm rates, with a fair amount of business resulting, but the demand for steamers has attracted most attention owing to the time of their arrivals being more reliable, and better adapted to shippers requirements

Our port continues bare of tonnage, but two unchartered Grain vessels here, and with the large stocks of grain on hand, exporters and receivers are beginning to appreciate the difficulty of carrying their grain, and display some anxiety over the limited offerings of bottoms.

The Potatoe Market in the United States.

Farmers, who have been giving away their potatoes, the price realized barely sufficing to pay for the carriage to market, will be pleased to read the following, which is taken from the Montreal *Gazette*:

"The supply of potatoes in Chicago has been rather limited of late, and prices in consequence have shown a material advance. Two carloads of mixed early rose and peachblows were sold there on track last Tuesday at 70c. per bushel, and prices are quoted at 70c.@90c. per bushel from store. Stocks in the above city are light, and dealers there are said to be anxious to replenish stocks. In New York there is also a firmer feeling, early rose having been sold at $2.38½ per bbl., quotations for such stock ranging from $2.00 to $2.40. The supply in Boston is only moderate, causing a firm market, good to choice early rose commanding 55c.@65c. per bushel. In several of the Vermont and New Hampshire markets there has been a noticeable falling off in the supply, as compared with that of a year ago. Before the winter is over there may yet be a market for Canadian potatoes in the United States, as prices there appear to be gradually working up to a point that will warrant shipments being made in that direction. Good lots of early rose can be bought in this market at 45c. per bag of 1½ bushels, and about the same price would secure good lots of *Chili*."

From *Bradstreets* we learn that there is a decrease in the potato crop of the United States the past season of upwards of 13,000,000 bushels as compared with the year before. The acerage planted was slightly increased, but the product decreased upwards of 7 per cent., the average yield being less than 100 bushels per acre, and much lower average production than might have been expected. The truth is that the soil and climate of many of the States are not adopted to the growth of the potatoe. During the past few years considerable quantities of potatoes were imported into the United States.

New Advertisements.

ANNAPOLIS SS.,

In the Supreme Court, 1881,
IN EQUITY.

CAUSE:

ANDREW LEE, Plaintiff,
vs.
TIMOTHY PHINNEY, MARY E. PHINNEY, EDWARD BANKS & MARY E. BANKS, Defendants.

UPON hearing read the affidavit of Ingram B. Elliott, also the affidavit of Thomas W. Chesley, and the original Writ herein and Bill embodied therein, and on motion:

It is ordered that unless the above defendant, Edward Banks, do appear and plead to the above action within thirty days after the first publication of this Order, the plaintiff shall be at liberty to make default against him in this suit.

And it is further ordered, that this Order be published for the space of thirty days in the Bridgetown MONITOR newspaper, published in the County of Annapolis.

By the Court,
M. I. WILKINS,
Prothonotary.

Halifax, January 10th, 1881.
On motion of MR. CHESLEY, for plaintiff.
5it44

CARD.

We take this opportunity to thank our numerous friends and customers for their very liberal patronage for the past year, and hope by strict attention to business and square dealing for a continuance of the same, feeling assured that all who do so favor us will get good satisfaction.

We will use our best endeavors to keep full lines of goods in all departments, and as we learn the wants of our customers to supply them.

Our motto is

Small Profits and Quick Sales.

S. L. FREEMAN & CO.

Middleton, Jan. 8th, 1881.

NOTICE.

Administrator's Sale.

TO BE SOLD AT

Public Auction,

on THURSDAY, March 17th, 1881, at 5 p. m., on the premises of the late James Roy, of Port George, a lot of land with dwelling house and store combined, barn and other outbuildings.

TERMS OF SALE.—Ten per cent down, the remainder on delivery of the deed.

JOHN ROY,
Admr.

Margaretville, Jan. 7th, 1881. 3ltf

New Advertisements. | New Advertisements. | New Advertisements.

Wanted!

FIVE HUNDRED AND FIFTY-SEVEN CUSTOMERS

TO BUY THE

Balance of Winter Stock of Dry Goods

And the Balance of Winter Stock of

Boots and Shoes.

For Sale at Very Large Reductions

At J. W. Beckwith's.

P. S.—I WOULD ALSO DRAW ATTENTION TO MY WELL ASSORTED STOCK OF CORSETS—Latest Styles.

Queen Street, Bridgetown.

CITIZEN'S

FIRE, LIFE AND ACCIDENT

Insurance Company

OF CANADA.

Sir Hugh Allan, President.
Henry Lyman, Vice President.
Archibald McGoun, Secretary Treasurer,
Alfred Jones, Inspector.
Gerald E. Hart, General Manager.

CAPITAL:

1,188,000.00.

Policies of Insurance issued by the above Company on the most favorable terms. Isolated or detached dwellings insured for one or three years at very low rates.

Agent for Annapolis County.

H. CROSSKILL,
MIDDLETON.

Middleton, Jan. 3rd, 1881.

OPENING FOR 1881

THE MIDDLETON

Drug Store.

IN STOCK.

The New Remedies

Prescriptions Legally Filled.

DENTAL and Toilet Goods, School Books and apparatus, &c., Stationery &c., Fine and Fancy do. Jewelry and Silver Ware warranted Goods.

TERMS CASH, NO CREDIT.

PAYZANT & Co.

Middleton, Jan. 3rd, 1880.

ESTABLISHED 1845.

HARNESSES

LEATHER! BOOTS & SHOES!

Of Every Description.

THROUGH my long years of experience I feel confident at the beginning of a New Year, in calling attention to my present facilities to supply Harnesses, &c., at the very LOWEST PRICES:—

1st, I import mountings direct from manufacturers.
2nd, I manufacture the Leather
3rd, I employ the best workmen in the County.
4th, Am satisfied with a small margin.

I am thankful to my many patrons, and wish them in the coming year every prosperity, and that there may be a growing demand for first-class Harnesses.

COARSE BOOTS,

UPPER, GRAIN AND WAX, CALFSKINS, SOLE LEATHER, ETC.

GEORGE MURDOCH.

WANTED.

ONE THOUSAND HIDES, for which the Highest Cash Price will be paid. n36

A Happy New Year To All!

THE OLD & THE NEW

WHILE tendering thanks to my friends who have so liberally patronized me during the Old Year, I would call attention to the fact that I shall continue to sell in the New Year, the

BEST GOODS

AT THE

Lowest Possible Advance on Cost.

Some very nice

NEW YEAR'S PRESENTS IN

PARLOR LAMPS, PLATED CASTORS, VASES, CAKE SALVERS, FANCY CUPS AND SAUCERS, ETC., ETC.,

A SPLENDID LOT AMERICAN CONFECTIONERY, JUST OPENED, NEW YEAR'S CARDS VERY NICE,

Lots of Raisins and Pickles. Complete Stock of General Goods.

WANTED—1000 BUSHELS GOOD OATS.

J. W. WHITMAN.

Lawrencetown, Dec. 27th, 1880.

Take Notice!

THAT all unsettled accounts with the estate of HARRIS & CO., will be left for collection on the FIRST OF JANUARY, 1881.

A MORSE.

Bridgetown, Dec. 21st, 1880. 1i

NOTICE! NOTICE!

NOTICE is hereby given to all parties who have not paid their wharfage on goods shipped over the Port George wharf during any period within the years 1878-79-80, that if such dues are not paid by the 1st of January, 1881, their accounts will be left with T. A. Margeson, Esq., of Margaretville, for immediate collection. ANSLEY ELLIOTT.

Port George, Dec. 18th, 1880. 4it39.

J. W. ROSS!

Granville Street, Bridgetown, N. S.,

MANUFACTURER OF

Light and Heavy

HARNESSES!

TRUNKS & VALISES.

A good assortment of Travelling Bags, Whips and Sleigh Bells. Horse Trappings of all kinds on hand. PARTICULAR ATTENTION PAID TO REPAIRING.

December 14th, 1880. n35tf

Christmas Cards,
Christmas Cards!
Christmas Cards!!

ALSO—A good assortment of USEFUL and FANCY ARTICLES, suitable for CHRISTMAS and NEW YEARS presents, at

Mrs. L. C. WHEELOCK'S,

Dry Goods Store,

LAWRENCETOWN.

Dec. 15th, 1880.

Windsor & Annapolis Raiw'y.

Winter Arrangement.

Time Table,

COMMENCING

THE 16th DAY DEC., 1880.

Miles.	GOING WEST.	Express Wednesday and Saturday only.	Pass. and Freight Mon. Tues. Thur and Friday only.	Passengers and Freight Daily.
		A. M.	A. M.	P. M.
0	Halifax—leave	7 45	7 45	3 00
14	Windsor Junc—leave	8 24	8 36	3 50
46	Windsor	9 45	10 55	6 15†
53	Hantsport	10 05	11 19	6 37
61	Grand Pre	10 30	11 46	7 05
			P. M.	
64	Wolfville	10 39	12 02	7 17
66	Port Williams	10 46	12 12	7 25
71	Kentville—arrive	11 00	12 30	7 40
	Do—leave	11 15	12 50	
83	Berwick	11 49	1 38	
		P. M.		
88	Aylesford	12 03	1 59	
95	Kingston	12 17	2 24	
98	Wilmot	12 26	2 37	
102	Middleton	12 37	2 53	
108	Lawrencetown	12 54	3 16	
111	Paradise	1 03	3 28	
116	Bridgetown	1 19	3 48	
124	Roundhill	1 39	4 16	
130	Annapolis — arrive	2 00	4 45	
	St. John by Steamer	0 00		

Miles.	GOING EAST.	Passengers and Freight Daily.	Pass. and Freight Mon. Tues. Thur. and Friday only.	Express Wednesday and Saturday only.
		A. M.	A. M.	A. M.
	St. John—leave	.....	.....	0 00
				P. M.
0	Annapolis—leave	.....	7 50	2 15
6	Round Hill	.....	8 17	2 37
14	Bridgetown	.....	8 43	2 57
19	Paradise	.....	9 03	3 11
22	Lawrencetown	.....	9 16	3 21
28	Middleton	.....	9 38	3 38
32	Wilmot	.....	9 55	3 49
35	Kingston	.....	10 00	3 58
42	Aylesford	.....	10 39	4 12
47	Berwick	.....	11 02	4 27
59	Kentville—arrive	.....	11 55	5 00
	Do—leave	6 30	P. M.	5 10
64	Port Williams	6 50	12 30	5 25
66	Wolfville	6 57	12 48	5 31
69	Grand Pre	7 10	12 58	5 40
		.....	1 14	
77	Hantsport	7 36	1 41	6 05
84	Windsor	8 15	2 30	6 27
116	Windsor Junct	10 15	4 35	7 50
130	Halifax—arrive	11 00	5 25	8 25

N. B.—Trains are run on Railway Standard Time 15 minutes added will give Halifax time.

†No. 5 Train, on Wednesdays and Saturdays will not leave Windsor until 6 25 p. m., and will keep 10 minutes behind time shown.

Steamer "Edgar Stuart" leaves St. John every Wednesday, and Saturday, for Digby and Annapolis, and returns same days. The 2.15 p. m. Train from Annapolis to Halifax, will not be detained when the steamer happens to be late.

Western Counties Railway trains leave Digby every Wednesday and Saturday, at 4.00 p. m., and every Monday, Tuesday, Thursday and Friday, at 12.30 p. m., for Yarmouth and Intermediate Stations, and leave Yarmouth at 7.45 a. m. daily for Digby.

International Steamers leave St. John every Monday and Thursday at 8 a. m., for Eastport, Portland and Boston.

St. John & Maine Railway trains leave St. John at 7.45 a. m. daily, for Bangor, Portland, Boston, and all parts of the United States and Canada.

P. INNES, General Manager.

Kentville, Dec. 16th, '80.

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce St.), where Advertising contracts may be made for it IN NEW YORK.

A Want Supplied.

DEATH BLOW TO LARGE PROFITS.

Important Announcement to the Inhabitants of Bridgetown, Paradise, Lawrencetown, Middleton, in fact very important to the whole County of Annapolis:—

PRACTICAL

J. McLeod,

Watch and Clock

MAKER,

From London, England,

respectfully informs the public that he has purchased the stock and good will of E. C. Lockett, Granville St., Bridgetown, and with upwards of twenty years' experience in the principal establishments in England, in the manufacture and repairing of watches, clocks and jewelry, he has a thorough knowledge of repairing in all its branches. He will make a speciality of fine English and American, Swiss and French watches, and guarantees to make perfect timekeepers of watches and clocks, which others professing to understand the business have rejected as not worth repairing.

The subscriber guarantees to execute all work placed in his hands in a thoroughly, faithful and workman-like manner.

The public will find it to their advantage to read his price list for reference.

Cleansing Watches, 80c., former price $1.00.
New Main Spring, 80c. former price, $1.00.
New Hair Spring, 80c., former price, $1.50.
New Cylinder to Geneva Watches, 1.00 f. p. 4.00.
Balance Staff, 1.50; former price, 2.50.
Watch Hands from 5c. to 10c.
Watch Glass, from 5c. to 10c.
Watch Jewels from 20c. to 50c.

XMAS. XMAS. XMAS.

I have also in connection to the stock purchased from Mr. Lockett bought for Cash in the best market a Choice Selection of

SILVER PLATE, WATCHES AND JEWELRY,

which will be sold at a reduction of TWENTY-FIVE PER CENT below the prices of any other establishment in the County of Annapolis.

Jewelry made to Order and repaired.

WANTED—A Watchmaker, a good, sound workmen—must be steady.

NOTICE.

THE public are hereby cautioned against negotiating a note of $15, drawn by me in favor of LEE FOSTER, of Bridgetown, on the 11th day of December, on twelve months, as I have received no value for the same, and will resist payment accordingly.

ISRAEL BROOKS.

Centreville, Dec. 18th, 1880. 3it38

1000 AGENTS WANTED for Visiting Cards, Books & Novelties. Outfit 35c. Big profits. 50 Tinted, Silver, Chromo & Floral Cards, and name, 10c. Stationery package, 25c.

A. W. KINNEY, YARMOUTH, N. S.

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SPECIAL NOTICE!

IN order to meet the demands of our numerous customers, we beg to announce that, we have added to our extensive

Slipper and Larrigan Factory

the necessary Machinery for the Manufacture of

Men's, Women's, Misses', & Children's

BOOTS AND SHOES

in all the leading styles.

By continuing, as in the past, to use first quality of material, we hope to merit a liberal share of public patronage in our new branch of business, as well as a continuance of public favor in our old business.

Vincent & McFate,

240 Union Street, St. John, N. B