TREES! TREES!

CORRESPONDENCE solicited, and orders taken from persons desirous in obtaining reliable and hardy varieties of Fruit Trees, profitable for market or garden, viz.: Standard Apple, Pear, Cherry, Plum and Quince. Also—Dwarf Apple, Pear and Cherry trees, Grape vines, Currant and Gooseberry bushes, as well as the rare and beautiful varieties of hardy keeping and upright ornamental trees, hedge plants, shrubs, &c. I am now prepared to give information as to varieties hardy and best suited for market or garden, as well as best method in obtaining such, at moderate prices from the reliable and well known

Rochester Commercial Nurseries,

William S. Little, Esq., proprietor, Rochester, N. Y.

Ladies ordering hardy "Hybrid perpetual Roses," roses for house culture, bedding plants, creeping vines, or green house plants, &c., will receive them at a DISCOUNT on retail catalogue prices.

EDITORS' HAND BOOK FOR FRUIT GROWERS supplied to those ordering trees, &c., at 60cts each, retail price, $1.00. Also—EDITORS' LANDSCAPE GARDENING, at $1.00 each, retail price, $1.50.

These works will be found invaluable, giving practical information on Fruit and Floral Culture, and well as for beautifying the homestead.

Address all communications, enclosing stamp for reply, to

S. C. PRIMROSE, M. D.,
Lawrencetown, Annapolis Co.

Orders will also be taken at this Office.

Notes on Annapolis History.

Brigadier-General Timothy Ruggles.

BY W. A. CALNEK.

XIV.

The reverend Timothy Ruggles, minister of Rochester, Massachusetts, having first graduated in Havard, being the second of the name to have achieved that honor, married and was ordained about the same time, and his first child—the man of whom we are writing—was born in this town in October, 1711. I have not been successful in gleaning any particulars concerning the life and character of this gentleman, but his long ministry, among the good people of Rochester, bears ample testimony of his diligence and faithfulness as a Pastor, and affords undoubted proof of the regard and esteem in which he was held by those which he served. Though his life seems to have been a busy one, he is said, however, to have found time to superintend the earlier education of his young son, the future lawyer, statesman and general, who was thus fitted at an early age to pass the matriculation examinations necessary to his entrance upon his college course. He graduated in 1732, being then just twenty-one years of age. Previous to this event he had chosen the profession of his grandfather, and on leaving college he at once proceeded to the study of the law. He had not been at the Bar long before he was elected to a seat in the Massachusetts Assembly, in which he was instrumental in the passage of an act, still in force, to prohibit sheriffs filling writs. In his professional, as well as in his Legislative capacity, he soon gave evidence of a degree of ability far above mediocrity, and it was not a very long time before he found himself occupying a high place at the Bar of his native province, and taking high rank among the most adroit, finished and forcible speakers in the halls of its legislature.

Speaking of the estimation in which he was held in his profession, a writer of some note tells us,—"His reputation was so great that he was early and frequently employed in the adjoining counties of "Barnstable and Bristol, and was the "principal antagonist of colonel Otis in "causes of importance."* About this time, (1740-45), he removed from Rochester to Sandwich, where he prosecuted his profession with constantly increasing reputation until 1757, when he was made a Justice in the court of Common Pleas. Five years later he was gazetted chief Justice in that Court, a place which he held acceptably until the beginning of that great revolution which, ultimately drove him into exile and comparative poverty. But I must not anticipate events. The seven year's war, 1756-1763, which was terminated by the treaty of Habertsburg and of Paris in the latter year, raged violently on this continent; the old colonies, particularly Massachusetts, lending every possible aid to the mother country in her attempts to curb or destroy the power of France in America. In 1756, and almost immediately before Mr. Ruggles' appointment to the Bench, he accepted a colonel's commission in the forces raised by his native province, for service on the frontiers of Canada. In the campaign which followed, he served under the command of Sir William Johnston, and did good service in the expedition against Crown Point, and in September of the same year, he was second in command under that leader, at the battle of Lake George, in which the French under Baron Diskan, met a signal defeat, after very severe and obstinate fighting, in which he distinguished himself for coolness, courage and ability; and so highly were his services esteemed on that occasion, that he was promoted to the position of General of Brigade, and placed under the command of the Commander-in-chief. In 1758, he commanded the third division of the Provincial troops under Abercrombie, in the unsuccessful attack upon Ticonderoga, which was defended by Montcalm, (who, in the following year, was to seal with his blood the expiring efforts of France to retain her stronghold against the gallant Wolfe), and resisted all the efforts of the English, defeating them with a loss of 550 killed, and nearly 1400 wounded. Brigadier Ruggles also served with distinction and credit in the campaigns of 1759-60, under Amherst. In the winter of 1762, while the belligerent forces on both sides were in winter quarters, he had the honor to be chosen speaker of the House of Representatives. The conduct of Mr. Ruggles as a military commander, has been highly praised by most competent judges. The writer whom I have before quoted, and who was not in a position to be well informed, says on this head:—"Few men in the province were more "distinguished, and few more severely "dealt with in the bitter controversies "preceding the revolution; as a military "officer, he was distinguished for cool "bravery and excellent judgment and "science in the art of war, and no provincial officer was held in higher esteem for "those qualities. His appearance was "commanding and dignified, being much "above the common size; his wit was "ready and brilliant; his mind clear, "comprehensive and penetrating; his "judgement was profound and his knowledge extensive; his abilities as a public "speaker placed him among the first of "the day; and had he been so fortunate "as to have embraced the popular sentiments of the times, there is no doubt he "would have ranked among the leading "characters of the revolution." This is very high praise; but there is certainly no doubt of its being well deserved, and has additional weight coming as it does from one who had been "so fortunate as to have adopted the popular sentiment of the times."

The war having terminated in 1763, his military services were no longer required, and he at once exchanged his military uniform for his Barrister's gown and resumed the practice of his profession. About this time, 1753, he removed from Sandwich to Hardwick, where he built a dwelling, so substantial, that it is said to subsist to the present day. During the following eight or ten years, I have only occasional glimpses of him. I have already said that he was speaker of the House of Representatives in 1762, and following years, and that he was at the same time Chief Justice in the Common Pleas.† As the disputes and destractions which were ultimately to culminate in war, grew to volume and virulence, and the people began to take sides, there was no doubt as to the party to which Mr. Ruggles intended to attach himself. By pen and tongue, in the halls of the Legislature, and on the platform he declared against rebellion and bloodshed. Says a writer of the period:—"In consequence of the grevious enactions of the "British Government, delegates were chosen by the Legislature to meet the delegates from the other colonies, at New "York, to seek out some public relief from "immediate and threatened evils by a "representation of their sufferings to the "King and Parliament." Mr. Ruggles was chosen as one of the delegates, on the part of Massachusetts, and was also elected "President of that celebrated Congress of distinguished men from nine of the colonies." He openly dissented from the resolves passed by the Congress, over whose proceedings he presided, and thus not only incurred their displeasure, but the anger of the Assembly which had chosen him to represent them as a delegate, for we are told that he "was censured by the House of Representatives, and reprimanded by the speaker in his place."

*J. A. Ward in *Curtees's Journal*, London 1842.

†About this time he was appointed "Surveyor-General of the King's Forests"—"an office of profit attended with little labor." This was a reward for his military services.

LOCAL LEGISLATURE.

Hon. Mr. TROOP presented a petition from certain individuals in Annapolis, and a bill to incorporate them for the purpose of purchasing and erecting a building for a skating rink and exhibition building. Also, a petition and bill to enable the proprietors of the town marsh to sell portions of the marsh.

Mr. SHAFFNER presented the petition of the Round Hill Wooden-ware Company, and introduced in connection with it a bill to incorporate the company.

THE NICTAUX AND ATLANTIC RAILWAY.

HON. PROV. SECRETARY introduced a bill to amend the Act relating to the Nictaux and Atlantic Railway, and said that it would be proper for him in so doing to make a few explanatory observations. The country was to be congratulated on the fact that the Government was now in a position to recommend the construction of the road so long deferred, and on taking measures to secure its early completion. The provisions of the present bill were namely, as follows: In the first place it confirmed the pre-existing legislation and extended the time fixed for the construction of the road so as to enable the parties who had originally undertaken the work, and had expended a large sum of money thereupon would be able to go on and complete it. The original amount of subsidy granted in aid of the road was $444,000. Of that sum about $95,000 had been already drawn out, leaving about $345,000 yet undrawn. Under the present measure the company was authorized to proceed with the work after they had paid the amount awarded by the commissioners appointed to investigate the claims of certain laborers and parties who had furnished supplies to the original contractors, or to their sub-contractors, and also a certain amount of money alleged to be due on account of Mr. Best. The company had agreed to make that their first duty. The amount of the first claims had been already ascertained by arbitration to be about $14,000, but exact particulars had never been communicated to the Government. The other claims would total about $21,000. The bill further provided that the company should proceed with their work and would be entitled to draw the Provincial subsidy at the rate of $1 for every $2 of their own funds actually expended by them until one half the subsidy had thus been drawn, and then the balance of subsidy would be held by the Government until they were fully satisfied as to the work being completed. That plan had been thought proper in order to secure the final fulfilment of the undertaking. He might also state that as a result of negotiations that had taken place between the Government and the company, the company had undertaken to construct a better class of road than had been stipulated for in the original contract. They would lay steel rails instead of iron and also extend and improve certain wharves etc., at the waterside terminus of the road. Those improvements were provided for in the bill. The whole subject had received a most careful attention on the part of the Government, and while they had endeavoured to secure the rights of the Province and the completion of the undertaking they had extended every concession that they possibly could to the company. In order that the bill might be forwarded through its several stages as expeditiously as possible he asked that special leave be granted to have it read a first and second time.

The bill was then read a first time.

On the motion for the second reading,

MR. C. A. SMITH said that before the motion was put he would like to give some reasons why he thought the bill should pass the House. In doing so it might be necessary for him to repeat some things that had been already heard in the House, but perhaps the repetition of the truth would serve to make a impression for it. It was well known that the Legislature some five years ago voted the sum of $440,000 in aid of a railway from Middleton to Lunenburg. On the strength of that vote the Government of the day entered into a contract with Mr. Thos. G. Stearns, President of the Nictaux and Atlantic Railway Co., agreeing to pay him and his associates that subsidy *pro rata*, according to the length of the line, and also 150,000 acres of crown land, a free right of way being provided by the counties through which the line passed, who were also to pay the cost of fencing. The company had been incorporated in 1873, and were authorised to issue bonds that would form a first lien upon the road to the extent of $1,275,000, or as much more as they might think proper, so that practically they could issue bonds to an unlimited amount. The contract was entered into in 1877, and the time fixed for the completion of the road was December 1879. But before the Government were willing that the company should proceed with the work, they stipulated that the people of Lunenburg should give a bond for the amount of the subsidy, to which they readily acceded. Now, the hon. member from Yarmouth had claimed that the people from his county deserved a great deal of credit for the public spirit they had displayed in connection with the Western Counties Railway, by subscribing largely to its stock and so forth, and he (Mr. S.) thought that the people of Lunenburg also deserved a great deal of credit for the fact that they had given their bond for the $440,000 subsidy. The gentlemen who had signed the bond were among the best men in the county. They were men of wealth. Some of them perhaps wealthy enough to pay the whole amount single handed. After the Government had secured the bond they entered into the contract, and the company proceeded with the work. In spite of various stoppages and many difficulties they went on, the Government paying $20,000 of the subsidy whenever the Provincial Engineer certified that the company had expended $40,000 and so until some $75,000 of the subsidy had been drawn when the work came to a stand still. At that time there was a large amount due to the laborers, and the Government advanced $20,000 to pay these debts. Now, the company by the time they suspended operations had already done all the damage to the counties through which the road passed, that the completion of the road would cause. They had located the road pretty much where they pleased, and as it was easier to build it over level meadows than through forests and over hills, farms were cut up and orchards removed, and groves of trees destroyed. The people had submitted quietly to the great injuries which had resulted to private property in view of the manifest benefits which they hoped would accrue from the completion of the road. But besides injuries of that nature the people had to endure a great deal of hardship owing to the post road being disturbed by the railroad. Within one mile of the town of Lunenburg there was a deep railway cutting right across the main post road, and all travel had to be done over private property. Even that accommodation had been threatened to be cut off, as the owners of the property crossed had more than once signified their intention to stop the way. He had several times brought that fact to the notice of the Government, but they had always met him with the statement that it was the duty of the company to make the road all right, but the company had no money, and it was no use of applying to them. He had even urged upon the Government to devote a portion of the subsidy to that purpose, but without success, possibly because the Government had no money to spare. By the passage of the present Act a great deal of that would be remedied, for as soon as the company proceeded with the work they would be bound to put the roads in as good condition as they found them, and the people whose lands had been injured would be repaid for their losses. Besides that, the company intended getting the railroad into operation as soon as possible, and the benefits thereby conferred would largely compensate the people for the sacrifices they had so patiently endured. The first settlement the road would pass through was the settlement of New Germany, which was one of the finest farming districts in the Province, having a population according to the last census of 3,608; on the west side of the river there were the thriving settlements of Chelsea, New Cornwall, Waterloo and Lapland. The polling district of Bridgewater contained a population of 3,487. Bridgewater was a growing town and its inhabitants were noted for business ability. There was a woollen mill projected there and every probability that it would soon be got into working order, and the railway would no doubt give an impetus to many new enterprises. The Block House Polling districts in which the town of Mahone Bay was situated has a population of 3,883, and Lunenburg has a population of 4,000. Now, all the people of these settlements were more or less directly interested in the completion of the road, and the House would remember that last session he had presented a pitition signed by 1600 electers of the county of Lunenburg, praying that some means might be taken to secure the speedy completion of the railway, and it was now in the power of the members of the House to grant the prayer of that petition.

As had been already observed by the hon. Prov. Secretary, the company intended to improve the class of the road, and make it better than it would have been under the contract. Under the terms of that contract the company were compelled to lay only iron rails weighing 45 pounds to the yard, but now they were to lay steel rails weighing 50 pounds to the yard and steel fastenings to be used also; and it was estimated that the additional cost consequent upon the improvements would be $93,500, and besides getting a better road there was far better security that the work would be performed. The Boston Syndicate that intended contracting with the Sterns Company for the building of the road were men of large experience in railway matters and ample capital. They would have to expend a large amount of money in taking the bonds of the former issue that had been placed upon the market, and it was their intentionto send an agent at once to New York to secure those bonds on the best terms they could make; but even on most favorable terms it would require a large amount of cash to redeem them. In addition to that they would have to deposit with the branch of the Merchants' Bank at Bridgewater to the credit of the agent a sum sufficient to pay the award made by the Bridgewater Commissioner on the claims against Walker, Clarke and Roberts, the amount of which, including commissioners' fees, was between $13,000 and $14,000. That sum will have to be deposited within seventy days from the passage of this Act, that being the time fixed for the commencement of the work. Now, in addition to the Walker, Clarke and Roberts' claims, there were a number of claims against W. J. Best, who had carried on the work for some time after the former parties had failed, and those claims amounted to more than the sum already mentioned. Now, the Government had reserved the right, in event of the company failing to satisfy these claims, to pay them themselves out of the subsidy, so that the claimants had the most complete security provided, however, that the aggregate of these did not exceed $21,500, which it was considered they would not exceed. After paying all these demands, the company must expend of their own money $20,000 upon the construction before they would be entitled to draw a single dollar of the subsidy, and when the Provincial Engineer had certificated to that effect they would be entitled to $10,000, and so on, until one-half the subsidy had been drawn out. Then the payments would cease until thirty days after the road had been completed to the satisfaction of the Gov-rnor-in-Council. The House would therefore see that there was the most ample security for the satisfactory fulfilment of the undertaking.

In addition to the cost of the steel rails and fastening already referred to, the company had to build wharves and bulkheads at Lunenburg, and switches along the heads of the wharves, at the estimated cost of $9,500; also switch and bulkheads on wharf at Mahone Bay and Bridgewater, say 10,000. Large and suitable deposits at Lunenburg, Bridgewater, Mahone Bay and Middleton, with stations at required points along the line. Besides that, it would take a large amount of labor to put the railway in good condition as it was when operation were suspended. It would cost $350 per mile thus to restore the 54 miles now partially graded, and furthermore it was estimated that about 40,000 of the ties on the road had been either lost or spoiled by the action of the weather. Again, a large quantity of the fencing already done had been destroyed, and would require to be replaced. Under the terms of the contract the counties were relieved. In view of all this, he felt that he was in a position to appeal, not to the sympathies of the House, but to their reason and common sense, and was confident that they would, without exception, vote for the passage of the bill.

There would be an application at an early day for an act to incorporate an iron and steel company that intended opening up the Nictaux iron mines, and it was estimated that the first year that company would raise 30,000 tons of ore, and the next year 100,000. They also intended constructing furnaces for the smelting of ore. It would require a large outlay of foreign capital and call for the employment of many laborers to develope these mines, and thus will be created an increased home market for the agricultural products of the vicinity. He would read from a memo. furnished by the company some of the items of the estimated earning of the road.

100,000 tons of iron ore per annum to tide-water, at 70cts. per ton	$70,000
20,000,000 feet lumber and timber	41,667
Inland Lumber to tide-water	5,000
15 cars miscellaneous freight per diem, making 4,675 cars per annum, at $15	70,425
10 cars wood and brick per diem	25,040
60 passengers per diem, 30 each way	40,664
30 extra passengers per diem between Bridgewater, Mahone Bay and Lunenburg	5,643
Mails and express per annum	6,000
Total receipts	$264,339

There is also a copper mine on which a large amount of money had been expended which was only awaiting the completion of this road to be actively operated. The county of Lunenburg has always been more or less engaged in the ship-building industry, and the railroad would pass through a country having abundance of timber suitable for that purpose, and the increased facilities thus afforded for moving the timber to the coast would necessarily give a great impetus to that important industry. All classes of the population would benefit by the completion of the road, the farmers, the merchants, lumbermen and shipbuilders, and Lunenburg would enjoy direct railway communication with the rest of the world.

In conclusion, he would say that he was very much pleased to be ever so unimportant a factor in securing to the ancient town of Lunenburg the acknowledged advantages of a railway terminus—that interesting old town, in which his great-great-great grand-father, Breun Romces Cummings, was the first to preach the gospel of peace and good will to men—a town deemed by some to be behind the age—but while the thoughtless were sneering it was steadily and surely building up a trade that far surpassed that of any other town in the Province, and when this railway was completed, it the city of Halifax did not quicken its pace, it would find a formidable rival in the town of Lunenburg.

Mr. SHAFFNER said it was with a great deal of pleasure after very much toil that they heralded the second reading of a bill having for its end the completion of the Nictaux and Atlantic road. As the hon. Prov. Secy. on moving the first reading of the bill had spoken concerning it, and as the hon. member for Lunenburg had explained the matter pretty well, it would not be necessary for him to occupy so much time as he had intended. However, the project had been one fraught with a great many hardships and a great many disappointments, as well as anxieties beyond expression. There had been hardships suffered from the suspension of work, hence the suspension of payment of debts contracted, which in many instances had been fatal in its results, in so far as many hard working, honest men had lost their wages; and a good many of them being strangers had been compelled to seek other homes in order to sustain themselves and their families. Disappointments had occured repeatedly from not getting conditions granted for the payment of the bills and the completion of the work when terms were expected to have been made from year to year. Anxieties had been continually waxing warmer and warmer, built upon the most gigantic hopes of terms being effected from month to month and from year to year, but still the best hopes had failed to the present time. Therefore, he added, that the granting and passing of the terms by this house would when the news reached the people be heralded with delight.

They might be asked why were not terms effected long ere this and the matter set at rest; why cause so much hardship, disappointment and anxiety—all of which could be easily explained—although they had been inclined to blame the government of the day for not acceding to repeated petitions, applications and urgent demands. That the problem had at last been solved, and it was simply that the late government had chartered railroads and granted subsidies to them far beyond the amount of money that they had at their disposal, so that when this government came into power they found that there was no way of carrying on the works without going into the money market and borrowing money perhaps at a large rate of interest. This they declined to do thinking that the roads had better rest until a better state of affairs was arrived at. Hence after some three years of constant agitation they had effected a scheme whereby all contemplated railways could be finished and leave a fine balance to the credit of the province. This now being completed they get their terms and work would proceed. The President Mr. Stearns, and his associates, in 1873, asked for and obtained a charter to build a road from a point on the Windsor and Annapolis road, near Middleton, in the county of Annapolis, to the town of Liverpool, with free grant of crown lands and no cash subsidy. In 1875 the sum of $440,000 had been granted as a cash subsidy for said road, a distance of about 110 miles. Later on the route had been shortened or commonly called doubled up to the town of Lunenburg making the distance 72 miles and the subsidy still remaining the same, thus making the subsidy over $6,000 per mile, besides the land grant, and a free right of way as was common in all cases of railroading. Of this amount there had been some $95,000 of the subsidy paid, thus leaving a balance due the road of $345,000.

The first work had been commenced on the line in June 1877, under Messrs. Walker Clarke and Roberts who had carried the enterprise forward hard and fast till November in the same year when unforseen difficulties had occured and work on the road was abandoned; after which the president Mr. Stearns, had gone to New York and effected an arrangement with J. W. Best of that city for an assignment from Messrs. Walker, Clarke and Roberts and resumed work nine months later on in August 1878. He had carried the same forward until March 1879 save one month intervening when difficulty had overcome him, and with two failures some $35,000 worth of bills remained unpaid which bills remained till this day. The whole time of work on the road consisted of about twelve months and about fifty-four miles of road were graded and most of the culverts which were of the very best granite rock were put in, as any person who had ever passed over the road could vouch for. Now that the road had become more or less impaired from the effect of storms and freshets, however, at work done at the same rate of speed we would naturally expect that in twelve months from the passage of the bill we would see and hear the great iron horse wending its way through that beautiful country. It had been said by persons who of course knew nothing of the line that it was a mountainous, hilly, barren wilderness, and there was nothing to pay the running of the road and it would in a very short time become a provincial elephant. But such was not the case. As he had previously stated on the floors of this house, so he stated again; there was no better country, no more fertile soil in the whole range of valley from Halifax to Yarmouth than, could be found on that line. For instance, the road commenced at Middleton, a beautiful section of country and passed through Nictaux, one of the first farming districts of the valley, thence on to the Nictaux falls then to Albany which was thickly settled with well to do farmers who could as well turn their attention to exporting timber and lumber, but their means of transportation being such that they were compelled to confine themselves more to farming which had proved a success. Then it passed on to Springfield, a fine settlement which was surrounded by other districts such as Dalhousie East and Falkland Ridge; all productive lands and the settlers in these places had to work under very great difficulties. For instance thousands of bushels of potatoes the last season being raised there had been trucked from twenty to forty miles over a very rough road in order to get them to market; also he knew of one instance where a man in that district had started with two horses and a load of apples, which when started were first class, and at the end of his journey they were really only fit for cider from the jolting over this long distance which took three days to perform, and the whole proceeds of his load would not allow him including his team more than $2.00 per day; this being only one of many instances.

The President, Mr. Stairs, who had been one of the chief promoters of the scheme, was still to the work, and deserved much credit for his constant and repeated efforts. Mr. Bedford, who hardly need mention, was a reliable and straightforward business man, had been very successful in bringing forward and introducing as the new company Messrs. Dacey and associates, all of which parties they had personally seen and had seen correspondence from the largest banking houses in Boston and New York, also from the presidents of the largest railroads in those places, all expressing themselves as knowing these gentleman's means and ability, and said that any work undertaken by them must be carried to a speedy and successful issue. The terms for the carrying on of the contract were very much better than under the original charter, in so far as security to the province was concerned. First, the company must deposit a sum of about $35,000 in the bank at Bridgewater for the payment of all bills against the road, from which the bills adjudicated by Messrs. Wade, Gow add Keeffer, of Messrs. Walker, Clark and Roberts, would be paid by the manager of that bank, and the debts of W. J. Best would be paid as soon as adjudicated, which must be soon done, as he understood that most of those debts were already accepted. Also the company has to do work to the amount of $200 before they could get $100 from the subsidy up to the amount of one-half of the unexpended subsidy, and the remaining half remained in the hands of the government till thirty days after the work was done, and all complete to the satisfaction of the Governor in Council. Also, they were to use steel rails and fastenings in the place of iron, and upon the whole it would be a first-class road. Also, under this charter, the company had to build the fences, which would save the two counties some $14,000. He was sorry that the right of way for Annapolis County had not been settled, as it had been from some reason put into the courts of law, which had created a heavy cost and judgement against the county. They expected good results from the iron mines at Nictaux, as the company expected to raise 30,000 tons of ore the first year after the completion of the road, and the second year 100,000 tons, and so on, which would cost about $100 per ton, and give employment to a great many people, and thus leave a great deal of money in the county. This, with other enterprises, would probably make as paying a road as any railroad on the continent. The company would, at an early day, ask to have a bill introduced to give a charter to a company for erecting smelting furnaces and manufacturing the ore into iron and steel. The people now felt confident that this matter would get the support of every hon. member of this house, thus granting the Counties of Annapolis and Lunenburg their just dues.

Mr. Ford, member for Queens, followed in a speech, endorsing the bill, but claiming that some provision should be made for a branch from the Nictaux and Atlantic to Liverpool.

The motion for the second reading of the bill was put and carried unanimously, and the bill was read a second time.

Marriages.

LESLIE—SAULNIER.—On the 4th inst., at the residence of Mr. John Murdoch, Bridgetown, by the Rev. D. W. Johnson (A. B., Mr. James B. Leslie of Patten, Maine, U. S. S., to Mrs. Margaret Saulnier of Bridgetown.

Deaths.

DANIELS.—At Lawrencetown, Feb. 27th 1882, of consumption, Matilda, daughter of George and Sarah Daniels, aged 23 years.

CHUTE.—At the residence of her son, Zenas E. Chute, Cornwallis, Feb. 16th, Susan, wife of Mr. Benjamin Chute, of Clements Vale, aged 73 years. Died trusting in Jesus.

HARDY.—At Granville Ferry, on the 16th Feb., Mrs. Ann Hardy, aged 77 years.

STARRATT.—At Lawrencetown, on Feb. 22nd, 1882, Cassie, wife of Alfred C. Starratt, and daughter of the late Samuel Starratt, of Paradise, aged 19 years.

Two Organs.

Regulate first the stomach, second the liver: especially the first, so as to perform their functions perfectly and you will remove at least nineteen twentieths of all the ills that mankind is heir to, in this or any other climate. Hop Bitters is the only thing that will give perfectly healthy natural action to these two organs.

— The deceased wife's sister bill was supported by 600 clergymen in a petition to Parliament. The following is the Act:—

1. All laws prohibiting marriage between a man and the sister of his deceased wife are hereby repealed.

2. This Act shall not effect, in any manner, vested rights.

One Experience from Many.

"I had been sick and miserable so long and had caused my husband so much trouble and expense, no one seemed to know what ailed me, that I was completely disheartened and discouraged. In this frame of mind I got a bottle of Hop Bitters and used them unknown to my family. I soon began to improve and gained so fast that my husband and family thought it strange and unnatural, but when I told them what had helped me, they said 'Hurrah for Hop Bitters! long may they prosper, for they have made mother well and us happy."—The Mother?—*Home Journal.*

Perkins' Cramp and Pain Panacea,

Cures and prevents Dysentery, Diarrhea, Cholera Morbus, Fever and Ague, Rheumatism Neuralgia, Diphtheria, Influenza, Sore Throat, Difficult Breathing, Bowel Complaints, Looseness, Diarrhœa, Cholera Morbus, or painful discharges from the bowels are stopped in 15 or 20 minutes by taking "Perkins' Cramp and Pain Panacea." Thirty or sixty drops taken in half a tumbler of hot sweetened water will in a few moments cure cramps, spasms, sour stomach, heart-burn, sick headache, colic, wind in the bowels and all internal pains.

Travellers should always carry a bottle of "PERKINS' CRAMP AND PAIN PANACEA" with them; a few drops in water will prevent sickness or pain from change of water.

Observe a fac simile of the manufacturer's signature on the wrapper of every bottle without which none can be genuine. Price 25 cents. Address B. F. PERKINS, 197 King street, St. John N. B.

THE ALEMBIC OF THE BODY.—The stomach is the alembic of the human system. In it those wondrous chemical changes take place which result in the transmutation of food into blood. When it is vigorous the necessary processes of digestion and assimilation go on uninterrupted, and the system is suitably nourished. When it is feeble or disordered, they are obstructed, and being in consequence ill supplied with blood of a vitalizing quality, the physical organism becomes weak and feeble, the nerves suffer, the liver and bowels are semi-paralyzed, and appetite and sleep fail. These disastrous consequences may, however, be prevented or remedied with the supreme stomachic and aperient, NORTHROP & LYMAN'S VEGETABLE DISCOVERY AND DYSPEPSIC CURE, a medicine of rare purity and efficacy, which reforms a disordered and repairs a weakened state of the digestive organs, overcomes billiousness, relieves the bowels when obstructed without straining or weakening them, and promotes the exit from the system of impurities which infect the blood, which cause serious organic maladies. No objectionable mineral contaminates it, and its value is not marred by a subsequent re-action prejudicial to the general health. Far preferable is it to the ordinary nauseous drugs used to produce a similar effect, but which are frequently ineffective as well as unpleasant; nor is it a cheap and valueless medicine, puffed into existence. It is used for dyspepsia, billiousness, affections of the blood, kidney complaints, female weakness, lumbago &c., and in all blood diseases it is unequalled. Price $1.00. Sample bottle, 10 cents. Ask for NORTHROP & LYMAN'S Vegetable Discovery and Dyspeptic Cure. The wrapper bears a *fac-simile* of their signature. Sold by all medicine dealers.

☞ The pangs endured by the early Christian martyrs were no doubt excruciating, but not so prolonged or scarcely more dreadful than those experienced by the sufferers from inflammatory rheumatism—a disease which is easily curable at the cost with *Dr. Thomas' Eclectric Oil*—a sovereign remedy for pain—a reliable curative of kidney, liver and other complaints, and a medicine of the purest as well as the most salutary kind.

☞ If there is a per on in this county who does not know of *Johnson's Anodyne Liniment* we hope this paragraph will reach that person's eye and that he will write us for part cular s of it. It is more valuable than gold, silver or precious stones.

☞ The manufacturers of *Sheridan's Cavalry Condition Powders* inform us that their powder will effectually prevent hog cholera and all other diseases in hogs, and that they will increase the size and weight one quarter.

SERVICES ON SUNDAY NEXT.

Episcopal Church	7, p. m.
Methodist "	7, p. m.
Baptist "	11, a. m, 7, p. m
Presbyterian "	Uncertain.
Roman Catholic Church	4th Sunday of every month.

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.

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.

Farmers' Market, Halifax.

	c. c		c. c.
Choice Butter,	15 @ 18	Heavy Pork,	8 @ 9
Ordinary "	14 @ 17	Small Pork,	8 @ 9
Early Rose Potatoes,	60 @ 75	Black Oats,	50 @ 55
Prolific do.,	60 @ 75	White Oats,	50
Turnips,	45	Beef, ♀ Qtr.,	5 @ 8
Choice Turkey,	15	Beef, on foot,	5 @ 9
Fair to good,	12 @ 14	Lambs,	6 @ 7½
Ducks,	40 @ 70	Mutton,	6 @ 7
Geese,	40 @ 60	Rabbits,	12 @ 15
Chickens,	30 @ 60	Yarn,	50 @ 60
Fowls,	30 @ 50	Jowls, smoked,	7
Ham,	00 @ 12	Jowls, green,	5 @ 6
Dried Apples,	6½ @ 7½	Herring, smkd., per hundred,	30 @ 40
Fresh Eggs,	20	Cheese, fcty.,	13 @ 00
Limed Eggs,	12 @ 14	Cheese, dairy,	6 @ 10

Heavy Mess Pork, per bbl.,		$20.00 @ $00.00
Light " "		20.00 @ 00.00
Prime " "		14.00 @ 16.00
Parsnips, per bbl.,		1.50
Apples, per barrel,		1.50 @ 3.00
Beans,		2.00 @ 2.50
Mittz,	.75 @ $2.00. Socks,	1.50 @ 2.75
Straw,	8.00. Hay,	10.00 @ 12.00

☞ The above may be relied on, as it is corrected every week by WATSON EATON, COLONIAL MARKET, HALIFAX.

☞ *Thomas Robinson*, Farnham Centre, P. Q., writes:—"I have been afflicted with Rheumatism for the last ten years, and have tried many remedies without any relief. I got a bottle of *Dr. Thomas' Eclectric Oil*, and found it gave me instant relief, and since then have had no attack. I would recommend it to all."

New Advertisements.

BEARD & VENNING,

NO. 16 KING STREET (SOUTH SIDE).
ST. JOHN, N. B.

Fall Importations,

We have received during the past few weeks a full stock of

Autumn & Winter DRY GOODS,

Embracing the latest productions in English, American and Canadian manufactures.

☞ Each Department is now well supplied and from being added to daily, will, for extent and variety, commend itself to our numerous customers.

TO WHOLESALE BUYERS we offer special advantages, and invite their inspection.

☞ Homespun Cloth, Socks and Mits taken in payment.

BEARD & VENNING.

New Advertisements.

FURNITURE FOR SALE.

THE subscriber offers for sale:—

TWO SUITES OF DRAWING-ROOM AND BEDROOM FURNITURE.

Drawing Room suite in Brown Repp and Walnut; Bedroom suite Black Walnut, Marble Topped. Also, sundry other pieces.

For further information apply to

MRS. J. K. RITCHIE.

Lawrencetown, Jan. 18th, '81. n40tf

Tailoring!

J. S. BANKS,

would respectfully submit to the inhabitant

Of Middleton and Vicinity,

that he is prepared to execute all orders for custom work in the Tailoring line at low rates.

The subscriber having learned his trade thoroughly in the United States, can therefore guarantee satisfaction both in fit and workmanship.

Shop opposite Miller Bros. Give him a call.

Dec. 13th, 1881.

Acadia Organ Co'y.

BRIDGETOWN, : : : N. S.

The attention of the public is respectfully directed to the above establishment.

FIRST-CLASS CHURCH AND PARLOR ORGANS are now being turned out, which are UNRIVALLED in WORKMANSHIP! ELEGANT IN STYLE, AND ARE UNEQUALLED IN TONE.

All Lovers of Music wishing to purchase a First Class Instrument will do well to call and examine those of our manufacture at our Warerooms. MR. J. P. RICE is now canvassing the County, and will take orders for instruments at the Lowest Possible Prices.

Tuning and Repairing Promptly and Thoroughly Attended to.

N. B.—Strict attention paid to correspondence. Address, Acadia Organ Co., Bridgetown N. S. B. O. Box 18.

FACTORY:—At Bridgetown, in connection with Reed's Steam Furniture Manufactory. All instruments manufactured solely by the proprietors.

J. P. RICE. A. E. SULIS

PARLOR AND DRAWING-ROOM FURNITURE!

The subscriber makes a speciality of Parlor and Drawing Room FURNITURE, and notwithstanding the advance of fifty per cent. in the price of walnut is prepared to furnish first-class goods at prices NEVER BEFORE APPROACHED IN BRIDGETOWN.

Chamber Suits, Dining Room and Kitchen Furniture always on hand.

THOMAS KELLY.

Bridgetown, September 7th. 1881.

JUST PUBLISHED.

THE ROYAL COPY BOOKS.

A COMPLETE SYSTEM OF PENMANSHIP.

Complete in Ten Numbers.

Printed on Superfine Paper, and engraved in the best Style.

FOR SALE BY

A. & W. MACKINLAY,

HALIFAX, N. S.

6it47

CARD.

JAMES McLEOD, Practical Watch and Clock Maker, from London, England, next door to the Post Office, MIDDLETON.

Every description of American, English, Swiss and French Watches and Clocks skilfully corrected and cleaned.

Middleton, Feb. 1st, 1882—5it47 pd

New Store,

New Goods.

MIDDLETON STATION.

THE subscriber having just completed the enlargement of his premises respectfully invites the inspection of his new and varied stock of

Dry Goods, Groceries, Boots & Shoes,

Especial attention is invited to one of the LARGEST STOCKS of Boots and Shoes to be found outside of the Cities, and at prices that defy competition. Ladies' and Misses' Fine KID BOOTS and SLIPPERS a specialty.

Ladies' and Mens' Overshoes and Rubbers.

Also, Crockery, Tinware, and ever