Miscellaneous.

Bank Manners.

The daily life of a paying teller in a city bank can scarcely be called exciting. And yet, he handles millions of money and has to face all sorts and conditions of men; youth, age, guilt, guiltlessness, honesty and knavery, all framing themselves in his little wicket window during the hours from 10 to 3. Said an experienced paying teller in a city bank the other day:

"There is one anecdote which I listen to something like once a fortnight, and of which every paying teller is called to hear innumerable versions. It is old of course, older than the clearing house or the banking department; perhaps it dates back to the Chinese, who seem to have the call on antiquities, and besides are a humorless people. The story is about as funny as the report of the comptroller of the currency.

"There are variations of the tale, but here is the ground plan: 'I 'spose you don't rectify mistakes after leaving the counter.' 'I never said so.' 'Oh, well, perhaps not, but I'll tell you what happened to me at the —— bank. I drew some money there one time, and when I got home I counted it over and found that it was wrong, so I took it right back to the bank and told them they had made a mistake. The teller there, a consequential sort of chap, pushed the money back to me and said, 'No claims allowed, sir, after leaving the bank.' 'Oh, all right,' said I, "you paid me $50 over, that's all. Good day.'"

"We hear much of immaculate cashiers and bookkeepers who spend weeks and months searching for trifling decrepancies, for these exploits are supposed to interest us. I always approve of such reminiscences, although they are generally not true, and add one or two of my own to keep up the standard of the profession. Working till 11 or 12 o'clock at night to find a nickel or a dime adds immensely to the pleasure and profit of our labors.

"The truth is, where one is handling large sums of money, and has constantly to be on his guard against forgeries, worthless checks, and frauds of every description, there is little time to devote to these elegancies of accounting. Ben Franklin's saying reversed is the safest rule for the paying teller. Look after the dollar and the cents will look after themselves.

"Many people never will understand or remember the rule concerning identification, which is, that a person presenting a check payable to order, must be known to the teller in order to draw the money. If a stranger, then he must in some way establish his identity, either by introduction or indorsement. That this perfectly reasonable regulation frequently discommodes people there can be no doubt, and discommoded human nature is very prone to get mad and discover some cause of personal affront where none is intended.

"Very common is a conversation like this: "Why can't I draw the money on this check?' 'Because I don't know you.' 'I don't know you, either. What's that got to do with it?' "The rule is that on all checks payable to order the person must be identified; must make himself known.' 'Nonsense! I got that check from Mr. Swiftly just now; that's his writing, ain't it?' 'Certainly.' 'Well, what more do you want?' 'If I certify the check, will you be able to use it then?' 'What good will that do me? I want the money, I tell you!' 'Then you must make yourself known.' 'Known! Great Scott! Every one around here knows me. I was in business in this city before you or your bank were ever heard of.' Which remark is supposed to be a crusher.

"A prominent bank president of this city, who also served his apprenticeship at a teller's window, while careful to explain the whys and wherefores when the case was one of evident ignorance, was much given to caustic rejoinders when his patience was too heavily taxed. One day an unusually pompous and self-important person, or personage as he evidently considered himself, presented a check which was payable to order.

"As will sometimes happen to the very greatest of men he found himself unknown and the money on the check refused. Vast was his astonishment and indignation. He could not understand it. 'But the rule is for your own protection. Suppose the check had been lost, then, don't you see, only the right person could get the money.' No, he didn't see. 'Do you mean tell me, then, that I am not the one properly authorized to receive this money?' 'No.' 'Then why do you refuse payment?' 'I have explained several times already; because I don't know you.' 'Well, it's pretty small business. Now, look at me, sir. Would any one be likely to take me for a confidence man or a swindler?'

"The teller gazed long and attentively, while the wrathful, but unrecognized great man glared annihilation at him through the brass windows bars, and then remarked, in his dryest, quietest tone: 'Well, all I've got to say is, I've been better looking men than you in Sing Sing.' This closed the interview.

"On the whole, however, bank manners are good. Something of the old-time prestige still clings to the business, a certain dignity attaching to the custody of large amounts of money. Besides, the outsider who gets angry is at great disadvantage, for he can only talk through a small grated window at the clerks who are perfectly secure from his wrath, protected by oak and plate glass bulwarks, and with all the money and moral support of the bank behind them. I am often amazed as well as amused at the serene confidence which many people repose in a check.

"This simple form, which anybody can fill up and sign, has only to be presented by anybody at any bank, and the vault doors, they think, ought instantly to fly open. This, of course, is not so, nor are banks mysteriously connected with each other by underground passages or otherwise, as I have explained a thousand or more times, to persons who supposed that their checks on Idaho or Washington or Winnipeg could be cashed at any bank.—*New York Times.*

LEPROSY FROM RUSSIA.—A despatch from Odessa says that considerable alarm exists over the growing prevalence of leprosy among the poorer classes of Russians and Russian Jews. The authorities, instead of moving to stamp out the disease, have done all they could to stifle information on the subject. Now, however, they have themselves taken alarm and steps are proposed to isolate those afflicted. It is believed that some of the emigrants to America have carried leprosy with them, as most of the emigrants belong to the poor and uncleanly class, among whom the disease finds its victims.

No Shadow of Doubt.

No sane person doubts that what we say of B. B. B. is true. The evidence of its power and popularity is too overwhelming to confute, besides it is all home testimony making it *certain* that B. B. B. will cure dyspepsia, biliousness, sick headache, scrofula and all blood diseases.

—Minard's Liniment cures Diphtheria.

How Girls Should Skate.

The modern girl skater better merits the description given her ancestress by an old chronicler, who writes that she went "as swiftly as a bird flyeth in the air, or an arrow out of a crossbow."

The best skate is one that clamps firmly on the heel and fits the edges so tightly it becomes a part of the foot itself. It should be accurately and perfectly steady if properly strapped to the foot. Laced boots for skating are to be preferred to buttoned, as they permit the freer circulation of the blood. The beginner might advantageously carry a stick or light pole in the hand, but never is a friend one in need and one inceed, as when her trusty hand forms the mainstay on the treacherous and unknown slippery surface. But make a trial, learn to balance the body properly, and with a little confidence success will come very soon. It is wonderful how soon children learn to skate. Tiny little bodies, wee bits of womanly humanity, dart by their elder sisters so cautiously feeling their way, bright fishes of gold and silver as it were, fitting by some unwieldy body of the deep.

The girl skater, in learning, ought never to look at her feet, should keep the head up advancing the body, her face in the direction she is going, and the body slightly inclined forward, according to the first principle of gravitation, which in scientific language says, "Keep the center of gravity over the base." In skating all movements should be smooth and graceful, and an effort made to be quite free from jerking and awkward gestures. The art of stopping is soon learned. Slightly bend the knees, bring the heels together and brace upon them. It may also be accomplished by turning short to the right or left, and as you and I know, too often happens to us by sudden contact with what acts in place of "terra firma" and from no desire on our part to reach so decided a halt. The best skaters avoide swinging the arms. They are also careful to wear a close fitting dress, as full and loose clothes catch the wind and retard progress. A sensible skater never ventures on thin ice, and unless perfectly sure that the glassy rink will bear her weight does not dream of putting on her skates.

A Fighting Bear.

HOW THE LOCOMOTIVE TOOK HIM UP AND KNOCKED HIM DOWN.

A St. Louis *Globe-Democrat* correspondent sends this from Lakeland, Fla.

While crossing "Rattlesnake Fork" trestle, two large bears, it appears, emerged from the woods at the side of the track, and trotted on the trestle ahead of the engine. Engineer Smith gave a pull with the throttle and the engine bounded forward. The bears heard the coming train, and plainly did not like the situation. They were afraid to leap from the trestle, which was quite high, and began trotting to gain the other side. Finding that the train was gaining on them, both turned just before reaching the middle of the trestle, and, standing upright, faced the train and put up their fore-paws like accomplished and trained prize-fighters. The train rushed on, and the cow-catcher struck both bears fairly, throwing one about twenty feet into the air and off the trestle, and lifted the other one some ten feet into the air. The latter, as he came down, fell on the platform in front of the boiler, and, clutching at the brass rods, managed to retain his hold there. Frightened by the roar of the engine so close to him and the hot iron beneath him, bruin hastily scrambled up and crawled up on the forepart of the board that runs from the cab to the front part of the engine.

Catching sight of the fireman's face through the window, the bear growled savagely, suffering severely from his wounds, probably, and started for the window. The fireman had just been raking the fire and his huge iron poker was red hot. As the bear crawled along near the window he threw it open and lunged at the bear with the red hot iron poker. The hot iron went sizzling into bruin's hide, and the agonized beast gave a terrible howl and tried to spring up at his assailant. The engine gave a lunge at that moment and off dropped the bear, falling almost directly under the wheels, but he scrambled off in some manner, only losing part of his hind leg. He rolled down the embankment, and with a loud cry of pain and rage bounded off into the dark woods. It all passed so quickly that the engineer and fireman could hardly realize the facts in this strange adventure, and when they got to Bartow they had a wondering crowd around the engine examining the blood trail made by the bear as he climbed up the engine and ran along the footboard.

—The act of incorporation for the Ontario and New York Bridge Company, which is being sought for by the Canada Pacific Railway Company is to facilitate the construction of a bridge for a railway and other purposes across the Niagara river at or near Niagara Falls or such other point as the company may select, and to amalgamate with any company duly incorporated in the United States for building a bridge across the river, the bridge to be open to all railway companies in Canada and the United States on equal terms, and with power to collect tolls and for other purposes.

When Baby was sick, we gave her Castoria,
When she was a Child, she cried for Castoria,
When she became Miss, she clung to Castoria,
When she had Children, she gave them Castoria,

—The bishop of Bedford has startled England by a proposition that all clerks who do not earn a sufficient salary to keep a wife with respectability be prohibited from marrying. The bishop estimates that there are 150,000 junior clerks in London offices and warehouses whose average pay is about seventeen shillings, or $3.50 a week, and thousands more who do not earn to exceed $5.75 a week. This will not maintain a family, and the deficits accumulate until crime and the poorhouse is the end.

—A single page in an issue of the *Century*, taken for advertising purposes, costs $500; in *Harper's* $400 down to $100. A yearly advertisement in one column of the New York *Herald* costs $80,000 for the lowest, and $103,000 for the highest-priced column. These figures will doubtless be of interest to those who invest $2 or $3 per month, and flatter themselves with the idea that they are extensive and liberal advertisers.

Hagyard's Yellow Oil.

This great internal and external remedy always allays all pain. It is a specific for croup, and promptly cures coughs, colds, sore throat, sprains, bruises, burns, rheumatism, cuts, wounds, etc. Good for man or beast. Stands all tests. Sold everywhere. Price 25 cents. Hagyard's Yellow Oil.

—The largest building in the world is undoubtedly the Freihaus, situated in the suburbs of Vienna. Within its walls a whole city of human beings live and work. It contains about 1,500 rooms divided into 400 dwelling apartments, which are occupied by 2,100 people.

—Minard's Liniment for Rheumatism.

Children Cry for Pitcher's Castoria.

Agricultural.

Care of Calves in Winter.

There are three points that should be kept in mind during a calf's first winter. It should have dry, clean, and warm quarters to sleep in. It should not have to drink large quantities of ice cold water. It should have an abundance of such food as will promote the growth of bone and muscle. Pens are much better for calves during their first winter than stanchions. They can be kept warmer, in this way, can have a better bed to sleep upon, and they will grow better if given a chance to move about without the fretting caused by restraint. When calves are watered but once a day, and then with very cold water, the whole system receives such a shock that growth is out of the question. This must be realized by every one who has seen these little things shivering over a trough of ice water, from which their thirst has compelled them to drink greedily. If elder stock must drink this, at least let a sufficient quantity for the calves be tempered by a kettle of hot water from the kitchen stove.

Fine hay, of which a part should be clover, if possible, with a little bran and crushed oats, and an occasional feed of pulped roots will prove a desirable feed for calves at this time. They need no fattening foods, provided they are housed warmly but plenty of the elements that give growth. If skim-milk can be spared for them, it will give good returns in increased size and in the development of the heifers. It pays to keep the young things growing, for when growth ceases, not only is there no interest on the investment, but the time spent in caring for them is lost also.

Fix up the old Orchards.

Old apple orchards that have stood in sod for many years and are not bearing may be renewed and made profitable for many more years. Give them a good pruning by cutting out all dead branches and those that are very low and allow the sun and air to get in. Put in a plow and rip the sod up and no matter if you do cut off a few roots, there are plenty more. Do not plow deeper than four or five inches if the sod is an old one. Give each tree a good dressing of stable manure and wood ashes, but do not apply it nearer than 8ft to the tree. Take the sod away from around the trunk and keep the whole orchard thoroughly cultivated for a number of years. Rye may be sowed in the fall, to serve as a protection in winter and to plow under in spring as a green manure. Winter is a good time to apply manure and there is lots of time then to draw it out. Orchards renewed in this way and kept well pruned and cultivated generally bear well for many years.

MUTTON VS. BEEF.—Mutton can be produced cheaper than either beef or pork. Ten lambs can be grown in six months that will dress as much meat as a steer at two years of age. They will consume no hay or grain, simply pasture, but the steer has to be pastured two seasons, fed hay two winters and grain one. The lambs consume no more grass than the steer does in his second summer, and when sold they bring more money. In case of the lambs the money is returned in six months and the steer in two years. The first cost of the lambs is not so much as that of the steer, for their ewe mothers produce fleeces to pay their way, while the steer's mother has to be raised to at least two years of age without paying anything. In comparison with the cost of pork, properly grown on good clover pasture, and not wholly on grain, there is not so much difference, but still it is in favor of the lambs.

WATER FOR HENS IN WINTER.—One of the reasons why hens do not lay so many eggs in Winter is lack of water. In very cold weather hens will stick to their perches nearly all day, and not come down to either eat or drink until half starved. Then, probably, they find the water frozen over, and eat snow instead. No wonder, under such circumstances, hens grow light in weight and their egg production is postponed indefinitely. Let it always be remembered that when a hen suffers lack of drink, the eggs which she contains are absorbed to sustain life, and as they are at this stage very small, they are dearer feed than eggs fully grown cooked and prepared for their use.

UTILIZING COAL ASHES.—One of the best uses for fresh coal ashes is in the henhouse first, while fine and powdery as a dust bath, and afterwards to go in with the fowl's dropping, removing offensive odor and absorbing ammonia when the mass begins to heat. Put the droppings into a barrel and sprinkle coal ashes on the surface. Towards Spring mix several barrels together in a box, and with a sieve it can be made fine enough to drill readily, or be distributed in hills by old tablespoons good for nothing else.

—An experienced poultryman thinks the essential cause of failure in so many of the attempts to keep fowls in large numbers is due to lack of care. The farmer, he says, will rise at four o'clock in the morning to feed and milk the cows, will carefully clean out the the stalls and prepare beds for the cows, and his work does not end until late, but he will not do so much work for the hens; yet the hens will pay, when properly cared for, five time as much profit, in proportion to labor and capital invested, as the cows.

—An old piece of zinc is the best thing that there is with which to mark trees in an orchard. Make this six or eight inches long, tapering at the end, and write on it with a common lead pencil. The writing grows more distinct year by year. This label can have the tapering end wound around the trunk or a branch and loosened as it grows.

—Brown Leghorns are not as extensively bred on the farm as other varieties. For a village fowl they are unsurpassed, as their plumage is such that it does not soil or show dirt. They are a remarkably hardy and active fowl and eat considerable—but pay for it many fold in eggs.

—Don't give the horses too much hay. What seems like mercy is really cruelty. A horse that is continually eating is as uncomfortable as lazy and soon out of condition. Keep up his flesh with grain, give him a little cut straw and save your hay for better uses.—*H. S.*

—Milch cows should have all the pure, fresh water they want to drink in the winter. Cows, formerly given cold water direct from the well, had the water given to them warmed up to 90 degrees, and they gave 30 per cent more of milk as a result.—*T. J. Fleming.*

—Minard's Liniment cures Cold, &c.

K D C is Guaranteed

'91 YARMOUTH S.S. CO. '91

(LIMITED.)

For BOSTON & HALIFAX,

VIA YARMOUTH.

The Shortest and Most DIRECT ROUTE Between Nova Scotia and the United States.

The QUICKEST TIME. Only 17 Hours Between Yarmouth and Boston.

THE FAST STEEL STEAMER

BOSTON

M. L. FORBES, COMMANDER,

Leaves Yarmouth for Boston Saturday and Wednesday evenings after arrival of Western Counties Railway train. Returning, leaves Lewis wharf, Boston, for Yarmouth, Tuesday and Friday, at 10 o'clock a.m., making close connection with the Western Counties Railway train and Davison's Coach Line.

The *BOSTON* carries a regular mail between Yarmouth and Boston.

S. S. ALPHA,

McGRAY, Commander,

will make ten day trips between Halifax and St. John, calling at Yarmouth and other intermediate ports each way.

Tickets and all information can be obtained from C. R. Barry, 126 Hollis street, or George M. Conner, ticket agent, North Street Depot, Halifax; George E. Corbitt, Manager Annapolis Steam Packet Co., Annapolis; Messrs. Turnbull and Walsh, Digby; and all agents on the Windsor & Annapolis, Nova Scotia Central and Western Counties Railways; Davison's Coach Lines; J. F. Spinney, Lewis wharf, or Messrs. J. G. Hall & Co., Chatham Street, Boston.

W. A. CHASE, Sect. and Treas. L. E. BAKER, Manager.

Yarmouth, N. S., Dec. 1st, 1890.

NEW YORK STEAMSHIP CO.'Y,

THE REGULAR LINE.

The Iron Steamship

VALENCIA,

1600 tons, (CAPT. F. C. MILLES), will leave

St. John for New York,

via Eastport, Me., Rockland, Me., and Cottage City, Mass., every

FRIDAY AT 3 P.M.,

(Eastern Standard Time.) Returning, steamer will leave

Pier 40, E. R., foot of Pike St., New York, every Tuesday at 5 p.m.,

for Cottage City, Mass., Rockland, Me., Eastport, Me., and St. John, N. B.

Freight on through bills of lading to and from all points South and West of New York, and from New York to all points in the Maritime Provinces.

Cheapest Fares and Lowest Rates.

Shippers and importers save time and money by ordering goods to be forwarded by the New York Steamship Company.

Through tickets for sale at all stations on the Intercolonial Railway.

For further information call on or address

N. L. NEWCOMB, General Manager, 63 Broadway, New York.

FRANK ROWAN, Agent, 228 Prince Wm. Street, St. John, N. B. tf

WE ARE PREPARED TO DO

JOB WORK

IN ALL THE LATEST STYLES.

We have increased facilities for turning out

FINE WORK

—such as—

NOTE HEADS, LETTER HEADS, BILL HEADS, MEMO. HEADS, BUSINESS CARDS, VISITING CARDS.

POSTERS, DODGERS, PROGRAMMES, CIRCULARS, PAMPHLETS, TICKETS, ENVELOPES, ETC., ETC.

Choice Lines of

WEDDING STATIONERY

always on hand.

Estimates Furnished, Satisfaction Guaranteed.

Orders from any part of the Country will receive prompt attention.

Address,

"MONITOR" OFFICE, Bridgetown, N. S.

DENTISTRY.

DR. T. A. CROCKER,

Graduate Philadelphia Dental College,

having fitted up rooms in his new residence at MIDDLETON, may be found there from the 1st till the 9th of each month. Those requiring the services of an expert Dental Surgeon can rely on thorough work and satisfaction for goods, and the very highest prices allowed. ALL THE LATEST DENTAL APPLIANCES.

Middleton, June 25th, 1890. 12 1y

EXECUTOR'S NOTICE.

All persons having legal demands against the estate of the late ISAAC KENT, of Round Hill, in the county of Annapolis, farmer, deceased, are hereby requested to render their accounts, duly attested to, within three months from this date; and all persons indebted to said estate are required to make immediate payment to

WILLIAM SPURR, Executor.

Round Hill, Nov. 12th, 1890. 32 3m

THE GRAND CENTRAL HOTEL

(HEAD OF QUEEN STREET,)

BRIDGETOWN, N. S.,

STILL maintains the high reputation enjoyed under the management of its late proprietor, and patrons to the house may rely on finding it first-class in all its appointments, and charges most reasonable.

Good Sample Rooms. Teams convey passengers to and from depot free of charge.

G. LANGLEY, Proprietor.

Bridgetown, Oct. 22nd, 1890. 29

To Cure DYSPEPSIA

KENDALL'S SPAVIN CURE.

The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. Read proof below.

SYRKESVILLE, P. Q., May 8, 1889.

DR. B. J. KENDALL CO., Enosburgh Falls, Vt.

Gentlemen.—I have used Kendall's Spavin Cure for **Spavins** and also in a case of lameness and **Stiff Joints** and found it a sure cure in every respect. I cordially recommend it to all horsemen.

Very respectfully yours, CHARLES J. BLACKALL.

KENDALL'S SPAVIN CURE.

ST. THOMAS, P. Q., April 22, 1889.

DR. B. J. KENDALL CO., Enosburgh Falls, Vt.

Gents:—I have used a few bottles of your Kendall's Spavin Cure on my colt, which was suffering from Influenza in a very bad form, and can say that your Kendall's Spavin Cure made complete and rapid cure. I can recommend it as the best and most effective liniment I have ever handled. Kindly send me one of your valuable books entitled "A Treatise on the Horse." Yours respectfully,

I. F. WILKINSON.

KENDALL'S SPAVIN CURE.

FORT ELLICE, MAN., May 10, 1889.

DR. B. J. KENDALL CO., Enosburgh Falls, Vt.

Gentlemen:—I always keep your Kendall's Spavin Cure and Blister on hand and they have never failed in what you state they will do. I have cured a bad case of Spavin and also two cases of Ringbone of years standing, on mares which I bought to breed from, and have not seen any signs of disease in their offspring. Yours truly,

D. J. O'KEEFFE.

Price $1 per bottle, or six bottles for $5. All druggists have it or can get it for you, or it will be sent to any address on receipt of price by the proprietors.

DR. B. J. KENDALL CO., Enosburgh Falls, Vt.

SOLD BY ALL DRUGGISTS.

HOYT BROTHERS,

DEALERS IN AND MANUFACTURERS OF

MONUMENTS, - TABLETS, HEADSTONES, &C.,

—IN—

American & Italian Marble.

Marble, Granite, and Freestone

MONUMENTS,

IN THE MOST GRACEFUL STYLES.

☞Our charges are reasonable in every respect, and we guarantee perfect satisfaction to all who may favor us with their patronage.

J. Hoyt. A. Hoyt.

Bridgetown, N. S. 21y

EXCELSIOR

8 Cents PACKAGE 8 Cents

DYES

ARE UNEQUALLED

—FOR:—

SIMPLICITY OF USE, BEAUTY OF COLORS, AND THE LARGE AMOUNT OF GOODS EACH DYE WILL COLOR.

EXCELSIOR PACKAGE DYES.

They are the best Dyes on the market, and give universal satisfaction. All who use them prefer them to any other Dyes, because they are cheaper and produce better results. PRICE 8 CENTS PER PACKAGE. Sold by all Dealers and Druggists throughout the Province, and wholesale by the firm.

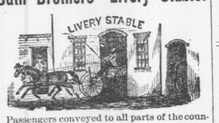
Samples sent on application.

SOLE MANUFACTURERS:

C. HARRISON & Co., Cambridge, Kings Co., N. S.

N. B.—Correspondence solicited. March 12th, 1890. 7m & tf

Bath Brothers' Livery Stable.



Passengers conveyed to all parts of the country at reasonable rates.

Teams in waiting at all trains.

Single or Double Teams for Wedding Parties Furnished at Short Notice and Fitted up in Best Style.

Livery Stable opposite Rink.

W. C. BATH. - - H. S. BATH.

BRIDGETOWN.

EXHAUSTED VITALITY.

THE SCIENCE OF LIFE, the great medical work of the age on Manhood, Nervous and Physical Debility, Premature Decline, Errors of Youth, and the untold miseries consequent thereon, 300 pages, 8 vo., 125 prescriptions for all diseases. Cloth, full gilt, only $1.00, by mail, sealed. Illustrative sample free to all young and middle-aged men. Send now. The Gold and Jewelled Medal awarded to the author by the National Medical Association. Address P. O. Box 1895, Boston, Mass., or Dr. W. H. PARKER, graduate of Harvard Medical College, 25 years' practice in Boston, who may be consulted confidentially. Specialty, Diseases of Man. Office, No. 4, Bulfinch St.

SEASON OF '89-'90

THE subscriber desires to inform the general public that he has now on hand at the late store of BALCOM & NIXON, a fine line of

GENERAL MERCHANDISE,

in Dry Goods, Groceries, Ready-made Clothing, Boots and Shoes, Crockeryware, Hardware, etc., and that he will offer them in keeping with all other dealers.

Country Produce of all kinds taken in exchange for goods, and the very highest market price always allowed.

SAMUEL NIXON.

Nictaux Falls, Nov. 12th, 1889.

HAGYARD'S YELLOW OIL CURES RHEUMATISM

FREEMAN'S WORM POWDERS.

Are pleasant to take. Contain their own Purgative. Is a safe, sure, and *effectual destroyer of worms* in Children or Adults

MONEY can be earned at our NEW line of work, rapidly and honorably, by those of either sex, young or old, located in their own localities, wherever they live. Any person can do the work. Easy to learn. We start you. No risk. You can devote your spare moments, or all your time to the work. This is an entirely new land, and brings wonderful success to every worker. Beginners are earning from $25 to $50 per week and upwards, and more after a little experience. We can furnish you the employment and teach you FREE. No space to explain here. Full information FREE. TRUE & CO., AUGUSTA, MAINE.

A COOK BOOK FREE

By mail to any lady sending us her post office address. Wells, Richardson & Co., Montreal.

And INDIGESTION,

Nova Scotia Central Railway.

TIME TABLE No. 2.

COMMENCING MONDAY, JUNE 9th, 1890.

LUNENBURG to MIDDLETON.

Daily.—Passengers and Freight.

Miles	STATIONS.	1	3
		A.M.	P.M.
0	Lunenburg, depart	7 00	6 45
7	Mahone	7 22	7 02
9	§Blockhouse	...	...
18	Bridgewater, arrive	7 55	7 30
	Bridgewater, depart	8 10	
25	§Northfield	8 45	....
29	Riversdale	9 00	....
34	New Germany		....
41	§Cherryfield	9 33	....
45	Springfield		....
52	§Dalhousie	10 24	....
62	Albany	10 30	....
64	Alpena		....
68	§Cleveland	10 48	....
70	Nictaux	11 00	....
74	Middleton, arrive		....

MIDDLETON to LUNENBURG.

Daily.—Passengers and Freight.

Miles	STATIONS.	2	4
		P.M.	A.M.
0	Middleton, depart	2 30	....
4	Nictaux	2 42	....
6	§Cleveland	...	....
10	Alpena	3 00	....
12	Albany	3 06	....
22	§Dalhousie	...	....
29	Springfield	3 57	....
33	§Cherryfield	...	....
40	New Germany	4 30	....
45	Riversdale	4 45	....
49	§Northfield	...	....
56	Bridgewater, arrive	5 20	....
	Bridgewater, depart	5 35	6 30
65	§Blockhouse	...	6 42
67	Mahone	6 08	6 58
74	Lunenburg, arrive	6 30	7 15

Trains are run on Eastern Standard Time One hour added gives Halifax time.

§Indicates that trains only stop when signalled, or when there are passengers to be set down.

Trains connect with Windsor and Annapolis Railway at Middleton for Annapolis, and Halifax, and making close connections with Express Trains of I. C. R. at Windsor Junction and Halifax.

Steamer "Evangeline" makes daily connection each way between Annapolis and Digby, connecting with Western Counties Railway at Digby for Yarmouth.

Steamer "City of Monticello" leaves St. John for Annapolis every day except Wednesday, returning, leaves Annapolis same days for St. John connecting with All Rail Line for Bangor, Portland, Boston, and all points West.

Steamer "Yarmouth" leaves Yarmouth for Boston on arrival of trains every Wednesday and Saturday evenings.

Steamer "New Brunswick" leaves Annapolis every Tuesday and Friday for Boston direct.

Steamers of International S. S. Co. leave St. John every Monday, Wednesday and Friday for Boston via Eastport and Portland.

Steamer "Bridgewater" makes two trips from Bridgewater and one from Lunenburg for Halifax each week.

Balcom's Stage Line for Liverpool connects with Trains at Bridgewater.

Through Tickets for sale at all principal Stations.

GEO. W. BEDFORD, General Manager.

Bridgewater, June 5th, 1890. 49

Windsor & Annapolis Raiw'y

Time Table.

COMMENCING TUESDAY, FEB. 4th, 1891.

Miles.	GOING WEST.	Express Daily.	Accommodation † Daily.	Express Daily.
0	Halifax—depart	6 45	....	3 00
1	Richmond	....	6 15	3 03
4	Rockingham	6 55	6 25	3 11
9	Bedford	7 00	6 30	3 25
12	Rocky Lake	....	....	....
17	Windsor Junction—ar.	7 18	6 55	3 40
14	Windsor Junction—dp.	7 23	7 35	3 45
17	Beaver Bank	7 30	7 45	4 00
27	Mount Uniacke—ar.	7 50	8 20	4 30
	Mount Uniacke—dp.	...	8 30	....
31	Stillwater	8 12	....	....
37	Ellershouse	8 22	9 00	4 55
40	Newport	8 30	9 15	5 10
43	Three Mile Plains	....	....	....
	Windsor—ar.	8 45	9 35	5 25
46	Windsor—dp.	8 45	10 00	5 40
48	Falmouth	*8 52	*10 10	*5 47
50	Shaw's Bog Siding	....	....	....
51	Mount Denison	....	....	....
53	Hantsport	9 07	10 30	6 02
55	Avonport	*9 20	10 50	*6 17
60	Horton Landing	9 31	11 00	*6 27
61	Grand Pre	9 30	11 05	6 32
64	Wolfville	9 40	11 20	6 42
	Wolfville dp.	....	11 30	....
66	Port Williams	9 46	11 45	6 50
71	Kentville—ar.	10 00	12 05	7 10
	Kentville—dp.	10 15	12 45	....
76	Coldbrook	10 22	*1 00	....
78	Cambridge	*10 30	*1 10	....
80	Waterville	10 35	1 22	....
83	Berwick	10 42	1 37	....
	Aylesford—ar.	10 55	2 00	....
	Aylesford—dp.	....	2 10	....
90	Auburn	†....	2 30	....
95	Kingston	11 10	2 45	....
98	Wilmot	†11 17	3 00	....
	Middleton—ar.	11 27	3 10	....
	Middleton—dp.	....	....	....
108	Lawrencetown	11 42	3 30	....
111	Paradise	†11 50	3 45	....
116	Bridgetown	12 08	4 05	....
120	Tupperville	12 03	†....	....
124	Roundhill	12 22	4 35	....
130	ANNAPOLIS—arrive	12 40	5 00	....

Miles.	GOING EAST.	Express Daily.	Accommodation † Daily.	Express Daily.
0	ANNAPOLIS—depart	1 00	6 00	....
6	Roundhill	1 15	6 23	....
10	Tupperville	†....	†....	....
14	Bridgetown	1 37	6 35	....
19	Paradise	†1 50	7 15	....
22	Lawrencetown	1 58	7 30	....
	Middleton—ar.	2 13	7 50	....
	Middleton—dp.	....	7 55	....
32	Wilmot	12 23	†8 11	....
35	Kingston	2 30	8 25	....
40	Auburn	†....	8 45	....
42	Aylesford	2 45	9 00	....
47	Berwick	2 58	9 25	....
50	Waterville	3 05	9 40	....
52	Cambridge	†3 10	†9 50	....
54	Coldbrook	†3 15	†10 00	....
59	KENTVILLE—ar.	3 25	10 15	5 40
	KENTVILLE—dp.	3 40	10 55	....
64	Port Williams	3 53	11 15	6 00
66	Wolfville	3 59	11 25	6 08
	Wolfville, dp.	4 05	11 45	6 18
69	Grand Pre	†4 11	†11 50	6 23
70	Horton Landing	†4 14	†12 00	6 33
72	Avonport	4 30	12 20	6 48
77	Hantsport	....	†....	†....
80	Mount Denson	....	....	....
80	Shaw's Bog Siding	....	....	....
82	Falmouth	4 45	12 40	7 03
84	WINDSOR—ar.	4 53	12 50	7 10
	WINDSOR—dp.	4 55	1 20	7 25
87	Three Mile Plains	....	†....	†....
90	Newport	5 10	1 40	7 45
93	Ellershouse	5 17	1 55	7 55
96	Stillwater	....	†....	8 12
103	Mount Uniacke—ar.	5 40	2 35	8 30
	Mount Uniacke—dp.	6 03	3 05	8 55
113	Beaver Bank	6 10	3 15	9 05
116	Windsor Junction—dp.	6 15	3 40	....
118	Rocky Lake	....	....	....
121	Bedford	6 28	3 58	9 20
126	Rockingham	6 40	4 12	9 33
129	Richmond	....	4 25	9 42
130	HALIFAX—ar.	6 50	4 30	9 45

N. B.—Trains are run on Eastern Standard Time, one hour added will give Halifax time. Trains run daily, Sunday excepted. (*†‡) Indicates that Trains stop only when signalled, or when there are passengers to set down. Full-faced figures show where Trains cross or pass.

Trains of the Nova Scotia Central Railway leave Middleton daily at 2.30 p. m., and Lunenburg daily at 7.10 a. m.

Steamer "City of Monticello" leaves St. John every Monday, Wednesday, and Saturday, a. m., for Digby and Annapolis. Returning from Annapolis same days for Digby and St. John.

Steamer "Evangeline" will make daily connection each way between Annapolis and Digby.

Trains of the Western Counties Railway leave Digby daily at 5.30 a. m., and 2.45 p. m., and leave Yarmouth daily at 7.15 a. m., and 2.30 p. m.

Steamer "Boston" leaves Yarmouth every Wednesday and Saturday evenings for Boston.

Steamer "State of Maine" and "Cumberland" leave St. John every Monday and Thursday a.m., for Eastport, Portland and Boston.

Trains of the Provincial and New England All Rail Line leave St. John for Bangor, Portland and Boston at 6.30 a. m., and 7.35 a. m., daily, except Sunday, and at 5.45 p.m., daily.

† Daily between Halifax and Kentville. Tri-weekly between Kentville and Annapolis, on Mondays, Wednesdays and Fridays.

§ Tri-weekly between Annapolis and Kentville, on Tuesdays, Thursdays and Saturdays. Daily between Kentville and Halifax.

Through Tickets by the various routes on sale at all Stations.

W. R. CAMPBELL, General Manager and Secretary.

K. SUTHERLAND, Resident Manager.

SEND TO THIS OFFICE FOR BILL HEADS, CARDS, TAGS, ETC.

or Money Refunded.

The Household.

The Management of Children.

If would see a woman or a child graceful, beautiful, and charming, you must find one that is loved. The child that dreads to be corrected or criticised for every word or movement never has a manner of elegance or an expression of charm. Fill your child's