ESTABLISHED 1873.

The Weekly Monitor

IS PUBLISHED

Every Wednesday at Bridgetown.

TERMS OF SUBSCRIPTION.—$1.50 per annum, in advance; if not paid within six months, $2.00

Communications solicited on all matters of public interest, to be accompanied with the writers name, which will be held, if so desired, strictly confidential. Anonymous communications go to the waste basket.

H. S. PIPER,
Editor and Proprietor.

Weekly Monitor.

SALUS POPULI SUPREMA LEX EST.

VOL. 8. BRIDGETOWN, N. S., WEDNESDAY, FEBRUARY 16, 1881. NO. 44.

Job Work.

The MONITOR office is fitted out with one of the best job-presses in this province, and a large assortment of type in both plain and ornamental faces, together with every facility for doing all descriptions of first-class work. We make a specialty of fine work—either plain, or in colors, and in this line we flatter ourselves we can compete with any office in the Province.

Orders for Posters, Dodgers, Catalogues, Bill-heads, Circulars, Cards of all kinds, Pamphlets, will receive prompt attention.

We endeavour by closest attention and careful execution of all orders to ensure satisfaction to our patrons.

Lawyers and Magistrates blanks kept constantly on hand and for sale.

Weekly Monitor

Advertising Rates.

ONE INCH.—First insertion, 50 cents; every after insertion, 12½ cents; one month, $1.00; two months, $1.50; three months, $2.00; six months, $3.50.

ONE SQUARE, (two inches).—First insertion $1.00; each continuation, 25 cents; three months, $3.50; six months, $6.00; twelve months $10.00.

HALF COLUMN.—First insertion, $3.50; each continuation, $1.25; one month, $8.00; two months, $12.00; three months, 15.00; six months, $22.00; twelve months, $40.00.

A COLUMN—First insertion, $10.00; each continuation, $3.00; one month, $14.00 two months, $20.00; three months, $28.00; six months, $40.00; twelve months, $80.00.

Yearly advertisements changed oftener than once a month, will be charged 25 cents extra per square for each additional alteration

Ayer's

Hair Vigor,

FOR RESTORING GRAY HAIR TO ITS NATURAL VITALITY AND COLOR.

It is a most agreeable dressing, which is at once harmless and effectual, for preserving the hair. It restores, with the gloss and freshness of youth, faded or gray, light, and red hair, to a rich brown, or deep black, as may be desired. By its use thin hair is thickened, and baldness often though not always cured. It checks falling of the hair immediately, and causes a new growth in all cases where the glands are not decayed; while to brashy, weak, or otherwise diseased hair, it imparts vitality and strength, and renders it pliable.

The VIGOR cleanses the scalp, cures and prevents the formation of dandruff; and, by its cooling, stimulating, and soothing properties, it heals most if not all of the humors and diseases peculiar to the scalp, keeping it cool, clean, and soft, under which conditions diseases of the scalp and hair are impossible.

As a Dressing for Ladies' Hair

The VIGOR is incomparable. It is colorless, contains neither oil nor dyes and will not soil white cambric. It imparts an agreeable and lasting perfume, and as an article for the toilet it is economical and unsurpassed in its excellence.

Prepared by Dr. J. C. Ayer & Co.,
Practical and Analytical Chemists,
Lowell, Mass.
SOLD BY ALL DRUGGISTS EVERYWHERE.

THE BEST OFFER YET MADE

FOUR OF FRANK LESLIE'S PUBLICATIONS, ONE YEAR FOR ONLY $2.50.

The Frank Leslie Publishing Co., 15 Dey St., New York, will send FRANK LESLIE'S FAMILY FRIEND, a 16-page illustrated paper, for only $1.00 per year.

FRANK LESLIE'S YOUNG FOLKS, devoted to the interest of young people, and containing much to interest those of a more mature age: a 16-page illustrated paper, Price, per year 50 cents.

FRANK LESLIE'S NATIONAL AGRICULTURIST AND WORKING FARMER, a 16-page illustrated paper, for only $1.00 per year, with Dr. B. J. Kendall's eminent "Treatise on the horse and his Diseases" a book of 100 pages, 90 fine engravings, free to each subscriber.

FRANK LESLIE'S PULPIT OF THE DAY, a 16-page illustrated paper. Just the paper for Sunday reading. Price only 75 cents per year, including two beautiful chromos, "The First Eastern Dawn" and "The First Christmas Morn."

Or all four of the above publications for $2 50 per year.

Samples of all of our Publications and Illustrated Catalogue (without premiums) for 15 cents. All desiring steady and profitable employment should send at once before their territory is taken.

Any of the above publications sent for six months at half rates. Address FRANK LESLIE PUBLISHING CO., 15 Dey Street, New York.

The above publications can be ordered through the editor of this paper if parties so desire.

THE BEST PAPER! TRY IT!

BEAUTIFULLY ILLUSTRATED

36th YEAR.

The Scientific American.

THE SCIENTIFIC AMERICAN is a large First-Class Weekly Newspaper, of Sixteen Pages, printed in the most beautiful style *profusely illustrated with splendid engravings*, representing the newest Inventions and the most recent advancement in the Arts and Sciences; including New and Interesting Facts in Agriculture, Horticulture, the Home, Health, Medical Progress, Social Science, Natural History, Geology, Astronomy. The most valuable practical papers, by eminent writers in all departments of Science, will be found in the Scientific American.

Terms, $3.20 per year, $1.60 half year, which includes postage. Discount to Agents. Single copies, ten cents. Sold by all Newsdealers. Remit by postal order to MUNN & CO., Publishers, 37 Park Row, New York.

PATENTS. In connection with the **Scientific American**, Messrs. MUNN & Co., are Solicitors of American and Foreign Patents, have had 35 years experience, and now have the largest establishment in the world. Patents are obtained on the best terms. A special notice is made in the **Scientific American** of all Inventions patented through this Agency, with the name and residence of the Patentee. By the immense circulation thus given, public attention is directed to the merits of the new patent, and sales or introduction often easily effected.

Any person who has made a new discovery and invention, can ascertain, *free of charge*, whether a patent can probably be obtained, by writing to MUNN & Co. We also send *free* our Hand Book about the Patent Laws, Patents, Caveats, Trade-Marks, their costs, and how procured, with hints for procuring advances on inventions. Address for the Paper, or concerning Patents.

MUNN & CO., 37 Park Row, N. Y.
Branch Office, cor. F. & 7th Sts., Washington, D. C.

Encyclopedia Britannica.

Subscriptions will be taken at this office. Payments are made very easy and extend over a period of five or six years, enabling a person of very moderate means to secure this invaluable work.

COME TO THIS OFFICE FOR YOUR BILLHEADS.

THE ANNAPOLIS ORGAN COMPANY,

MANUFACTURERS OF

Parlor and Church Organs.

—(0:0)—

For Power and Quality of Tone, Rapidity of Action, and Promptness to Response, they are Unsurpassed.

A careful examination of the insuruments will convince the public that both interior and exterior are honestly made.

In beauty and elegance of case they far exceed any Organ manufactured in the Maritime Provinces. They are **AS LOW IN PRICE** as is consistent with first-class workmanship, and are

FULLY WARRANTED.

Parties Desiring a

FIRST-CLASS INSTRUMENT.

Will find it their advantage to Correspond with
THE ANNAPOLIS ORGAN COMPANY,
Or visit their Warerooms, George St., Annapolis.

A LECTURE TO YOUNG MEN

On the Loss of

MANHOOD

We have recently published a new edition of **Dr. Culverwell's Celebrated Essay** on the radical and permanent cure (without medicine) of Nervous Debility, Mental and Physical Incapacity, Impediments to Marriage, etc., resulting from excesses.

Price, in a sealed envelope, only 6 cents, or two postage stamps.

The celebrated author, in this admirable Essay, clearly demonstrates, from thirty years' successful practise, that alarming consequences may be radically cured without the dangerous use of internal medicines or the use of the knife; pointing out a mode of cure at once simple, certain and effectual, by means of which every sufferer, no matter what his condition may be, may cure himself cheaply, privately and radically.

This lecture should be in the hands every youth and every man in the land.

Address,

The Culverwell Medical Co.,
41 Ann St., New York.
Post Office Box 4586.

DENTAL NOTICE

Dr. S. F. Whitman, Dentist,

WOULD respectfully informs his friends in Annapolis County, that he has just returned from Kings County, and will be at his office in

BRIDGETOWN

for a few weeks. FRIENDS, PLEASE NOT DELAY.

Nov. 19th, 1879. n31tf

For Sale, or To Let.

A SMALL PLACE CONTAINING

FOUR ACRES OF LAND,

with comfortable

HOUSE AND BARN.

B. STARRATT.

Paradise, May 10th, '80.

DENTISTRY.

PRIMROSE BROS.,
Bridgetown and Lawrencetown.

MECHANICAL and OPERATIVE DENTISTRY promptly attended to in all its branches.

June 8th, '80. 6m

GREAT BARGAIN!

THE Subscriber offers for SALE or RENT or private Contract,

His Beautiful Residence

at

LOWER MIDDLETON.

The House contains 11 rooms all in thorough repair, good Stabling for 3 or 4 Horses, Carriage House and Wood House. The grounds consists of 2 acres in a high state of cultivation with a very fine orchard of 100 or more superior trees, (choice varieties of fruit) nearly all which are in bearing, some trees producing yearly 3 Barrels or more. The Guarden is also well stocked with a good variety of Fruit trees. The situation is convenient to Railway Station, Post Office, and within 5 minutes walk of three places of worship. Location desirable, and very healthy.

ALSO, Small Farm, situate in NORTH WILLIAMSTON, about two miles from Lawrencetown Railway Station. The House contains 6 Rooms, the ground flat only being finished. Good Barn, and a number of useful and necessary outbuildings. The Farm consists of about 70 acres, 30 of which are in hay and under cultivation. A good Orchard, in bearing, producing yearly 25 to 30 barrels, and with care will soon increase to 100 or more barrals. Cute about 14 tons Hay yearly, with a superior chance to increase largely at a very small outlay. Location public, healthy, convenient and desirable particularly to a person with moderate means. Possession at once if desired.

Terms for both places easy.

EDWARD H. PHINNEY.
Middleton, Annapolis County, May 1st, 1880.

Ready - Made CLOTHING!

BUFFALO ROBES, &c.

JUST RECEIVED from Montreal, a large and well assorted stock of

Ready Made Clothing & Buffalo Robes.

consisting of

Men's Ulsters, Youths' Ulsters, Men's Over Coats, Reefers.

All a

Splendid Assortment of

FALL SUITS

Pants and Vests. Also,

1 Doz. Very Fine Buffalo Robes.
Horse Blankets.

All the above will be sold very LOW FOR CASH.

BEALES & DODGE.

Middleton, Nov., '78

CUSTOMERS MAY REST ASSURED THAT THE MOST CAREFUL ATTENTION WILL BE GIVEN TO ALL ORDERS FOR JOB WORK.

Poetry.

The Clouds with Silver Lining.

BY MARY COLBY.

There's never a day so sunny
But a little cloud appears;
There's never a life so happy
But has had its time of tears;
Yet the sun shines out the brighter
When the stormy tempest clears.

There's never a garden growing
With roses in every plot;
There's never a heart so hardened
But it has one tender spot;
We have only to pursue the border
To find the forget-me-not.

There's never a cup so pleasant
But has bitter with the sweet;
There's never a path so rugged
'Tl it bears not the print of feet;
And we have a Helper promised
For the trials we may meet.

There's never a sun that rises
But we know it will set at night;
The tints that gleam in the morning
At evening are just as bright;
And the hour that is the sweetest
Is between the dark and light.

There's never a dream that's happy
But the waking makes us sad;
There's never a dream of sorrow
But the waking makes us glad;
We shall look some day with wonder
At the troubles we have had.

There's never a way so narrow
But the entrance is made straight;
There's always a guide to point us
To the 'little wicket gate;'
And the angels will be nearest
To the soul that is desolate.

There's never a heart so haughty
But will some day bow and kneel;
There's never a heart so wounded
That the Saviour cannot heal;
There's many a lowly forehead
That's bearing the hidden seal.

There's never a day so sunny
But a little cloud appears;
There's never a life so happy
But has had its time of tears;
Yet the sun shines out the brighter
When the stormy tempest clears.

Select Literature.

A Carpenter's Story.

It was early in the autumn of 1859 that I was employed to do a job of work upon the St. Mary's Asylum for the insane.

It promised to be a profitable job, and as the season had been rather dull, and I had been out of employment for a month previous, of course I liked the prospect of work, and ready pay when the job was completed.

'Look out, Dick, and keep clear of the madmen,' said my little sister Lucy, who being an inveterate novel-reader, had probably read of lone travellers locked up in railway carriages with lunatics, or something of the kind, and was consequently always on the lookout for adventurers.

I laughed and held out my hands, brown and hard as steel.

'I rather guess a man would find as much as he could manage in Dick Carrington,' said I proudly, for I was proud of my physical strength, as any man in these days of effeminate pigmies of men has a right to be.

'But you know crazy people are always very strong,' urged Lucy, 'and they do get out of their cells sometimes; so pray be careful, that's a dear.'

I kissed Lucy by way of consolation—nothing controls a gentle, loving woman, in any kind of difficulty, like kissing and kind words—and went off to my work.

St. Mary's Asylum was a lovely locality—altogether too lovely to be wasted on a set of people who had no sense to appreciate beauty, I thought, as I walked up the broad elm-shaded avenue leading through the wilderness of flowers which filled the spacious grounds; but then that was none of my business.

The work was repairing. A large portion of the east wing, which was four stories in height, needed renovating and the inmates were all removed from that part of the building except two or three incurables, whom it was not thought best to disturb, and who were not near enough to the part where I was to work to render their removal necessary.

I set to work with a will, for I flatter myself that I am an honest man as well as good workman, and when I am hired I always try to do my best I can for the interests of my employer. I was nearly four weeks about St. Mary's, and at last—on a Friday night—I found that a half hour would keep me on the roof of the building till a little past sunset, I calculated; but I did not mind that, for I wanted to get done that night. It was a break in one of the eaves' gutters, and I ascended the roof by means of a ladder set upon the staging which had been erected across the second story front of the building.

I went to work, whistling, as I am very much in the habit of doing—whistling and thinking of Minnie Ashton. She was the girl to whom I had plighted my troth and I loved her with my whole soul. I had been a year engaged to her, and we were to be married as soon as I could save money enough to buy the Errill estate—a little cottage and a half dozen acres of land that we set our hearts upon. I might have married any day and taken Minnie to my father's, or I might have gone home with her, but I always thought young people just beginning are better by themselves for a while. They get used to one another better with no third person to look on and make comments, and they learn each other's faults and failings more easily when there is no one to prejudice them either way—learn to forgive and overlook them, I mean; for you know we all have failings—enough of them, Heaven knows, and if we get along in peace with anybody in this world we must learn to bear and forbear—to forgive without being asked, and to beg pardon when we are conscious of having given offence; for it is beyond dispute that we are all ill-natured and cross-grained at times.

Minnie—bless her gentle, innocent heart—was working early and late in Miss Vanmore's millinery store, and saving all her little earnings that she might furnish our prospective home comfortably. She denied herself fresh ribbons and collars, and other dainty feminine nick-nacks, and every woman knows how much of a sacrifice anything of this kind involves.

After all, it is not by great sacrifice once or twice in a lifetime that the true courage of the moral nature is brought forth; it is these little daily crosses which come to be taken up every hour of our lives, and which we can never forget in the lapse of time, because every moment brings along a new one to take the place of the one last carried. I do not know as you get my meaning, for I am a rude, uneducated fellow, and have not much book learning at my command; but I know what I mean myself, which is more than some of your fine scholars can say, I fancy.

It was a beautiful afternoon, that Friday—one of the loveliest of the season. I remember distinctly just how softly the sky was at the zenith, and how, as the sun dropped toward the west a belt of white cloud, lying low down over the hills, changed to vivid crimson, and the whole west glared and burned at the touch of the great ball of lurid fire.

The south wind crept up from the river, and the marshy intervals lying between, fresh and damp; and in the great elm, by the windows of the Asylum Chapel, a golden-breasted robin poured out its gladness in song.

Somehow I thought of Minnie more than usual, if that I could be—for I was almost always thinking of her and I stopped a moment to kiss the curl of sun bright hair in the morrocco case that lay against my heart. It had lain there a long time—in fact, I do not think my heart could have gone on with its legitimate business properly if that golden talisman had not rested there to keep it warm and true.

I had struck the last stroke, and turned my back upon the eaves to gather up my tools before descending, when I heard a crash far below. I turned quickly, and saw that my ladder had been thrown down to the staging, and also that there was a man beside me on the roof—a tall, powerful man, clad in the suit which was the uniform of the inmates of St. Mary's. He stood motionless, with folded arms, gazing at me—a half smile on his haggard face—a smile which drew his lips from his teeth, and left them white and snarling like those of a dog.

I needed but one glance into his wild, blood-shot eyes to feel satisfied that he was a madman!

'A fine prospect,' said he, turning and waving his hand in the direction of the river 'don't you think so?'

I faltered forth a trembling affirmative. He laughed fiendishly.

'It makes you dizzy to be up so high—does it? Now I am never dizzy. My head is cool and steady as an eagle's! See here!' he stepped out upon the very edge of the gutter, and stood there swaying his body to and fro, but never taking his horrible eyes from my face. My blood curdled—another step and he would be dashed to the pavement, full fifty feet below!

'Ha!' he cried, coming to my side. 'It makes you tremble, does it? I thought of getting you for one of the horses to the chariot in which I am going to fly to the moon to-morrow! But, bah! such a head as yours would get muddled before you had flown fifty fathoms into the air, and we should all go to the devil together. See here! let me give you a lesson in tripping the light fantastic toe on on nothing!' and, seizing me by the waist, he whirled me to the edge of the roof, and made me stoop over to see how black it was below.

I tried to cry out, though I had sense enough to know how useless it would be, for in that dreadful place cries of mortal terror and despair were too common to be noticed, and I might scream for help until I died, and if they heard me they would think it only the insane ravings of some of the patients.

But when I made the first effort to scream my tongue seemed to cleave to the roof of my mouth, and my throat was so dry and parched that no sound came from beyond a sort of guttural groan.

By a mighty effort I tore myself from the maniac and darted away to the opposite end of the roof putting the great chimney between him and myself.

It was only a moment's respite, for instantly he was upon me his eyes glaring like coals—his face livid, and his breath sweeping over me hot and savage like that of an infuriated wild beast. He closed with me, and tried with all his might to draw me nearer the edge of the roof. With one hand I grasped the lightning-rod and held on with the persistency of despair—with the other I clutched his throat, determined never to yield but with life. He threw me down, and lay upon me, crushing my chest beneath his weight, and stifling my breath with his terrible embrace.

Slowly I felt my strength giving away—I could breathe only with the greatest difficulty in a few moments it would all be over with me!

I should never see Minnie again never feel her soft hands on my head, or hear her sweet voice call me the dear old familiar names of our love and trust. Vaguely I wondered how she would bear it when the news came to her—wondered if she would kiss my dead face as I had seen women kiss the face of those they had loved I wondered if she would weep and moan over my shapeless remains, as poor Dan Harrison's young wife wept and moaned over him, when they brought him into her presence, the crushed mass rescued from the ruins of the terrible explosion at the locomotive works only a few weeks previous.

You deem it strange that I should think of such things I tell you that there are times in some men's lives when thought works quick and we live an eternity in a few moments.

'Do you like it?' hissed my tormentor in my ear. 'Do you enjoy my embrace? I am an affectionate fellow, naturally, only people generally treat me so roughly that I don't show my love. Look here, my duck, don't you want me to kiss you?' And he touched my face with his horrible lips, cold and clammy as the body of a snake.

A thought struck me; perhaps I could propitiate him with flattery.

'You are a noble fellow,' said I, 'and I am really very happy in possessing your regards. Let us sit down and talk the matter over.'

'So we will,' said he, heartily, loosing his hold of me, 'only let us sit close. I always want to get very close to people that I love, you know. And look here, who knows but we may make a bargain,' sinking his voice to a confidential whisper. 'I want a husband or a wife, I hardly know which or care; but I can play either part to perfection! I can be a man or woman, just as you please.'

'Of course you can,' said I; 'a man of your genius must be equal to anything.'

'It is so fortunate that we have met,' said he; 'and now I'll tell you just how I look at things. This life is all mockery and a vain show, and everybody is more or less wretched. I killed my wife because I loved her and I did not want to be unhappy—killed her this way'—he drew his hand across his throat—'I killed her to save her from going to the devil! He was after her at a hard gallop, and he'd have got her! He's a cunning fellow, the devil is, and not in the habit of failing in anything he sets upon. And now I'm going to kill you for the same reason that I killed her! Look off there! see how far it is, and think how easy you will die! It won't hurt you a bit!—not half so much as it would to have a tooth pulled! I am going to throw you over!'

He seized me around the body, and strong and wiry as I was, I was but a child in his hands. I fought desperately, but it was of no avail—inch by inch I was drawn toward the edge of the roof, and I could not help myself. He slipped at last to the gutter, and swung me over the black abyss. The instant the loosed his grasp I clutched at the eaves, and held on until my strength returned sufficiently to admit of my raising my body again to the roof. This act of mine seemed to madden him. With a fearful oath he sprang upon me, missed his footing and toppled over, but with his huge bony fingers he clutched at the gutter, and there he hung suspended. It was terrible to see him thus; and knowing, as I did, that it was his life against mine, I could not sit there and see him go to destruction. I reached out my hand and drew him back to safety. Thus did he repay me. Dashing upon me he seized me once more, and dragged me to the fatal place where I seemed doomed to meet my death. We both went over, but again I grasped at something—this time it was the lightning-rod—and in a moment I was safe. And what of him? Again I saw his hideous face appearing above the eaves. He too had seized on the rod, and in an instant the struggle would begin again.

As I gazed at him my eye took in the hammer that I had dropped in my first surprise at seeing him. I seized upon it, and it I did wrong my Heaven forgive me. There seemed no other way, and life was sweet to me. And as he rose above the gutter, gibbering at me as I stood there, I struck him.

'Oh, Heaven! there are times, in silent midnights, when I awake from a troubled sleep and think I hear again that dull, terrible thud, and the wild, gurgling cry which burst from those livid lips as his face sank out of my sight into the darkness.

When I came to myself, I was lying in a chamber at home, and Minnie's dear face was bending over me; and her soft hands were holding mine.

'Oh Minnie!' I cried out in horror, remembering everything instantly, and hiding my face in her bosom.

'Hush, Dick,' she said, gently, 'you did just as any man would have done under the circumstances, and He, who knows your extremity, will forgive you.' Then she kissed me, and somehow it seemed to me just as if pardon came to me with the touch of her pure lips.

When I was stronger, they told me the little there was to tell. John Seely was an incurable patient, he had murdered his wife, and his case was hopeless. He had managed to get out of his room, and made his way to the roof of the building by my ladder. When his body fell into the yard below, the attendants had at once suspicions that there was something wrong, and the finding of the ladder thrown down confirmed them. They had ascended to the roof and found me in a dead faint.

Mr Seely's brother, in consideration, I suppose, of the fright I had suffered and the long illness which had followed, made Minnie a present of the Ferrill estate, and we were married as soon as I was able to go about. But to this day the sight of St. Mary's Asylum makes me feel faint and giddy.

—Keep to your calling; let no man induce you to abandon that which you have studied for years, in the vain attempt to learn a new trade in a month. Success springs from industry and perseverance.

—The baby oyster is not much larger than a fair-sized pin's head at the end of a fortnight, and at three months only of the size of a split pea At the end of four years' growth he is fit for the market.

Deaf Smith's Duel.

THE KIND OF MEN SAM HUSTON EMPLOYED AS MESSENGERS.

Jim Nastie in Wheeling Leader.]

When the adventurous and irrepressible frontiersman on the outskirts of civilization crowded down in the far Southwest, even in Mexico, and by a series of aggressive acts which resulted in the massacre of the Alamo (where fell some of the most heroic spirits that ever graced the annals of any land), and culminated in the victory of Sam Jacinto, by which Texas became an independent government under the administration of General Sam Houston, known as the 'Lone Star' Republic and afterwards admitted as a State into the Union, such was the heroic daring, the cool courage of the actors in the drama that the heroes of antiquity compared to them were but as overgrown children. It is sad to think that the march of civilization, so called, will pass over the territory wrested by their valor from the mongrel Spaniard, and its very occupants will consider the names of Travers, Bowie, Crockett and other kindred souls as nothing but myths.

The machinery of the young republic was running in Austin, its then Capital, situate on the east bank of the Rio Colorado, with the usual multitudinous mixture of humanity, such as Senators, saloonists, Representatives, roughs, lawyers, lobbyists and those of every grade and calling who earn their bread by the sweat of other people's brows. These people were thrown into a violent state of excitement by an order from President Houston to move the government archives from Austin to Houston, as there was a large force of Comanches not many miles from Austin, laying waste the ranches, and it was thought they might make a descent on the seat of government and destroy the archives. Hence, the President's order for their removal, according to an act of the Legislature, 'For the preservation of the public archives, so made and provided.'

The citizens of Austin, seeing in this measure the decadence of their city and their hopes, kicked against the measure at once, swore it was a trick of the President to enhance the value of his property in Houston, at their expense, that they were fully able to protect the city from the Comanches and from President Houston, also, and they would not allow any person to move one picayune's worth of public property out of Austin as long as one of them lived to defend it.

And they sat about making their word good by enrolling and equipping three hundred men at once, and considering the personnel of this force and its being organized at the Capital for their own existence as holding the seat of empire, it seemed to get President Houston in a tight place. The men who was to command this force was a singular person—Colonel Morton, a gentleman' in the Southern acceptation of the term, chivalrous to a fault, fearless as the Numidian lion, quick as a flash at his weapons, of which he carried the surest and deadliest. Strong, wiry and muscular was he, and there was a latent ferocity underlying his calm demeanor that when roused was truly terrible.

It meant death to his opponent. Within the year previous to our story he had fought a duel with rifles and killed his man at the first fire, and twice in an encounter with bowie-knives literally cut his man to pieces. This Colonel Morton was appointed to command the battalion of desperadoes.

The Colonel, with Judge Edwards and other prominent citizens, occupied a hall in which they were holding a council with closed doors, barred against ingress, and to devise means how to counteract the scheme of Houston.

A crowd stood on the sidewalk outside discussing the situation in no very gentle mood when their attention was attracted by a stranger coming up with a long steady stride toward the building within which sat the conclave. He was dressed in the garb of a hunter, a heavy coonskin cap with the tail dangling down over the broad and tasseled collar of his buckskin hunting-shirt, which was secured at the waist by a strong belt of buffalo hide, in which were conveniently stuck, ready to grasp at an instant's warning, a heavy pair of silver mounted pistols and a hunting knife. His nether limbs were encased in leggings of buckskin and moccasins, and in his hand he carried a long, heavy rifle.

He appeared to pay no attention to the inquisitive looks of those he met, but walked straight up to the inclosure in which the house stood, and without seeking admittance at the door he sprang with the agility of a cougar and grasping the pendent limb of a tree that grew near the wall of the house, carrying his rifle with him, he climbed the tree, which was but a short distance to the second story, and there was an open window through which he swung himself, and he was in the council room of the disturbed denizens of Austin. Had an incendiary shell of the most modern invention landed in that room it could not have created more of a surprise than did the entrance of the stranger so unceremoniously. Colonel Morton scowled while the rest looked amazed at the stranger's calm, cool defiant look and attitude.

Morton broke the silence by demanding of the stranger, 'What brings you into our presence in this manner without invitation or even consent?'

The stranger looked at Morton, then at the rest of the company and walked up to the table, took a sheet of paper and taking pen and ink wrote these three words thereon: 'I am deaf.'

Judge Edwards looked at the writing and taking the pen wrote underneath, 'My dear sir, will you please to tell us what business brings you here among us in such a strange manner?'

The stranger glanced at the paper and immediately drew from the pocket of his hunting shirt a bullet signed by Sam Houston which read as follows:

'Although the citizens of Austin are in the wrong and knowingly so, yet the President before resorting to extreme measures will give them five days longer to deliver up the archives of the Republic, at the end of which time if not delivered he will come and take them by force.

(Signed.) SAM HUSTON, President.'

The stranger after delivering his message and having seen it read, was in the act of turning away when Colonel Morton, drawing his attention to the paper on which he had written. 'You were brave enough to insult me by your impudent entrance and your defiant look. Are you now brave enough to give me satisfaction?'

The stranger, after glancing at the writing, took the pen and wrote underneath, 'I am at your service.'

Morton took up the pen and wrote, 'Name your terms.'

The stranger took up the pen and wrote 'Weapons—rifles; distance fifty paces; place—west bank of the Colorado, opposite Austin; time—sunset this evening. Don't fail to be on time;' and putting down the pen turned on his heel, strode toward the window and by a dexterious swing was in the branches of the tree making his exit by the same means as he entered. He walked down the street leaving the people in the council room as well as those on the street astonished at his singular behaviour.

As soon as Judge Edwards recovered from his astonishment at the proceedings of the last few moments he addressed Colonel Morton thus: 'Colonel, is it possible that you intend to fight a duel with that man? He is a mute and perhaps a maniac, and I cannot think but that it would tarnish your laurels to fight a duel with him.'

'There you are mistaken, Judge,' replied Colonel Morton. 'It would be no disgrace for even Colonel Morton to fall in an encounter with him.'

'You know him, then?'

'I do.'

'Who is he Colonel?'

'Deaf Smith.'

'Oh, no,' replied the Judge; 'deaf Smith fell at the Alamo.'

'There you're mistaken again, Judge,' replied Morton, 'that was a trick of Huston to shield his favorite from the vengeance of a score of Texas desperadoes who vowed to have his life if he was above ground.'

'Well then, Colonel,' returned the Judge, 'if that's as you say, it leaves you in no batter predicament. Deaf Smith was never known to miss his mark.'

'It's settled,' replied Colonel Morton. 'Tis no disgrace to fall by his bullet, while if I kill him I shall feel proud of having felled the best shot on the continent; and now, gentlemen,' said the colonel, raising, 'I will bid you good bye, as I have some things to attend to that may not be postponed. I hope to meet you at sunset on the west bank of the Colorado, opposite Austin. Adieu.' And the colonel stepped out of the office as light and lively as if he had not to stand opposite to the muzzle of Deaf Smith's loaded rifle at sundown.

When it was noised about through the streets in the afternoon that Colonel Morton and the stranger were to fight a duel at sunset, there was a great excitement among the sports. Some expressed a shade of pity for any man who might be found foolhardy enough to meet the Colonel in single combat, others offering to take bets on the stranger provided they could get long odds in their favor, while all were anxious for the going down of the sun that they might witness this grand episode of frontier life. The sun was nearing the western horizon when all Austin moved out to the bank of the Colorado, and there was Colonel Morton with a group of friends, calm, cool and chatty, with a heavy rifle in his hand of the most approved pattern. He cast an occasional glance at the declining orb of day and along the woods that skirted the river bank, in hopes of catching a glimse of his antagonist. The crowd was getting restless. As the sun's lower limb touched the western horizon there emerged from the woods in their immediate vicinity the stranger alone and as if he had no time to waste, walked straight up to Colonel Morton and made him a rather stiff bow. The colonel smiled pointed to one of his friends, who showed the stranger a paper on which was stated the preliminaries according to the code, namely: Both parties were to stand back to back, a person appointed was to drop a handkerchief, at which signal both principals were to walk straight twenty-five paces, turn around and fire. The stranger nodded his assent to the arrangement and they were placed back to back The handerchief was dropped, both the principals deliberately stepped off their twenty-five paces. They both turned around at the same time and were rather long in taking aim, so deliberate were they. The rifles cracked about the same time when Morton was seen to leap into the air and fall heavily pierced through the forehead by the rifle ball of his antagonist. Deaf Smith put up his hand and wiped a streak of blood from his cheek, where the skin had been abraded by Col. Morton's rifle ball. He loaded his rifle in his tracks and walked deliberately into the woods whence he came and disappeared before the astonished crowd of spectators. Five days afterward he returned in company with nineteen others and President Houston and removed the government archives from Austin without molestation

—For the purpose of determining the capacity of a horse to undergo the privations incident to a state of siege, a series of experiments has been made in Paris. The results show that a horse may hold out for twenty-five days without any solid nourishment, providing it is supplied with sufficient good drinking water; that a horse can subsist for barely five days without water; and, thirdly, that if a horse is well fed for ten days, but insufficiently supplied with water throughout the period, it will not outlive the eleventh day. A horse which had received no solid nourishment for twelve days was nevertheless in a condition to draw a load of six hundred pounds on the 12th day of its fast.

Original Sketches.

Bert Kendal.

No. 1.

Bert Kendal went to Boston when about eighteen years of age. He had received a good education and was considered smart. He was certainly far from verdant notwithstanding that when he first went to the city of notions the Yankees called him a Bluenose and a Britisher. Bert was good natured, industrious, temperate and honest, and in a few years he became a salesman, or commercial traveller for the large wholesale Domestic Goods House of Marsham Brothers & Midford. He was a fine, handsome, manly fellow, and one of the best salesmen in the trade. But Bert had one fault, if it could be called one, and that was a passion for kissing pretty girls. It was said of him that he had kissed more women than any other man in the state. But Bert was never heard to brag of his success in that line. One day he stopped at the little town of—in the state of Maine, where he had put up a dozen times previously. When he alighted from the coach at the door of the hotel, he noticed that the house was newly painted, and when he got inside he found it had been completely renovated and newly furnished. The clerk in the office was a stranger to him, and upon inquiring he was given to understand that the house had changed proprietors. Bert registered his name and then ordered his baggage to be taken to his room. In a short time he went up to change his coat and wash the dust off. Entering his room he threw off his coat and went to the washstand, which was placed at the end of the room opposite the door There was plenty of water in the ewer, but there was no towel, so he rang the bell and in a few minutes a very pretty young woman, quite stylishly dressed came to the door.

'Will you please give me a towel?' said Bert.

'Oh certainly, sir, I thought there was one on the stand.' And she went away and immediately returned with a couple of towels, walked over to the towel stand, and as she was in the act of placing the towels on it, Bert quietly stepped up to her, threw his arm around her neck, with his hand under her chin, turned her face upwards, and in an instant planted a kiss on her rosy lips, and then released her. Whew! was ever woman in such a rage? Her eyes flashed, and her cheeks fairly paled with anger.

'I am the landlord's wife, sir, and I will call my husband this instant.' And she moved over to the door, but Bert was too quick for her, he sprang to the door, shut it, and placed his back against it before she had got much more than half way across the room.

'I am very sorry,' said he, 'allow me to——'

'Let me out, sir, instantly'

'Not until you accept my apology.'

'Let me pass in, or I will scream.'

'Stop a moment, remember——'

'I remember nothing but your impertinence.' Remember you are in my room.'

'I am not in yours,' said Bert, 'so perhaps it would be advisable not to scream.'

Her rather awkward position flashed across her mind, and she dropped on a sofa near the door, covered her face with her hand and cried like a child. Here was a fix for Mr. Bert, but he was equal to the occasion. Stepping quietly over, he took a seat beside her, and said:—

'Now I know you are too sensible to act foolishly; I am really sorry I have offended you—I am, indeed. I would not have done it for the world, but I thought you were the landlord's daughter, and I could not resist the temptation. How could I know you were a married woman?'

All this time the little woman was sobbing as though her heart would break.

'You must forgive me,' said Bert, 'come now, don't be silly—look up and say you will. I'll never offend you again, and we can be the best of friends.'

His voice was low and musical, and his words were uttered in so kind and earnest a tone that the lady's anger was completely mollified, and she looked up smiling through her tears, and said:—

'You're a devil.'

'Not quite,' said Bert, 'you're going to forgive me, are you not?'

'I—I—suppose I must,' said she.

'Will you give me your hand,' said Bert, and he took her hand in his, and, holding it a moment, he said:—

'You fully forgive me?'

'Yes.'

'And wont tell your husband?'

'Not this time,' she archly replied, but let me go now I must go, indeed I must.'

'Well, I wont detain you,' said Bert, 'We are to be good friends?'

'Yes.'

'Well, we must make up in the orthodox way.'

'How.'

'By giving me a kiss.'

'You took one.'

'Yes, but it was not half so sweet as if you had given it—come shall I have it?'

And she turned up her pretty mouth, and she and Bert made friends on the spot.

(To be continued.)

—A Wisconsin farmer, twenty three years ago, planted a piece of waste land unfit for cultivation with black walnut-trees. The trees are now from sixteen to twenty inches through, and have been sold for $27.000.

—Some one with a talent for economy has discovered that the bright and shiny

The Weekly Monitor.

WEDNESDAY, FEBRUARY 16TH, 1881

— The employment of steam power in manufacturing enterprises is now much more general than it was some years ago. Even during the past half dozen years so many improvements have been made in the construction of the steam engine, that it can be utilized at a far less expense than formerly. An engine of an hundred horse-power may now be run with about a cord of hard wood per day, whereas the old fashioned engines required three or four cords. Mr. Jones, of Weymouth, has in his grist mill an engine of 75 horse power, which drives four sets of stones and two threshing machines, and it requires but a cord of *soft wood* per day of twelve hours. Many of our people have an idea that steam-power is altogether too expensive to be employed in small mills, or other manufactories; but, as at present constructed, the steam engine is now, comparatively speaking, an economical power. As the mountains surrounding this valley are becoming cleaned and cultivated, the volume of water furnished by the streams is diminishing, and in many parts of the valley where formerly there were good privileges, there is now not sufficient water to warrant the erection of even the smallest mill. Of course water power, when it can be obtained, is the cheapest in the world, and nothing can compete with it; but where it cannot be had, steam power may now be used with profit.

Certain kinds of manufactures are becoming a necessity in this valley, and if we are to have them we must employ steam power. We understand the people of Middleton intend soon to have another meeting to hear the report of a committee, appointed to obtain information respecting cost of machinery for their proposed steam mill in that flourishing place.

We understand that some persons in the neighborhood are, perhaps unintentionally, doing a good deal toward casting a damper on this enterprise, by asserting that "steam power is too expensive,; the mill would not pay, &c." One of these croakers, a few days ago asserted that it would require *six cords of wood per day and three barrels of water per hour* to run an engine of forty horse power, and we have no doubt his assertion was believed by many, because the individual professed to "know all about it." Now any intelligent man can prove the absurdity of the assertion by making a few figures. A cord of dry wood weighs about a ton, six cords therefore would weigh twelve thousand pounds. Now one lb. of wood will evaporate $4\frac{1}{2}$ lbs of water. The six cords of wood then would evaporate fifty-seven thousand pounds of water, or 5,700 gallons. Three barrels of water per hour would be 30 barrels per day of ten hours—equal to about 850 gallons. If, then, six cords of wood will evaporate 5,700 gallons, it is easy to find how much will be required to evaporate 850 gallons—just about $1789\frac{1}{2}$ lbs., *a trifle less than a cord per day.* Again, if six cords of wood be required per day, 1854 cords would be consumed per year of 309 days (deducting the Sundays and holidays from the 365). If that much wood were piled four feet high along the road from Bridgetown, it would extend more than half way to Paradise, or a little over $2\frac{3}{4}$ miles. It is hardly worth while to continue this calculation any farther. We only want to prove to the people of Middleton that the *expense* of running a steam mill need not deter them from entering into the speculation. The slabs and edgings from their saw mill will give them fuel enough in our opinion. We want to see the enterprise encouraged. Our readers will find us ever ready to lend the use of our columns to the encouragement of every legitimate project, tending to the advancement of the interests of the County.

— A correspondent of the Kentville *Chronicle*, signing himself "Fruit Grower," comments on *our* report, not the Wolfville *Star's*, in regard to the Solway's cargo, and shows what he calls the other side of the story. This patriotic "Fruit Grower" has made a number of mis-statements, either ignorantly or otherwise, that should not be allowed to pass uncorrected. For instance, he quotes:—

W. H. Hardwick, Yellow Bellefleur from 7s. 3d., to 12s., whereas the lowest price this variety brought was 12s.

S. E. Bent, R. I. Greenings, 16s. not 16s. 6d., whereas every barrel of the No. 1's brought the latter price.

Phineas Walker, 24 bbls., No. 1 Baldwins, 7s., whereas his sales were 20 bbls. at 15s. 6d., 4 bbls. at 12s. 6d., latter "on show."

C. B. Carroll is another instance quoted, but there is no such name in the catalogue.

A. Vidito, Nonpareils, 10s 6d., whereas the lowest price he realized for this variety was 16s. 6d.

D. Pitch, no such name on catalogue.

J. E. Murdoch, no such name on catalogue.

This is a sample of nearly the whole article, and it is so ridiculous as scarcely to be worth noticing. Three or four lots have been quoted correctly, and the prices are quite low, no doubt; but they were principally unsaleable kinds—and lots "on shew," as it is termed.

Messrs. Townsend's letter clearly stated that several lots did poorly, but that the cargo as a whole was an exceptionally good one, and so it was. The gentleman who contributed the report we published wished to show the excellent prices that certain varieties as a rule realized, and naturally picked out the best lots, as our space would not permit of him giving the whole catalogue.

SUPPLEMENT.—According to the promise given in our last issue, we this week present our readers with the Hon. E. Blake's speech on the Pacific Railway Syndicate. We have now given our subscribers the whole gist of the matter. The contract; the speeches of Sir Chas. Tupper and Hon. E. Blake, the two great leaders on both sides of the House, which embody all the pros and cons; and the map of the road, with comments on the Syndicate.

Margaretville.

The friends of Rev. Wm. E. Hall, at Margaretville, met at the house of Mr. J. P. Stronach, on the evening of the 9th inst., for their annual donation. A good tea, provided by the ladies; excellent music, Miss Cochran and others, presiding at the organ, and so many smiling faces, made the evening very enjoyable.

T. A. Margeson, Esq., on behalf of the doners, presented the donee with a purse of $87.00, which has since been raised to $100. Addresses followed by Revs. Mr. Hall, J. Gaetz, (Methodist) Mr. J. McLean. A vote of thanks was given to Mr. and Mrs. Stronach, for their kindness in giving their house for the occasion, and a most pleasant evening closed with prayer by Rev. J. Gaetz.

All things considered, it is doubtful if there is another community in the Province that will excel Margaretville, in donations, or in giving to the support of the Gospel. Two years ago the Baptists of Margaretville, for the sake of convenience, divided their section into two districts—east Margaretville going with Evergreen. The last named section met at the house of J. Mapplebeck, Esq., in Dec. last, and gave Mr. Hall $100. Soon after the Methodists of Margaretville met their minister Messrs. Gaetz and L. Stevens, at Capt. J. Roy's, and presented him a purse of $155 00. Then on the 7th inst. the friends of Rev. R. Stewart (Presbyterian) met at Union Hall, and gave him $50. Add and see the amount. "The liberal soul deviseth liberal things."

STRANGE COINCIDENCE.—On the 10th of July, 1879, Mr. Henry Baker, of Forest Glen, Margaretville, was buried; on the same day his half-sister, Mrs. Mary Cousins, of Victoria, Wilmot, was a corpse and buried on the 14th of July, 1879. Last Sabbath, the 6th inst., old Mrs. McGregor, of Wilmot, sister to Mrs. Mary Cousins, was buried, and the same day her half brother, Nelson Baker, of Victoria, and brother to Henry Baker, was a corpse.

Steamship Communication.

On Tuesday evening, 8th inst., a meeting was convened in the Audience Room of Nictaux school house, for the purpose of bringing the subject of steam communication between Annapolis and Great Britain, more definitely before the minds of the people.

The meeting was called to order by appointing Col. B. H. Parker chairman, after which A. D. Brown was chosen secretary.

L. Delap, Esq., Annapolis, N. Spinney, Esq., Melvern Square, Thos. Banks, Esq., Cleaveland, Capt. Burns, Kingston, and a number of gentlemen residing in Nictaux, participated in the proceedings.

Mr. Delap, on being called upon, addressed the meeting in a manner calculated to arouse to action any latent spirit of enterprise, relative to the subject under consideration. Our local markets were alluded to by the speaker in a forcible manner, as not being equal to our surplus products; the difficulties with which we have to contend in foreign shipments at the present time; the advantages which would accrue from direct communication with Great Britain, by the lessening of freights, and thereby enhancing the value of our productions, &c. He also urged the necessity of farmers becoming stockholders, not only for the purpose of promoting the enterprise at the outset, but to ensure success in its future operations. His arguments in favor of the scheme were logical—not enlisting a verbose sympathy; but the earnest co-operation of those present.

Capt. Burns spoke in regard to the increased productions of our country: the low prices in our local markets as a consequence of this, and the advantages, which he thought would accrue from the proposed scheme if consummated.

Mr. Spinney favored the project, emphasizing the principle of farmers becoming stockholders.

A number of important questions were submitted by Mr. Banks and others, which were disposed of in a satisfactory manner by Mr. Delap. He (Mr. Delap) then requested those present, desirous of becoming stockholders, to come forward and subscribe. B. H. Parker, D. C. Landers, Burton Neily, F. M. Chipman, Thomas Jones, J. E. Neily, Albert Gates, A. D. Brown and A. B. Parker, Esqrs., responded.

A. D. Brown, B. Neily and Thomas Jones were appointed a committee, to solicit further subscriptions.

A vote of thanks was then tendered the speaker, after which the meeting was concluded.

A. D. BROWN, Secretary.

WALTER H. TREAT.—In another col. umn will be found the notice of the death of a young man named Mr. Walter H. Treat, the son of Mr. R. Treat, who ran a pottery some 18 years ago in this town. The "Argus," a weekly paper, published in Acton, says of the deceased—"Walter Treat was much loved and respected in the community here and all seem to unite, as one large family, in mourning his early death."

The Acto Temperance League also moved a set of resolutions, highly eulogistic—from which we make the following extract.

"*Resolved*—That in the death of Walter H. Treat the League has lost one of its most consistent members, and one who for eleven years has shown an example of moral excellence. His humble, unselfish characteristics have left deep impressions upon us."

HARD TO BEAT.—"Your roving correspondent," of this week, has given some nice things in regard to the industry, fun and beauty of Victoria vale, and yet, especially in regard to the good quality of its young ladies, the half has not been told. In one other item it is hard to beat. Mr. Oldham Fales, of that village, is 86 years of age, and yet he has never had the toothache and has never lost a tooth. Who won't envy him?

X.

— Mr. A. J. Steele, for many years connected with the Windsor "Mail," has purchased the plant and good-will of the Wolfville "Starr." We wish him every success in his venture.

— The Local Legislature meets on Thursday, the 3rd day of March next.

DONATION.—The friends of the Rev. J. M. Mellish intend making him a donation visit in Whitman's Hall, Lawrencetown, this evening, 16th inst.

— The long-postponed race between Hanlan and Laycock took place on Monday. Hanlan won easily by four lengths. Time, 25m. 41sec.

OLD FOLK'S CONCERT.—"Ye hymnes and songes of ye olden time" will be reproduced in the Baptist meeting house, to-morrow evening, 17th inst, 15 cents admission.

MORE SOCIABLE YET.—A sociable will be held at the residence of Wm. Miller, Esq., Clarence, on Tuesday next, 22nd inst., in the interest of the Baptist Church.

RESUMED.—Craig's iron foundry which stopped work for a few days on account of defective boiler, is now in full blast, the proprietor having procured a temporary boiler, which he will use until he replaces it with a new one in the spring.

GRANVILLE.—A large gathering assembled at the residence of Mr. Jos. Fellows, on the evening of the 10th inst., on the occasion of the sociable, noticed in our two previous issues. All present evidently enjoyed themselves heartily. Proceeds, $15.50.

PARADISE.—The sociable held at the residence of Mr. H. H. Morse, on the 10th inst., was largely attended. The evening was passed in a most pleasant manner. Proceeds, $12.

The next sociable in this district will be held at the residence of W. H. Balcom, Esq., this evening, 16th inst. All are invited.

LOST.—Two more Yarmouth vessels have been lost—the barque Ranger, 630 tons; built at Bear River, in 1867; owned in Yarmouth; wrecked in a gale on January 3rd; crew saved; cargo, pitch-pine—vessel and freight insured for $14,000 in Yarmouth offices; and the ship Joanna H. Cane, ashore at Cape Henry; crew saved; insured for $5,000.

BEWARE OF SPURIOUS IMITATIONS.—Mr. J. McLeod, practical watch and clock maker, from London, England, wishes to intimate to the public that he makes a speciality of French clocks and English watches. He can be found next door to the store of John Lockett, Esq., Bridgetown. See his price list for repairs in another column. 41tf

— A sad accident happened at Bear River on the 8th inst. A man named Daniel Chute, living on the Annapolis side of the river, started into the woods early in the morning with his team to get out cordwood. He did not return after night set in, and his wife informing the neighbors of the fact, they started in search of her husband. After proceeding a short distance into the woods they came across the team standing on the sled road, and a short distance from that found the dead body of Mr. Chute lying under a tree, which had fallen upon him and crushed him to death. He was but 38 years old. Much sympathy is expressed for the widow in her bereavement.

HOME MANUFACTURE.—In passing to Annapolis, I had an opportunity of visiting the Pail Factory at Round Hill, where I was kindly shown through that industry by Mr. Fisher, and was astonished to see with what rapidity the work was handled.

Notwithstanding the loss of the drying house and other drawbacks, they, like men of pluck and determination, set immediately to repairing the same, which they have now nearly full of stock, and a good furnace underneath which soon makes the work ready for use.

We were also shown some machinery of their own construction, which worked admirably, and we hardly think, but what Mr. Healy can make it a paying business with the ingenuity of such men as Mr. Purdy and Fisher. They also manufacture rakes. Use only home manufacture and you have a good article.

J. M. DUNN.

PRESS NOTICES.—We tender our sincere thanks to our contemporaries for the cordial notices with which so many of them have greeted our enlargement. We append a few of the notices:—

— The Bridgetown MONITOR comes to us greatly enlarged and improved. If it keeps up to the standard of its issue of yesterday, it will be the best of our country exchanges.—*Hx. Herald.*

— The Bridgetown MONITOR, an excellent country newspaper, has lately been enlarged and improved.—*Chronicle.*

The Bridgetown MONITOR has been recently enlarged and improved. Its publication evinces wise management as well as enterprise.—*Wesleyan.*

One of our most welcome exchanges is the Bridgetown MONITOR which comes to us this week much enlarged and improved in appearance.—*Presbyterian Witness.*

The Bridgetown MONITOR, one of the best of our Provincial exchanges, has increased its dimensions. Allow us to congratulate you, Brother Piper.—*Temperance Watchman.*

ENLARGEMENT.—We omitted to mention last week that our contemporary, the Bridgetown MONITOR, now comes to us considerably enlarged and improved, and is now one of the largest as well as one of the best filled of our country exchanges.—*Western Chronicle.*

— The Bridgetown MONITOR appears in an enlarged form—an evidence of prosperity which is well deserved.—*Yarmouth Herald.*

GOING AHEAD.—The Bridgetown MONITOR appeared last week as a thirty-two column paper, having previously been issued the same size as the Mail. The literary work of the journal is superior for a country weekly and we trust our contemporary may attain the success it deserves.—*Windsor Mail.*

JOURNALISTIC.—We note, with pleasure the enlargement and improvement of a valued Provincial contemporary;—the Bridgetown (Annapolis Co.,) MONITOR. It is now the largest of our Valley exchanges. We wish friend Piper unbounded success.—*Port Hawkesbury, C. B., Eastern Beacon.*

ITEMS IN CONNECTION WITH THE EXECUTION.—The disgraceful scene of tearing down the fence by the gang of drunken rowdies, who were outsiders and not residents of the town, we understand, will lead to the arrest of several of the ring leaders. It certainly ought to be taken in hand by the authorities.

One of our city exchanges says that an enterprising reporter on one of the daily papers secured the rope with which Tebo was hanged; but we think he must have taken a halter instead, as no sooner was the body cut down, than a crowd of men and boys rushed forward and clambered on the scaffold, each anxious to secure a fragment of the rope, which they cut off in small pieces as far up as they could possibly reach. *Our* reporter borrowed Tebo's knife, anyway.

APPLES.—A. Vidito, Esq., informs us that up to the present time he has handled some 1000 barrels of apples for the English market.

The S. S. "Edinburgh" carried 300 barrels. She was only 11 days out from Halifax to London, and had on board 400 head of cattle and never lost one.

The S. S. "Caledonian" carried forward 200 barrels; and the remaining 500 barrels go forward by the S. S. "City of London."

Mr. Vidito further informs us that by Messrs. Townsend & Co's. last circular, dated February 1st—prices are ranging from 15s. 6d., to 22s. 6d., outside of Newton Pippins, which range from 20s. to 30s.

The schooner, apple chartered by Messrs. Parker, Bancroft, Bent and others, for the English market, arrived safely after a passage of 20 days. She carried 6000 barrels.

The End of the World.

THE ASTRONOMERS INTERVIEWED ON THE SUBJECT.

The Washington "Post" has taken the trouble to interview the government astronomers on the subject of the world coming to an end, and has obtained some interesting information as to the astronomical outlook for the year. The "Post" says: "Prof. Hull, though able to discover Mars' satellites, has not yet found the comet which is to play such an important part in the destruction of the world. "It is the first time I have been made aware of the impending danger," he said.

"'Can there be any foundation for such a prediction?'

"'Only in this: that I have seen somewhere a statement that the comet of 1812 was to return about this time. But we know nothing certain. Indeed, it is impossible to know anything positive about comets. We can only observe such a very small portion of their immense orbits that we cannot estimate their return with exact precision. But the likelihood of its falling into the sun or striking the earth, even if it did return, is infinitesimal.'

"'Do you think the earth will ever be struck by a comet?'

"'There is just about one chance in millions and millions such a thing will come to pass.'

"'And if it did?'

"'In my opinion, no one need fear the consequences in the least. But these matters have always had a strong hold on the public. I remember as far back as 1843 that a great comet was seen in the heavens. By a coincidence, the Millerites about the same time predicted the end of the world. The appearance of the comet made a great many converts to that faith.'

"Prof. Eastman said: 'I do not think that this prediction of the end of the world arose from that source. It is true that some French astronomers who have been studying Enckes' comet, which was supposed to have a period of 3,000 years, have announced that it might appear some time within this century. But my idea is, that this article, if it did not originate in some imaginative brain, was based on a statement regarding Swift's comet. It was said that it was moving directly toward the earth. Three comets have been discovered recently, one of which was Swift's comet. It was announced from the first that two of the comets were moving in an orbit which would never come near the earth. But Swift stated that he could detect no motion in his comet, and he reasoned, therefore, that it was moving directly upon the earth. Had his observations been correct his conclusions would have been justifiable. When, however, we looked at it through our glass we detected a very rapid motion visible, even without the aid of the measurment ordinarily made. Prof. Frisby, who has been making a study of the orbit of Swift's comet, finds that it has a period of about five and a half years. As there is no danger of it striking the earth or falling into the sea, if there is any other comet coming I don't know it.'"

The Potato Trade.

The prices paid in the Bangor market by large buyers is from 40 to 45 cents per bushel for the different white varieties and from 50 to 52 cents per bushel for Early Rose. In Boston there is a small stock of choice Rose potatoes on hand, and the market is firm at 75 to 85 cents per bushel for Eastern and Houlton Stock. Peerless and Jacksons sell at 55 to 60 cents per bushel. These are wholesale prices; jobbing lots range from 5 to 10 cents higher than these quotations. The recent cold weather has been a benefit to New Brunswick shippers, because the Prince Edward Island dealers cannot move their stocks without danger of freezing, their shipments being all made by vessels, as it would not be profitable to pay a high railroad tariff together with the duty of 15 cents per bushel. It is highly probable, however, that the prices will go down in short metre as the present and coming warm weather will bring great quantities of New Brunswick and P. E. Island potatoes in the American market.—*St. John Sun.*

☞ Though the soil of Virginia grows the best tobacco leaf in the world, it does not all grow equal qualities. The production even of adjoining counties is often quite different, the one producing leaf which at once deteriorates if grown in the other. The leaf of the "Myrtle Navy" is the product of the choice sections of the State, which, through some combination of local influences, produce a better quality than any others. This is shown by its always commanding a higher price than any other smoking leaf.

☞ Honesty is the best policy in medicine as well as in other things. Ayer's Sarsaparilla is a genuine preparation, an unequalled spring medicine and blood purifier, decidedly superior to all others in the market. Trial proves it.

New Advertisements.

FLOUR & MEAL

Flour & Meal.

FLOUR & MEAL

Flour & Meal!

250 Barrels

Meal!

—AND—

125 Barrels

FLOUR!

Daily Expected.

RUNCIMAN, RANDOLPH & CO'S.

Bridgetown, N. S., Feb. 16th, 1881.

APPLES for LONDON!!

CARCIA, JACOBS & Co., Fruit Brokers, London.

Represented in Nova Scotia by

Jack & Bell,

Pickford & Black's Wharf, Halifax, N. S.

ALL consignments of apples to the above firm will be attended to in Halifax by us free of all commissions. If shipped from the depot there will be no charges at all in Halifax. If the fruit has to be stored, the very lowest charges for truckage. Wharfage and storage will be made.

Parties shipping by us have no trouble with their fruit after it is on board the cars.

Frost-proof storage secured if desired.

Direct line of steamers from this wharf monthly from London.

All information regarding prices, packing, &c., by

JACK & BELL, Agents.

Halifax, Feb. 16th, 1881. n44 2m

NEW YORK ARTIFICIAL STONE WORKS,

MANUFACTURED AT

ANNAPOLIS, N. S.

Plain and Ornamental Stone Work,

—SUCH AS—

WINDOW CAPS, SILLS, WATER TABLES, CHIMNEY TOP, Round & Square, STONE EDGING, STONE STEPS of any design, COPING for Cemetery purposes, BURIAL CASES, CHIMNEY THIMBLES,

Monuments & Head Stones

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

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

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

Orders solicited—satisfaction guaranteed.

Artificial Stone Works.

Annapolis, N. S., Feb. 16th, 1881.

FARM for Sale!

THE subscriber offers for sale his Farm, situated a mile east of Paradise, on the Annapolis side of the river, containing something over 220 acres; ½ mile under cultivation; 2 miles pasture land; remainder woodland. Cuts about 25 or 30 tons hay; has a young apple orchard of about 100 trees, 14 or 15 years old, yields also 40 or 50 barrels; well watered; dwelling house, barn and outbuildings all in good repair, together with all the farming utensils and household property.

If not previously sold by private sale, it will be offered at PUBLIC AUCTION on Friday, 15th April, at 11 o'clock, a m.

BENJAMIN DANIELS.

Paradise, Feb. 16th, 1881.

CARD.

MRS. C. C. COLBRAN

Desires to inform the gentry and inhabitant of Bridgetown and vicinity, that she is a Trained Nurse of 8 years' experience, having been in Guy and St. Thomas' hospital, London, England, offers her services to those ladies who may be seeking such assistance.

Terms moderate.

P.O. Address, Lower Clarence. 4i48

For Sale!

THE subscriber offers at Private Sale the desirable property owned by him, situated about midway between Bridgetown and Paradise, consisting of between forty and fifty acres of excellent land—about 20 acres under cultivation, remainder pasture land; about 50 apple-trees in bearing, and about 25 coming into bearing; together with a dwelling-house, a good barn and other outbuildings; good water on the premises. TERMS made to suit purchaser. For further particulars apply to

CHAS. S. WILLIAMS.

Bridgetown, February, 16th, 1881. 4i48

New Advertisements. | New Advertisements. | New Advertisements.

TREMENDOUS BARGAINS!

NOW OFFERING

ENTIRE STOCK OF

Boots and Shoes!

AT COST! In order to make room for SPRING STOCK, which will comprise one of the LARGEST and BEST ASSORTMENTS ever offered in this town.

Large Reductions in Dry Goods also.

At J. W. Beckwith's.

P. S.—FLOUR & MEAL ON HAND AND CAR-LOAD ARRIVING TO-DAY. FLOUR, $6.00 TO $7.00 PER BBL. MEAL, the very best, $3.65 PER BBL.

MONCTON REFINED SUGAR always on hand, 10 1-2 lbs. for $1.00.

Queen Street, Bridgetown.

LONDON HOUSE, JANUARY, 1881.

Great Bargains in balance of Stock of Winter Dry Goods,

Boots and Shoes at COST, to close out Stock on Hand, as the Subscriber intends going out of the Boot and Shoe trade.

W. M. TUPPER.

P. S.—Parties who have received their accounts for 1880, will please call and settle at their earliest convenience. W. M. T.

MONCTON Refined Sugars.

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

At Prices guaranteed Lower than from any other source.

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

WILLIAM B. TROOP, Agent Moncton Sugar Refinery.

Granville, Feb. 3rd, 1881. 3m

MONCTON Refined Sugar.

The First in this Market.

10 lbs. for $1!

TRY IT.

For sale by

B. STARRATT.

Paradise, Jan. 31st, 1881.

STARTLING DISCOVERY!

LOST MANHOOD RESTORED.

A victim of youthful imprudence causing Premature Decay, Nervous Debility, Lost Manhood, etc., having tried in vain every known remedy, has discovered a simple self-cure, which he will send FREE to his fellow-sufferers. address J. H. REEVES, 41 Chatham St., N. Y.

$2 Watches, Stem Winders $2.50. White Metal Hunting Case $5. Imitation Gold $6. Solid Gold $12. Cheapest and best for used-speculative purposes. Valuable Receipts free. Thompson & Co. 102 Nassau St., N. Y.

SCHOONER FOR SALE.

The Schooner

EFFIE YOUNG!

is offered for sale. She is three years old, in good repair, copper fastened, registered tonnage, 118.

TERMS made to suit purchasers.

For further particulars apply to Howard D. Troop, Esq., St. John, N. B., or to

DANIEL YOUNG, Youngs' Cove, or ROBT. HILL YOUNG, Granville, Executors Estate Late Hiram Young.

January 19th, 1881. 13i tf pd

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, CALF-SKINS, SOLE LEATHER, ETC.

GEORGE MURDOCH.

WANTED.

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

NOTICE.

IT is the intention of the proposed STEAMSHIP COMPANY to apply for a charter, under the Limited Liability Act, at the next session of the Home of Assembly of Nova Scotia, and notice of the same is hereby given, in conformity with the Act, passed 8th March, 1880.

THOS. S. WHITMAN, Secretary Committee.

Annapolis, January 32st, 1881. 5i47

NOTICE.—The Canada Advertising Agency, No. 29 King St., West Toronto, W. W. Butcher, Manager, is authorized to receive Advertisements for this paper.

NOTICE.

Administrator's Sale.

TO BE SOLD AT

Public Auction,

on THURSDAY, March 17th, 1881, at 2 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. 39tf

ANNAPOLIS SS.,

In the Supreme Court, 1881,

IN EQUITY.

CAUSE:

ANDREW LEE, Plaintiff, vs. TIMOTHY PHINNEY, MARY E. PHINNEY, EDWARD ALIAS EDWIN 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 Alias Edwin 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. 5i44

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:—

J. McLeod,

PRACTICAL

Watch and Clock MAKER,

From London, England,

NEXT DOOR TO

JOHN LOCKETT'S STORE,

GRANVILLE STREET,

BRIDGETOWN, N. S.

RESPECTFULLY returns thanks to the public of the County of Annapolis for the large support he has received since he commenced business in Bridgetown, and with increased diligence, sound workmanship, and moderate charges he hopes for the same support.

OBSERVE J. McLEOD'S Price-List for Repairs.

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.

EVERY DESCRIPTION OF

AMERICAN, SWISS and ENGLISH Watches and Clocks,

Cleaned & Properly Repaired

Jewelry made to Order and Repaired.

☞ All orders from country districts attended to with punctuality.

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.

FOR FALL TRADE, 1880.

CLARK, KERR & THORNE,

—HAVE NOW—

IN STOCK AND TO ARRIVE

1500 Boxes Window Glass,

5 TONS PUTTY.

50 bbls. Paint Oil,
10 Tons White Lead & Col'ed Paints,
10 bbls. Turpentine,
500 boxes Horse Nails,
75 kegs Horse Shoes,
500 Pots & Bake-ovens,
300 dozen Axes,
225 Bundles Shovels,
2 Casks Miners' Shovels,
5 Tons Cable Chains, assorted,
10 Casks Horse Traces,
50 Bundles Hay Wire,
250 dozen Padlocks,
30 Cases Barn Lanterns,
20 Cases Axle Grease,
20 Cases Axe Handles,
75 doz. Buck Saws & Frames,
250 Coils Rope,
25 Cases Cotton & Wool Cords,
800 dozen Pocket Knives,
1200 Table Knives,
250 Rolls Sheathing Paper,
20 bbls. Pitch,
20 bbls Tar,
15 bbls. Rosin,
20 Casks Zinc,
10 Tons Grindstones,
100 Boxes Clinch Nails,
3 Casks Spoons,
2 Casks Ink,
2 Cases Shoe Threads,
2 Cases Whips,
2 Cases Lashes,
4 Cases Toilet Soaps,
2 Cases Dressing & Fine Combs,
2 Casks Tin Teapots,
2 Cases Files,
250 Kgs Shot,
500 M. Gun Caps,
100 Kegs Sporting Powder,
150 Kegs Blasting Powder.

—ALSO—

Our usual variety of

SMALL WARES.

☞ Remember the place—

Old Stand of Messrs. I. & F. Burpee & Co., 42 & 44 Prince William Street,

ST. JOHN, N. B.

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.

Supplement to the Bridgetown Monitor.

CANADA PACIFIC RAILWAY.

THE SYNDICATE EXPOSED.

Mr. Blake's Great Speech

IN ANSWER TO SIR G. TUPPER AND SIR JOHN MACDONALD.

THE BARGAIN RUINOUS TO THE COUNTRY.

Mr. BLAKE—This is a great occasion for private members of Parliament; it is just such an occasion as my hon. friend from Bothwell (Mr. Mills) said the other day, as is seldom vouchsafed to private members—one in which they can with effect assert their independence—assert their position; assert their right to consider what is really in the interests of the country, and press on hon. Ministers, those who are, in fact, their servants or agents, the necessity of reconsidering their position, and not plunging their country, their party and all, in one common ruin. Now, Sir, what is the present situation and the future outlook? At this moment there are various courses of action which are open to Parliament. You may adopt this contract which is before you. You may adopt the offer which is before you. You may call for tenders on the new conditions which are contained in the contract. You may proceed only with the construction of the prairie line. At this moment you may do various things. Your hands are not tied as a Parliament by anything that has occurred. You may assert that they are; you may pretend to the people that they are, but I warn you that the people will not accept any such pretence. You have before you

VARIOUS ALTERNATIVE COURSES

of action. But it is only necessary just now, for the purpose of a decision on the motion which is before you, to determine this: Whether the course which is proposed to you by that motion to take, is, or is not, worse than any of the other courses. I maintain it is. I maintain that the consummation of this contract is the worse course that Parliament can take of any which can be suggested. And if it be not the best but the worst, if it be not even the worst, but if it be in a line to any other course which is open, then that suffices to determine us to condemn the contract and seek some better way. Anybody who believes that any other course that is open to Parliament is better than the course to be taken in confirming this contract, will, if he votes according to his duty to his constituents and his obligation to his conscience, vote against the legalization of this contract. Are we

FREE TO ACCEPT OR REJECT

this contract? If we be not free, why this resolution? Why are we asked to assent? Is this a question put to us to which there is only the answer "Yes" to be returned? May not we say "no," as freely as "yes"? It is clear that the question being put, we are to answer it in such a way as is most consistent with the interests of our country; and we are therefore free, from the very fact that it is put before us, free to reject—as free to reject as we are to accept. Even had the contract been made under the provisions of the Canadian Pacific Railway Act expressly, we would have been free. Under that Act, it is expressly provided that no contract shall be binding until it has been laid on the table of the House of Commons for 30 days without disapproval, unless sooner approved by resolution. So that if it professed to be, and in fact was a contract under the Act by the very terms of the Act, there was reserved to this House the power to decide whether the contract should be agreed to or not, and until such decision the contract was not binding. But the contract is beyond, and is not merely beyond, but contrary to, the provisions of the Act, and it has no life—not even such a life as contract under the Act would have before ratification;

IT HAS NO LIFE WHATEVER,

unless Parliament breathes into it the breath of life. Else, why these proceedings? If it has life why the resolutions upon which to found a Bill, which Bill is to become an Act of Parliament? I say it is not merely a thing for which there was no authority—it is a thing in respect of which Parliament gave a limited authority; and where a limited authority has been given to the Executive to enter into a contract in a particular way, contracts beyond, outside, and contrary to that way, are absolutely in contravention of parliamentary polity, and are entirely beyond the power of the Executive. There has been as yet no ratification; as yet this House has not sunk so low as to ratify this contract.

Some Hon. MEMBERS—Hear, hear.

Mr. BLAKE—I hear some sounds from which I am disposed to believe that some hon. members of this House—I hope not a majority—are inclined to sink so low as to ratify this contract. It is admitted to require our consent in order that it may become binding. Then, if it requires our consent, we are free to consent or to dissent. It is in terms dependent upon our consent. The contract says that it shall be binding only in case a Bill is passed in certain specified term appended to the instrument. We are certainly free to reject or amend that Bill, and unless we pass it in precisely those terms, this contract is not binding. Its nature renders it dependent upon our consent. It involves the grant of large public works, exceeding 700 miles of railway, of many millions of public moneys, of large areas of land. It involves the Government entering into an obligation with private individuals, to become contractors for the construction of a railway, and, for all these reasons, in its essence, it is such as can be operative only by the

FREE ACTION OF THIS PARLIAMENT.

The hon. Minister went back to the Allan contract. I shall take a very short space of time with reference to that portion of his speech. He said that the Allan contract was the best for this country except this one, and he threw the responsibility for its failure upon us. Well, Sir, Sir Hugh Allan and the hon. member for Argenteuil (Mr. Abbott) went to England in order to arrange bonds to float the Allan scheme. They came back again and applied to Government for better terms in two particulars. First, they wanted an extension of time of, I think, four years for the completion of the work; secondly, they wanted that the subsidy of $30,000,000 should be so applied as that they might use it as a guarantee for interest on bonds to be floated by them. The Government determined that it was not in the public interest to agree to these concessions, and they refused to agree to them; although Sir Hugh Allan's company declared that with these concessions they would be able to float the scheme. Sir Hugh Allan's company then asked the cancellation of the contract and the return of their million, and the Government did cancel the contract and return the million. Now, Sir, either the Government was confident that they could do better than Sir Hugh Allan's proposal at the time, or else they were so very friendly to Sir Hugh Allan, that they were determined to relieve him from his difficult position; because you find that they abandoned the caution money and gave up the million, and left the public without any contract, and without any deposit or security to answer the default which had been made by Sir Hugh Allan. Again, the Government was satisfied that Sir Hugh Allan's proposal was not in the interests of the country, because, for the trifling extension of four years, and a slight alteration in the terms of the payment of the subsidy, easier to the country than the other mode,—he said he could go on, and yet the Government refused to let him go on with these alterations. I fail to see, therefore, how the Liberal party can be responsible for this transaction, ended by the Government's own decision to cancel the contract, and return the deposit rather than make some trifling modifications upon which Sir Hugh Allan declared the readiness and the ability of his company to proceed with the work. The hon. gentleman observed that although Sir Hugh Allan's contract was good, this was far better. I deny it.

THE ALLAN CONTRACT

was for half the money, and although it was for a much larger acreage or land, it was for an acreage of land given at a time when that land was infinitely less valuable than the smaller acreage now is. Hon. gentlemen opposite have always talked of 50,000,000 acres being equal in value, acre for acre, to 25,000,000 acres, but after the statement of the leader of the Government last night, that 25,000,000 acres along the line of railway would be worth more than 25,000,000 farther away, I suppose hon. gentlemen will not longer argue that the outer 25,000,000 acres is equal in value to the inner 25,000,000 acres. But irrespective of that, the questions of ease of construction, of time, of the condition of the country, of knowledge of the country, of immigration, and all the consideration to which we have adverted in this discussion, are potent factors in determining or how much less value any particular parcel of land was in 1871, 1872, or 1873, than it is today. At that time there was more work to do, and railway work was more expensive. At that time hon gentlemen had more expanded ideas on the subject than they have now. They settled that the terminus should be at Esquimalt; they were going to build the railway across the Narrows, and in that way reach Victoria. That was their plan. An Order in Council is on record showing the hon gentleman's wisdom and far-sighted views. The hon. Minister of Public Works defended that policy; but we do not hear him to-day telling us what a splendid harbor is to be found at Esquimalt. We have heard a good deal of discussion about the impropriety of abandoning the Island Railway—

Mr. BUNSTER—No.

Mr. BLAKE.—I am taking the hon. gentleman's part. I am pointing out to his friends that they are abandoning his cause. I have been accused of destroying that railway very unjustly, though all I did was to record a vote with the minority, along with many hon. gentlemen opposite against it.

Mr. BUNSTER—Your advice has always been to abandon British Columbia altogether.

Mr. BLAKE.—I deny that. What I said was that, if the Province of British Columbia insisted upon the bargain as to railway construction being fulfilled according to its terms, which I believed was impossible without ruin to this country, and if, so insisting, they demanded as an alternative to be released from union with us, I would say let them go, and I say so again.

Mr. BUNSTER.—Well, you have just repeated it.

Mr. BLAKE.—I never said I wanted them to go. I only said I wanted them to be reasonable, and I am sure, if they were all like my hon. and amiable friend from Vancouver (Mr. Bunster), we should not hear so much of this tall talk as we hear from that quarter. Those vast ideas that prevailed in 1871, 1872 and 1873, beginning with the rash and reckless, mad and insane bargain, to commence this railroad in two years and to finish it in ten; going on with the determination that Esquimalt should be the terminus, before they had a survey made at all; going on to let a contract before they had any knowledge whatever; have ended in this rash and reckless, and improvident bargain which is an appropriate remedy for the difficulties in which the Conservative party have been involved since their original fall, in the shifting plans which for three sessions they have been presenting to accomplish this work. The hon. First Minister says that the Government of the hon. member for Lambton (Mr. Mackenzie), acknowledged that the obligation with British Columbia could not, without national disgrace, be postponed, and with curious inconsistency, at another portion of his speech, declares that the resolution which we passed, and which declared our determination that the work should be so accomplished as not to increase the rate of taxation, was no infringement of the bargain with British Columbia, since it was assented to by its delegates here present, reported by them to the Legislature at home, met with no dissent, and must be taken as part of the bargain. If so, how could there be national disgrace or dishonor in proceedings according to the terms of that resolution? My hon. friend from Lambton, in his address to his electors, previous to the election of 1874, stated that it was impossible to proceed according to the terms of that bargain, that there must be a relaxation of those terms, that we could proceed no faster than the resources of the country would allow, and that British Columbia must be communicated with so to arrange in what manner that could be done. British Columbia was, to my mind, wholly unreasonable. She declined, in effect, to treat, and an arrangement better than which was subsequently discussed might have been then accomplished had she assumed a different attitude. But she stuck to the

LETTER OF THE BARGAIN,

insisted on the pound of flesh, was determined that there should be a commencement within two years, protested because there was not a commencement within two years, and a vigorous prosecution of the work at that. That was the attitude British Columbia assumed, and to which is largely due the small progress which has been made in the accomplishment of her desires. The hon. gentleman must remember that both parties in this Parliament, in 1876, adopted a resolution and placed it on the Statute-book as part of the Supply Bill, declaring the agreed policy of all parties, with but ten dissentients, that the work should be prosecuted only in such a manner as would not involve an increase in the then existing rates of taxation. Well, that was the policy on which the elections were run—the policy of both parties. No man was found to raise his voice and say that any arrangement should be made which should violate that proposition, which commanded practically the unanimous assent of this House. The Government of the hon. member for Lambton advertised for tenders in 1876 and 1878. That advertisement was expressly under the conditions of the Canadian Pacific Railway Act; and, if I rightly remember, my hon. friends in this House repeatedly stated that the contractors were to take on account of their cash subsidy, at their cost, the works under construction. The Government was not to go forward in building, but was to hand over existing contracts to the contractors who were to take over the works at cost, and that was to be so much on account of the $10,000 per mile cash subsidy under that Act. As the hon. gentleman has stated, no success resulted from those advertisements for tenders.

Sir LEONARD TILLEY. Hear, hear.

Mr. BLAKE. That is quite correct; they failed of success. The hon. gentleman has said there were certain reasons, some or all of which might have conduced to that result. He pointed out some which, no doubt, had to do with it. First of all the money market was very different from what it has been lately. We were in a period of very great depression. The United States had, during several previous years, been engaged most extensively, in advance of the real wants of their country, in railway construction. The collapse of the Northern Pacific had occurred and had precipitated a general collapse of credit in that country. That collapse had principally affected railways and railway enterprises, so that it was almost impossible to get European capitalists to look at railways, at any rate in the United States. I do not believe I exaggerate in saying that hundreds of railways in the United States defaulted in the payment of their bonds; scores of them fell into the hands of receivers and were foreclosed, etc. Such was the discredited condition of railway enterprises on this continent. There was a general crisis and depression. There was, therefore, a scarcity of capital available for such enterprises, even if they had not been discredited by the circumstances to which I have alluded; and the North West was not so much developed or so well known as it has since become. This Government then found themselves in this position: that advertisements for the construction of the Pacific Railway, under the Act of 1874, had been issued and had failed of success. They determined on a new policy. They did not propose to continue those advertisements; they did not propose to continue to invite tenders under that Act. But they determined to ask Parliament to

AGREE TO A FRESH POLICY.

What policy was that? It was the policy brought down the Session of 1879, in the shape of resolutions to which Parliament by a great majority assented, the gist and essence of which resolutions were that Imperial aid of a substantial character should be sought in order to the accomplishment of this great enterprise. At long and at last, hon. gentlemen confessed that the burden was too heavy for the back. At last they decided that it was an Imperial enterprise, in a large measure, and that the Imperial Government should be called upon to bear their share of the burden, and they proposed to us that they should be authorized to ask for—and they said they had no doubt they could obtain—that Imperial aid. Well, I need hardly say that plan, had it resulted in a grant—I do not say in a guarantee—but in a grant, in the production of substantial Imperial aid, would have been introduced a wholly new factor into the problem of constructing the Canadian Pacific Railway. The proposal of the hon. gentlemen was significant and important. They went with great *eclat*. From time to time we were told great results were to follow. We were told, when they returned, that great results had followed. I remember the organ of the Tory party announcing that in due time they would be revealed. But, we never got any reports of the proceedings of these hon. gentlemen, never a scrap of paper which showed what they had done in England; and it turned out in the end that, at any rate, so far as the obtaining of substantial Imperial aid was concerned, their mission had been a failure. Hon. gentlemen were then face to face with the problem afresh, and last session, some eight or nine months ago, they once more brought down a scheme for solving it. What was that scheme? Was it that the Canadian Pacific Railway Act of 1874 should be utilized, to let to a company; that advertisements should be issued for tenders, that a private contractor should be called on to build the road? Not at all. That scheme was that it should be constructed as a Government work, leaving out for the present the eastern link. This was declared to be, in their opinion, the true policy. It was justified by the proposition that the conditions had wholly changed, and that now the most proper and profitable thing to do was to proceed with the construction of this as a Government work. Was it that they said it would be difficult to obtain its construction by a company? Not so. They declared that if they now issued advertisements, the response would be satisfactory and immediate; but although that was their opinion, they were determined to proceed with the construction as a Government work. In order to show the hon. gentleman that I am speaking by the book, I will read from the speech of the Hon. Minister of Railways in laying the policy of the Government before the House last session:

"Hon. gentlemen must not forget, as I said before that the whole aspect of affairs in this country has entirely changed within a brief period; that that which would have been properly regarded as highly inadvisable in relation to the development of the Canadian North-West, must now be looked upon with very different eyes indeed. My hon. predecessor need only recall to his mind the fact that he publicly advertised, in 1876, offering $10,000 a mile and 25,000 acres of land for the construction of the road, and asking now much more capital tenderers would require four per cent. upon for twenty-five years to induce them to undertake this work. And what was the response? Not a tender. So completely had the hon. gentlemen opposite succeeded in imbuing the minds of capitalists in this country and abroad with the hopelessness of this enterprise, that not one of them would undertake it as a commercial enterprise."

Then he proceeds with the statement of an offer he had at that time:

"Supposing the Government were to put an advertisement like that in the papers asking on what terms capitalists would come forward and construct the road from Red River to Kamloops, and repay us all the expenditure we have made beyond Red River, and undertake to maintain and operate not only all that part of that road, but the rest of the road down to Yale or Burrard Inlet? Would there be no response? If such a proposal were made to-morrow, does he not know that the first capitalists of this country would come to the front and offer to construct and operate that road on terms that would forever settle the question as to whether this undertaking would be a serious burden on the people of this country. I have good reason to state that such an offer as that would secure the construction and operation of the whole line from Red River to Kamloops, with the operation and maintenance of all the road to the Pacific, at a cost not exceeding $12,000 or $10,000 per mile from Red River to Kamloops, and 25,000,000 acres of land. In that case, we would be in this position as the hon. gentleman would see, that the whole expenditure of an unknown quantity, proving a burden that could not be calculated, would be entirely removed, and we would be in a position of having this great national work accomplished within ten years, and on terms that would involve comparatively light expenditure from the people of this country, and that would be a short time in reaped from the development of the North-West."

Being so persuaded, he said, "I will not advertise for tenders—I will not give the opportunity—I will proceed myself to construct this as a Government work." That then was the declared, defined policy of the Government last session. Now they ask their followers to agree to these views. I dissented from them, as did my hon. friends. We did not believe that it was prudent for the Government to proceed at that time with the work in British Columbia. We did not offer any dissent, and, on the contrary, we heartily consented to the completion of the road from Thunder Bay to Selkirk, and to proceeding with the

ROAD INTO THE PRAIRIE REGION.

But we said we ought to confine ourselves to that and to getting people into the country, and that when we had developed the country, and given it a backbone, the middle would sustain the rest of the scheme, and that it would be time enough to deal with such questions as the ends of the railway on the attainment of such results. Then there was no issue raised by parties last session as to the construction by the Government of the prairie part of the road. The only issue was whether the Government should go on with the British Columbia section. But the Government, by a large majority, secure of the adhesion of their followers, did avow that they should go on with it as a Government work, not merely through the prairies, but also through the most difficult region of all, from Yale to Kamloops in British Columbia. But they determined to do a great deal more than was required, as I think, and as the Speech from the Throne puts it, by a recurrence to the old proposal that the work should be let to a company. What the proposal should be, it is not now necessary to discuss in the abstract. What we have got to discuss is the proposal to let the work on the conditions before us. Ministers determined or found after they had commenced that they must change their policy, and were obliged to let the work on wholly new, hitherto unheard of and undreamt of conditions; I hold, first of all, that if there be new conditions there was no authority from Parliament to make them. The very suggestion that they are new, shows you that Parliament did not agree to them. Second, they determined to let it without inviting tenders, and for this there was not merely no authority from Parliament, but Parliament had expressly said that no contract for the construction of any section of the railway should be let without obtaining tenders; and therefore they were not merely going without the authority but flying in the face of Parliament when they proceeded to let without inviting tenders. I have said they determined upon

WHOLLY NEW CONDITIONS,

and I proceed to point out to the House what those new conditions were. By the Act of Parliament no power whatever is given to the Government to agree with the contractors to construct, for the benefit of the contractors, sections of the work which are to be handed over to them. That proposition I lay down unhesitatingly. By the contract now before us the Government binds itself to complete the unfinished sections—to begin and finish the heaviest sections now unlet, and to hand over to the contractors the whole works, comprising more than 700 miles of completed railway, including the Pembina branch, with a net earning of nearly $70,000 a year, to the contractors for their own benefit. I maintain there is in this particular an entire departure from and reversal of the authority of the Act of Parliament. By the Act, the cash expenditure of the Government, as principal money, to be paid to the contractors, was to be $10,000 a mile, or about $27,000,000 for the whole line, apart from the cost of surveys, which might or might not be made part of the account. By the contract, the cash expenditure as principal money, of which the contractors are to receive the benefit, is at least in cash and works, $38,000,000, apart from the cost of surveys, which are not to form part of the amount. So that the cash expenditure of the Government by the contract as principal money is to be about double the cash expenditure of the Government as principal under the Act of Parliament. By the Act the land grant was to be taken, so far as obtainable, along or in the immediate vicinity of the whole line to the Pacific Ocean, and it was to be of fair average quality, thus embracing a large proportion of land not fit for settlement. By this contract the land is to be taken, not along the whole line of the railway, not down to the Pacific at all, not from the infertile parts, but in the North-West Territories between Selkirk and Jasper, and it is not to include any land

NOT FAIRLY FIT FOR SETTLEMENT.

Now, if the average of the whole would involve a reduction in quality by virtue of the circumstance that there are large areas of infertile and barren land, it is clear that the exclusion of the infertile and barren land by the new contract, is of itself a difference, so great as to revolutionize this part of the agreement altogether. The contract as to the lands also provides that the area of those portions of sections which are covered by lakes or water stretches shall not be counted, and that the Company shall take fresh lands for those covered by water. Mark you, it is not that they are deprived of the land covered by water; it is not that they are to refuse sections which contain large portions covered by water, but they are entitled to the dry land and wet land, the water privilege and the wharf privilege, the harbor privilege and the water frontage, and everything which arises out of the circumstance of their being proprietors of a section fronting on a lake or river, only they are not to be charged with the lands covered by water, but are to get good dry fertile land elsewhere to an equivalent area. That is not contemplated by or provided for in the Canadian Pacific Railway Act. By the Act the land which is not to be found near the railway is to be appropriated at other places to be determined by the Government; by the contract the contractors are given very large powers of selection. It is provided that they may select the place anywhere in

THE FERTILE BELT OR ELSEWHERE.

And if they lay out a branch line of railway which they can lay out as they please—and lay it out as all they need do—then alternate sections fronting on a projected branch line, not upon a built branch line, are to be appropriated by and to belong to them. Their title does not depend on their completing a branch line, but only on their completing sections of the main; and they take the land as they complete sections of the main. So the only branch railway they have to build in order to secure branch sections is a railway projected on a piece of cartridge paper and filed in the office of the Secretary of State. And ever if they do not lay out such a branch railway they can still select the places where to take the lands, and in that case the front line, as between them and the Government, is to be a matter of selection and agreement. The vital point is where the land shall be taken, and that is the Company's right; the minor point is where shall the front line be chalked out, and that is arranged between the Company and the Government. By consent of the Government, they may take whole blocks and areas of land not in alternate sections to meet the deficiency, anywhere in the North-West Territory. These are some of the changes which exist between this contract and the Canadian Pacific Railway Act. By the Act Government was to have control of the sales of two-thirds of the land grant; by the contract, the contractors obtain the lands, and the Government has no control, whatever, over those sales. By the Act, the subsidy and the land grant are to be payable in proportion to the value of the work done, as compared with the estimated value of the whole work contracted for; so that the Government, estimating that the whole work would cost $80,000,000, would give land and money just in proportion to the part of $80,000,000 represented by the work done. By the contract, the subsidy and the land grant are to be payable in amounts

WHOLLY DISPROPORTIONATE

on the prairie section, which is the easiest and most profitable to be constructed, and which is intended to be first constructed. I do not suppose I need enlarge on this point. I could not do justice to it as the hon. First Minister did last evening. You heard him; he was discussing a proposition that went $10,000,000 better on this point, which proposed to take $10,000,000 less in cash and land than the Government proposed to give for the prairie section. He pointed out that that comparatively moderate proposition would give enormous profits, as he said, on the prairie section. He went into the figures; he showed you that at $1 an acre the amount of money would give millions upon millions of profit; that at $2 an acre the profit was doubled; that at $3 an acre the profit was trebled. This was his position. He pointed out the disproportion of the figures, and he showed you, to a demonstration, that there is here a serious departure from the provisions of the Canadian Pacific Railway Act, under which, and according to which, the Government could have given land and money only in proportion of the cost of the prairie section as compared with the cost of the rest of the work. The hon. gentleman declared that this was defensible, because he wanted

TO ENCOURAGE THE CONTRACTORS.

He thought it would encourage them, and I rather think he was right. I think it was a very great encouragement. The Minister thought it would encourage them, not merely to give them enough money to build the whole line, not merely to give them enough hard cash to do everything that is wanted to be done on the prairie; not merely, as the hon. member for Westmoreland (Sir Albert J. Smith), demonstrated the other day, to build the first 100 miles for them, then to allow them to take it over and to say: "Now, we will pay you the cost of this; what is your bill? $80,000 is our bill! Here is the cheque for that amount, now you will please in exchange give us a cheque for a million, because we are to save $10,000 a mile on that section, and therefore we are entitled to have a million for your having built it. So we exchange, and upon that part of the transaction the contractors are to put $200,000 coolly into their pockets, and then they are perhaps to obtain 1,250,000 acres of land more because the Government has built 100 miles of railway which the contractors are immediately to own and work, and which is to return a revenue from the very hour they begin to work it. I need hardly say that a very considerable basis of credit is given by this transaction. What is the hon. member for Lisgar (Mr. Schultz) doing for his railway? Why he has bought some 1,300,000 acres of land from the Government, and is to pay them $1 an acre for it, and upon that basis of credit he is building a railway 300 miles long; while these people are to get ready built a paying railway of 100 miles, perhaps $200,000 in cash, 1,250,000 acres of land, and then, as they go on, they are to get $10,000 a mile, and 12,500 acres a mile as they go. I do agree with the hon. gentleman that it is a great encouragement. Well, Sir, it the proposition which is laid upon the Table is, as to the prairie section,

INDEFENSIBLE AND MONSTROUS,

and offers prodigious and inordinate profits to the contractors, what is the proposition which is $10,000,000 worse? I am, however, at present, concerned only to point out to you that these conditions in this particular are obviously not merely beyond, but contrary to the conditions of the Canadian Pacific Railway Act. Under the Act

THE CAPITAL STOCK

of the Company and all its property remain liable for Dominion, provincial and municipal taxation. There is nothing to exempt them. Government have no power to exempt them. Government could make no binding contract that they should be exempt. Under the authority which Parliament gave, and which is on the Statute-book, no contract could be made that would exempt their property from taxation. By the contract all that property, their station houses, their harbors, their elevators, telegraph lines, road-bed, rails, rolling stock, the equipment, and all their property and capital stock are wholly free forever from Dominion taxation, from taxation in new provinces, and from taxation by municipalities in new provinces. Hon. gentlemen will observe that here is an important departure from the Canadian Pacific Railway Act, a departure of great consequence, upon which it will be my duty, and the duty of others, further to enlarge at a later stage. While under the Act the land grant of the Company would remain subject to taxation, under the contract that grant is exempt from taxation of all kinds until used or occupied for twenty years from the date of the grant. That also is an exemption of great value to the Company, of enormous value to the Company; an exemption which, added to the right of selection, makes the land grant a wholly different thing from a land grant subject to taxation. By the Act the Government has unrestricted power to regulate from time to time the tariff of tolls; but by the contract the power of the Government to fix a tariff

IS LIMITED TO THE CASE

in which the railway company is receiving a net profit of ten per cent. on all the capital, from whatever source derived, invested in the construction of the railway. Under the Act the Government would have power to prescribe from time to time the accommodation and the trains to be provided by the Company, but by the contract no such power is reserved to the Government, and there is no regulating power in those regards at all. Under the Act the Government would have power to acquire the railway at any time that the public interest might demand; by the contract the Government is given no such power. Under the Act, the grades of the railway, the materials, the manner of construction, and the mode of working, including the construction and capacity of the rolling stock, were to be such as might be determined by the Government in Council, and it was as we all know, formerly the declared policy of the Government and Parliament that the grades should be very low. By the contract, however, the Union Pacific Railway as at first constructed, is fixed as the approximate standard, and it is well-known that the grades of that railway are very high. By the Act no power is given to the company to build branch railways, except one to the Georgian Bay and one to Pembina; by the contract power is given to the Company forever to build branch railways in various parts of the Dominion, and by the contract many other important privileges and powers are given to the Company, which I shall not now recapitulate, but which privileges and powers are not at all authorized by the Canadian Pacific Railway Act. Now, Sir,

I THINK I HAVE PROVED TO YOU

with some degree of fulness and clearness that this contract cannot be said to be one authorized by the Canadian Pacific Railway Act of 1874. I defy any hon. gentleman to rise here and argue seriously that this contract, such as it is, is authorized by that Act. On the contrary, I maintain that the conditions to which I have referred, and which are, some of them, not contained in, and some of them expressly contradicted by, the Canadian Pacific Railway Act, are consistent wholly never, unheard of and undreamt of, until the 10th of December, when this contract was laid on the table of this House. Had the Government invited tenders for the construction of this railway on the basis of the Canadian Pacific Railway Act of 1874, and failed of receiving them, and then proceeded to make this bargain, they could not have justified themselves by that invitation at all, because you must have invited tenders on some general basis, like that on which you proposed to make your bargain. I deny that you have authority to

MAKE A PRIVATE BARGAIN

until after tenders have been obtained, and you must obtain them on the general basis of your bargain. To do that you must communicate the general terms on which you propose to deal. You must give the public the opportunity of knowing that you are willing to accept tenders on wholly different terms; you must say, "Gentlemen, we invite you to tender for the building of the Canadian Pacific Railway; we do not hold ourselves bound by the Act of Parliament, or by its price. Tell us how much land and how much money you want, what works you would like us to construct, what privileges, what exemptions you want, what restrictions, what alterations in the Act of Friiament you want." It must be a sort of go-as-you-please tender. So far from there being such an invitation, there was no invitation whatever, except indeed the invitation which the hon. First Minister says he gave at a religious pic-nic at Bath on the 29th June;

AND HE RATHER INFERRED AT ME

when I asked if that was a notice, saying that I was taking a legal view of it. He admitted that it was not a legal notice, but he said, notice is notice among men of sense. Well, let it be so. What did the hon. gentleman do at the pic-nic? He said—and as if he thought people did not believe his own words, for which I think he had no ground, he called on the Finance Minister beside him, to corroborate him—that the Government—I speak from memory—had two offers for the construction and working of the railway. Capitalists, he said, of undoubted standing and ability have come to us, and want us to allow them to build this railway, and make fortunes out of it. The Government are considering these offers, and you may relieve yourselves from any anxiety that this road is going to cost the country a cent of money. Was that a notice to the rest of the world that tenders were being invited from the rest of the world for the construction of the Pacific Railway on any terms that the rest of the world pleased to offer? Was it a notice that the Government was prepared to arrogate to itself authority to set aside every one of those essential principles of the Canadian Pacific Railway Act, and to make a bargain wholly dissimilar from and contrary to, those principles? Am I taking a legal, a technical, *nisi prius* point when I say that no capitalists other than those favored men with whom the Government are dealing, can be supposed or expected to offer for this work on such an invitation as the hon. gentleman gave at this religious picnic? Where are these tenders? Where are these offers? Where is this correspondence? On what conditions were these offers? On what conditions was the Government bargain made in England? We do not know it now; the capitalists of the world do not know it now. And yet the hon. gentleman tells us that we did not complain that he was

VIOLATING THE AUTHORITY

of the Act. It was not until he put that paper on the Table that we knew now far he had violated the authority of the Act of Parliament. However exacting our duty to be vigilant may be, it cannot bind us to warn against errors that we do not know have been committed, to complain of improprieties whose existence we are not aware of. The hon. gentleman contends that he might have contracted under the advertisement of 1878. Now, I will read you that advertisement, under which the hon. gentleman says he might have let this contract which is now on the table. That advertisement reads as follows:

"The Government of Canada will receive proposals for constructing and working a line of railway extending from the Province of Ontario to the waters of the Pacific Ocean, the distance being about 2,000 miles.

"Memorandum of information for parties proposing to tender will be forwarded on application as undersigned. Engineers' reports, maps of the country to be traversed, profiles of the surveyed line, specifications of preliminary works, copies of the Act of the Parliament of Canada under which it is proposed the railway is to be constructed, descriptions of the natural features of the country and its agricultural and mineral resources and other information, may be seen on application at this Department, or to the Engineer-in-Chief at the Canadian Government offices, 31 Queen Victoria street, E. C., London."

Well, if I have proved to you that this contract could not be made under the Canadian Pacific Railway Act, I have proved to you that it could not be let under the authority of that advertisement. Extraordinary to say, notwithstanding that formal notice that the hon. Minister had given at Bath, notwithstanding his immediately running away to England so as to be ready to receive tenders, he did not receive tenders for the construction of the railway on these terms from Canadian capitalists; and the moment they came back they announced no day of grace, they did not tell us they were surprised or disappointed that the Canadian capitalists did not come forward and ask once more—but they told us before their arrival, and more elaborately in that

SPEECH AT HOCHELAGA,

that a "contract firm" had been made. Well, if the contract firm was made in England—though my belief is that the contract was made by these gentlemen in England cabling to Mr. George Stephen on this side—and closed before these gentlemen came out, I need hardly say that after that period at which they announced the contract was closed, there was no opportunity for Canadian capitalists to tender. But, even then, although the matter was said to be ended—we did not know how it was in fact, because publicity is not allowed in this matter, and we have not been permitted to see what the contract was that was made in England; we do not know how much of this extraordinary bargain was made on this side of the water, and how much is to be found in the language of the document—the negotiations went on as to what are called minor details for several weeks, and on the twenty-first October the document was finally signed and sealed by the hon. Minister of Railways. Even then

SECRECY WAS OBSERVED.

Although the whole thing was concluded, although that opportunity for the public to tender, which these honorable gentlemen seemed to have apprehended, would have taken advantage of, if they made the conditions public, had now passed; although they had made the bargain, although they had signed sealed and delivered it, still there was secrecy observed. It must not be made known. We will wait a little and let out just as much as will induce the country to believe the best possible bargain was made. Let us announce first so much as shall mislead and delude the people into a false frame of mind with reference to the thing we have done. Let us keep the rest carefully dark. Let us not even announce that Parliament is going to meet early until the

LATEST POSSIBLE MOMENT.

Let us convene Parliament a fortnight before the time for adjourning at Christmas for the holidays and bring down the statement that it is of the utmost importance the railway contract should be let at once, and propose to Parliament to sit *de die in diem* and close the bargain by the 23rd December. Let us disregard the statements made at Hochelaga, that the contractors were prepared to go on entirely irrespective of the time when Parliament should sit; let us wholly disregard that statement made before the session; let us, when an adjournment is proposed for a day, say at once, "no, no,—the contractors want to get out the ties, which they cannot get out till this contract is let," although the First Minister had pledged his word that they would go on immediately, even if Parliament did not begin its sittings till February, with that work. Let us forget all that, and put every pressure upon members of this House and lacerate their domestic affections even, if only by any means we can delay to the latest possible moment to divulge—what shall I call it?—yes, I shall call it our plot—then let us do everything in our power to secure the consummation of this plot before the country at large can speak, or anybody else can make any proposal which shall put in a different light the bargain we are supporting. I ask you and every hon. member who saw this Syndicate contract on the morning of the 11th of December last, whether he was not thunderstruck at the conditions which, until that time had been concealed—whether the circumstances that the Government was to build the road from Yale to Fort Moody did not take away his breath—whether the circumstance that there were those monopolies, privileges, exemptions did not astonish him—whether the circumstance that the contract was so diametrically opposed to the Canadian Pacific Act, 1874, which was the only authority the Government could look to, did not strike him with surprise—whether he did not feel aghast at the prospect before him and the country? If that view existed as to the distribution of the subsidies and all the other points of the scheme, I ask you how is it possible to contend, as until this moment hon. gentlemen have chosen to contend, that there was a fair opportunity given other capitalists before this tender was laid on the table—to contend that no men could be found to form a company, and that therefore the Government was justified in letting the work without competition. I assert, and the House will recollect, that the country was wholly surprised on the morning of the 11th of December, when it found what were the conditions of this contract; and, within five weeks of that day

A PROPOSAL HAS BEEN HANDED

to the Government, and is now upon the table, based very largely, too largely in my opinion, upon those conditions, but compared with the first contract, infinitely preferable. The persons who have made that proposal are men of the highest standing in this community for wealth, for credit, for business ability and knowledge of railway construction and management. They comprise in themselves the most successful men, taken all together, that we know of. The combination is the strongest combination, as I said the other day, that has been ever witnessed of Canadian capitalists. To that combination names are being added every day. I received, a few minutes ago, a telegram from one of the new Syndicate who informs me that Messrs. E. and C. Guerney, of Hamilton, gentlemen well known here and everywhere, strong supporters of hon. gentlemen opposite, men of active business ability, who have made fortunes for themselves, and are worth certainly much more than a million have requested this day to be added to the new company. I have no doubt that in the course of the next few days many similar applications will be made from various parties, by those who believe that the old bargain is so desperately bad and involves such

ENORMOUS AND EXTRAVAGANT PROFITS,

that the new one, comparatively moderate as it is, contains within itself the elements of a large future. The men who have made this proposal are men who do not owe such money as they had to one lucky speculation. They are men whose commercial position and present wealth are the result of a long course of honorable toil and of long and well tried business ability and experience. The new offer for the construction of the whole line contains, however, proposals which are objectionable. The objections are those common to both. The new proposal is, notwithstanding, infinitely better than the old one. It may not be the best possible. I do not believe it is the best possible. I believe if fair opportunity were given to the capitalists of this country, there would be a much better offer yet submitted; but if you are to choose between these two, if the anxiety of Parliament and this House to complete this bargain, to take this subject out of the political arena, to relieve themselves from all trouble and try to determine their fate by having this question at once determined, is to preclude further competition, I say that as honest men, choosing between one proposal and the other, we cannot, and ought not, to hesitate in our choice. I say the new proposal is infinitely better than the contract on the table. You say it is too late. Are we, then, as a Parliament, bound to accept the worse instead of the better value? Those who so declare themselves are bound to justify themselves, and they can justify themselves only by declaring that the action of Parliament ought to be, and is in effect, that of a mere machine for registering the decrees of the Executive, and is not a free judgment as to whether this contract is fit to be made legal or not. If this contract is not fit to be made legal we are bound not to make it into a law. If we do not, we are free to see what better we can do, but you must not first determine you will make this law which, without your consent is not law, and then say because you have

made it into law, it is too late to look ahead and do better if you can. I say this new offer is tangible evidence,

REAL SUBSTANTIAL EVIDENCE

of the most plain and palpable description, that the contract is not fit to be legalized; and each of us must justify upon that basis the vote he is called upon now to give upon this question. Too late! Too late to save $12,500,000 in money and in land! Too late to dispose with all those monopolies, those exemptions, those privileges! Let us see for a moment, now, what it is too late for us to do. In the first place, the contract on the Table provides for a cash subsidy of $25,000,000 and 25,000,000 acres of land. For the same work those who submit the offer, propose to accept $22,000,000 and 22,000,000 acres of land. There is thus a saving of $3,000,000 in hard cash, and 3,000,000 of acres, equal, at the Government valuation of $3.18 per acre, to $9,540,000, or a total of $12,540,000. Next the contract provides as a standard the Union Pacific Railway as it was when first constructed. The proposal is to take the Union Pacific as it stood in 1873. Neither of them is good; but the offer is very much better than the contract. The hon. Minister of Railways will say, I have got a letter. I have to say the letter is not worth the paper on which it is written. It is a voluntary statement made without any consideration by three members of the Syndicate, as to what they are willing to do; but they cannot be bound by it. Still less can the incorporated company which is to have the contract be bound by it in any way. But, further, that letter takes the date of February, 1873; and large improvements were made in the construction of the Union Pacific during 1873, and the early part of 1874; and therefore a proposal to take 1873 is much better than to take the road at the very beginning of 1873. Next, the contract provides for giving $9,000,000 and 11,250,000 acres, for the prairie section, 900 miles, while the offer proposes to accept $6,600,000 and 9,000,000 acres for the same work, making a saving on the prairie section of $2,400,000 and 2,250,000 acres, or a total saving, at the same estimate, of $9,550,000 on that part of the work. Now, hon. gentlemen opposite may say that the

DISTRIBUTION OF THE SUBSIDY

as proposed in this offer is wholly disproportionate to the relative cost of the prairie and of the other parts of the road. I shall have the pleasure for once in my life of agreeing with hon. gentlemen. While it is wholly disproportionate, the only observation I have to offer is, that in the offer the sum is not so disproportionate as in the contract. If an inordinate share of the profit, as the Minister of Interior observed, is awarded by the offer for the prairie section, a still more inordinate proportion is awarded by the contract; if it is bad to offer $6,600,000 and 9,000,000 acres as proposed by the offer, it is very much worse to give $9,000,000 and 11,250,000 acres as is proposed in this contract. Well, the contract proposes to give $6,000,000 and 7,500,000 acres for the western 450 miles at Kamloops, while the offer proposes $5,400,000 and 6,750,000 acres for the same work, making a saving of $600,000 cash and 750,000 acres, or a total, on the former estimate, of $2,985,000. To that the same observations apply. I will not discuss whether the prices arranged in the contract are excessive; but this is clear, that whatever they are the prices proposed in the offer are very much more satisfactory. Then the contract provides that the Government:

"Shall also permit the admission free of duty, of all steel rails, fish plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges to be used in the original construction of the railway, and of a telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line."

The offer proposes to undertake the work

WITHOUT ANY EXEMPTION

from duty, and this will effect a large and direct further public saving. It is clear that every dollar which is paid into the Treasury in consequence of the duties not being removed, is a dollar diminished from the contractor's price. Now, let us see, so far as we can judge, what the number of dollars is in this particular. The hon. Minister of Railways says it is a mere trifle, about $60,000 or $70,000, and in one speech he placed that the sum of $90,000, and on another occasion placed it at between, I believe $90,000 and $100,000. The hon. gentleman omitted, however, to consider two material questions. He seemed altogether to ignore the question of material and telegraphic apparatus required for the construction and equipment of the telegraph line. The duty on the materials required for a telegraph line 2,700 miles in length must be very large. The hon. Minister did not omit, but gave, in my opinion, an inaccurate view of exemptions in regard to rails. The Minister said that was nothing, that steel rails are exempt now, and therefore nothing is given to those gentlemen. Does he suppose that those gentlemen, or their lawyer, were so foolish as to have a clause inserted in the contract except they derived some benefit from it? Why was this exception inserted in regard to steel rails if they were practically exempt already. They had it inserted because there could not be a practical exemption for them. Steel rails are by law subject to a duty of 10 per cent., but by the law it is provided that until 1st January next they shall be exempt from that duty. All steel rails imported after that date will be subject to the 10 per cent. The Government is to hand over to these gentlemen 5,000 tons of steel rails, and I believe they will want no more, or if they do, they will require but a trifle more before the period arrives at which the duty comes upon steel rails. Are you to suppose that the men who are not to complete their enterprise for ten long years are going to buy, between now and the 1st January next,

180,000 TONS OF STEEL RAILS,

which is the whole quantity they will require to complete the railway. The question of interest, on which I have heard some astounding calculations by hon. gentlemen opposite, with respect to a former purchase of steel rails, crops up. There is also the question of rust, of which we have heard time and again, and that rails rust a great deal faster when not used. These important considerations which have been referred to in connection with the purchase of steel rails, were no doubt present to the minds of the Syndicate. It is made plainer that the Syndicate would have practically to pay the duty on the rails, except for this special provision exempting them from duty. It is plain that the provision was not intended to be nugatory, that neither the Syndicate nor the Ministry inserted it as a mere farce, as a useless provision and as one suggesting nothing, but that they inserted it because they knew the duty would otherwise have to be paid, and they intended it should not be paid. Estimating only the price in September and October, the duty on the rails would amount to $576,000. It has been estimated that the duty on the fishplates would amount to $42,000, the bolts and nuts $60,000, the spikes to $108,000, making a total, including rails, of $786,000 for rails and fastenings. But besides these you have bridge material and also telegraphic apparatus. The contract provides:

"For 20 years from the date hereof, no line of railway shall be authorized by the Dominion Parliament to be constructed south of the Canadian Pacific Railway, from any point at or near the Canadian Pacific Railway except such line as shall run south-west, or to the westward of south-west, or to within sixteen miles of latitude 49. And in the establishment of any new Province in the North West Territories, provision shall be made for continuing such prohibition after such establishment until the expiration of the said period."

While the offer proposes to undertake the work without any such restriction. Now what does this railway monopoly mean? What does this freedom from competition for the through trade of the North West really mean? It amounts to

PAYING THEM ONE AND A HALF RATES,

and afterwards for the transport of one bushel of wheat, paying them 25 cents per bushel extra beyond the rate and a half. Now what does this mean? That a toll shall be taken to the tune of 25 cents a bushel beyond an ample compensation for the transport of wheat. An hon. gentleman at a former stage of this debate whose soul was above buttons, said he would not consider a question of this kind in reference to fractions of cents on freights, or any such paltry thing as that. He will allow me to tell him when we get down to the bushel, and find how much it is, it is easy to go up to the millions of bushels and find how much it is then. The farmers of the North West will understand, as he, a farmer, out to understand, what 25 cents or 27½ cents means very well. In 1870 Minnesota, with a population of about 400,000, produced between 17,000,000 and 18,000,000 in bushels of wheat and a large quantity of other grain. If you assure that you can get into the North-West within a reasonable time 40,000 farmers raising 400 bushels each, you get a production of 16,000,000 bushels. I say nothing of other grains or of cattle, but I take wheat alone and going far inside of the figures which hon. gentleman gave as to immigration and settlement, as to the improvement of the land, you find a production within a few years—take ten years if you like—of 16 million bushels, and that there is a surplus making a liberal allowance for domestic consumption and seed of over 13,000,000 bushels. Now, what does 25 cents a bushel mean? It means $3,250,000 a year of a tax upon the farmers of the North-West on that particular item of their produce. It means that reduction in values to them; it means a rent on these lands for wheat only of three and a quarter millions a year. But that is not all, because the people of the North-West must import as well as export, and they must pay freight on their imports as well as their exports. We know quite well that there are, among the imports which will come into that country, goods which are charged for at much higher rates by the railway companies. We know, also, from what I have informed the House as to

AGRICULTURAL IMPLEMENTS,

that somewhere about the same proportion of extra rates, of monopoly rates, of toll, tax, duty, imports, in addition to a fair charge for transportation, is levied by the St. Paul and Manitoba Railway. I say it is a moderate estimate to double what I have estimated as the rent for the wheat lands in ten years, as the toll, or rent, or charge, that they will put upon the imports of the North-West I say it is a low calculation that the monopoly will be worth $10,000,000 a year to this Company in ten years, if the North-West no one-half at that time what you now depict. Now, Sir, what is the result at present? Why, even in summer time when you have got free navigation, when you have got a great water highway to within a comparatively short distance, the rates are but a trifle lower. I told the House before that they are only about $10 a car lower on the whole distance. It is true we have but a short railway mileage, but they are determined to exact their toll as long as they alone furnish the means of access. Now, I say the question of the price of land is nothing, it sinks into insignificance, whether you shall charge a man $1, $2, $3, $4 or $5 for his land, compared with the toll that it is competent to this company to exact, and that this company is at present exacting on the St. Paul and Manitoba Railway; whether you charge him $2 or $5, for his land the interest on that sum measures the amount he loses per annum, a few cents for each acre.

YOUR MONOPOLY TAXES HIM DOLLARS

instead of cents. The hon. gentleman has said that there are various remedies. The hon. Minister of Railways has given us on sundry occasions—not so much here as elsewhere—several remedies. I will proceed to consider them one by one. His first remedy was branch lines south of the Canadian Pacific Railway. He said that there were three lines chartered which may stretch away to the Rocky Mountains, and if the Canadian Pacific charged too much those three lines would compete with it. Why, these line are feeders to the Canadian Pacific. It is possible that they may to some extent affect a certain amount of the local trade of the Canadian Pacific Railway, but it is quite clear that whatever goods from outside the North-West into the North-West and into the interior, even if they pass along either one of these three lines, must reach them by the monopoly gates, by Thunder Bay, or by Pembina. They have the gates, they have the avenues, and they can charge such tolls as they please, and leave to the local railways the remainder what they choose not to charge as the price at which it shall carry the stuff. Therefore, that argument of the hon. gentleman as to through traffic, as to that traffic in which the people of these territories and ourselves are chiefly interested in this movement, as to the tax upon the grain of the North-West, as to the tax on the imports into the North-West, it is quite clear that these lines will furnish no relief, and it is also clear that it is the intention of the Administration that there shall be no such relief, because this prohibition is expressly designed to prevent a competitive railway. The second remedy of the hon. Minister was

LIKE UNTO THE FIRST ONLY WORSE.

He said, we have not confined ourselves to chartered railways to the south; there are two railways already chartered to the north; and depend upon it if this monopoly is so oppressive as is predicted, if these people continue to charge too high rates, those railways will be built out to James' Bay, and from James' Bay is the shortest route to Liverpool, with an ocean open for a considerable portion of the year, and trade will go that way, and thus the monopoly will be destroyed. The hon. Minister of Railways in his discourses in the city which he lately adorned, and in which I now reside, and also in the city of Montreal, a remedy for the monopoly he is proposing to create, and that if it is only oppressive enough, if it is only grinding enough to induce a resort to relief, the relief is open, they are not actually shut up to it. They can, and he said they soon would, build a railway to James' Bay to take the wheat to Europe, and bring back the imported goods by that quarter. Now, do you think it would be a good thing for this country, first, to establish a monopoly under which the people would groan, so that they would be obliged to build that railway, in order to relieve themselves, and so deprive you of the whole benefit of the trade of the North-West, by sending away from your ports the wheat and grain to come down, and by sending away from your ports and merchants the imported and manufactured goods to go up, by providing a new *entrepôt*, a new emporium, on the shores of James' Bay, a rival to Montreal and Toronto, leaving them, not figuratively, but literally, in the cold, while you have provoked the destruction of that which you hoped from the acquisition of the North West. To what end are you spending all these millions? To what end are you incurring all these burdens? What is your interest in the North-West? I have said before, and I repeat, you have a noble interest, the interest of those engaged in the task of building up a great country. But you also have, you avow it, and it is not discreditable to avow it—a material interest. You believe your own prosperity will be largely augmented by the prosperity of that country. You believe that

YOU WILL BE COMPENSATED,

not only in the sense to which I refer, but also by the large development of your trade and commerce. You believe that your seaboard and inland towns will be stimulated, that a tide of trade will flow through their veins, that their wealth will be increased by the prosperity of the North-West; and a Minister seriously tells us, "True it is that there is a risk of a monopoly, but true it also is that we have provided for deliverance by the building of a railway to St. James' Bay, the shortest route to Liverpool," so that you have the hope that the whole of the trade of the North-West will be lost to Canada. "Oh, but," said the Minister, "we have self-interest. It is the interest of any company to stimulate traffic;" and he applied a phrase which I quoted from the joint letter of Messrs. Vanderbilt and Jewett, in that direction. These Railway Presidents said it was the interest of any company to charge as high as the traffic would bear, and yet stimulate production; but the hon. gentleman said it was to their interest to stimulate production; the lower they charged, the more production was stimulated, and, therefore, they would charge low down. The hon. gentleman, blind to the facts, deaf to the complaints coming from the neighboring Republic, ignorant of the committees, the senatorial and State investigations, and the various bills directed to the remedying of the mischiefs arising from the excessive charges of railway companies, says this glorious principal of self-interest will insure you low charges. Well, does it? Do you not know that everywhere the railway companies charge just as high as they can, not as low as they can? Do you not know that they consider—not how low can we carry this stuff and make a profit, but—how high can we carry this stuff, and get the stuff to carry? The hon. gentleman said that the leading men in the St. Paul and Manitoba Railway Company would charge low rates, because it was

THEIR INTEREST TO STIMULATE

production. Well, the St. Paul and Manitoba Railway Company have a large interest in stimulating production now, and do they charge low rates? You knew they do not! The hon. Minister himself admitted that they charged exceedingly high rates, so that his axiom as to the principle that would modify charges does not appear to be strictly axiomatic in their case. The hon. member for Lincoln (Mr. Rykert) quoted the other evening a speech which I made in 1874, in which I expressed the opinion that a bushel of wheat would not come down from the Saskatchewan by all rail route to the seaboard, because it would cost too much. Well, that opinion was, I believe, a sound opinion, according to the existing lights and conditions of things, and I will give the hon. gentleman the reason. First of all, let me give him an authority or two. Mr. Poor's book on railways for the year 1880, states that freight is now moved at a rate per ton per mile which five years ago would have been regarded as impossible. The rates for 1873 on the New York Central, to which I have just adverted, would have given for 1879 $31,000,000 of return, instead of $19,000,000. In 1870 it was thought that the lowest possible rates for all rail from Chicago to New York would be 24 cents a bushel, but in 1878 the average all rail rates between Chicago and New York was only 16½ cents, and the lake and canal rate was as low as 10 cents or under; and in 1879, wheat was taken from Chicago to Liverpool for 17 cents. On this subject I have some statistics which, of course, the hon. member for Niagara (Mr. Plumb) may use, as he just now suggested, as indicating that notwithstanding the monopoly there was a reduction in rates. The railway rates per ton per mile show a decrease from 1873 to 1879 of nearly one half, as will be seen by the following table:

	1873	1879
N. Y. Central	1.57	80
N. Y., Lake Erie and Western	1.45	78
Pennsylvania	1.41	79
Pittsburg, Fort Wayne and Chicago	1.41	76
Lake Shore and Michigan	1.33	64
Michigan Central	1.22	69
Chicago and Albany	2.12	1.05
Chicago, Burlington and Quincy	1.92	1.02
Chicago, Rock Island and Pacific	2.29	1.43

That does not prove there is no danger of a monopoly, but that, to a certain extent, competition has, where competition was brought to bear, had had an effect in reducing the rates; but to by far the largest extent, those rates have been reduced by economies in the conduct of railway business. I believe in fact that you can build and work a railroad so much cheaper, that the cost of transporting goods is so very much reduced, is a thing you should consider when you talk of paying a company many millions to meet the cost of building and running such a railroad. If I prove the cost of running is reduced enormously, I prove the cost of transportation is reduced enormously. The Minister of the Interior, however, justifies these restrictions as not merely good in the interest of the Syndicate, but in the interest of the North West. He said it was a political conception which they wanted to introduce into the scheme of the company—that the Government themselves were anxious that those restrictive provisions should be put in, and that we must protect our infant country, our infant railway, and our infant industries. Such

A LUSTY BATCH OF INFANTS

I never heard coming together at one breath. But the hon. gentleman does not carry out his National, his Japanese, Policy; because, while in the interest of the North West, he says he imposes a restriction upon the building of railways which should communicate with the frontier, he leaves to the Syndicate the liberty to build these railways if they will. The views of the hon gentlemen opposite with reference to our North West seem to me of the gloomiest character. They say, first of all, when you want to get an emigrant into that country, the only way you can do it is to practically blindfold him; because if you let him see or get within 100 miles of the American frontier he will be quite sure to go to the United States. After you have blindfolded him and settled him in the North West, what is the present phase of the Government policy? They say, if you intend to keep him, in our country you have got to fetter him, and if you wish to keep his trade you must also fetter his trade; if you build the railway close to the boundary both himself and his trade will go to Dakota and Minnesota and stay there too. The right hon. gentleman says that not a pound of freight will go by the North Shore if other routes are open. Well, I never said half so hard a thing of the North Shore as that. I never thought but that some trade would go over it. But it appears there are other routes so infinitely more advantageous in the hon. gentleman's view that not a pound of freight will go that way unless you render impossible that it shall go any other way. There must be something wrong in this, Sir, I would like to know the reason why the North Shore road having no interest account to pay, and being also the shortest road, can never get a pound of freight if it is allowed to be bled by other roads. Well, what is wanted is not that. This story is not correct in my opinion. These views of the hon. gentlemen are altogether exaggerated views. I will tell you what is wanted. It is that this company should have power to charge a higher rate for going over the railway than they could charge if there was competition. It is not because they could not take a pound of freight over the North Shore if there was another road, but it is because they could not get the monopoly rates they wanted to charge on the North Shore, if you allow the people the choice of routes and the benefit of competition. The hon. gentleman waxes eloquent upon this subject. He said, you are going to do this only for ten years after the railway is established. He said the American railways were very powerful that they would carry for nothing, that they would take hold of that trade and insist on having it and having once got, would hold it forever. What are you going to do by your policy for ten long years. You are going to leave the only all rail outlet from the country by Chicago. You are not merely not creating competition, but providing that they shall have the traffic at their own prices. And if it be true that channels of traffic once worn, it is difficult to get out of them; if it be true that connections once formed are important factors in the commerce of the country, I say that the future of this country is seriously bound up in the hon. gentleman's policy. I say that a policy which determines that for ten long years there shall be no all rail connection except by Chicago and Southern lines is one more calculated to carry out the views he deprecates and create the result he dreads than any other conceivable policy. And I repeat that the Sault line

WHICH WITHIN THREE YEARS

would give you a chance of getting the traffic back again after passing a few hundred miles through American territory is the best chance of relief from ten years bondage to the American system, to the Chicago and South West interests that can be conceived, and if you do not adopt that view you will rue it, not for ten years, but for all your lives. The hon. gentleman denounced me as a traitor for supporting a scheme which would give you seven years during which your scheme declines, an all rail connection within the North West, which would give you within three years, not merely an all rail connection with the North West, but would take the commerce of the Western States as well as the North West down to Ontario and Quebec. The hon. gentleman denounced me as a traitor for proposing that scheme. I did not propose it; it was he that proposed it, in this House, last session, and the leader of the Government in the Senate announced last session that it was the intention of the Government at this session of Parliament to propose a subsidy for the construction of that very line. The Minister of Railways at Montreal and Toronto applauded the plan and said it was of the utmost importance to this country. If I am a traitor it is from him I learned my treason. The hon. gentleman say it is a grand thing to join the Provinces. I want them joined soon. I want them joined quicker than he does. I want them joined by the easy, cheap and expeditious route I have pointed out by a route which will cost you little money, and which will give you connection seven years sooner than you propose to get it. If you want the Provinces joined

ADOPT MY PLAN.

The hon. gentleman says my policy is never to build the British Columbia section. Not so. That is not my policy. I know that hon. gentlemen choose to say so, as they have frequently chosen to misrepresent and misstate my views. I have said: "Wait until the country is strong enough for the task; utilize our resources in the construction of the road where we must want it and which will produce the earliest results. I have said my policy was to supply a strong backbone to our railway system, with a population which would maintain it, and develop the North-West, and enrich ourselves, as we hope to enrich ourselves, by its trade and traffic, and then proceed with the construction of the ends. I have said that my policy is not one of abandonment but of postponement, and I believe that postponement just now in the work of building the ends, would result as the hon. member for Norfolk (Mr. Charlton) said in his speech, in our being able to construct the ends on much better terms, five years hence, and to complete them almost as speedily as we can do by beginning to-day. But that is not the question now. I have shown you that the contract proposes the creation of the most odious monopoly, with reference to the North West Territory, that was ever proposed to any country in the world, at any time in the history of the world. Well, Sir, the old contract creates this monopoly; the new proposal abrogates this monopoly. It leaves you perfectly free to charter railway lines where you deem meet. It leaves you perfectly free to create proper conditions and such competitions as may be desirable, and it leaves the Provinces free to do the same. It does not tie your hands. Do you want that your hands should be tied, or that they should be free to act as the public interest may require? If you want to tie them, take the contract; if you want to keep them free, take the proposal.

THE CHOICE IS YOURS;

the responsibility of choosing is yours. Choose, then, and choose wisely. The contract frees from taxation the railway, its property and its stock. That exemption is contrary to the general rule in the United States, a little book which contains the report of Charles Francis Adams and others on the subject of railway taxation in the United States, and elsewhere, summarises the law upon this subject and makes it to appear that in the whole of the States of the Union there is no instance of general exemption from taxation. There may be one or two isolated cases in particular States of partial and temporary exemptions from taxation of particular railways under special circumstances; but the general rule of almost universal application is that there is no exemption in one form or another from taxation. The instances which the hon. Minister of Railways quoted in other places in Minnesota and Wisconsin, are instances of exemption from taxation by one Statute and the imposition of taxation by another—a license tax, a tax upon gross receipts, is imposed in lieu of other taxes, and it may be that this is the fairest mode of taxation. Some hon. gentlemen have said that it is of very little consequence, that the road-bed is taxed very lightly in Ontario, that some of our Legislatures have declined to tax railway companies at all. But what kind of railway companies were these? They were railways

BUILT WITH PRIVATE CAPITAL

and were not paying interest on their investments. I do not say that a rule of this kind does not apply to a railway that is built at the public charge, and that is given a monopoly to secure it in obtaining good rates for its traffic. But this is no temporary exemption, it lasts for ever; no matter how bloated this corporation may become, no matter how magnificent may be its network of railways, no matter how blooming its country, no matter how prosperous the towns which are tributary to it, no matter how exaggerated its dividend, forever, and forever and forever you free it from Dominion, new provincial and municipal taxation. In considering that, you have to look at the general result of taxation. Some of the United States railways you find paying a tax of $300 or $400 per annum, and $600 or $500 per annum is paid as taxes by the English railways. You find, therefore, that the possibilities of railway taxation are very great. You find the Illinois Central Railway paying almost the whole expenses of the Government of that State, and you find the people so nervous best the Legislature should be corrupted and should dispense with that, that they have actually put a clause in the constitution providing that the taxation of the Illinois Central Railway shall not be modified by the Legislature, but shall be referred to the general voice of the people. There is another point in which

THIS EXEMPTION IS OBJECTIONABLE.

It places this Company in the position of a monopoly by itself, because it places at a disadvantage all competitors who are to raise the funds themselves to build their railways. The contract requires perpetual exemption, the offer does not demand any exemption at all. Then the contract provides that the land grant shall be exempt from taxation for twenty years, unless sold or occupied, from the date of the grant. The money gain to the company is enormous, there can be no doubt about that. There can be no doubt that the burdens which this company are freed from are most serious. Hon. gentlemen opposite have said so. They have said they could not use this land grant otherwise, that nobody would buy if they supposed the Syndicate was to be subjected to the same taxes as the rest of the world. They get the choice of land, and they are not to pay the same taxes as the rest of the community. Why should they not? Is it because they get a large profit? Because they are getting altogether four prices for building the prairie section, that therefore they are to be untaxed and free? Then the indirect loss is still greater by this mode of settlement, by the burdens it imposes on the adjoining settlers for the benefit of the railway company itself, by the imposition

OF DOUBLE TAXES

on those who go in for the benefit of this great corporation. I do not know of anything that will more interfere with the development of the North-West than this clause of exemption from taxation. In the Pacific Railway Act there was the express power for acquiring the railway. A similar provision is made in the offer now before the House. New, I saw that

IT IS IMPROVIDENT IN THE LAST DEGREE

that you should tie your hands and in creating a new railway, not give yourselves the power, if at any time the public interest shall demand it, to acquire the railway with a view to regulate the question of rates. I do not say you shall acquire; I hope the day will never arrive that you may want to acquire it, but I say you ought, if you be prudent men, to take the power into your hands to acquire it if the public interest should demand that step. That, as I have said, was the unanimously agreed policy of this country as embodied without dissent in the Canadian Pacific Railway Act of 1874. Now, I want to know whether you propose to keep that right in your hands or give it away? The contract gives it away; the offer keeps it in your hands. The choice, I say again, is yours; choose! You will be held responsible for your choice. Then there is a

LIMITATION OF THE POWER

of the Governor-in-Council to reduce the right of tolls. By this contract the General Railway Act is varied in favor of this great corporation. By the General Railway Act the Governor-in-Council can reduce at any time the established toll to any point. Under any circumstances whatever they think the interest of the public requires they are free to do. They are free to do this with reference to railways constructed by private capital and as private risk; but in reference to this railway, to be constructed by the public money and really at the risk of the public, a limitation not conferred, not given in favor of the railway companies, is imposed. This company must earn a dividend of ten per cent, before you can reduce the established toll. I admit that the first toll is to be fixed by the Governor-in-Council, and I have already pointed out that the first toll is necessarily to be sanctioned at rates which should not be permanent. You have a sparse population, a minimum traffic, and therefore increased cost in transporting passengers and goods. That is to be taken into account in your early freight tariff, and you cannot reduce this early freight tariff unless ten per cent. dividend is being paid, not on the private capital but on the whole capital, public and private which is invested in that railway. There may be $8,000,000 a year of dividend before the Governor-in-Council can interfere. Such is the result of the contract. The offer contains no such limitation. It leaves the Governor-in-Council to the same power as to the Canadian Pacific Railway which it has as to other railway. There is no provision whatever in this contract for a Canadian interest in the Company. This is a contract made by persons whose interests are outside of this country altogether. I do not think much of the English holding in point of extent. I do not believe the house of Merton, Rose & Co. has any substantial interest in this undertaking at all. They may be brokers for the sale of the bonds; they may have some trivial interest in it; but I do not believe they will have more.

Mr. KIRKPATRICK—What about the French house?

Mr BLAKE—I do not know the French house with the Dutch name. As to the American house we know about them, and as to the American railway proprietors we know about them. Hon. gentlemen opposite who assumed an ultra-patriotic tone, as to the connection of Americans when they prepared the Allan contract, took at that time extraordinary precautions to obtain a Canadian holding. They took care to obtain subscriptions in the different Provinces, in some sort of proportion to the wealth of each Province and they arranged that those subscriptions should be by Canadians, and that there should be no transfer for at least, I think, six years. All that is now reversed.

YOU HAVE A CANADIAN POLICY

as to non-connection with American Railways unless the Syndicate agrees; but you have an American policy as to the holding; for it need hardly be said that the potent proprietors in this company are the proprietors of the St. Paul and Manitoba Railway, and that they and the New York representatives of Stephen and Company are the ruling spirits of this concern. But why not give some Canadians an opportunity to hold some interest in the Canadian Pacific Railway? Do you not think you would by that means have a better security that the railway would be run in Canadian interests, than by the precautions you are now taking? At any rate, do you not think it reasonable that you should give Canadians a chance to have some interest in a railway which they are to pay for with their taxes and their lands? The contract contains no such provision, but the contrary. The offer contains a proposal that stock books shall be opened in the principal cities of the various Provinces, with the view to the allotment of stock to Canadians in each Province. Your choice is free again. Such are the terms of the contract as compared with the terms of the offer, and I do not hesitate to say, that whether you regard the money, the lands, the allocation of the subsidies, the monopoly, the exemption from taxation of the property, the exemption from taxation of the land,

THE EXEMPTION FROM DUTIES,

the provisions as to the regulation rates and fares, or the provisions as to the Canadian holding, you find most important improvements in the offer over the contract; you find that these two instruments cannot be looked at at the same moment without the conviction being impressed upon the mind that there is no comparison between them as to which you should choose. The options to be given to the Government in this offer, I entirely agree with the hon. gentlemen opposite, are not advantageous. I adhere to the view I have expressed in this House and elsewhere, that if you were going to open this question and to deal with it, as we were dealing with it last Session, the true view would be to construct at this moment the line only across the prairies, and to build the Sault Branch. I am, however, of opinion that these advantages could be bought too dear, and I am of opinion that the terms which these gentlemen propose for these various options are quite inadmissable, because I believe that the work of the middle section by itself could be done, as the hon. Minister stated the other day, very much cheaper than it could be done if you adopted those options. I am, therefore, quite in accord with him in the view that it ought not to be in the policy of any Government or Parliament to accept those options at all. But, refusing to avail ourselves of those alternatives, the offer stands as an offer to build and work the whole line, and must be so dealt with. It is an offer to do just the work which the contractors propose to do, to assume just the obligations which the contractors propose to assume, to enter into just the liabilities which the contractors propose to enter into, to do just the same things as they propose to do, only on terms directly and indirectly infinitely better for this country. So treated, it saves you in cash, irrespective of all other points, $3,000,000, with which you can build the Sault line without a penny of expense. You can go to work and build this whole railway, and take the $3,000,000 which is saved over the other contract, and with that aid a company which will in that give you the Sault line too. The hon. gentleman said that this offer was a plot—a discreditable plot—concocted *male fide* and not intended to be carried out, and another hon. gentleman seemed to insinuate that I knew something of its terms. I may say that

I KNEW NOTHING WHATEVER

of its terms until I saw it after it was signed. Had I been consulted on the subject, and had I chosen to offer advice, I certainly would have offered advice that many of the blemishes which are common to both offers should be removed from this offer. I was not consulted on the offer, not knowing, as I said, what was in the papers until the offer came down here signed. I do not know, then, where it was drawn. I think if it was drawn here, some of these blemishes would not be in it. But I am in the region of conjecture, as the hon. gentleman was, and I, therefore, do not assert anything positive on the subject, as he when dealing positively with the subject chose to do. Now, Sir, the hon. gentleman says that there are Reformers in the offer. It is true the large majority are Reformers. Mr. Hendrie, a man of skill, means and great ability and success in railway construction, is an important member of that Syndicate, and he is well-known to be a strong supporter of hon. gentlemen opposite. It is not, therefore, exclusively a Reform combination. The hon. gentleman said, using an expression which I had supposed was hardly parliamentary, and which had better, perhaps, not have fallen from the lips of the First Minister, that this was a bogus contract. He said it was bogus because those that presented it knew perfectly well that the Government was absolutely pledged to the old contract, and he proceeded, as I said before, to crack the party whip, to apply the lash to his followers, to tell them that the Government must say they felt their usefulness gone if they rejected this contract. Well, if the hon. Minister who has been using for the month past all his persuasions in private to induce his followers to keep an unbroken front:

Mr. ROCHESTER and several hon. members. No, no.

Mr BLAKE—Well, Sir, I am quite sure that he did not apply to the honorable member for Carleton any persuasion, because he was quite well aware that hon. member would do exactly as he wished. I do not believe that he talked to everyone of them. I said that he had been using all his powers of persuasion to keep an unbroken front. I say that these private suggestions and requests from recalcitrant followers proving ineffective, the hon. gentleman was obliged to propose yesterday to change his course and make a public declaration. He, a powerful Minister, with a majority of 70 or 80 at his back, declared that this must be treated as a question of confidence, and that his followers must understand that the Government would stand or fall by the assent or dissent from this contract. He told them, in fact, that they must choose between the Government and the contract. The hon. gentleman says that this contract is a bogus one, that these gentlemen have put it in dishonorably, without any intention of fulfilling it. Well, I think the people of this country who know the names and the characters of these persons, will resent that insult to them, an insult wholly undeserved, an insult which the First Minister had no right to cast on such a combination of persons as are represented in that paper. Their deposit is an answer to your challenge. It was said a while ago that they meant nothing, and that there would be found for him an easy way to escape, that if the Government rejected the other contract some hitch would take place. But you know by what has been laid on the Table that over $1,400,000 in cash now stands deposited as security, that these gentlemen will, if this charter is granted and this Company formed, put in the million dollars which the contract, in common with the offer, requires that the Company should deposit. Therefore, the forfeit of that $1,400,000 is the price these gentlemen must pay for not carrying out their agreement. Punish them if they are guilty! Now, I ask what better proof could be given of the madness of your course in not advertising for tenders, than the offer backed by the names to which I have referred, and the deposit of $1,400,000 affords? What better proof could there be that you ought not to have attempted to let this gigantic contract on these unprecedented terms in

A HOLE-AND CORNER SECRET FASHION,

without giving the public, Canadians and foreigners, the opportunity of tendering, than the circumstance that this offer is given? The hon. gentleman says it is not intended to be carried out; but you can make its authors carry it out. These names are as good as the names to that contract, and better. These names are names which, without any discredit to the gentlemen connected with that contract, would compare favorably with them, and would command public confidence as fully as theirs do. In addition you have the deposit of $1,400,000 as security for the carrying out of their undertaking; with the gentlemen of the Syndicate you have nothing but their word and their statements. I do not say these are not good enough; I believe they are. I believe that the agreement of these gentlemen to deposit $1,000,000 would be implemented if the contract was less favorable, and that it will be implemented of course in such a contract. Why will hon. gentlemen opposite, against light and reason, insist upon this contract? What is the reason we could not get the first offers? They are secret, concealed from us. The old contract was secret, and concealed from us. No advertisement was issued for this contract. The whole work was done in the dark. What is the secret reason or motive for all this mystery, and why is it that we can learn so little of the circumstances which preceded that fatal section? We know not. But we may conjecture for ourselves that this, no more than those other things, was concealed from the pure air and light of day without some reason. What is the secret reason and motive of this persistence? Let the House and the country answer. The hon. gentleman has alleged that if I had my way I would be disposed to give these acres and subsidies for the middle section of the prairie alone, and give up the ends of the road. The hon. gentleman had no right to say so, and I now tell him that he is wholly wrong, I have already stated, and I now repeat, that I believe that the errors of the contract, in regard to the distribution of the subsidies, exist in a modified form, though to a highly important extent, in the offer that I believe three prices for the prairie section would, perhaps, instead of four, be prescribed in the offer, and that I would not affirm it to be advisable for the House to give three prices for the prairie section standing alone. My opinion is that the prairie section ought to be constructed itself by a company for a subsidy much less than it costs, because if the Company was to work it would be a profitable section to work after a while. Entertaining that opinion it would certainly be an act of treason on my part to propose to pay three prices for its construction standing alone. But this does not interfere with the offer for the whole line. The hon. gentleman says that the fact that the monopoly clause is struck out of this present offer is a proof that it is not genuine, because no man in his senses would offer, he says, to build and run the railway without the monopoly clause. Well, Sir, this gives us a little of the true inwardness of this monopoly clause. It proves to us that this is a Syndicate clause and not a Government policy, and that proof is quite consistent with the observation I formerly made that the Syndicate is free to build, if it pleases, and that all the rest of the world is restrained. I say, Sir, that there could be no better

PROOF OF THE MONSTROUS CHARACTER

of the policy in which the hon. gentleman proposes involving the country, than that he should tell the House deliberately that no company would undertake to construct and work this railway including both ends, without a monopoly of the North-West Territory for 20 years, and I say that if that is the price we are called on to pay for the immediate construction of the road, it is a price too great, and one which we should never be called upon to pay. The hon. gentleman says that we shall destroy the future of our country by our suggestion; that we expose it to American subjugation, that American railways and American combinations will control us, and that we shall be a miserable country under the heel of those great corporations, and under the control of their working. Well, Sir, my opinion is that if this contract goes into force you will have this American system of working railways introduced into the North-West. It is the working of the American system and their views that we have demonstrated as applying to the St. Paul and Manitoba Railway, and you will simply be importing that system into our own North-West Territories. But the hon. gentleman doubtless intended to go, and did go, further. He says that the policy of proceeding slowly with the building of the ends and getting in the meantime the connection by the Sault was one inviting American subjugation. I say that there is but one way in which you can imperil the future of this and render possible that dark future which the hon. gentleman depicts, and that is by so burdening the resources

AND CRUSHING THE ENERGIES

and the standing, the development of this country that you drive it into this course of destruction. I say that what hon. gentlemen are proposing to do to-day, at once inflicting great burdens on us and at the same time taking away our hope of relief, from the monopolies and the exemptions they are creating in the North-West, is the real road to that American subjugation which the hon. gentleman professes to dread. Give us a reasonable taxation, give us no undue burdens, give us a rapid development of the North-West, give us an early all-rail connection with that country, and you leave us free from those inducements to change which the plan which the hon. gentleman proposes may perhaps involve. But tell us that with one hand you will impose on us all these heavy, heavy burdens, and with the other withdraw from us as you are doing all the expected compensations from the North-West, and then you yourselves commit the mischief you profess to deprecate. We know what the politicians of Prince Edward Island say. They say that her local men raised her debt by building a railway to such a pitch that she had to go into Confederation because she could not pay her taxes. They say she was railroaded into Confederation. We know that the local politicians of Newfoundland proposed to build a railway, and it was immediately charged against them that they wanted to raise her debt so as to throw the Province into Confederation. And such was the feeling that I believe it is an ordinary custom for the electors of that Province, to require from their candidates that they shall take a solemn oath not to advocate Confederation, before they will trust them with their suffrages. If Prince Edward Island was taxed into Confederation, and Newfoundland was threatened to be taxed into Confederation, what are you doing with regard to the Dominion of Canada? You propose with one hand to tax us and with the other to withdraw those resources out of which taxation may be paid. You are proposing to make our condition almost intolerable. It is easy to see the game of the Government. The game is to call this proposal, signed as it is, and backed as it is by money and means, a mere farce, a trick, which they say we shall be ashamed to mention two years hence. Sir, the hon. gentleman will find it m

General News.

— The bank of Nova Scotia has issued annual statement whch show the most satisfactory year's operation. The net profits were after writing off all bad debts, losses, etc., $107 941.27.

— In New York and Boston one sees the faces of eight generations, and the relics of colonial times. In Chicago Mr. Gurdon Hubbard is now living an active man, seventy-eight years of age (and looking sixty), who came to the spot when there were but two houses there.

— A Russian sailor named Ivanoff, on board the frigate Edinburgh, in Cherbourg harbor, having struck an officer, was sentenced to death, taken three miles out to sea in order to be beyond French jurisdiction, and hung to the yard-arm.

— Engineer Williams was attacked by heart disease, while alone on his locomotive, on a Virginia railroad; but in spite of the suddenness of his death he was able to whistle down brakes and close the throttle, thus averting a disaster.

— In one of the churches of Paris, France, on Christmas Day, a dastardly sacrilege was committed. Nitrate of silver was thrown into the holy water vessels of the church, and upwards of 400 persons were badly disfigured, some of them having their sight endangered.

— The Kentville *Chronicle* gives the following lumber items:—Messrs. J. P. Chipman & Co. have got out about 12,000 trees at their mill, and are making preparations for a busy summer. One gang of McDonald's men got out over 5,000 logs from the woods, west of the Gaspereaux lakes, during the last four weeks.

— A number of English coal mines are being worked under the ocean. In Northumberland the net available quantity of coal under the sea, is estimated at 403,000,000 tons, and on the Durham coast under the sea, including a breadth of three and a half miles, 734,500,000 tons. The latter mine is in a vein of an aggregate thickness of thirty feet distributed in six seams. Engineers are considering how it can be worked successfully in the future.

— The Windsor *Mail* says:—"We hear that a stock company of about $200,000 capital is talked of in Windsor, for the purpose of manufacturing agricultural implements. As the sale of these goods is large and always on the increase, we have no doubt of the success of the undertaking. We have heard it stated that at least $150,000 worth of agricultural implements have been sold in Nova Scotia in one year, and there is no reason why such a large amount of money should not remain in the Province. We look anxiously for further developments."

— A fatal accident occurred in Dartmouth on Tuesday afternoon the wife of Mr. Leonard Mosher, of the Asylum Road went into the barn to give a cow some hay. She had thrown the hay down from the mow and was about to descend when she slipped and fell to the floor, a distance of about ten feet, striking a wheelbarrow and tub. She staggered out to the house of a neighbor falling as she entered, with the exclamation, "I am dying." When picked up she was lifeless. The deceased was forty-one years old and had six children.—*Presbyterian Witness.*

— The Cape Breton Oil and Mining Company are sinking a well half a mile from the western shore of the lake, and have reached a depth of 1,000 feet. The prospects are said to be good, the oil being of a quality exceptionally valuable. The local manager of the company intends, he says, to sink twelve wells in this district. Three other Boston companies have entered the field, one having contracted for ten wells, the other two for three wells each, so that in the course of the year it is expected that twenty-eight wells will go down. The Cape Breton oil is a heavy lubricating oil.

Promising Signs.

On the 4th instant two thousand promissory notes fell due at the Bank of Montreal in that city, and not one of them went to protest. This was a very significent fact—significant of a greatly improved condition of business, and of good times to come. Many other promising signs are visible to the business eye in Montreal. Among these are the preparations for building during the coming season. The construction of a large number of costly public buildings of one kind or another is to be undertaken in Montreal in the spring, and very many dwelling houses are also to be built. In short it is said that more building is to be done in Montreal this year than was done there during the past three years.—*St. John Sun.*

— Nearly all the burial places in Philadelphia are systematically robbed, including even the Roman Catholic cemeteries, where the church discipline is most rigid. Grave diggers are in league with the grave robbers, and place the bodies in specified positions for robbers. The deaths in the almshouse for the past twenty-three years have averged thirty per week. Allowing that one-third of them, or ten per week, were delivered to the anatomists, it would aggregate 520 a year, and in twenty-three years at least 11,960 bodies are cut up. Probably there is not the vestige of a bone in Blockley cemetery, the bodies all having been stolen. Bodies are shipped to neighboring cities in barrels, packed in sawdust, and labelled "apples."

Dominion Parliament.

The proceedings of the House of Commons from its commencement in December last up till the 26th of January were confined to the debate on the Pacific Railway contract. On the 26th the vote was taken on Mr. Blake's amendment resulting in its defeat by a majority of 86. The vote stood 54 for 140 against. Sir Albert Smith moved a second amendment demanding that tenders should be invited. It was defeated by 60. Mr. Bechard moved the third amendment, demanding that the contract be submitted to the people at the polls. Majority against it 68. Sir R. Cartwright moved the fourth, setting forth that under the contract the Syndicate were to receive $140,000,000 for work to cost only $80,000,000. Mr. Burpee, of Sunbury, moved the fifth amendment, which was a declaration that the present construction of the road in British Columbia was premature, and would increase the rate of taxation, while by postponing the work until after the prairie section had been built, it could be constructed at a much less cost and within a reasonable time. Defeated by 16.

A. N. S. CAR.—One of the prettiest cars on the line of the W. & A. Railway is No. 8, which was built in the latter part of last year, at Kentville, entirely of Nova Scotia wood. The panels are of rock maple polished, the stiles and frames of black ash with white-ash mouldings. The window sashes are of wild cherry and the blinds of white poplar. The car is a credit alike to designer and builder, and is an ornament to the road. It is divided into first and second-class compartments, each accommodating about 32, and is fitted with ventilators worked by a lever easily handled and within easy reach.—*Recorder.*

— A company is being formed in Bangor, Me., to prospect a gold property in the town of Middlefield, Queens County, Nova Scotia. A bond of the property has been secured for three months, with the privilege of having it extended or of purchasing at a stated price at the end of that time. The lead which it is proposed to explore has been exposed for a distance of 350 feet, and an open cut which has been made along the vein shows it to be 5 inches wide at a depth of 8 feet below the surface. Every part of this shows free gold and some portions are found to be rich. All that is wanted is to ascertain whether there be enough of it to pay for working. The property extends for 1,800 feet on the vein and is 500 feet in width.—*N. Y. Conservative.*

— The *Canada Gazette* of the 5th inst., contains little of importance.

The following is the revenue and expenditure on account of the consolidated fund of the Dominion up to the night of 31st January last—

Revenue	$ 2,365,414.23
Revenue to Dec. 31st, 1880	14,079,537.32
Total	$16,444,951.55
Expenditure	$ 4,102,325.08
Expenditure to Dec. 31, 1880	10,679,298.22
Total	$14,781,623.31

The late Mrs. Wainwright.

The Truro *Sun* of yesterday says:—

We very much regret to chronicle to-day the death of Mrs. Wainwright. Less than twelve months ago she was known in Truro as Miss Emily Ross, daughter of the late John Ross, Esq., and was beloved and respected by all who knew her. About that time she became the wife of the Rev. Mr. Wainwright, and in her new sphere won the respect and esteem of all with whom she came in contact. Two weeks ago we recorded the birth of her son, and now it becomes our sad duty to publish her obituary. To her sorrowing husband, and large circle of friends and relatives, we feel assured that we can tender the sympathy of this whole community.

St. John to be Brought 490 Miles Nearer Montreal.

MONTREAL, Jan. 29.—For some time past there have been many mysterious movements on the part of railway men in which South Eastern officials have borne a prominent part. The announcement recently made that the South Eastern had purchased the Lake Champlain and St. Lawrence road was followed by another that the same Company had applied for and were certain to obtain a charter to build a line from Moncirtle to Sherbrooke, running east toward the Provincial line that divides Maine from Canada. It has already reached within six miles of the Province line, its terminus at present being Agres, a prosperous village at the foot of Lake Megantic. A connection from Bangor, Maine, to St. John, N. B., is made by the European and North American Railway, about 146 miles. From Agnes to the Province line is only about six miles, and the line between that point and the railway east from Bangor yet to be built is somewhere between seventy and eighty miles. These links will give when built an unbroken connection between Longueuil and St. John, New Brunswick. The remaining link to Montreal is the tunnel from Mecheaga which will connect the route with the North Shore road to Ottawa. Here the Canada Central comes in with whatever connections west may hereafter be built. Thus between Montreal and St. John the distance by the new line will be 490 miles shorter than at present.—*St. John Sun.*

ELEMENTARY EDUCATION.—It is a standing complaint with school inspectors and all others whom duty or inclination leads to take an interest in the education of the young that the fundamental or primary branches are not successfully imparted. Lord Sheerbrooke (better known as Mr. Lowe) took occasion recently to expose, with characteristic cynicism, the shortcomings of the English National system in so obvious an essential as instruction in the art of English reading. So closely is the defect brought out in the reports that his Lordship suggested as a remedy that elementary education should be rigidly restricted to what we have learned to know as "the three R's." To him it seemed clear, that the general training of children is imperfect mainly because the teachers' attention is drawn off from necessary to showy subjects of instruction. His complaint was that the schoolmaster's ambition is fired by the wish that a minority of his pupils should figure on examination lists in a variety of branches; hence the neglect of proper teaching for the majority. The teacher, however, is not primarily to blame, since he only obeys the behests of Parliament, the Educational Department, and public opinion. So long as the prevailing system is maintained, reading and writing—including composition—at all events will be perfunctorily taught.—*Toronto Mail.*

Frozen to Death.

CHICAGO, ILL., Feb. 5.—A despatch from St. Paul, Minn., says: On Wednesday, Mr. Burke, roadmaster, located at Burns, on the Winona and St. Peter branch of the Chicago and Northwestern road, discovered a whole family frozen to death. Mr. Beck, while at work with his men on the road under his charge, noticed a shanty close by, from which no smoke issued. Seeing evidences that the place was inhabited, the party visited the premises and forced open the door, when a horrible sight met their eyes. Upon a couch and on the floor of the wretched hovel lay the father, mother and children, evidently a whole family, frozen stiff. Word was at once sent to the nearest town, and arrangements were made to care for the remains of the unfortunate family. Universal destitution is reported among farmers west of Sleepy Eye. It is stated that no trains carrying fuel have passed Sleepy Eye since Dec. 24. It is impossible to reach many of the settlers, as the roads are drifted and wagon roads are impassable, and it is feared that many will starve or be frozen to death before help can reach them.

TEABO.

In our last, by the time our reporter gave in his report of the details of the execution we had no space left for further particulars. From various sources, principally from our exchanges we have gleaned the following account of the manner in which his confinement was passed, and such other matters as we considered would prove of interest to our readers.

Clergymen of all the protestant denominations were constant in their attendance on the condemned man, and did all that lay in their power to bring him to a full reliazation of the awful position in which he stood; their ministrations, however, could only be conducted in a general way as Tebo expressed himself as determined to die a Roman Catholic; but he was always willing and apparently pleased to receive visits from the clergymen mentioned, and would often weep, and professed constant trust in the salvation promised, to all who repent, through the merits of the Saviour. The Rev. P. M. Holden, who was Teabo's father confessor, arrived on the Saturday proceeding the execution, and remained with him in almost constant attendance, until the last act in the ghastly drama was concludad.

Previous to the trial he was confined in a cell in company with the Indian boy, Paul, imprisoned for shop-lifting. The latter had picked up, while living with a white family, a little education, and had also been taught a few hymns. What he knew, he proceeded to try and teach Teabo who was an entirely ignorant man, in so far as a school education, was concerned; but he was possessed of an exceptionally shrewd intellect and retentive memory, which soon enabled him to learn more and faster than the little Indian could teach him. They would also often join their voices together in singing such hymns or fragments of hymns that Paul knew and could teach his big pupil. It must have been an affecting sight, in view of the circumstances, which surrounded them to see this rude unlettered man, sitting obedient to the instructions of what was scarcely more than a child, and who was not possessed of one-tenth the intellect which lay in Teabo's brain, but the force of which, like the heat in iron was latent. Teabo was a man who had many and various business transactions, in which he always relied on his memory, and could give facts and figures for years back with unfailing accuracy it is said. He was described as fair in his dealings; but general'y speaking, a "hard man" One old gentleman, who resides a few miles distant from Teabo's residence and who has paid the latter as much as $3,000.00 for lumber, said of him, "I never had any fault to find with him. In our dealings at times I had notes from him; and sometimes they would be overdue, but he always paid them sometime. He was a "purty" hard sort of a fellow; but (and here the old gentleman seem to think) "no, I never had any fault to find with him in our dealings"

Another strange teacher, Mitchell, who according to the *Journal* was Teabo's companion a day or two, and who would read the Bible to the latter, and to such an effect that Teabo always afterwards would speak gratefully of Mitchell's ministrations, professing that "some change" that never left him took place while he was in middle cell with him.

After sentence was pronounced, the confinement was solitary, saving the visits of his wife who was permitted to stay in the cell with him for several hours. Though capable of committing the terrible crime of which he was found guilty, yet he seemed to be very fond of his wife and family, and his principal, care seemed to be for them, and he was heard to utter:—"Oh my poor wife and children, what will they do with the farms and stock without me? How will they manage to do the business? What will become of them?"

Through his agent, Mr. Mullan, on the day previous to his execution he directed to his wife a pathetic letter in which he bade her good-bye, and hoped she will pay attention to the lines as his dying wishes which he could have so much easier impressed on her could he have seen her. He prayed she would train up the children in the Roman Catholic faith, and guard them from all outside influence which might be brought to bear against them, to keep them together and to live on the old farm. He sent a message of his love to her which she had known was so strong that he would even die for her. One of the wishes he expressed was that she should remain his widow, and that the only drop of bitterness in his cup was the separation from her. His own words in closing were:—"Think of me; pray for me; see that the children say their prayers, and watch over them. Tell them to think of their father, for he has been "wronged." He wrote to his oldest son, Samuel, wishing him to stay at home, settle down, and work with the boys; enjoins him not to be cross to them, and not to take heed of any idle talk which he may hear,—to be guided by Mr. Mullan, who has been a true friend.

Father Holden administered communion to him and stayed, praying and counselling with him afterwards up to nine o'clock on Monday evening, and then left him for the night which the condemned man spent in ceaseless pacing up and down in his cell praying and evidently trying to nerve himself up for the terrible ordeal which a few hours held in store for him. Once during the evening, Mr. and Mrs. Rice, the kind-hearted jail-keeper and his wife visited him to bid him good-bye. He wept much; expressed himself very grateful for their care and attention, and when asked by Mrs. Rice, "What is your hope, Mr. Teabo?" replied, "the same as you have; Jesus Christ died for me as well as you."

Father Holden was with him again at six in the morning and continued with him to the end. When the door of the cell was opened in the morning and Teabo was lead out; on reaching the passage way he seemed to be unable to use his limbs, and leant against the wall for support,—on Father Holden speaking to him, and telling him to "Brace up, Joe"—he gathered himself together and marched to the foot of the gallows, when the same weakness seemed to take possession of him. At this point we must refer our readers to our last issue, which gave the closing particulars.

Rumors have been afloat that a confession had been made which would soon be made public; but so far as we can learn nothing of the kind has any foundation in fact; except that through a reliable source we have been given to understand that quite enough was said by him to those in attendance upon him to give every ground for belief of his guilt; but we are inclined to fancy that it must have been implied—not expressly stated. The *Journal* is in possession of the same information and more fully—it says:—

"Quite enough is known to one or two at least, to enable us to say that the crime was even more complicated, and such as to render the guilt of Teabo more dreadfully serious in the eyes of God and man, than any one would be likely to suspect, without a clue to the awful secret. The real motive for the murder has never been placed upon paper, and the interests of morality would require that it never shall be. It is enough to say that the home where Charlotte Hill resided was not by any means a domestic Paradise for some weeks before her death, and she, poor half-demented-creature, was the cause of it."

Why he did not make a public confession must be left to theorizing.

The body after it was cut down was put in a plain black coffin, labelled "Joseph Nick Teabo, aged 45 years," and conveyed home. The Digby *Courier* says the funeral was largely attended, and that much sympathy is expressed for the wife and children.

TELEGRAPH NOTES FOR THE WEEK

Lohdon, Feb. 7.—The steamer Bohemian from Boston, Jan. 27th, for Liverpool went ashore on the Irish Coast in a dreadful storm. Thirty-two drowned, and to present time twenty-one of the crew have been saved. The steamer is a total loss.

Boston, Feb. 11.—An immense Irish Land League meeting was held at Faneuil Hall to-night. Mayor Prince presided, and speeches were delivered by Gen. Butler, Wendell Phillips, P. A. Colins and others. Letters expressive of sympathy with the meeting were read from Governer Long, ex-Governor Rice and others. Resolutions were adopted strongly denouncing England.

New York, Feb. 13.—A London cable says great disquietude exists in the camp of the Land Leagues, owing to fears of new arrests. These apprehensions are based upon the knowledge of the leaders that all the important secrets of their organization are now in possession of the Government. The disappearance of Parnell from England at so critical a period is attributed to this fact. It is quite certain that Parnell anticipated arrest, and there seems to be no doubt whatever that evidence has been obtained connecting the member for Cork city with seditious projects. The papers found on Davitt at the time of his arrest were of a most damaging nature to more than one of the leaders of the movement, and since his arrest still other proofs of their complicity with plans held to be treasonable have been received by the Government. It is stated that Davitt carried documents upon his person as the safest place for their concealment, and his arrest was so suddenly made and there was no time to destroy them. An armed insurrection was certainly planned in Ireland, the rising to be simultaneous with Fenian outbreaks in various parts of England. How far Parnell was implicated in this hopeless scheme is known only to the Government, but undoubtedly his friends anticipated his arrest had he returned to London on Thursday. It is now very generally thought that he will not run the risk of returning to England, but will go straight to New York, his ostensible object being to collect more funds in America for the League. The coercion bill will probably become law by the 23rd inst., when numerous arrests will undoubtedly be made, but flight from Ireland has already set in. In several parts of Ireland tenants are now beginning to pay rent again, and the Land League, lately active and omnipotent, no longer interferes. Local agitators know that the police are only awaiting the passage of Forster's bill to strike, and this knowledge inspires them with caution.

London, Feb. 9, 1.30 a. m.—A fire is raging in Victoria Docks, London. Twelve barges and eight railway tracks have been nearly destroyed. A ship and four sheds are now on fire.

London, Feb. 12.—The *News* saye it is rumored that there is a plot to blow up Windsor Castle. Precautions have been taken and the Queen has delayed her return from Osborne.

The Baroness Burdett Coutts and William L. Ashmead Bartlett, were married this morning at Christ Church, Piccadilly.

New Processes in Milling.

All the Minnesota millers are now fighting the oldfashioned flour barrel. They say it is a relic of barbarism. They desire to substitute the cotton sack in its place. Cotton sacks holding a half-barrel of flour are worth ten cents apiece. Flour barrels are worth forty-five cents each. All the flour shipped to Glasgow and Rotterdam goes in cotton sacks. These sacks are worth as much there as here. The millers maintain that flour does not sift through a good cotton bag as much as it sifts through a barrel. Ten bags of flour were shipped to Glasgow, returned to Minneapolis, and sent again to Glasgow. When weighed they had actually gained in weight. Six hundred barrels of flour put up in bags and shipped to Glasgow will gain in weight one thousand eight hundred pounds. When New York flour dealers begin to handle flour in half-barrel sacks, the people will save twenty-five cents on a barrel and have their good sacks left.

The old millstones are all being taken out and new steel rollers are substituted in their places. The wheat passes through five sets of rollers, each set closer than the former. These rollers are thirty inches long and ten inches in diameter. After passing between each set of rollers it is "bolted" or sifted through the cloth. The last rollers are hardly anything but wheat hulls and the waxy germs which do not crack up, but smash together. So flour is now cracked and disintegrated without grinding. The first rollers crack the kernels of wheat into say six pieces. The starchy substance which rattles out drops through the cloth sieves or bolting cloths. These six pieces are broken between the next rollers into thirty-six pices. Then the white starch crumbs are sifted out again, and the thirty-six pieces are passed between still tighter rollers, which crack them into 216 pieces; another set of rollers multiply each of these particles into six more, making them aggregate 1296. Another set of rollers screwed together with tremendous pressure makes 7776 pieces. The scientific miller says a grain of wheat is finally cracked into 7776 pieces without being ground at all. This is the Hungarian process. The germe of a kernel of wheat is a waxy substance not fit to eat. Between stones this germ grinds into the flour and damages it. By the new process of the Hungarian rollers this germ is flattened out, and it is bolted out. However it is finally ground up with the debris on stones to make the low-grade flour, which we sell in Rotterdam for $2 50 per barrel.—*Minnesota Letter to Cincinnati Commercial.*

Mr. Editor,

I should like to say a few words through the columns of your paper in reference to the way the light-keeper on Isle-au-Haute is situated through the winter months. Most of your readers are aware that this small island is situated in the Bay of Fundy, at least ten miles from the nearest harbour on this side of the bay, so that through the winter months little or no communication can be had with the mainland. The Government has provided a boat for the light-keeper's use, which is scarcely suitable for inshore use in smooth water, and not at all fit for the purpose for which it was provided, it being so small and shallow that in a sea it can scarcely be kept afloat; and on an island in mid-bay it is not at all safe to have a light-keeper without an assistant; true his son a boy but sixteen years of age is with him, but should any serious accident happen the father they would be in a very unenviable condition, as the boy could not cross the bay alone in such a miserable boat. And furthermore our Government has neglected providing a medicine chest and some suitable medical work which could be used in case of sickness. And from this time until spring the bay is often full of floating ice, and there is often a time for weeks that should three fires be seen on the bar, (the signal to be used in case of sickness), nothing could be done to render any assistance or send medical aid. Something should be done by our Government to render living in such a place more safe and convenient, and to provide persons in its employ with such things as are necessary for their welfare,

XERXES.

Margaretville, Feb. 10th, 1881.

A Good Thing.

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

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

COUGHS.—"*Brown's Bronchial Troches*" are used with advantage to alleviate COUGHS, SORE THROAT, HOARSENESS and BRONCHIAL AFFECTIONS. For thirty years these Troches have been in use, with annually increasing favor. They are not new and untried, but, 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.

THE THROAT.—"*Brown's Bronchial Troches*" act directly on the organs of the voice. They have an extraordinary effect in all disorders of the Throat and Larynx, restoring a healthy tone when relaxed, either from cold or over-exertion of the voice, and produce a clear and distinct enunciation. *Speakers and Singers* find the Troches useful.

A COUGH, COLD, CATARRH OR SORE THROAT requires immediate attention, as neglect oftentimes results in some incurable Lung Disease. "*Brown's Bronchial Troches*" will almost invariably give relief. Imitations are offered for sale, many of which are injurious. The genuine "*Brown's Bronchial Troches*" are sold *only in boxes*

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. Full directions for using will accompany each bottle. None genuine unless the fac-simile of CURTIS & PERKINS is on the outside wrapper. Sold by all Medicine Dealers. 25 cents a bottle. Beware of imitations.

Marriages.

PHINNEY—MILLER.—At Victoria, Wilmot, Jan. 26, 1881, by the Rev. Wm. E. Hall, Mr. John I. Phinney, to Miss Annie L., eldest daughter of Israel Miller, Esq., all of Victoria.

PHINNEY—STARRATT.—At the Baptist Parsonage, on the 10th inst., by Rev. J. T. Eaton, Avard P. Phinney, to Matilda Starratt, both of Lawrencetown, Annapolis Co., N. S.

BISHOP—ANDERSON.—At the residence of the bride's mother, Lower Granville, Jan. 28th, by the Rev. F. Beattie, Mr. William L. Bishop, of Shelburne, to Miss Zeru, daughter of the late Mr. Charles W. Anderson.

HOLMES—RIORDAN.—By the same, at the residence of the bride's father, Lower Granville, Jan. 30th, Mr. John Holmes, to Miss Eugenia, daughter of Mr. Daniel J. Riordan.

WHITE—RAFUSE.—On the 10th inst., at the Methodist parsonage, Bridgetown, by the Rev. D. W. Johnson, A. B., Mr. Outhit Douglass White, of Phinney Cove, to Miss Emily Rafuse, of Youngs Cove.

Deaths.

MILLER.—At Victoria, on the 8th inst., Maggie, youngest daughter of Lydia and the late Samuel Miller, beloved and lamented.

TREAT.—At Acto, N. J., U. S. A., on the 12th of Jannary, 1881, Mr. Walter H. Treat, aged 26 years.

FOSTER.—At Hampton, on the 12th inst., Albaton, third son of Judson and Levina Foster, aged 18 months.

St. John Country Market Prices.

Beef, ℔ lb, 4c. @ 04c.
Beef, ℔ qrt., 0.0c. @ $1 50.
Butter, in firkins, ℔ lb 17c. @ 20c.
Butter, roll, ℔ lb, 22c. @ 25c.
Buckwheat Four, grey, ℔ cwt., $2.00 @ $2.40.
Buckwheat Flour, yellow, ℔ cwt., $1.40 @ $1.50.
Cabbage, ℔ dozen, 80c. @ $1.00.
Carrots, ℔ barrel, 80c. $1 00.
Celery, ℔ dozen heads., 60c. @ $1.00
Cheese, ℔ lb. 9c. @ 10c.
Chickens, ℔ pair, 45c. @ 55c.
Calf Skins, ℔ lb. 12 @ 13
Ducks, ℔ pair, 45c @ 60c.
Eggs, ℔ doz., 28c. @ 30c.
Geese, each, 55c. @ 75c.
Hams and shoulders, smoked, ℔ lb, 7c. @ 12c.
Hog, ℔ lb. 6c. @ 6¾c.
Hides, ℔ lb 7c. @ 8c.
Lamb, ℔ lb, 5c. @ 7c.
Lambskins, each, $1.00 @ $1.20.
Lard, new, ℔ lb, 13c. @ 14c.
Mess Pork, ℔ bbl, $16.00 @ $16.50.
Mutton, ℔ lb, 4c. @ 6c.
Oats, ℔ bus., 45c.
Onions, ℔ bbl., $4.50.
Parsnips, ℔ bbl. $1.00.
Partridge, ℔ pair, 35c. @ 40.
Peas, per bus., 75c.
Potatoes, ℔ bbl., $1.00 @ $1.50.
Socks, ℔ doz., $2.00 @ $2.40.
Turkeys, ℔ lb, 13c. 14c.
Tallow, rough, ℔ lb, 4c. @ 5c.
Tallow, rendered, ℔ lb, 6c. @ 7c.
Turnips, ℔ bbl, 80c. @ $1.00.
Yarn, ℔ lb, 35c. @ 60c.

FISH.

Halibut, ℔ lb, 6c. @ 10c.
Codish, " " 3c. @ 6½c.
" steak, ℔ lb 6c. @ 8c.
Haddock, " 8c. @ 15c.
Smoked Salmon, ℔ lb, 18c. @ 20c.
Smelt, ℔ lb, 4c.
Finnen Haddies, ℔ lb, 6c.
Mackerel, each, 2c. @ 5c.
Clams, ℔ peck, 15c.
Shelled clams, ℔ qt., 20c.
Fresh Herring, ℔ doz. 6c. @ 8c.
Fresh trout, ℔ lb, 12c.
Bloaters, ℔ lb doz. 10c. @ 12c.

Farmers' Market Halifax.

Butter, Large packages 20c @ 21c; small tubs or packages retail, 21c @ 22c.
Beef ℔ lb, by the qtr., 4c @ 8c.
Eggs ℔ dozen, wholesale, fresh, 18c @ 20c; pickled, 22c.
Cheese—Domestic ℔ lb, 6c @ 9c; Factory, new 14c @ 15c ℔ lb.
Hams and Bacon ℔ lb, 9c @ 12c.
Hay ℔ ton, $16 @ $16 50
Straw ℔ ton, $7.00.
Oats ℔ bushel. 50c @ 55c.
Potatoes ℔ bushel, new, 25c @ 30c.
Pork ℔ lb, 7 @ 7½c.
Apples ℔ bbl., Nova Scotia, $1 @ $1.75.
Mutton, by the carcase, 4c @ 6c.
Lamb, by the carcase, 4c @ 5½c.
Veal, by the carcase, 4c @ 5c ℔ lb.
Geese, (dead) 30c @ 60 wholesale.
Turkeys, 9 @ 11½.
Green Hides, ℔ lb, 7c.
Tallow, ℔ lb, rough, 4c.
Calf Skins, ℔ lb, 9c @ 11c.
Feathers, goose, 25 @ 35c.
Wool, ℔ lb, 20c @ 25c.
Wool Skins, (lamb) 60c @ 80c.
Fowls, 25c @ 40c.
Ducks, 35 @ 50 wholesale.

SERVICES ON SUNDAY NEXT.

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

— Commodore Garrison estimates William H. Vanderbilt's wealth at $120,000,000.

— There were 40,000 gallons molasses and two million pounds of tea consumed in 1880, more than 1879, in the Dominion.

New Advertisements.

TENDERS.

TENDERS will be received for material and the building of a

School House,

NEAR THE SANDER'S CORNER, in CLARENCE, by the Trustees on or before the 22nd inst. Plans and specifications can be seen by applying to the secretary.

ANSLEY BROWN,
Bridgetown, February 9th, 1881. 2i45

BRIDGETOWN

JEWELRY STORE!

ESTABLISHED IN 1859.

Removal!

Having fitted up the store

Next Door to Post Office,

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

After a period of twenty-three years spent in your midst, I flatter myself that no amount of "GUSH" on my part will in any way enhance my prospects'

I AM AT ALL TIMES PREPARED TO REPAIR ALL KINDS OF CLOCKS, WATCHES AND JEWELRY AT SHORT NOTICE AND WARRANT THEM TO GIVE SATISFACTION.

Clocks, Watches, Jewelry and Plated Ware

Constantly on hand, which will be sold at the lowest possible living profits.

J. E. SANCTON.

Bridgetown, February 2nd, 1881. n42tf

O. R. O.

COLLAR!

Best Now in Use, Largest Stock in Town, All Sizes.

New Jewellery—Rings, Brooches, Sleeve Sets, Cuff Buttons and Shirt Studs, Fancy Goods, &c.

I will from this date to Sep. 30th sell for CASH at SMALL ADVANCES ON COST balance of Summer and Spring Goods.

EXPECT BARGAINS—As a special inducement I offer ten per cent. discount on all bills paid in full with CASH before 30th inst.

J. W. TOMLINSON

Lawrencetown, July 15th, 1880

THE CELEBRATED

Rubber Bucket Chain PUMPS

ARE STILL FOR SALE BY THE

LAWRENCETOWN PUMP CO.

LAWRENCETOWN, A. C,

Satisfaction guaranteed. Orders attended to promptly.

Lawrencetown, Oct. 19th, 1880.

New Advertisements.

Hardware AND Carriage STOCK EMPORIUM,

MIDDLETON,
Annapolis County, N. S.

WE beg to call the attention of

Carriage and Sleigh Builders

to our complete stock of Goods suitable for their use. By late importations, we have in stock:

SLEIGH RUNNERS and RAVES.

LATEST PATTERNS, BASSWOOD PANELS for Sleigh Backs and Dashers, 40x30 and 36x18.

Whitewood Boards,

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

PLUSHES, FELTS, and CORDS for Sleigh-Coverings

AMERICAN MOSS, (XX) CURLED HAIR, (XX), and all UPHOLSTERINGS requisite.

HALF-OVAL NOSING IRON ½, ¾ and ⅞.

SLEIGH STEPS, WROUGHT SLEIGH COUPLINGS.

SLEIGH and SLED SHOE STEEL, all sizes.

In fact everything that Sleigh and Carriage Builders use in their trade, will be found in our establishment.

MASURY'S PAINTS and LAKES, ground in Japan expressly for Carriage Builders, and in all the leading colors. TRANSFER ORNAMENTS.

GOLD, SILVER and BRONZE LEAF and BRONZE POWDERS.

We would call the attention of Horse-shoers and Carriage Smiths to our

American Snowball Shoes,

our very superior brand of

HORSE-SHOE IRON,

to the excellent quality of our *Small Rounds and Flats.*

MONEY'S HORSE NAILS, CARRIAGE MALLEABLES.

WROT-CARRIAGE GOODS, &c., &c., &c.

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

Wholesale and Retail.

BESSONETT AND WILSON.

Middleton, Annapolis Co. nov.17

CARD.

Dr. E. N. Payzant,

PHYSICIAN, SURGEON & DENTIST.

Middleton, N. S.

Books, - - Stationery.

Buckley & Allen,

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

BUCKLEY & ALLEN.
124 Granville St., Halifax.

Fall and Winter Clothing!

SPLENDID STOCK JUST IN.

John H. Fisher,

MERCHANT TAILOR,

Side Door, Masonic Building, Bridgetown,

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

Bridgetown, Oct. 18th, 1880.

NEW

FALL & WINTER GOODS!

JUST RECEIVED AND OPEN FOR INSPECTION

A CHOICE SELECTION OF

Staple and Fancy Dry Goods!

—IN—

OVERCOATS,
REEFERS,
READY MADE CLOTHING,
CLOTHS,
GRAY, WHITE AND PRINTED COTTON,
FLANNELS, TWEEDS, WINCEYS.
DRESS GOODS AND TRIMMINGS TO MATCH, BLACK LUSTRES, BRILLIANTINES, CASHMERES, LADIES SACKS, ULSTERS, CRAPES, HOSIERY, GLOVES, LADIES' KID MITTS, LADIES' AND GENTS' FUR CAPS, OVER SHOES, SMALL WARES, &c., &c.

IN MILLINERY,

HATS, FEATHERS, FLOWERS, VELVETS, SATINS.

Millinery done at shortest notice.

W. H. Miller.

Middleton, Nov. 25th, 1880. 33tf

SUGARS!

J. & W. F. HARRISON have just received

75 BBLS. GRANULATED SUGAR;
25 BOXES PARIS LUMPS; Redpath's

In stroe and to arrive by first Steamer from Glasgow and Liverpool:

90 CASKS R. S. Sugar, part very choice quality.
6 CASKS Barbadoes Sugar, bright and dry;

2800 Bbls. Flour principally fresh ground. Favorite Brands. 1300 Bbls. Good K. D. Meal. 150 Bbls. New York and Boston Mess. Pork, which they offer for sale at lowest market rates. St. John, June 30th, 1880.

1000 AGENTS WANTED for Visiting Cards, Books & Novelties. Outfit 3c. Big prof

Poetry.

Under the Snow.

Under the snow lie sweet things out of sight
Couching like birds beneath a downy breast;
They cluster 'neath the coverlet warm and white
And bide the winter-time in hopeful rest.

There are the hyacinths, holding ivory tips
Pointed and ready for a hint of sun;
And the dell violets, with dim, fragrant lips
Asleep and dreaming fairy dreams each one.

The nodding snowdrop, and the columbine;
The hardy crocus, prompt to hear a call;
Pensile wistaria, and thick woodbine;
And valley lilies, sweetest of them all.

All undismayed, in deep and hushed repose,
Waiting a sweeter, further spring, they lie;
And we, whose yearning eyes see but the snows
Shall we not trust, like them, the by and by?

Miscellaneous.

Unwholesome Wells.

The great trouble with wells is that in the course of years the ground around the house and barn becomes so impregnated with sewerage and other contaminations as to affect the water. In the first report of the Massachusetts Board of Health, Dr. Derby says: 'As a rule, a well, receives drainage from a superficial circular area whose diameter is from one to three times the depth of the well, varying with the character of the soil.' On this principle, no well thirty feet deep should have a privy, pig pen, barn yard or cesspool within fifty feet of it in any direction, nor should any slops of the house or refuse of any kind be thrown upon the surface of the ground within the area of this circle. How many farms are there on which this principle is not violated? It is not a sufficient reply to say that the family have drunk from such wells with impunity for a score or more of years. It must be remembered that when the wells were first dug the water was pure, but the ground has been gradually impregnated with foul matter, which, if it has not already permeated to the water, will finally reach and contaminate it. After a fatal case of typhoid fever it will be too late to resort to a crystal spring.—*N. Y. Observer.*

—In 1733 sixteen maidens of Charlestown petitioned the Governor of South Carolina as follows:—'The humble petition of all the maids whose names are underwritten. Whereas, we, the humble petitioners, are at present in a very melancholy disposition of mind, considering how all the bachelors are blindly captivated by widows and our youthful charms are thereby neglected. In consequence of this, our request is that Your Excellency will for the future order that no widow presume to marry any young man till the maids are provided for, or else to pay each of them a fine for satisfaction for invading our liberties, and likewise a fine to be levied on all such bachelors as shall be married to widows. The great disadvantage it is to us maids is that the widows, by their forward carriage, do snap up the young men, and have the vanity to think their merit beyond ours, which is a great injustion on us who ought to have the preference. This humbly recommended to Your Excellency's consideration, and hope you will permit no further insults. And we poor maids in duty bound will ever pray.'

—A story is told of Van Amburgh, the great lion-tamer, now dead. On one occasion while in a bar-room he was asked how he got his wonderful power over animals. He said: 'It is by showing them that I'm not the least afraid of them and by keeping my eye steadily on theirs. I'll give you an example of the power of my eye.' Pointing to a loutish fellow who was sitting near by, he said: 'You see that fellow? He's a regular clown. I'll make him come across the room to me and I won't say a word to him. Sitting down he fixed his keen, steady eye on the man. Presently the fellow straightened himself gradually, got up and came slowly across to the lion-tamer. When he got close enough he drew back his arm and struck Van Amburgh a tremendous blow under the chin, knocking him clear over the chair, with the remark: 'You'll stare at me like that again, won't you?'

Odd Statistics.

A Detroiter has been for the last two years collecting and arranging statistics of an odd nature, and if his book is ever published there will be nothing dry about it. He goes right to business on page 1 by estimating the number of lickings received by the average boy up to his fourteenth year at 125 This includes the spanking process during infancy.

Out of 100,000 people in this country 19,000 get up cross in the morning, but only a hundred or so remain in that condition very long after breakfast.

Out of 50,000 men only 600 will put up money on a bet. The rest will crawfish around and finally back water on their assertions.

Only ten women out of every 500 who start out on a journey by railroad consult a railroad map or have the least idea of the direction they take. Four hundred and ninety eight worry about their baggage; 497 are certain they took the wrong train; 499 wish they had never started.

The risk of being bitten by a dog is greatly overestimated. Out of every 1,000 big and little dogs only two care to get up a row with the human race, and those two are ready and willing to die.

The number of men who can put in a more pleasant evening down town than at their own fireside is on the decrease, and the number of wives who are taking a little extra pains to make home more pleasant than a concert saloon is on the increase.

Out of every 1,000 men who get mad and swear they will see a lawyer about it, only fifteen carry out their intentions.

Only one woman in 5,000 pays the first price asked for a bonnet, and one milliner in 1,000,000 expects her to.

The time occupied by the average man in buying a full suit of clothes is just one-fourth the time occupied by the average woman in buying a single pair of stockings.

Getting Rich at the rate of $2,300,000 A day.

From the N. Y. Scientific American.

That the people of the United States are relatively well off, notwithstanding their expensive ways of living, is pretty well known. Just how rich we are, and whether we are rapidly growing richer, or merely holding our own, probably few can tell. Mr. T. M. Coan has been looking up the statistics of these matters at home and abroad, and offers the following figures in *Harper's Magazine.* In answer to the question, where do we stand as to total valuation of the national wealth? he replies:

We stand near the head of the list—third on the list of all the Western nations. The United Kingdom of Great Britain and Ireland heads the list with a capital valuation of $44,400,000,000; then comes France with $36,700,000,000; the United States with $32,000,000,000; Germany with $22,000,000,000; Russia with $15,000,000,000 and the Low Countries with $11,150,000,000 of capital collectively. These are the valuations made by those countries of their entire resources. What is the average annual income per inhabitant in various countries? We come to the front in this comparison. The average annual income in the United Kingdom is $165; in the United States, $165 also; in the Low Countries, $130; in France, $125; in the British Colonies, $90; in Germany, and also in Scandinavia, $85. In this reckoning Russia with her ninety millions of people, is out of sight as yet; she will not be very long.

On the score of annual accumulation our case is even better, relatively far better. The annual accumulation of wealth in Germany is $200,000,000; it is $325,000,000 in the United Kingdom; $375,000,000 in France; in the United States it is $825,000,000! Our increase of national wealth since 1850, says a good English authority, would be enough to purchase the whole German Empire, with its farms, cities, banks, shipping, manufactures, etc. The annual accumulation has been $825,000,000 and therefore each decade adds more to the wealth of the United States than the capital value of Italy or Spain. Every day that the sun rises upon the American people it sees an addition of $2,300,000 to the wealth of the Republic.'

—The tests of the durability of steel rails on the Great Northern Line of England, show that the hardest rails do not wear the best. In one instance a hard rail was worn away one sixteenth of an inch by a traffic amounting to 5,251,000 tons. A softer rail near by was worn the same amount by 8,402,000 tons. In another instance the total was 15,531,000 tons for a hard rail, and 31,061,000 for a soft rail, the wear and tear being the same—one sixteenth of an inch. Analysis showed this last rail to consist of 99.475 per cent. of iron and minute quantities carbon, phosphorus, silicon, manganese, sulphur, and copper.

—In 1879 the Dominion exported 14,536,242 pounds of butter, and in 1880, 18,886,703 pounds. In the former year the price was 16 cents per pound; in the latter year almost 17 cents. Exports of cheese were 49,616,415 pounds in 1879, worth a fraction more than 8 cents a pound, in 1880 they reached only 43,441,112 pounds, but the value was nearly 10 cents a pound. In 1879 we exported nearly five and a half million dozens of eggs, worth a little more than 10 cents a dozen; in 1880 the total was increased to nearly six and a half million dozen, and the value was nearly 12 cents a dozen. Nearly all of them go to the United States.

—Poultices are the better for the addition of a little sweet or castor oil and a few drops of laudanum.

—To keep polished brass ornaments bright, coat them with a thin solution of bleached shellac in alcohol. This is good also for polished steel and copper.

—When the steamship 'City of Peking' left San Francisco recently she carried in her steerage eight hundred and fifty returning Chinamen. The sailing hour was fixed at two o'clock in the afternoon, and each one of the eight hundred and fifty did his best to be the first at the gate of the wharf. To accomplish this hundreds of them passed the night on the vacant lots in the neighborhood. At sun rise the gates of the wharf were covered, and the crowd, encumbered with bundles of every conceivable size and shape, tumbled in pellmell, those in the rear falling over those who had lost their baggage and their balance, until almost the whole mass was piled together on the floor in a howling, struggling heap. The officers soon restored order and ranged the Chinamen along the side of the wharf, where they stood for eight hours patiently waiting to be allowed to board the vessel. When the signal to board was given the scenes of the morning were repeated, and bundles, bedding, trunks and hats went overboard as the crowd rushed up the narrow gangplank. The cause of the unprecedented exodus is ascribed to lack of work and to a demand for skilled Chinese labor at home In accordance with custom, the steamer had among her stores a supply of coffins, made of trunks of trees sawed in half, in which the bodies of the Chinamen who die on the voyage are preserved until China is reached.

—A rich old man, who from poverty had risen to the possession of a large property, once gave this bit of wisdom to a youngster—'Keep before the wheels, young man, or they will run over you—always keep before the wheels.' 'I remember,' he wrote to a young friend beginning life, 'that when I was earning a shilling a day I used to live upon eighpence. Follow the sound principle of having your wants within your means.'

MILLER BROTHERS,

CHARLOTTETOWN, P. E. I., or

MIDDLETON, Annapolis Co., N. S.,

Importers —AND— DEALERS IN Sewing Machines

of both American and Canadian Manufacturers, over 20 different kinds in stock, among which is

The RAYMOND, the most Popular Machine in the Market.

Second-Hand MACHINES Taken in Exchange as part payment for new ones.

THE REPAIRING of all SEWING MACHINES will be attended to.

ALL Sewing Machines WARRANTED.

SEWING MACHINES! FROM $5.00 —TO— $100.00

Shuttles, Needles AND EXTRAS of all kinds in stock.

Also, Importers and Dealers in

ORGANS, Mason and Hamlin, Geo. A. Prince, Geo. Woods, The Bell, &c.

PIANOS, Weber, Steinway, Emerson, &c. &c.

OF BOTH AMERICAN AND CANADIAN MANUFACTURERS. Instruments guaranteed for five years and sold on easy terms. Liberal reduction to Clergymen, Churches and Sabbath Schools. Good Local Agents wanted in Towns, where not yet appointed.

Middleton, Annapolis Co., N. S. MILLER BROTHERS.

DYE WORKS,

GILBERT'S LANE, - - - SAINT JOHN, N. B.

MEN'S CLOTHES, of all kinds, CLEANSED or RE-DYED and Pressed, equal to new LACE CURTAINS, BLANKETS, CARPETS, &c., Cleaned by a NEW PROCESS, every week day. SILKS, IRISH POPLINS, DRESS MATERIALS OF ALL KINDS DYED. FEATHERS, KID GLOVES, TIES, &c., &c., CLEANED OR DYED.

All Orders left at the following places will receive prompt attention. PRICES LOW Macauley Bros. & Co, 61 Charlotte street; W. P. Moses & Co., Yarmouth, N. S.; W. H. Killer, Truro, N. S.; P. H. Glendenning, New Glasgow, N. S.; Wm. Shannon, Annapolis, N. S.; Chipman & Etter, Amherst, N. S.; Miss Wright, Digby, N. S.; Robt. Young, Charlottetown, P. E. I., or at the DYE WORKS, GILBERT'S LANE, ST. JOHN, N. B.

A. L. LAW, Proprietor.

H. S. PIPER, AGENT, BRIDGETOWN.

Favorite Literature. AT CONNOLLY'S.

LATEST LIST.

More Bitter than Death, The Root of all Evil, Thrown on the World, A Terrible Secret, A Bitter Atonement, Gervaise, Millbank, The Sin of a Lifetime, Married Beneath Him, Madeline's Lover, Publicans and Sinners, Struggles and Triumphs, Pearl and Emerald, A Broken Faith, Hope Meredith, Taken at the Flood, Ought we to Visit Her, Who Breaks—Pays, In Palson and Out, Only a Woman, The Fallen Leaves. And 500 others, all by the best authors. Don't wait till to-morrow. If you do the books you want may be sold, as we sell large quantities of those popular books very quickly.

THOS. P. CONOLLY, Central Bookstore. Cor. George and Granville Sts., Halifax, N. S.

A FURTHER DEVELOPMENT —OF— Connolly's Economic Stationery.

Read and save the following List.

1 Quart bottle of the best Black ink known	30
1 Bottle best Mucilage, three times the size of the ordinary 25c bottle.	30
144 good Commercial Steel Pens in Box	25
144 good Commercial Pen Holders.	60
100 Full Sized Slate Pencils in Box,	15
125 Sheets good Note Paper,	20
100 good Envelops,	20
24 large sheets Foolscap,	15
12 Lead Pencils (round),	7
12 " Carpenters be 'ead in use,	
36 Small Bottles Stephens' Black Ink,	
144 Pen Holders,	
12 Blank Pass Books,	20
24 Sheets large Blotting Paper,	50
144 Sticks School Chalk,	20
1 Box Post Office Wax,	30
1 400 page Blank Book (any ruling)	55
1 Bundle Brown Wrapping Paper,	100
100 Paper Bags, from 7c.,	30

ALSO—Cheap Room Paper, at 5, 6, 7, 8, 9 and 10c. per roll.

Connolly's Bookstore. Cor. George and Granville Sts. Halifax N. S.

BRIDGETOWN Marble Works.

ENCOURAGE HOME MANUFACTURE.

FALCONER & WHITMAN are now manufacturing Monuments & Gravestones Of ITALIAN and AMERICAN Marble. ALSO, Granite and Freestone Monuments.

Having erected Machinery in connection with J. B. Reed's Steam Factory, we are prepared to Polish Granite equal to that done abroad

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

DANIEL FALCONER. OLDHAM WHITMAN

CAUTION!

EACH PLUG OF THE Myrtle Navy IS MARKED T. & B. IN BRONZE LETTERS.

NONE OTHER GENUINE.

NOTICE.

THOSE of our readers desiring steady and profitable employment, or valuable reading matter cheap for 1881, should send 15 cents to the FRANK LESLIE PUBLISHING CO., 15 Dey St., New York, for a complete set of their publications and illustrated Catalogue, containing list of premiums, &c., or $1.60 for a complete agent's outfit of 12 beautiful Chromos and our Premium Book of valuable information, containing over 500 pages; also Dr. Kendall's eminent Treatise on the Horse and his Diseases, with sample copies of all our publications, &c.

An active agent wanted in every town—$20 to $30 can be made weekly. Their Illustrated Publications, with their new Premiums, take at sight. Do not delay if you wish to secure your territory.

Address Frank Leslie Publishing Co., 15 Dey St., N. Y.

MAGISTRATES.—A large lot of Summonses just printed and for sale at this office.

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 09	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 26

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 shewn.

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.

FURNITURE!

THE SUBSCRIBER keeps constantly on hand: Common and Stuffed Furniture in variety. Also, Spring Mattrasses; Chairs from 35 cents each, upwards. Also Cradles, Swing Cots, all of which will be sold at the very

Lowest Market Prices!

UNDERTAKING attended to in all its branches.

JOHN Z. BENT.

EXPRESS WAGON FOR SALE.

Strong Iron Axles and Springs. Apply to GILBERT HILL, COX BROTHERS.

Bridgetown, August 17th, 1880. nf1tf

EXECUTRIX'S NOTICE.

ALL persons having any legal demands against the estate of Dr. F. W. B. HARDING, late of Middleton, deceased, are requested to render the same, duly attested within six months from the date hereof; and all persons indebted to said estate, are requested to make immediate payment to

ELLEN S E. HARDING, Executrix.

Middleton, Nov. 10th, 1880.

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

TO ARRIVE IN A FEW DAYS, BKT. "GEO. E. CORBITT," WITH 100 PUNCHEONS CHOICE MUSCOVADO MOLASSES!! WHICH WE WILL SELL LOW FOR CASH.

A. W. CORBITT & SON.

FOR WEST INDIES, Bark "Geo. E. Corbitt," Will be put in the berth for Demerara on her arrival from West Indes. All parties wishing to ship potatoes or hay will please apply immediately to

A. W. Corbitt & Son.

CARD.

G. W. Gunter, M. D., PHYSICIAN AND SURGEON. OFFICE at house of Mr. JAS. CRAIG, MIDDLETON, N. S.

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.

NEW Autumn Goods! —NOW OPENING AT— RUNCIMAN, RANDOLPH & CO'S.

NEW PLAIN WINCEYS, from 7 cents a yard. PLAIN WINCEY SHIRTINGS, NEW BLK. CASHMERES, New Blk. Lustres, Gray Wool Shirtings, Ladies' Mantles & Ulsters Gents' Ulsters and Overcoats, Pants & Vests, YOUTHS' SUITS, MENS' AND BOYS BLACK FELT HATS, (soft and hard crowns.) —Balance of— DRESS GOODS AND BLK. FRENCH MERINOS. TO ARRIVE IN A FEW DAYS.

JUST RECEIVED AND For Sale Cheap BEST QUALITY GENUINE White Lead, Small Packages COL'D. LEADS, BOILED AND RAW LINSEED OIL, Brown Japan A splendid article of BLACK TEA. recently imported from London.

Bridgetown, N. S., Oct. 4th, 1880.

NEW EDITION. WEBSTER'S UNABRIDGED DICTIONARY NEW EDITION WITH SUPPLEMENT

Published by G. & C. MERRIAM, Springfield, Mass. LATEST—LARGEST—BEST. Contains over 118,000 Words, 1928 Pages, 3000 Engravings, 4600 NEW WORDS and Meanings, Biographical Dictionary of over 9700 Names.

From The Canada Educational Monthly. *Toronto.*—And just here comes in the contrast of the position of the Englishman with that of his kinsman on this side of the Atlantic. He has no "Webster;" no book of an all-satisfying requirement, no one reference work in which he will find all that he may be in quest of, no single quarry that will yield him every ore his demands require the inspection of—such as he may find in the mammoth "Unabridged Webster." Having regard to its issues, its thoroughness, its compactness, and its price, it is an amazing product of literary skill and mechanical workmanship.

There should not be a school in the Dominion, where access cannot readily and constantly be had to it. No teacher, and we might add, no reader of the language, can afford to be without it, for it is a monumental work, a noble tribute to our grand old mother-tongue.

From London Quarterly Review.—On the whole, as it stands, it is most respectable, and certainly THE BEST PRACTICAL ENGLISH DICTIONARY EXTANT.

"A necessity to every educated man."—*Lord Brougham.*

"Every scholar knows its value."—*W. H. Prescott, the Historian.*

"The book has become indispensable to every student of the English language."—*Morrison R. Waite, Chief Justice U. S.*

Bill Heads in all sizes and styles executed at this office it reasonable rates.

VEGETINE

FEMALE WEAKNESSES.

No better remedy in the whole materia-medica has yet been compounded for the relief and cure of Female Complaints, of the ordinary kind, than VEGETINE. It seems to act in these cases with unwonted certainty, and never fails to give a new and beautiful tone to the female organs, to remove relaxed debility and unhealthy secretions, and restore a healthy vigor and elasticity. One of the most common of these complaints is Leucorrhœa or Whites, which are brought on either by the presence of Scrofula in the system or by some affection of the womb, or even by general debility. For all these complaints, and when danger begins to threaten women at the turn of life, Vegetine can be commended without qualification. The great prevalence of these disorders, and their cure by Vegetine, has simply shown that the sure alleviating agent remains not yet to be discovered, but is already known, and is a favorite with American ladies. Too long has it been the custom to prescribe nauseating and uncertain remedies in place of what is pleasant, efficacious and cheap. Try Vegetine, and do not doubt its power to carry you safely through danger and disease.

A Splendid Medicine.—Heart and Kidney Diseases, Female Weakness.

GRIGGSVILLE, ILL., July 25, 1878.

H. R. STEVENS, Boston—Dear Sir: I was afflicted with Heart and Kidney Diseases, and other Female Weaknesses, and doctored with several physicians and received no benefit, until I tried your Vegetine, and after taking two bottles I was completely cured, and have been a healthy woman ever since, although I am in my sixty-sixth year. I do heartily recommend it as a splendid medicine to all afflicted as I have been, and I bless the day that it fell into my hands.

MRS. MARIA HODSON.

For all Ladies Who are Sufferers.

CINCINNATI, O., March 28, 1877.

MR. STEVENS—Dear Sir: I have taken several bottles of your Vegetine for Female weakness; and in justice to the medicine, and to all ladies who are sufferers from such complaints, I will recommend the Vegetine. I must say it has helped me very much; indeed it is invaluable for such complaints.

MARY E. MEREDITH, 160 Eastern ave.

It is What is Needed.—Female Weakness.

DES MOINES, IA., Sept. 6, 1878.

H. R. STEVENS, Boston—Dear Sir: For a long time I have been troubled with Female Weakness and a weak, sinking feeling at the Stomach, and through the advice of a friend I tried your Vegetine, and find it just what is needed. I can recommend it to all suffering from these complaints.

Yours, respectfully,

MRS. ANNABELLA HARWOOD, 312 4th St.

Scrofula, Liver Complaint, Dyspepsia, Rheumatism, Weakness.

H. R. STEVENS, Boston: I have been practicing medicine for 25 years, and as a remedy for Scrofula, Liver Complaint, Dyspepsia, Rheumatism, Weakness and all diseases of the blood I have never found its equal. I have sold Vegetine for seven years, and have never had one bottle returned. I would heartily recommend it to those in need of a blood purifier.

DR. W. ROSS, Druggist, Sept. 18, 1878. Wilton, Ia.

VEGETINE acts directly upon the causes of these complaints. It invigorates and strengthens the whole system, acts upon the secretive organs, allays inflammation, cleanses and cures ulceration, cures constipation, regulates the bowels, headache and pains in the back cease; in fact, there is no disease nor complaint where the Vegetine gives so quick relief, and is so effective in its cure, as in what is termed Female Weakness. It has never failed in one instance.

Vegetine

Prepared by H. R. STEVENS, Boston Mass., and Toronto, Ont.

VEGETINE is Sold by all Druggists.

TWO TRIPS A WEEK.

Saint John to Halifax and Yarmouth via Steamer and Rail

Steamer "Edgar Stuart," For Digby and Annapolis.

Connecting at Annapolis with the Windsor and Annapolis Railway, for and from

KENTVILLE, WINDSOR, HALIFAX,

and intermediate stations, and at Digby with the Western Counties Railway, for Yarmouth and intermediate stations.

Commencing December 15th,

UNTIL further notice, Str. "Edgar Stuart" will leave her wharf, Reed's Point, every WEDNESDAY and SATURDAY mornings at 7 o'clock, and return same days.

Fare—St. John to Digby	$1.50
" " Annapolis	2.00
Fare St. John to Halifax	5.00
" " and return	7.50
Fare—St. John to Yarmouth	$3.50
" " and return	6.50
Round Trip Tickets to Halifax via this route good to return by Intercolonial Railway,	9.00

Tickets may be obtained on board Steamer, at H. CHUBB & Co.'s Ticket Agency, Prince Wm. street, and of

R. B. HUMPHREY, AGENT Union Line Office, 41 Dock St.

F. PHEASANT Freight agent, Empress Warehouse, Reed's Point. Dec17

35 PER CENT!

AS 35 per cent is now the duty imposed on American Furniture, the Subscriber wishes to inform the public generally that

HE DOES NOT INTEND raising the prices of his FURNITURE, as may be seen in his list below; but intends making

Still further Reduction, as he hopes his Sales will increase under the New Tariff. He has his FACTORY fitted up with the MOST IMPROVED MACHINERY, and is running full time. He also intends adding to his now large STOCK, and can offer better inducements to Customers.

PARLOR FURNITURE, in Suits, from $60.00 to $120.00.
BEDROOM SUITS, in Pine, from $25.00 to $40.00. A good suit for $28.00.
SOFAS, $12.00 to $24.00.
WALNUT CHAIRS, $3.50 to $6.00.
CENTRE TABLES, in solid Walnut, $8.00 to $10.00.
CENTRE TABLES, in Marble Tops $14.00 to $16.00.
BEDSTEADS, $2.50 to $3.00.
WASH STANDS, $1.00 to $1.25.

Please call and examine my STOCK, and you will find as good an assortment as is generally kept in large Cities, and as times are hard I will sell at Prices that will DEFY COMPETITION.

JOHN B. REED.

Bridgetown, April 2nd, 1879. 50tf

J. G. H. PARKER, BARRISTER-AT-LAW, CONVEYANCER, and REAL ESTATE AGENT.

Practise in all the Courts. Business promptly attended to.

OFFICE—Fitz Randolph's NEW BUILDING, Bridgetown. 7ly

CARD.

Edmund Bent LICENSED AUCTIONEER,

Sales attended to promptly in any part of the County. Consignments solicited. Prompt returns made.

Bridgetown, N. S., May, 1880. n8tf

THE VOICE OF THE SUCCESSFUL. My success is owing to liberality in advertising. *Bonner.* The road to fortune is through printers' ink. *P. T. Barnum.* Success depends upon a liberal patronage of printing offices. *F. E. Astor.* Frequent and constant advertising brought me all I own. *A. T. Stewart.*

Agricultural.

Economizing Fodder.

In seasons of short crops of hay, we are often put to it for ways and means to keep the customary stock through the winter without their falling away in condition. I have found that much can be saved by keeping the stock comfortable, and that a smaller quantity of feed will keep them in condition than is generally thought necessary. Not that stock will thrive without food, but that with proper preparation and kind care otherwise, a large saving can be made in hay and fodder. Every one knows that if animals are kept warm and otherwise comfortable, it takes less food. Therefore the first aim should be to give good, warm, well-ventilated shelter, and keep them clean by suitable litter and one or two cardings daily. This latter accomplishes an end which few fully realize. Then again a considerable saving is made by putting feed in the most assimilable form, so that unnecessary labor of the animal is saved. All unnecessary exertion must be paid for in food or waste of body.

The labor of communication is, in part, saved to the animal by cutting or chafing. In this way, a poorer, coarser quality of feed may be mixed with the better, and be made to perform the offices of the better. A larger proportion is assimilable if cooked, or even well wet with hot water, and allowed to lie in bulk to soften for twelve or twenty-four hours. It is astonishing to see how clean the coarser corn-stalks are eaten when cut and treated in this way, especially if a little seasoning of salt, bran or meal be added. Straw, swale hay, and much other coarser fodder which is often thought of little worth, is thus made to do valuable service. The value of swale hay for feed is often greater than it has the credit for, where properly used. I have found that it is more oconomical in purchasing cattle feed, to invest the larger proportion in concentrated feed, like corn meal, shorts, bran &c., rather than buy fine hay. Stock not only does better, but the money saving is not inconsiderable. Hay cannot be taken from a mow, carted to a distance and again unloaded without a larger per cent. of waste than is generally supposed.—*Country Gentleman.*

Hints to Dairymen.

Whether or not the milk from the different breeds of cows should be mixed when the greatest returns in butter are desired is a problem that is vexing the minds of inquiring dairymen. A writer in the *American Cultivator* gives the following facts bearing on this question, which he says have come under his own personal knowledge: 'An experienced dairmen who lives in Conway and gets the highest price for his butter, makes me the following stement: 'This fall, when my herd was making a given quantity of butter weekly, I added to the number of my cows two high-grade Jerseys. I soon found, on weighing my butter-product, that the addition of the two Jerseys made no preceptible increase over the previous quantity of butter. I concluded at once that my Jerseys were at fault and would not make the amount of butter supposed. The latter were new milch cows, and very promising animals in appearance. I next set the milk of each of the suspected Jerseys by itself, and found that the yield of one made twelve pounds of butter, while that of the other made but a little less; also that the original herd, upon careful and repeated test, yielded as before. Hence I came fortified in the belief that the milk of these two breeds should not be mingled.' Again, a prominent dairyman in Whately, who had twelve cows in milk, the majority of which are Jerseys, remarked, on putting the cream into the large churn, that there was cream sufficient in quantity to produce seventy or seventy-five pounds of butter. Yet upon churning and weighing the product there was found to be but thirty-eight pounds. The next week this dairyman kept the milk and cream of his grade Jerseys and his grade shorthorns separate, though for some reason or he did not churn until he had eight days' cream instead of seven, as in the first experiment. However he was gratified at seeing a butter product of eighty-three pounds and a half, showing pretty conclusively that he could not afford to mingle the milk and cream of his different breeds. Recently the Conway dairyman and his Whatley brother met, and in the course of conversation each related his experience with the joint product of the milk of different breeds of cows in butter making. The result was that the Whately farmer exchanged two of his shorthorns for two of the Jersey cows of his Conway neighbor.

'In conclusion, I will submit another series of experiments in the same direction. A friend and townsman of mine, who last winter kept nineteen cows, and who is a firm believer in high feeding and careful attention in respect to his herd, found that his cows were not making the usual returns in butter, neither were they yielding what he might reasonably expect. His herd was composed of about equal proportions of grade Jerseys and grade shorthorns. The yield of butter was not far from five pounds per cow weekly, though why it should be so small was past his comprehension. Finally he concluded to set the milk of each cow separately, finding out in churning the cream separately that he hadn't a single cow that yielded less than six pounds each, while a goodly number gave him upward of nine pounds each. The results of this experiment showed him that churned separately the milk of his herd would produce something over seven pounts each upon the average, while when the milk of each breed was mingled the result was but about five pounds weekly to each cow.'

—Choose ever the plainest road; it always answers best. For the same reason choose ever to do and try what is most just and direct. This conduct will save a thousand blushes and a thousand struggles, and will deliver you from secret torments which are the never-failing attendants of dissimulation.

Joker's Corner.

Waking the Wrong Man.

HOW HE THOUGHT WOODTICK WILLIAM, THE MINER RODE ON THE RAIL.

The fact that every business has its particular lingo, which is a dead language to people of other professions, was never more clearly shown than in the following article by Bill Nye in the Chicago *Tribune:*

One night about half after 12, I judge, I heard somebody step along to the window of my boudoir. Hearing it that time of night I reckoned that something crooked was going on, so I slid out of bed and got my Great Blood Searcher and Liver Purifier, with the new style of centre fire and cartridge ejector, and slid up to the window, calculating to shove a tonic into whoever it might be that was pickenicking around my claim.

I looked out so as to get a good idea of where I wanted to sink on him, and then I thought before I mangled him I'd ask if he had any choice about which part of his vitals he wanted to preserve, so I sings out to him:

'Look out below there, pard, for I'm going to call the meeting to order in a minute. Just throw up your hands, if you please, and make the grand hailin sign of distress, or I'll have to mutilate you! Just show me about where you'd like to have the fatal wound, and be spry about it too, because I've got my brief costume on, and the evening air is chill!'

He didn't understand me apparently, for a gurgling laugh welled up from below, and the party slings back:

'Hullo, Fatty, is that you? Just lookin' to see if you'd fired up yet. You know I was to come round and flag you if second seven was out. Well, I've been down to the old man's to see what's on the board. Three is two hours late and four is reported on time. There's two sevens out and two sections of nine. Skinney'll take out first seven and Shorty'll pull her with 102. It's you and me for second seven, with Limber Jim on front end and Frenchy to hold down the caboose. First five is wrong side up in a washout this side of Ogallala, and old Whatshisname that runs 258 got his crown sheet caved in and telescoped his headlight into the New Jerusalem. You know the little Swede that used to run extra for Old Hothox on the emigrant for a while? Well, he's firing on 258, and he's under three flats and a coal oil tank, with a break beam across his coupler, and his system more or less relaxed. He's gone to the sweet by and by consequently too. Rest of the boys are more or less demoralized and side-tracked for repairs. Now, you don't want to monkey around much, for if you don't loom up like six bits and go out on the track, the old man'll give you a time check and the Oriental Grand Bounce. You hear the mellow thrill of my bazoo.'

Then I slowly uncorked the Great Blood Purifier and, moving to the footlights where the silvery moon beams could touch up my dazzling outlines, I said: 'Pardner, I am pleased and gratified to have met you. I don't know the first ding busted thing you have said to me, but that's my misfortune. I am a plain miner, and my home is the digestive aparatus of the earth, but for professional melody of the chin you certainly take the cake. You also take the cake basket and what cold pie there is on the dump. My name is Woodtick Williams. I discovered the Feverish Hornet up on Slippery Ellum. I am proud to know you. Keep right on getting more and more familiar with your profession, and bye and bye, when nobody can understand you, you will be promoted and respected, and you will at last be a sleeping car conductor and reveal in the biggest mental calm and wide shoreless sea of intellectual stagnation that the world ever saw. You will——'

But he was gone.

Then I took the pillow-sham and wiped some of the pulverized crackers off the soles of my feet and went to bed in a large gob of gloom.

—'Can there be happiness where there is no love? solemnly queries an author in a book on marriage. Not much happiness, perhaps, but if the girl is awful rich there can be lots of fun.

—A new fan, invented in Germany, has needles and thread concealed in its first fold, so as to be all ready to repair damages if