





WOLFVILLE, N. S., JULY 12, 1889.

A Bold Champion.

A writer in Tuesday's New Star appears to be somewhat incensed over an item in the ACADIAN last week concerning the reading of Mrs Scott-Siddons. We did not express our own opinion, never having heard the lady, but that of a gentleman of this town whose views should be of some weight. The "writer" thinks we should give our authority, and we don't know that we would have any objection to doing so were it asked for over the signature of Mrs Scott-Siddons' champion. The warmth which he exhibits leaves the impression that the communication may have been written by the celebrated lady's manager on this occasion.

Miss Graves to Return.

The people of Wolfville and all interested in Acadia Seminary will be pleased to learn that Miss Graves has accepted the position of principal of that institution. Miss Graves has already filled this position for about seven years with credit to the institution as well as to herself. Her resignation on account of ill-health was deeply regretted to all. The past three years she has spent chiefly in travelling and study in the old country. On the resignation of Miss Wadsworth last spring the principalship was again offered to her and a few days since she called her acceptance from Berlin. Her return to Wolfville will give the highest satisfaction.

Meeting of the Presidents.

The Presidents of the different Colleges of the Maritime Provinces had a meeting in Wolfville last week. There were present: Dr Sawyer, of Acadia; Dr Forrest, of Dalhousie; Dr Willets, of Kings; Dr Ineh, of Mt. Allison; and Dr Anderson, of Prince of Wales College, Charlottetown, P. E. I. Dr Harrison, of the University of New Brunswick, was unable to attend on account of other duties. It is understood that matters relating to matriculation and other subjects were discussed. A pleasant social party was held at the residence of Dr Sawyer on Wednesday evening, when the Presidents were met by the Professors of Acadia and their wives, and other ladies and gentlemen. The next meeting is to be held in connection with Kings College, in 1890.

Something Wrong.

A great battle has been fought and a great victory has been won. On the 7th inst., near Richburg, Miss, the celebrated pugilists, Sullivan and Kilrain, met, and after a fight of 2 hours and 18 minutes, Sullivan succeeded in vanquishing his opponent and winning the glory of being called, for a time, the greatest rowdy and the best fighting man in the United States of America. Kilrain won the first fall and first blood, while Sullivan won the first knock-down. Both men were arrested after the fight by the sheriff. In this enlightened age, with all our boasted civilization, it seems strange that the laws are powerless to prevent these exhibitions of brutal force so frequently reported in the city press; and that the authorities when they attempt to prevent such occurrences always manage to have their officers on hand just a little too late.

One Poor Farm.

The matter of consolidating the support of the poor of King's county under one management has at last been decided upon and a committee has been appointed to procure a suitable farm for the purpose. At the present time we have three distinct boards of overseers of the poor and three separate farms to be managed, which must as a matter of fact necessitate a larger expenditure than would be the case under one management. We believe this is a move in the right direction, particularly so as we shall very soon be required to care for our incurable harmless insane within the county, which can be done in connection with the poor. At the present time there are quite a number at the Provincial Asylum that cannot be allowed to remain there much longer, besides several farmed out in the county. The location of a suitable place for such an institution should not be a difficult matter, and possibly one of the three farms we now have would be as desirable as any that could be obtained. The matter of a few dollars expense, however, should not be in the way of getting the best location obtainable.

W. A. Pysant, dentist, has just returned from dental college and is prepared to do finer work than ever. All kind of dental work done by the latest methods. Office at his residence, Station street, opposite Acadia Hotel, Wolfville.

Minar's Liniment is used by Physicians.

Our Railways.

In India, and all the other principal British colonies except the Dominion of Canada, the railways have been largely, and in some cases entirely, built by the Government with public money; and large portions of the public debt have been incurred for that purpose. But in this country the Government has only built such roads as were required by public policy, notably the Intercolonial and Prince Edward Island railways,—the first being built in accordance with the wishes of the Imperial Government and the second to fulfill the pledges made by the "light little Island" when that Province entered confederation. The Dominion Government, however, has always been active in encouraging private railway enterprises and in this way has expended no less a sum than \$13,155,546, or at the rate of \$10,405 per mile of the roads already completed. The several Provinces have also given liberal assistance in building railways, Nova Scotia having up to the fiscal year of 1888 contributed \$1,678,637, besides \$500,000 contributed by the municipalities in the shape of ways, bonuses, &c.

The total mileage in operation in the Dominion up to June 30th, 1888, was 12,162, and the total miles of railway completed up to the same time was 12,701. With the boom that our railways has since received these figures will be largely increased in the very near future. Nova Scotia as well as all the other Provinces has received its full share of the activity evinced in railways now under construction and about being begun. King's county, too, has its railway under construction. Not a long one by any means but no doubt one that when completed will be an assistance to the township of Cornwallis which will derive all the benefit in having railway communication with the rest of the continent. Whether this road will ever pay can not now be determined, but as the promoters are all live business men they will probably be able to place it at once upon a paying basis. Our representative, Dr Borden, is not the man who will go into any undertaking unless he sees his way clear in making it a paying venture. We all hope his expectations in the Cornwallis Valley Railway will be fully realized.

The adjoining county of Annapolis is also enjoying her share of the boom, and her energetic representative, J. B. Mills, Esq., may justly feel proud of the share he has taken in securing aid from the Dominion Government in making an early completion of the N. S. Central Railway from Middleton to Bridgewater. This is expected to be completed and ready for passenger trains the coming autumn. Active operations are now being carried on on the road, the company now having three locomotives, and track-laying, bridge building and ballasting going on all along the line.

We now come to the "missing link" where activity is in order, and under the management of energetic contractors this eighteen odd miles of road, connecting the W. & A. R. at one end and the W. C. R. at the other, will soon be brought to completion. When the road is completed it is too much to hope that the Dominion Government will take over the whole road from Yarmouth to Windsor and have it run as an important feeder for the I. C. R. We venture to state that not one dissenting voice would be heard in the several counties through which the road runs if such an order of things is eventually brought about.

Another important link in our railway system received aid from the Dominion Government at its last session. We refer to the Hants Centre, connecting Windsor and Truro. Tenders for the construction of this road are now being asked and when completed it will do away with the present round-about journey via Windsor Junction.

We have now enumerated the roads, which we expect and hope will be of the most benefit to the western counties and the Annapolis Valley, and it is now in order to take a glance at what is going on in railroad building in other parts of the Province. The Stewiack Valley and Landsdowne Railway will be the means of opening up a rich agricultural country and no doubt will be much appreciated by the thrifty farming community through which it will pass. Then we have the shore and again tapping the I. C. R. at New Glasgow. This road is being pushed rapidly to a completion and opens up valuable portions of Cumberland, Colchester and Pictou counties, and will be the shortest possible route from Cape Breton Island, on the Atlantic, to connect with the C. P. R. and the Pacific coast.

Has confederation been the means of bringing about a fair measure of development of the great country thus united? The rapid expansion of our railway system implies that this state of things has thus been brought about. In 1836 what is now Canada had just 16 miles of railway. In 1850 the mileage had been increased to 71. In 1867 we had 2,258, the country having been opened up with railways for 31 years at the rate of 72 miles per year. In 1888 we had over 13,000 miles, or in the vicinity of 400 miles per year. In 1867, when the Provinces were united under confederation, the Maritime Provinces had some fragments of railway, amounting in all to about 200 miles. In 1888 we had over 1500 miles, our own Province having at the present time nearly 900 miles of road completed or nearing completion,—not taking into consideration other important railway ventures that are now agitating

the public mind and will be built in the near future. It is a well established fact that had Nova Scotia not entered the confederation and received such ample assistance from the Federal Government in the shape of subsidies, such gratifying increase in our railways could not now be chronicled. May this boom in railway building continue, opening up in all cases valuable country; and that those counties in Nova Scotia which have not as yet succeeded in procuring railway communication may do so in the near future is our earnest desire.

"Book of Wonders."

(L. L. DAYSON)

NO. 10.

Further on in the book we come to several pages reserved for an intended series of articles. Only one, however, of the series was written, and this will be produced here. The title of the series is this: "Some Sketches from Nature. By Jaco Hollie, No 1. The Sleet Storm." This is the article:

What can art, with all the modern inventions, with all the genius of a modern inventor, construct so beautiful as a single tree after a sleet-storm? I remember, once long ago—'twas in February—there was a terrible storm. The day commenced by a slight snow storm, which slowly turned to rain. The temperature suddenly lowered, and the wind shifted to the north. The cold weather had such an effect on the rain as to cause it to freeze immediately on reaching the earth, or aught else between sky and earth, and stick like wax to it. The afternoon was a very disagreeable one. The houses, the barns, the trees, the fence, and even the stubborn sheep which would not go under shelter, were coated with the cold, transparent sleet. The wind howled during the night, driving the sleet "molten ice" into every crevice and crack, and the next morning the panes and sashes were coated nearly an inch thick, and so uneven that we could hardly see anything through it. The wind had completely gone down during the night, and the sun rose into a clear, cloudless sky, and shining on wall and window, reflected its rays like a mirror. The snow which had fallen on the previous day was also sheathed in a transparent mantle, and sparkled and shone till the eye was glad to let the lid drop, and shut out the ridiculous picture.

It was a beautiful day for a sleigh-ride, and many availed themselves of this rare opportunity. Far along the wooded road the storm had done its work most effectually, and though here and there a stately spruce or sturdy Norway larch bowed humbly to the ground beneath its unbearable load, broken and bleeding the sap of its existence, the picture on the whole tended to make one think and wonder how much beauty and chastity could proceed from a howling, blinding storm, which the day previous had withered. Far in the distance the sun shone on the icy fences, and all the colors of the rainbow could be seen alternately, sparkling like diamonds. Down by the gate the stately old willow, that had stood the mighty blasts of October nearly three-score years has at last lost one of its branches, and there it lay on the ground—severed from the parent trunk, soon to be gathered up and cut into fuel.

But alas for the orchards! The sun set in a red den sky, and now and then a gentle breeze shakes the limbs and crackles the ice-enclosed boughs. Hark! The wind grows louder and louder! The house fairly trembles, and far away down along the beach the breakers roar, bearing the cold ice-cakes up to the rocky shore—only to be dashed back, broken into a hundred pieces. The next morning all the beauty had fled from the trees. Bare and grim, low and broken, they stood pointing their remaining branches to the sky. Under each tree lay sheet-covered pieces of the tree's best boughs laden with the last autumn's load that had they been spared, would have welcomed the spring birds to build their summer's nests among them. And this is an end of all the previous day's glory and splendor. What a contrast!

Kingsport Items.

We always thought this place to be plentifully supplied with sleepers and we do not understand why the importation of more is necessary unless the native stock is too green for railway use. Timber has arrived and a new church will soon be erected by the Congregationalists of this place. Probably the native sleepers will find a place therein. Some \$85 was realized at a pleasant strawberry festival held here on the 31st. A goodly number was present and the affair passed off very successfully. Sch. Galena arrived on 21st ult. with hard pine and treenails for new ship; has discharged cargo and is now undergoing repairs.

Gaspereau Notes.

Rev. R. R. Philp, preached on Sabbath, June 20th, at Gaspereau, Greenfield and Black River to good congregations. John Gertridge, Esq., is building a new house facing his residence. We notice that the same gentlemen is improving his fences on the public street, as also the sidewalk. Mr Silas Baker has erected a board fence in front of his property. The "snake-fence" is slowly disappearing from this part of the valley. Board and wire is certainly an improvement on the old style.

I will sell balance of my Spring Stock at cost for cash down, by the yard or made up. Now is your chance for bargains! This sale to continue only 29 DAYS. No trouble to show goods. Yours very truly, WALLACE, THE TAILOR. Wolfville, June 2d, 1889.

Dr Geo. A. Pickles, a very eminent doctor of Mahone Bay, N. S., says: "I knew a man on this Bay who has been sick for a long time. All the medicine we tried or could think of did not reach his case. He tried Canadian Bitters and other Patent Medicine, all failed and he was gradually growing worse. At last he tried a bottle of Dr Norton's Dock Blood Purifier. Imagine my surprise that in less than a week he was much improved in health, and by the time he had finished the second bottle he was a well man. I now have great call at my Drug Store for DOCK BLOOD PURIFIER which in the case mentioned proved itself far superior to any Bitters or Blood Purifier that I have ever known. For sale by all Druggists and Dealers.

Rev. Mr Tuttle is moving out of mission house into his new home. Mr T. is retiring from the pastorate on account of ill health. Rev. Mr England, his successor is moving into the premises vacated by him. A. T. Baker, Esq., Somerset, has been laid up on account of poor health for several weeks past. His recovery is considered doubtful. EDITOR ACADIAN.—In your issue of the 28th June there is a notice that at Weston, June 24th, a son was born to Mr and Mrs F. B. Sanford. This notice is misleading, it should have said, born at Berwick, to Mr and Mrs Burpee Sanford. Please make this correction, and oblige, ONE INTERESTED.

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J. B. NORTON, Proprietor, Bridgetown, N. S. Johnson's Decorators' Pure White lead; warranted equal to any lead in the market at WALTER BROWN'S.

S. C. SNELL, TEACHER OF BUSINESS, MONEY BRINGER, WINDSOR, N. S. This concerns but few people in town, everybody else may skip it. I have got to make my school known to these few. I taught the System of Rapid Writing in the St John Business College in '85 and '86, since in Nova Scotia. I have a Pen Art School and Business College in Windsor. The rooms are large, pleasant and well lighted. It is the sort of school that can by its pupils instead of getting the utmost out of them. The sort that puts money in the pocket of everybody that has anything to do with it. It makes a fortune to do business right—well—faithful. Those who join before June 1st pay but \$15.00 for unlimited instruction, Penmanship, Book-keeping, etc. S. G. S.

Dr J. W. REID, PHYSICIAN AND SURGEON, Office at the American House, Wolfville.

G. M. DONALDSON, -FASHIONABLE- Artistic Tailor, Calkin's Block, Kentville.

WANTED. Live, Energetic Men to Sell Fruit Trees, Rose Bushes, Shrubs and Small Fruits. Salary and Expenses Paid. State age and name references to insure a reply. Address S. T. CANNON & CO., Mention this paper. August, 1889.

Burpee Witter 0000 ANNOUNCES 0000 --HIS-- SPRING SUMMER STOCK & COMPLETE! IN EVERY DEPARTMENT. -DRY GOODS- -MILLINERY- -READY-MADE CLOTHING- FOR BOYS AND MEN ALL SIZES. Gents' Furnishings. Boots and Shoes.

Wool Taken on account. Taken for goods. Taken for cloths. Wool! Wool!

HAYING TOOLS.

SCYTHES: American Clipper, India Solid Steel and Genuine English Griffin. SNATHS: Jersey Bond. RAKES AND FORKS: American and Canadian. WALTER BROWN. Wolfville, June 24th, 1889.

DURING THE SUMMER SEASON MANY PEOPLE become debilitated, accompanied with feelings of LASSITUDE, LOSS OF APPETITE and INDIGESTION. The benefit to be derived from the use of BAIRD'S QUININE AND IRON TONIC is almost magical. Ask your Dealer. Price 50 Cents.

Photo. Studio. --Lewis Rice, of Windsor,-- --WILL BROKEN A-- Branch Gallery at Wolfville April 1st, and remain one week of each month commencing first Monday in the month. April 1 till 6, May 6 till 11, June 3 till 8. NEW ROOMS PATRIQUIN BUILDING, WOLFVILLE, N. S.

Spring Millinery! Building Lots! New Goods Have Arrived and Are Arriving. Commencing Monday, April 15th, I will have the largest and most beautiful assortment of MILLINERY GOODS! ever shown in Wolfville, comprising HATS, BONNETS, FEATHERS, FLOWERS, RIBBONS, LACES, and everything usually found in a first-class millinery establishment. N. A. Hamilton. Wolfville, April 12th, 1889.

For sale, near the College. Apply to Walter Brown, Wolfville, June 3d, 1889.

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ST. JOHN AND MINAS BASIN ROUTE. Steamers of this route will sail as follows during the MONTH OF JULY: Leave Hantsport for Parrsboro Village—Monday—1st, 12 10 p m; 8th, 5 20 a m; 15th, 12 30 p m; 22d, 5 20 a m; 29th, 11 a m. Parrsboro Village for Hantsport—Tuesday—2d, 1 35 p m; 9th, 7 00 a m; 16th, 1 50 p m; 23d, 6 45 a m; 30th, 12 15 p m. Wolfville for Parrsboro pier, Monday—1st, 1 30 p m; 8th, 7 30 a m; 15th, 2 00 p m; 22d, 7 20 a m; 29th, 12 30 p m. Parrsboro pier for Wolfville—Tuesday—2d, 11 50 a m; 9th, 5 30 a m; 16th, 12 15 p m; 23d, 5 10 a m; 30th, 10 30 a m. Windsor for Parrsboro pier, calling at Hantsport and Kingsport—Wednesday 10th, 9 a m; 24th, 3 45 p m. Windsor for Parrsboro pier, calling at Hantsport—Wednesday 3d, 10 30 p m; Thursday 4th, 4 50 p m; Monday 11th, 10 50 a m; Wednesday 17th, 3 20 p m; Thursday 18th, 5 10 p m; Thursday 25th, 10 00 a m; Wednesday 31st, 1 40 a m. Parrsboro pier for Windsor, calling at Kingsport and Hantsport—Friday 12, 8 25 a m; 26th, 7 30 a m; 19th, 11 30 a m; 27th, 11 30 a m; 28th, 11 30 a m; 29th, 11 30 a m. Parrsboro for Windsor, calling at Hantsport—Thursday 4th, 1 25 p m; Friday 5th, 2 15 p m; Thursday 11th, 3 25 a m; Thursday 18th, 1 40 p m; Friday 19th, 2 30 p m; Thursday 25th, 6 45 a m.

STEAMER "ACADIA." Will leave Windsor every Wednesday to connect with "HAWATHA" at Parrsboro for St John; also connect at Parrsboro for Windsor on her return.

STEAMER "HAWATHA." Will leave Hantsport for St John, calling at Kingsport and Parrsboro Wednesday 3d, 2 30 p m; Wednesday 17th, 2 30 p m; Wednesday 24th, 1 20 p m. Will leave Mattland Wednesday 10th, 8 45 a m; Wednesday 24th, 8 30 a m. Returning, will leave St John every Thursday evening.

Will call at Spencer's Island going and coming from St John, weather permit. Through freight taken from St John for Parrsboro, Kingsport, Wolfville, Summersville, Hantsport, Avonville, and Windsor.

FARES.—Windsor, Hantsport, Kingsport, Mattland and Parrsboro to St John, \$2.75 Return, \$4.50. Children under 12 years, half price.

Three hours added to time of leaving Hantsport or Mattland will give time for leaving Parrsboro for St John. Boats run on Halifax time.

E. CHURCHILL & SONS, Hantsport, July 1, 1889.

Are you a subscriber to THE ACADIAN?

KENDALL'S SPAVIN CURE. The Most Successful Remedy ever discovered for the cure of Spavin, Gout, Rheumatism, and all other ailments of the horse. It is a simple, safe, and reliable remedy, and is sold by all Druggists.

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NOTICE! ALL PERSONS having legal demands against the estate of J. Wesley Stewart, late of Horton, in the County of Kings, farmer, are requested to render the same, duly attested, within twelve calendar months from the date hereof; and all persons indebted to the said estate are required to make immediate payment to JOHN R. STEWART, Administrator, Lower Horton, May 1st, 1889.

JOB PRINTING of every description done at short notice at this office.







