

The Weekly Monitor

WEDNESDAY, MARCH 2, 1881

Last week we alluded to the Nictaux and Atlantic Coastal Railroad, and mentioned some of the advantages its completion would be to this County.

A petition to the House of Assembly is now in circulation in this and Lunenburg counties, asking that an extension of time be granted in order that the road may be finished. The petition is being extensively signed by the inhabitants all through the two Counties, and we think it ought to be.

On looking at the report of the Provincial Engineer, Mr. Murphy, for 1879, we find that the total amount of work performed on the road is \$251,835.31, and it is hardly fair, especially to the public, that so much money should have been expended without any benefit whatever, except the merely temporary benefit to a few employees. Is it right that this money should be wasted? and if the road be not completed it will be worse than wasted; for a great deal of injury to private property has been done, that the owners can never be fully compensated for unless the road be put in operation. There is also thirty or forty thousand dollars due to people along the line, which ought to be paid, and many of the people to whom this money is due, are very poor and actually suffering for the want of it.

We beg to quote following prices for sound apples obtained by Messrs. Garcia, Jacobs & Co. of Covent Garden market, London, at sale Feb. 9th:

Baldwins, 15s. @ 20s.; Spitzenberg, 15s. @ 17s.; Newtown Pippin, 25s. @ 22s.; Greenings, 14s. @ 15s. 6d.; Lady Apples, 30s.

A large quantity of fruit has arrived in Lunenburg, a good deal of it frosted.

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the wealthiest portion of the whole Province. The steamship movement is a step in the right direction, and those who have money to spare should back up the men who are devoting their energies to carry the enterprise through.

Apple Report. 110 Cannon St., London, Feb. 5th, 1881.

DEAR SIR:— The arrival of apples during the past fortnight have been so small that there has been little of general interest to advise.

During January we had some very cold weather, but it has had no bad effect on the value of apples.

Of the few arrivals lately some have been very rotten, probably frosted fruit. Sound fruit is dearer, and our buyers are anxious to secure it whenever offered.

We see no reason why the demand on prices should give way, for sound fruit, for the next three or four months—and they may easily become firmer. Our latest sales of sound fruit are: Baldwins, medium, 15s. 10s.; good are wanted; Russets, 17s. 6d., 20s., 21s. 22s. 6d., according to quality; Neeks, 23s., 22s.; Newtons, 20s., 24s. 6d. Yours truly,

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Nictaux Falls. There is no thrilling narrative to be recorded, whose theatre was the Nictaux Falls. It (the falls) do not leap a thousand feet in "one burbling" but moves along over the rocks, making a "sing" "go on forever" but wondering how long before its speed will be contested by the engine on the N. & A. C. Railway. The railway Company or the government—I know not which—must place considerable stress on the prophecy of Mother Shipton. The Pacific Road is a good scheme—so also is the Nictaux Railway, and deserves consideration. Every British subject has a right to work, plan and wheel for his country. Good men will not run away to the States. It is only the restless, those who get into trouble; foolish girls and weak minds that escape the solid health-giving laws of Canada for the corrupting influences of Republicanism. Notice when such return, swaggering in airs and style, with "how you talk," "I do tell," "land of Goshen," etc.—disgusting in language, and debasing in sentiment. But I was about to remark, that the people of Nictaux Falls have abundant reason to be proud of their school-house. "It is just splendid." To Miss Harris is entrusted the training of the boys and girls. Her school is a drill room—just what we like, just what we have advocated. Yes, train the physical with the mental, and you have a "sound mind in a sound body." Miss Harris evidently understands the modern methods of teaching. The postmaster is Jonas Balcom, Esq., who has a store in connection. Just across the street is the store of Mr. C. Bartheaux, that is well filled with generalities. A hall is here, and it may be pertinent to remark that a lodge or division would be beneficial to the young men, as talent exists.

A church belonging to the Wesleyan body, is here. Also another, in which the Baptists regularly worship. Rev. R. Smith occupies the pulpit in the former, and Rev. M. Bleakney in the latter. An organ in both churches aids the singing. There is a portion of the furnace—I can read its history, not in the past, but in the future. Again will the blast urge the fire, hastening the liquid iron to the floor, lighting up the building with its glare, increase the activity of the place, that would be intensified by the trains run within the city. There is a portion of the furnace—I can read its history, not in the past, but in the future. Again will the blast urge the fire, hastening the liquid iron to the floor, lighting up the building with its glare, increase the activity of the place, that would be intensified by the trains run within the city.

ENLARGEMENT.—We are pleased to see that a provincial cotemporary, the Windsor Mail, is marching onward. Its aid to and fro from our market is much improved. It is always well up in local news.

CLARENCE.—On Friday night last, a building occupied as a shop, wooding, and carriage house, belonging to Mr. James Miller, was burned to the ground with all its contents.

The sociable at Wm. Miller's, Esq., on Tuesday night, 22nd ult., was largely attended and far from the most successful in the series, speaking in a financial sense. \$33.60 was realized.

A citizen of Dakota took a Turkish bath in Omaha a few days ago, and died within an hour. The verdict of the jury was "He had caught cold and got so much mud off him at one time."

A heavy south and easterly storm of wind and rain commenced on Monday evening, and continued with but little intermission till the morning. The snow-drifts look very conspicuous under the attack.

A railway project is now being mooted in St. John, which promises to be of great benefit to the city—it is to bridge the river St. John from a connecting line between the St. John and Maine Railway and the Intercolonial steamers in the city.

Hector McLean, Esq., has received the appointment of Registrar of the responsible ratings of the Washington City and Point Lookout Railroad. This gentleman resided for some time in Granville, and is well and favorably known to many in this County, and his friends will hear with pleasure of his good fortune.

Acadia Steamship Company. [Communicated.] We are glad to be able to report that the prospects of this company are brightening daily, and it promises to become one of the most popular institutions in the Province.

The petition for and draft of charter was sent forward to Ottawa on the 23rd inst., and we take pleasure in noting that the rules of the house were suspended at Ottawa, which insures its being obtained at this session.

A petition with about 500 signatures of the responsible raters of Kings and Digby Counties, has gone to Ottawa, asking a grant of \$15,000 for the pier, warehouses, etc., to be erected at this port, and we trust the Government will not deny the grant. Several letters accompanied this petition, urging on the attention of our Government. The following letter was addressed to our member for Annapolis at Ottawa:—

ANAPOLIS, Feb. 21st, 1881. A. Longley, Esq., M. P., Ottawa.

Dear Sir,—You will receive petitions from the inhabitants of King, Annapolis and Digby Counties, and were there time it would have been signed by every ratpayer not only in these but in Queens, Lunenburg, and Shelburne Counties.

The whole of Western Nova Scotia is now becoming alive to the vital importance of the proposed Steamship Communication between Annapolis and London, and particularly that the Company should not be contented with the aid of this and many of our farmers have subscribed to the stock looking to the indirect benefit that must result in the advance in their products and lands caused by the reduced cost of transportation and the introduction of settlers (farmers) from the Mother Country to whom our fertile valleys are now inviting, and will be doubly so when direct Steam Communication with London is established, placing us in such close connection with the best and largest market in the world, at a cost of transportation that

must insure these markets to our people for all time to come.

We have asked the Government for the sum of \$15,000 to aid in building our pier and warehouses at the head of our navigation for large ships, at the old Port of Annapolis Royal in the very heart of one of the richest and most fertile valleys on this Continent, with a winter climate about the same as Baltimore, average temperature of January and February, 11 to 25 deg. above zero, and a harbor inferior to none in the Dominion, easy access at all seasons of the year, and never closed by ice.

The whole Country confidently expects aid from our government, now that we have put our shoulders to the wheel. We do not ask the Government to make Annapolis a winter port, it is a Winter Port, and exports in cattle, apples, deals and furs to the value of a radius of 40 miles sufficient to give employment to a line of steamers, and with the little encouragement our hardy farmers now ask to increase these exports two or three hundred fold. We do not ask the Government to grant money to a visionary scheme or to a company that only exist in the brains of some speculators who will not venture one dollar of their own in the enterprise they advocate. We maintain that the Acadia Steamship Company will encourage and develop the productions of the valleys of our Western Nova Scotia, and its history in history and song, and that Acadia of the future will make its mark, and still merit a place in the commercial history of our Country for its pluck and enterprise.

We only ask the Government to help us, and we are willing to help them. Once it is known that Government will grant us the required aid, our share list will without delay be promptly closed on this side, and we can avoid soliciting stock abroad or having any control over the affairs outside of our Dominion, where our wants are best known.

I remain, dear Sir, yours respectfully, T. S. WATKINS, Esq.

Such proportions has the import trade of apples and cattle assumed in Great Britain, looking up last year from United States and Canada alone about 1,000,000 barrels of apples, and 200,000 head of horned cattle, and that companies have been formed on the other side especially to attend to the wants of the trade, viz: to bring the producer and purchaser together in the most direct manner, without incurring the necessary expenses of brokers and middle men to eat up the profit in commission and charges, as well to take proper care of and protect the fruit and cattle promptly on arrival, having packing and storing houses for apples, and regular slaughter houses for cattle, as well as cold and refrigerator warehouses for keeping these from damage or decay. Such an institution is the M. & M. Railway, Fruit and Cattle Company, of London, D. Tallerman Manager. They have a capital of \$2,000,000, mostly invested in stores, etc., for their business. The shippers find it to their advantage to send their goods to such companies who will receive in large or small lots from the trader or producer, and when required make advances on shipments on this side.

The company is composed of wealthy, practical, business men, who are ready and able in their individual capacity to take in any reasonably sound organization that will tend to reduce cost of transportation of food and bring to the London market the products in bulk, of other countries. These companies cannot take stock in other companies in their corporate capacity, but the individual members bring men of wealth, will invest.

Mr. T. S. Watkins informs us that he brought the proposed Steamship Company to the notice of the manager of the market in London, as well as others on their side, and has received from several parties liberal offers to take stock. The most liberal was received by cable on the 22nd inst. as follows:—

"Can provide ten thousand pounds for our Company provided Steamer and consignment business assured."

Tallerman. No doubt the share list will be completed before the next meeting, 16th March, when with a charter, and a liberal grant from the Government, the company will go into business at once. Success to the Acadia Steamship Company.

In explanation of the working of the co-operative market Company, London, we copy from their Circular for information of our farmers:—

"The company—Farmers and others having live stock or dead meat, poultry, eggs, fruit, apples, or other farm produce for sale, are requested to communicate with the manager, 84, Upper Thames St., London, E. C. when the information as to markets and advice as to disposal will be freely sent them."

Amount of sales, and approximate estimate of the produce of a halibut 1600 lbs., yielding at 800 lbs. average of meat.

Meat.—1st Grade, Fore-rib, 72 lb; 2d, 72 lb; 3d, 72 lb; 4th, 72 lb; 5th, 72 lb; 6th, 72 lb; 7th, 72 lb; 8th, 72 lb; 9th, 72 lb; 10th, 72 lb; 11th, 72 lb; 12th, 72 lb; 13th, 72 lb; 14th, 72 lb; 15th, 72 lb; 16th, 72 lb; 17th, 72 lb; 18th, 72 lb; 19th, 72 lb; 20th, 72 lb; 21st, 72 lb; 22nd, 72 lb; 23rd, 72 lb; 24th, 72 lb; 25th, 72 lb; 26th, 72 lb; 27th, 72 lb; 28th, 72 lb; 29th, 72 lb; 30th, 72 lb; 31st, 72 lb; 32nd, 72 lb; 33rd, 72 lb; 34th, 72 lb; 35th, 72 lb; 36th, 72 lb; 37th, 72 lb; 38th, 72 lb; 39th, 72 lb; 40th, 72 lb; 41st, 72 lb; 42nd, 72 lb; 43rd, 72 lb; 44th, 72 lb; 45th, 72 lb; 46th, 72 lb; 47th, 72 lb; 48th, 72 lb; 49th, 72 lb; 50th, 72 lb; 51st, 72 lb; 52nd, 72 lb; 53rd, 72 lb; 54th, 72 lb; 55th, 72 lb; 56th, 72 lb; 57th, 72 lb; 58th, 72 lb; 59th, 72 lb; 60th, 72 lb; 61st, 72 lb; 62nd, 72 lb; 63rd, 72 lb; 64th, 72 lb; 65th, 72 lb; 66th, 72 lb; 67th, 72 lb; 68th, 72 lb; 69th, 72 lb; 70th, 72 lb; 71st, 72 lb; 72nd, 72 lb; 73rd, 72 lb; 74th, 72 lb; 75th, 72 lb; 76th, 72 lb; 77th, 72 lb; 78th, 72 lb; 79th, 72 lb; 80th, 72 lb; 81st, 72 lb; 82nd, 72 lb; 83rd, 72 lb; 84th, 72 lb; 85th, 72 lb; 86th, 72 lb; 87th, 72 lb; 88th, 72 lb; 89th, 72 lb; 90th, 72 lb; 91st, 72 lb; 92nd, 72 lb; 93rd, 72 lb; 94th, 72 lb; 95th, 72 lb; 96th, 72 lb; 97th, 72 lb; 98th, 72 lb; 99th, 72 lb; 100th, 72 lb; 101st, 72 lb; 102nd, 72 lb; 103rd, 72 lb; 104th, 72 lb; 105th, 72 lb; 106th, 72 lb; 107th, 72 lb; 108th, 72 lb; 109th, 72 lb; 110th, 72 lb; 111th, 72 lb; 112th, 72 lb; 113th, 72 lb; 114th, 72 lb; 115th, 72 lb; 116th, 72 lb; 117th, 72 lb; 118th, 72 lb; 119th, 72 lb; 120th, 72 lb; 121st, 72 lb; 122nd, 72 lb; 123rd, 72 lb; 124th, 72 lb; 125th, 72 lb; 126th, 72 lb; 127th, 72 lb; 128th, 72 lb; 129th, 72 lb; 130th, 72 lb; 131st, 72 lb; 132nd, 72 lb; 133rd, 72 lb; 134th, 72 lb; 135th, 72 lb; 136th, 72 lb; 137th, 72 lb; 138th, 72 lb; 139th, 72 lb; 140th, 72 lb; 141st, 72 lb; 142nd, 72 lb; 143rd, 72 lb; 144th, 72 lb; 145th, 72 lb; 146th, 72 lb; 147th, 72 lb; 148th, 72 lb; 149th, 72 lb; 150th, 72 lb; 151st, 72 lb; 152nd, 72 lb; 153rd, 72 lb; 154th, 72 lb; 155th, 72 lb; 156th, 72 lb; 157th, 72 lb; 158th, 72 lb; 159th, 72 lb; 160th, 72 lb; 161st, 72 lb; 162nd, 72 lb; 163rd, 72 lb; 164th, 72 lb; 165th, 72 lb; 166th, 72 lb; 167th, 72 lb; 168th, 72 lb; 169th, 72 lb; 170th, 72 lb; 171st, 72 lb; 172nd, 72 lb; 173rd, 72 lb; 174th, 72 lb; 175th, 72 lb; 176th, 72 lb; 177th, 72 lb; 178th, 72 lb; 179th, 72 lb; 180th, 72 lb; 181st, 72 lb; 182nd, 72 lb; 183rd, 72 lb; 184th, 72 lb; 185th, 72 lb; 186th, 72 lb; 187th, 72 lb; 188th, 72 lb; 189th, 72 lb; 190th, 72 lb; 191st, 72 lb; 192nd, 72 lb; 193rd, 72 lb; 194th, 72 lb; 195th, 72 lb; 196th, 72 lb; 197th, 72 lb; 198th, 72 lb; 199th, 72 lb; 200th, 72 lb; 201st, 72 lb; 202nd, 72 lb; 203rd, 72 lb; 204th, 72 lb; 205th, 72 lb; 206th, 72 lb; 207th, 72 lb; 208th, 72 lb; 209th, 72 lb; 210th, 72 lb; 211st, 72 lb; 212nd, 72 lb; 213th, 72 lb; 214th, 72 lb; 215th, 72 lb; 216th, 72 lb; 217th, 72 lb; 218th, 72 lb; 219th, 72 lb; 220th, 72 lb; 221st, 72 lb; 222nd, 72 lb; 223rd, 72 lb; 22

Poetry.

(From the Portland Transcript.)
Life and Death.
A fair form of beauty bright,
Changing to marble, pale white
Folding the wavy tresses,
Ere they turn to break their God's com-
mands.

Miscellaneous.

How to SETTLE THE IRISH QUESTION.
It was Sir John Hawkshaw who pro-
posed to Lord Palmerston to settle the
Irish question by offering a bounty to
every Irishman that took to himself a
Scotch or English helpmate, and a dow-
er to every daughter of the Emerald
Isle who wedded a Scotch or English
husband.

CAUTION!

Myrtle Navy!
T. & B.
None other genuine.
Subscribe for
The Monitor
KEEP YOUR MONEY AT HOME, BY
PATRONIZING A LOCAL INDUS-
TRY, AND STOP TAKING DOLLAR
WEEKLIES THAT CONTAIN ONLY
GENERAL MATTER, WHILE THE
MONTHLY LABORS FOR YOUR BENEFIT
FIT IN EVERY WAY.

Fashion that should never die. To
wear it well is a proof of grace, and it
imparts an elegance, especially to a tall
woman, that is very desirable. In the
old portraiture by Sir Joshua Reynolds
and Gainsborough, by Stuart and
Copley, the scarf has been very elegantly
used—the long straight scarf drawn
tightly across the snuff of the back,
passed over the elbow, and dropping
down in front as low as the knee, or
lower. Nowadays one sees them
occasionally worn by ladies who have
retained in this East, who send them
scarf of crêpe or camel's hair; and
occasionally the French approach the
scarf in the style of their light outer
wraps for spring or autumn. I think
that it would only require half a dozen
ladies, whose reputation for good dress
is high, to persistently adopt the scarf,
for others to recognize its grace and
elegance.

The wearing of jewels is not often
well understood. One does not see
many handsome jewels worn in America,
with the exception of diamonds. It is
said that the value of the diamond
fluctuates less than that of any other
precious stone, and that they there-
fore recommend themselves to the
practical business mind as an invest-
ment, and that this is the real reason
that our women wear diamonds so
exclusively. This is to be regretted,
as the diamond, from its excessive
brilliance and hardness of light, is not
becoming to many women. To the
blue-eyed, the sapphire, or even the
inexpensive turquoise, is often far
more useful, or ornamental, and de-
cative. A little pale woman in flashing
diamonds is absurd; the silent pearl, the
dull soft turquoise, the evasive, mysterious
opal, even the little moon-stone, a
green chaledony, the topaz, an amethyst
with a velvet surface for finish
(what the French call deforce), even
the most common garnet, or pale res-
calored coral—all these ornaments are
becoming to ninety-nine women, where
the diamond is becoming to the one
hundredth. Let us emancipate our
selves from imagining a thing beautiful
because it is costly, or beautiful as
an ornament because it is beautiful in
itself, or ornamental in the dress of one
person because it is so in the dress of
another.

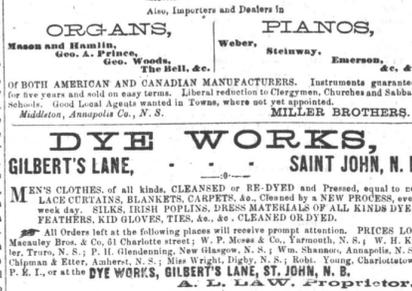
We knew once a charming little lady
who, being in very moderate circum-
stances, dressed in such simple ma-
terials as she could easily procure—in
winter often in soft gray woollens, in
summer in light-colored muslins, with
a white scarf, a straw bonnet, with the
plainest pale ribbon neatly tying it
down. Her complexion was like a
wild rose, and with her soft fair hair
and blue eyes, her figure delicate even
to the point of fragility, no dress could
have been more coquettish and ex-
quisitely appropriate. Later her hus-
band came into a fortune. She eagerly
adopted heavy velvets, beneath whose
weight she seemed to totter, diamonds
of great size and brilliancy. They
made her at once a plain woman; and
as her freshness began to fade, we
wondered how we could ever have
thought her exquisitely pretty; and it
was not until she had, with soft lace
and the tender dulcinea of pearls, with
crapes of gray or white as material for
her gowns, even faded as material for
her hair, that we saw her in her
former charming—Harper's Magazine for
March.

The recent marriage of Miss Leffer-
riere, the daughter of the well-known
French comedian, with M. Paul Rolier,
brings back to one's mind the singular
adventure which befel the bridegroom
two years ago, during the siege of
Paris. M. Rolier was an engineer, but
during the war turned aeronaut, and in
November, 1870, departed from the
designed city in a balloon, taking with
him a number of despatches for Tours.
He quitted the Northern Railway
terminus in the car of the Ville
d'Orleans, with one companion, and
250 kilograms of precious paper
destined for the delegation at Tours.
The wind was blowing strong, and the
ship of the air was carried along with
 amazing rapidity towards the sea.
They heard the distant sound of the
waves beneath them, and to add to
their difficulties an impenetrable fog
enveloped the balloon, which prevented
them from distinguishing anything.
After a time the fog cleared off, and
they discovered below them a sea and
ships. But what sea? The situation
was critical in the extreme; the wind
rose again, the balloon was whirled
through space at a frightful rate, and
the travellers gave up all hope of their
lives. At this juncture a carrier pigeon
was sent off bearing the despatch
book and the 'Vie de France.' Suddenly
the Ville d'Orleans began to descend,
till it all but touched the water. Death-
seemed waiting for them, when hope
was again revived by the sight of a
strip of land. A sack of letters and
journal was thrown out, and the
balloon, thus lightened, rose again
towards terra firma. Soon trees
were beneath it, and by the aid of a
rope M. Rolier and his friend reached
the ground, bruised, exhausted, and
half-insensible. When they came to
themselves they looked around, to see
nothing but snow. Something moved
in the distance over the spotless plain,
and on approaching this something they
found it to be three wolves. After
walking many hours in silence
and solitude they reached a hut, from
the chimney of which smoke issued,
thus revealing the presence of human
beings. Two men presented them-
selves, who, when asked by M. Rolier
where they were, showed their hands
to intimate that they did not understand
the language used. One of them how-
ever—guessing perhaps the sense of
the question addressed to them by the
strangers—drew from his pocket a box
of matches and pointed to the wolf
who was in Norway, and the voyage
was accomplished in fifteen hours.

—We must calculate not on the
weather or on fortune, but upon God
and ourselves. He may fail us in the
execution of our wishes, but never
in the execution with our allegiance.

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

Importers 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.



SEWING MACHINES!
\$5.00
\$100.00
Shuttles, Needles,
AND EXTRAS
of all kinds in stock.

ORGANS, PIANOS,
Webber, 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.

DYE WORKS,
GILBERT'S LANE, SAINT JOHN, N. B.

Favorite Literature.
AT CONNOLLY'S.
LATEST LIST.

Windor & Annapolis Railway.
Winter Arrangement.
Time Table,
THE 16th DAY DEC., 1880.

CONNOLLY'S BOOKSTORE.
BRIDGE TOWN
Marble Works.

Monuments & Gravestones
OF ITALIAN AND AMERICAN Marble.

CAUTION!
EACH PLUG OF THE
Myrtle Navy!

T. & B.
None other genuine.

Subscribe for
The Monitor

KEEP YOUR MONEY AT HOME, BY
PATRONIZING A LOCAL INDUS-
TRY, AND STOP TAKING DOLLAR
WEEKLIES THAT CONTAIN ONLY
GENERAL MATTER, WHILE THE
MONTHLY LABORS FOR YOUR BENEFIT
FIT IN EVERY WAY.

TO ARRIVE IN A FEW DAYS,
BKT. GEO. E. CORBITT,
WITH 100 PUNCHBOYS

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 or lat-
terward from West Indies. All parties wish-
ing to ship potatoes or hay will please apply
immediately to

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

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

J. McLeod,
WATCH AND CLOCK
MAKER,
From London, England,
NEXT DOOR TO
JOHN LOCKETT'S STORE,
BRIDGE TOWN, N. S.

RESPECTFULLY returns thanks to the
public of the County of Annapolis for the
large support he has received since he com-
menced business in Bridge Town, and with
increased diligence, assiduity, and moder-
ate charges he hopes for the same sup-
port.

EVERY DESCRIPTION OF
AMERICAN,
SWISS AND
ENGLISH Watches
and Clocks,
Cleaned & Properly Repaired.

THE SUBSCRIBER keeps constantly on
hand: Common and Stuffed Furniture
in variety. Also Spring Mattresses, Hair
Mats, and all articles of the kind, which
will be sold at the lowest prices.
JOHN Z. BENT.

FOR SALE.
Strong Iron Axes and Springs. Apply to
GILBERT HILL,
COX BROTHERS,
Bridge Town, August 17th, 1880.

VEGETINE
FEMALE WEAKNESSES.

No better remedy in the whole materia
medica has yet been compounded for the
relief and cure of Female Weakness, and
of all the ailments which result therefrom,
than VEGETINE. It is a
vegetable preparation, and is perfectly safe
and reliable. It is a
powerful tonic, and restores the system
to its normal state. It is a
powerful purgative, and cleanses the
bowels. It is a
powerful sedative, and soothes the
nerves. It is a
powerful stimulant, and invigorates the
system. It is a
powerful antiseptic, and destroys the
germs of disease. It is a
powerful antipyretic, and reduces the
fever. It is a
powerful analgesic, and relieves the
pain. It is a
powerful emetic, and induces vomiting.
It is a
powerful cathartic, and induces stool.

For all Ladies who are Sufferers.
Mrs. MARIA HOBSON
of St. John's, N. B., writes:
I have taken several bottles of your Vegetine for Female
Weakness, and I feel compelled to state
that it has done me more good than any
other medicine I have ever used. I feel
stronger, and my health is improved. I
am in my sixty-sixth year, and I feel
that I owe my health to your Vegetine.

How SHEEP ARE FED IN ENGLAND.—
Sheep in England are not given the
run of the open pasture, as in America;
but, by the use of movable fences or
barrels, are given a bit of fresh
ground daily, in addition to the run of
a couple of days back. This necessi-
tates the use of a good deal of fence
and some trouble; but English farm-
ers seem to believe it pays. Care is
taken that there is no waste in feeding.
The crop in spring is generally winter
wheat, which is ploughed off, or rye and
retches (a leguminous plant of the genus
Vicia) mowed and fed from racks.
Later on, spring green crops are
followed by a second crop of clover;
and by the time this is exhausted early
snow white turnips are ready to feed,
and a succession of these is kept up
till Christmas and New Year's when
wedges are fed until May. Hay is
always fed twice per day when turnips
are given, and is cut from a straw-
tipped "rick" or stack in the field;
but no more is ever fed than the sheep
will consume at one time. The tur-
nips are cut in slices before being put
in the feeding racks, and some "extra
nice" sheep-order order the roots
washed before cutting. The sheep are
thought to fatten much more rapidly
because of the regularity with which
it is furnished them. Oat cake is
frequently fed to the fattening sheep, and
the whole system is thought a great
improvement upon the method of soil-
ing in barns.—Michigan Farmer.

35 PER CENT!
A 35 per cent is now the duty imposed on
American Furniture, the Subscriber
wishes to inform the public generally that
he is in a position to import from
Europe and his list below; but intends making
it in his future reductions.

JOHN B. REED.
BRIDGE TOWN, April 2nd, 1879.

J. G. H. PARKER,
BARRISTER AT LAW, CONVEYANCER,
AND REAL ESTATE AGENT.
OFFICE in the Courts. Business promptly
attended to.
OFFICE—Pitts Randolph's NEW BUILD-
ING, BRIDGE TOWN.

Edmund Bent
LICENSED AUCTIONEER.
Sales attended to promptly in any part of
the County. Consignments solicited. Prompt
returns made.
May 18th, 1880.

TO LAWYERS.
A FRESH LOT of Summons and Ex-
ecutions just printed and for sale at
the office.

Agricultural.

Watering Dry Cows.
Every intelligent dairyman knows
that a cow in good condition when she
comes in, will be much more profitable
during the milking season than if poor.
The tendency of a good cow is to turn
all the food she can spare into milk,
and will often draw on her own body
to increase the flow of milk. If she be
in fine condition on coming in, this
extra weight of flesh will be all drawn
off in milk during the season. When
he is putting weight upon his cow
during the winter, he is a certainly
producing milk as when he feeds dur-
ing lactation. This extra flesh repays
a cow so much milk, and may be safely
calculated at 6 lbs. of milk for every
pound of extra flesh she puts on; and,
besides this deposit of milk in the
body, subject to future draft, she will
be able to apply more of the food she
eats during the season to the produc-
tion of milk. It is a poor man who
comes in, then, who does not apply to
her own wants some of the food that
might otherwise go to the production of
milk. But care must be taken not to give too
much corn meal or other heating food
while she is dry, for this may put her
system into such feverish condition as
to cause milk fever after coming in.

—Chip dirt, dirt hay from the edges
of the marshes, and all refuse matter
that can be collected about a farm, if
not used in the compost heap, makes
an excellent mulch for orchards.
Mulching, says a writer, has all the
benefits of ploughing, with none of its
disadvantages, keeping the surface
mellow with no damage to the roots by
the plough or the trunk or branches
of the trees. It keeps down the grass
and weeds, and the earth on the surface
is made soft and rich. It tends
to retain the moisture for a much
longer time, and remedy in a great
measure the evil effects of drought.
The fruit which falls upon it is not
bruised. It is the way nature adopts
to manage and enrich the forest trees.

—How a farmer disposes of coal
ashes: Almost every place you go in
the country you see piles of coal ashes
thrown out in heaps and some people
put them in the road. I would almost
as soon throw away wood ashes, for I
consider the coal ashes well worth
saving for an absorbent. I have a
light bin under my shed, where I put
all the coal ashes I have as I carry
them out every morning, and also
every morning I carry out the chamber
slops and throw on the heap. In the
spring the heap is shoveled over and
mixed with an equal bulk of earth,
when used for corn. It is the strong-
est manure I make.

VENTRILOQUIST'S TALKS.—Two bad
young men, one of whom was a good
ventriiloquist, recently entered a "bob-
tail" livery-car in Chicago, bringing
with them a dummy stuffed with straw
which they placed in a corner near the
door. They asked the driver, "What
time is it?" "It is a quarter of twelve,"
said the dummy, and then called out, "Fare!"
"O, hire a hall!" answered the
ventriiloquist's straw man.

—The bumble-bee is not naturally of
a quarrelsome disposition, but he can't
be set feeling as over half-an-hour with-
out feeding on flowers. The winter
of 1880 was a great wrong. If left to himself
he will crawl up your coat-liner, look
around, and crawl down and go about
his business, but if welcomed with a
blow between the eyes he is going to
be revenged if it breaks a leg. He in-
variably closes his eyes when he stings,
and you have only to look a bee square
in the face to discover when he is foot-
ing around and when he means to
pounce on you.

—The following may be of interest
to our horse breeders. It affords light
as to the kind of horse in demand in
Europe and their value.—
The European demand is largely for
matched carriage horses. They com-
mand high prices. Speed is not re-
quired. Such horses, on the contrary,
must display a deal of action, the
object being to secure a handsome
showy turnout. A height of 16 to 16 1/2
hands, erect carriage; a well knit
frame, neck well arched; a small
formed head, with an abundance of
fine action in front, united to a docile
disposition, are qualities and elements
which are sure to command high prices
either in London, Berlin or Paris. A
pair of the carriage horse, well match-
ed, frequently brings \$2,000 and up-
wards, and sometimes even as high as
\$3,000. The game, therefore, is well
worth playing for. Saddle horses need
not be so tall, 15 to 15 1/2 hands being
regarded as ample, but the same gen-
eral features as to build and appear-
ance are essential. And right here
we come to one unfailing source of
demand for good saddle horses, and
that is the requirements of the large
European armies. In considering the
style of horse required for this pur-
pose, it must be borne in mind that the
cavalry horse has to carry an average
weight of more than 225 lbs., probably
rather more than 250. On the march,
especially, a compact well-knit frame, a
short back, and full, round flank are
indispensable. This applies to the
saddle horse in general. In every case
horses are sought for who show good
blood, and possess plenty of life, energy, and substance, with good
staying qualities; and, for driving
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what we might regard as "trifling
matters" affects the value of even a good
horse much more than would be the
case here.

Jobber's Corner.

—Dr. X. is an eminent physician of
Philadelphia, and, as is often the case
with eminent physicians, is brusque
and overbearing in manner. Among
his office patients one morning was a
gentleman who, after occupying ex-
actly five minutes of the great man's time
took a \$10 note from his pocket, and
inquired the amount of the fee.

—An old woman walking along one
of the benches of the City Common
heard of a gambler "leaving" at the
windless of their craft to get up
the anchor, which, however, was already
home, though they had not known it.
"Ye may be ho-a' day, gin ye like,"
said she, "but ye'll never put that
crookit arm through that wee hole."
"O, ye old woman, ye said one time,
'g'wa, home to your needles and press'
—what can ye ken about navigation?"

—It was on the Burlington railway
train, and politics had given way to
theology, and the young man in a
corner had been talking for some time
of the old-fashioned idea of hell.
"I tell you," he cried, "man was
never intended for such a fiendish
punishment. God never made me for
kindling wood." "Reckon not," said
the old man, back near the stove;
"ye're too green."

—The driver wound his reins around
his muscles for a tremendous effort, and
when he seized the supposed offender,
he and the dummy rolled in the
floor. The crop in spring is generally winter
wheat, which is ploughed off, or rye and
retches (a leguminous plant of the genus
Vicia) mowed and fed from racks.

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