Delicious!

is the opinion of all who use

"SALADA" TEA

H399

ORANGE PEKOE BLEND

The flavor satisfies all Just try it.

PORT LORNE.

Mr. and Mrs. J. Beeby have returned to their home in East Orange, N. J.

Miss Nellie Elliott and Miss Edwina Elliott, Clarence, were guests at the Bay View house last week.

Mrs. D. H. Simpson and Miss Marion Simpson of Lawrencetown, are visiting Rev. D. W. Dixon and Mrs. Dixon.

The six scholars from this school who attended the provincial examinations were all successful in obtaining their "C" certificates.

Recent guests at the Bay View house have been Mr. and Mrs. Farrens and three children and Miss Caroline Johnson of South Orange, N. J.; Mr. and Mrs. Corning, Yarmouth; Mr. and Mrs. Bishop, Lawrencetown; B. B. Hiltz, Ontario; B. Fox, Calgary, Alta.; L. M. Dunn, Harcourt, N. B.; Mrs. L. MacAdam, Miss MacAdam, Mr. and Mrs. P. W. Burns, and daughters, Mr. and Mrs. M. W. Graves, Mr. and Mrs. O. W. Graves, Mrs. Sidney Blenkhorne, Miss Hortense Griffin, Bridgetown; Miss Eva Grant, N. Y.

Mrs. Joseph Hall has been engaged to teach the school here for next year.

Mr. and Mrs. Anthony of New York are spending their vacation at Mrs. Teasdale's.

Recent visitors at the home of Mr. and Mrs. Lewis Sabean, Mr. and Mrs. George Snow, Mr. Charles Mitchell, Mr. and Mrs. E. B. Foster of Hampton, Mrs. Adney Peck, Mrs. Lester Snow and two children of Somerville, Mass., Mr. Halett Mitcher and son, Charles of East Lynn, Mass.,

The W. M. A. S. met Aug. fifth at the home of Mrs. Addy Nichol, several members from Hampton society were present, after the meeting tea was served and a social hour spent. At the close a life membership certificate was taken to Mrs. Charles Beardsley whose health would not allow her to be present at the meeting.

INGLISVILLE

Mrs. Knight, of Somerville, Mass., has been a recent guest of her sister Mrs. L. M. Beals. Mr. and Mrs. Chester Beals and two children, of Berwick, spent Aug. 17th at the same home.

Mr. Fred Naugler left on Aug.15th for the Canadian West on the Harvest Excurtion.

Miss. Clara Miles returned to Mass her parents, Mr. and Mrs. A. Miles.

Mr. and Mrs. Bernard Swallow, of Port George, were recent guests of Mr. and Mrs. S. Bayers.

Mrs. Carmen Bishop and Mrs. Merry have returned home from Brocton Mass.

We are glad to report Willis Gates is reovering from his recent operation at the Memorial Hospital, Middleton.

Recent guests of Mrs Amanda Beals were, Mrs. S. N. Jackson, Mr. and Mrs. Manning Jackson and children, Miss Agnes Jackson, Mr. Charles Foster and sons, Donald and Ralph, all of Clarence.

Our Annual S. S. picnic was held in this place on Aug. 15th.

PORT WADE.

Mr. Archibald Morrison, wife and daughter of Lynn, Mass., motored here last week, are visiting relatives and friends here, especially guests of Mr. and Mrs. James Johns, Karsdale.

Mr. George Johns, wife and young son, having motored from New Jersey here last week have returned to their home. While here they were the guests of his parents Mr. and Mrs. E. H. Johns.

Mr. and Mrs. C. B. Clark of Lynn, Mass., are guests of Mr. and Mrs. E. H. Johns.

Mr. and Mrs. Clarence Croscup of Granville Ferry, motored here to attend Baptist church on Sunday last.

Mrs. James Johns, Mrs. Arch Morrison and Mrs. William McGrath are all doing nicely since the quite serious operations at Digby Hospital.

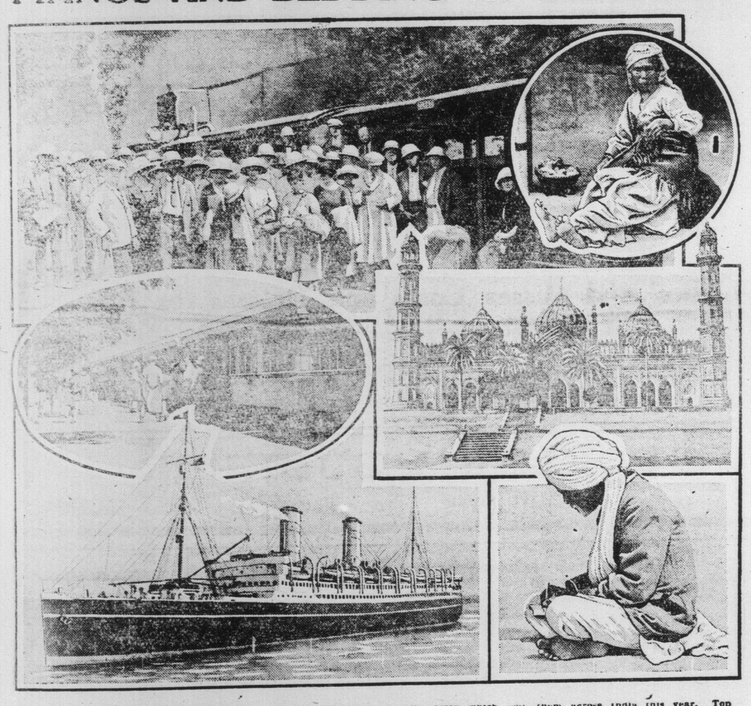
Mrs. John Cronin of Lynn, Mass., is visiting at his old home here.

Mrs. Wallace Nelson and two children returned to their home in Massachusetts on Friday last having made a nice visit at the home of her parents, Mr. and Mrs. Harry Reynolds.

Little Dorothy Ramsay is quite seriously ill. Her parents expect to take her to a Hospital at Halifax.

Mrs. Jane Massox and Mrs. Hattie Howard of Lynn, Mass., are spending the hot weather weeks at their bungalow here.

PIANOS AND BEDDING AS BAGGAGE



Top left and centre inset, Empress of Canada passengers and the train which took them across India this year. Top inset, Tibetan Spinner, Market Square, Darjeeling. Other views are of the Canadian Pacific S.S. Empress of France, selected to carry the Canadian flag around-the-world in 1925, and of the Jama Masjid, Lucknow. Lower right is a Mohammedan at prayer, Agra Fort.

The Indian railway guage is the broadest in the world and a modern first-class compartment is the last word in comfort.

Fans, shaded lights, cooling arrangements, blue glass windows to let down in case the glare is too strong, Venetian blinds to supply an airy twilight, a luxurious bath-room next door, arm-chairs, tables, beds. . . . Yes, beds. In India, the traveller takes his bedding with him by train. After dinner his servant enters the carriage, makes the bed and lays out the Sahib's pyjamas and slippers.

Unless otherwise ordered, he will await the Sahib's return and help pull off his boots and clothes. Perhaps this is a relic of the old "John Company" days, when the Sahib came back of an evening carrying more than a necessary dose of brandy pawnee; at any rate the old-fashioned servant still expects to unlace his master's boots.

It is, however, unnecessary to do what one's servant expects. But to be without a servant in India would be impossible. For a ten-day trip each married couple and every two or three bachelors will find it desirable to have an attendant.

A word as to their treatment: Many of these servants are excellent and trustworthy men; but the idea of "liberty, equality, fraternity" is abhorent to them. The tourist who is condescending enough to show them any sort of brotherly love will be merely snubbed for his pains, for the relations of master and man have been established since immemorial time throughout the East.

The average compartment on the Indian railways is nearly twice the size of the American drawing room car. Two couches run along its length on either side, under the windows. At the foot of each there is door-space and an armchair. Above the couches are two more berths, to be let down at night as occasion requires.

A very large quantity of baggage is carried in every compartment, for many passengers take, in addition to wardrobe trunk, bedding, suitcase, helmet-case, typewriter and all sorts of odds and ends such as hogspears, golf-sticks, fishing rods and tiffin baskets. But there is room for everything and anything (a perambulator is a common sight and a cottage piano has been taken as personal luggage) on the wide floor of an Indian railway compartment.

In the early morning, when the tired sun of India is fighting its way over the mists lying over the plains, your servant comes with "chota-haziri," the "little breakast" of the East, consisting of tea and buttered toast.

Later, he returns to lay out your clothes. So do the servants of the other passengers; if there happen to be four travellers in a compartment, each with a servant and with the articles of baggage enumerated above, the routine of shaving and dressing is apt to resemble a film comedy.

One compartment on the train, or sometimes more, is reserved for ladies traveling alone. A whole compartment can always be reserved by paying for four first class seats. Considering the accommodation provided, travel is not expensive in India. A first class fare from Bombay to Delhi costs about $35.

The day passes quickly on the train, for the plains of India, having been cultivated for untold ages, hold more of interest than similar places in other parts of the world, which have not been lived in so long. The diversity of types to be seen at the wayside stations is truly amazing.

Twilight. Dinner-time. The teeming plains of India still unroll before you.

You return to your carraige, where your bed has been laid out on one of the sofas. With a novel and a bedside light, you while away a few more hours, reading, smoking, watching the dim villages, shorn of their dirt and decrepitude, and invested with a certain magic in the moonlight. Between these villages, thick with a life lived in a key so minor that the North American could hardly live a day on the month's food of an Indian peasant, slow bullock carts creep along, bound on errands we know nothing of.

The mystery of India steals over your drowsy senses, you switch off the lights, the fan overhead moans, the coach wheels chatter of their travel and you pass into your own particular Western brand of nirvana, until, at last, day returns and a dusky figure says: "Salaam, Sahib, chotahaziri ready!"

The photographs reproduced above were taken by members of the Across India party of the "Empress of Canada" 1924 "Round the World" cruise passengers. Next season the second "Round the World" cruise will be conducted under Canadian Pacific auspices, the famous trans-Atlantic liner "Emcpress of France" being scheduled to sail from New York on January 14th, returning, via the Panama, May 23rd. Shore excursions will be made from every port of call, and, among other things, all members of the cruise will be taken by train to Delhi, one of the ancient cities of the world and capital of India, and to Agra, the beautiful city of the Moguls where facilities will also be available for members of the cruise who desire to take an extension trip from Agra to Benares, and also to Calcutta, Darjeeling, Madras and Madura, rejoining the ship at Colombo.

KENTVILLE BEATS BRIDGETOWN CLUB IN CRICKET MATCH

Game Will Be Revived in Valley

Bridgetown. An enjoyable game of cricket was played at Bridgetown between a team from Kentville and district, and a team from Bridgetown and vicinity, the former winning by 44 runs with the loss of only six wickets.

Dr. F. E. Rice and Capt. Evans, two enthusiastic old cricketers, were the only two to make any showing on the Bridgetown side against the Kentville bowlers.

The Rev. Canon Underwood very kindly umpired in his usual inimitable manner.

The Bridgetown team entertained the visitors in their usual hospitable way.

After the game a new club was formed for the encouragement of cricket, particulars of which will be found elsewhere.

BRIDGETOWN AND DISTRICT

Rev. Morris Taylor, b. Walker	2
H. J. Dand, c. Doll, b. Orr	1
Major Stephenson, b. Orr	0
Dr. F. E. Rice, b. Walker	8
Capt. Evans, l.b.w. Walker	13
G. Evans, b. Walker	0
C. S. Bothamley, b. Walker	3
Mr. Jacques, b. Walker	2
Dan Evans, b. Walker	0
A. J. Ruggles, c and b. Doll	2
J. Donat, not out	2
C. R. Ruggles, b. Walker	0
C. G. Heyes, b. Walker	0
Extras	10
Total	43

KENTVILLE AND DISTRICT

J. Miller, b. Donat	15
A. Beauchamp, b. G. Evans	2
D. C. Orr, b. Capt. Evans	4
A. F. Doll, St. b. Dr. Rice	15
H. Mackenzie, not out	26
F. A. K. Walker, b. Capt. Evans	1
T. Miller, rut out	15
Extras	9
Total (6 wkts.)	87

Murray, Tilley, Flannery, G. Walker, J. Thompson and Byng, Hall did not bat.

Harry McKenzie of Bridgetown, who was playing substitute for Kentville made top score.

During the Bridgetown-Kentville cricket match on Saturday last, a new club was formed, for the encouragement and advancement of cricket in the Valley. An informal meeting was held on the grounds, at which the Rev Morris Taylor acted as chairman. It was decided to call the club the "NONDESCRIPTS", and to have an annual subscription fee of one dollar. The idea is to obtain members from Windsor to Yarmouth, and besides our usual friendly district games, to get together an eleven strong enough to play some of the older organized clubs in Nova Scotia.

F. A. K. Walker, of Kentville, was elected captain for the remainder of the season, and Dr. F. E. Rice, of Sandy Cove, Digby county, was elected secretary-treasurer, and it is hoped that everyone interested in cricket, whether wishing to take an active part or not, will send along a dollar to the secretary, and help along the game of cricket.

It is proposed to hold a general meeting at some later date, to outline plans, etc., for another year. In the meantime, any ideas or suggestions will be gladly received along with your dollar.

QUESTIONS AND ANSWERS

Conducted by the Canadian Forestry Association

Question: How many forest fires break out in Canada in an average year?

Answer: About 6,000 and 5,400 are set by human recklessness. This year was much more favorable and the forest rangers are led to hope that public patriotism is at last getting a foothold in the forest.

Q. Why is it that with our elaborate fire prevention services, we dont put forest conflagrations out of business?

A. Because the public menace is desperately hard to catch up with. The first business of a fire ranger is not to watch the forest, but to watch the people. More people are entering the woods than ever before. This is partly a result of convenient roads and a multiplicity of automobiles. The Forest Services are doing splendid work and discover and extinguish thousands of fires that are never heard of by the general public.

Q. I have heard it said that Sweden makes every lumberman plant as many trees as he cuts?

A. The idea is right, but the details are misleading. Sweden makes it obligatory to have every square mile reproduce as good a forest as was cut down by the loggers. But this is not usually done by planting. Cutting is so conducted that an area is re-seeded by Nature. This is sometimes supplemented by artificial planting.

Q. Should not our Governments stop the cutting of little spruce and balsam trees for Christmas decoration?

A. It all depends on where the trees come from. If they are from a farmer's pasture field, the business is quite legitimate. If the cutting ruins a landscape or clears off a watershed it is to be condemned. Please remember that a single forest fire can sweep away more 'Christmas trees' than would decorate a hundred thousands homes.

Q. We Canadians have an impression that Japan is a deforested country. I think this is mistaken.

A. Very much mistaken. Japan has not the magnificent big timbers of British Columbia or the Pacific Northwestern States, but she owns 90 million acres of good forest, a larger area of forest than exists in B. C. Japan is now keenly interested in forest conservation and has staffs of trained foresters.

Minard's Liniment for Rheumatism.

HANDLING THE USED CAR.

The new owner of a "used car" is not confronted with the same lubrication problems as those of the "new car" owner. The owner of a car which is just out of the factory is warned not to drive his car beyond a certain rate of speed until it has been run for about 500 miles. The reason for this is that the bearings and all moving parts in a new car fit rather snug and if they are subjected to extremely hard work before they have had a chance to work in nicely they will become hot and often times score, so they will wear out much sooner than they should.

We often hear of cars which have run more than 300,000 miles, but more often one hears of cars which are worn out when run only a fraction of this distance. The reason that they wear out in the shorter distance is usually improper lubrication. Therefore, when you purchase your car, you should at once make a special effort to learn the proper method of oiling and greasing the entire car and see to it that this, at least, is given the necessary attention.

We naturally expect to get better service from the better or higher priced oils and we often find engines ruined simply because owners have used some exceptionally cheap oil which they bought from a questionable source.

You will find it far more economical to use oil from some reliable oil dealer and also to buy the grade recommended for your particular car, as different cars require different grades of oil.

The principal thing is to make sure that you have the proper oil for your car; that the oil reservoir is kept filled and that it is always circulating when the engine is running.

The simple fact that you have plenty of oil in the main reservoir does not necessarily mean that the engine is lubricated unless the oil gauge on the dash shows that the oil is flowing.

Small particles of dirt of lint which have worked into the oil will eventually find their way into some oil pipe plug it up and very shortly there will be a burned out bearing. In order to guard against this trouble, a fine wire cloth strainer is placed just inside the filler cap of the oil reservoir. Automobile owners, and garage helpers more especiallly, do not like to take the time to wait for the oil to run through this strainer and thus remove it or punch a hole through it so that the oil will go through faster. This strainer is for the protection of your engine and it is much better to spend a few seconds longer each time filling the oil reservoir than to take the chance of scoring the cylinder walls or burning out one or more of the engine bearings.

With the Cream left in!

Keep a supply in your pantry

Free Recipe Book—Write the Borden Co. Limited, Montreal.

BT. C. 26-24

"Let the Maritime Provinces Flourish by Their Industries."
BORDEN FACTORY-TRURO, N.S.

Minard's Liniment for Rheumatism.

Personality In Print

People prefer to buy known goods from merchants whom they know. ADVERTISING makes you acquainted with the buying public.

This "personality in print" is the greatest builder of confidence there is. It teaches the whole community to

——believe in you and your goods.
——ot think they have a need for your goods.
——and to buy at your store.

Moreover, people expect to be asked to shop at your store. A message in "THE WEEKLY MONITOR" carries conviction right into the home. Let us show you what happens when

"An Advertisement Is An Invitation"

Summer Suitings

Beautiful Lines of best English manufacture.

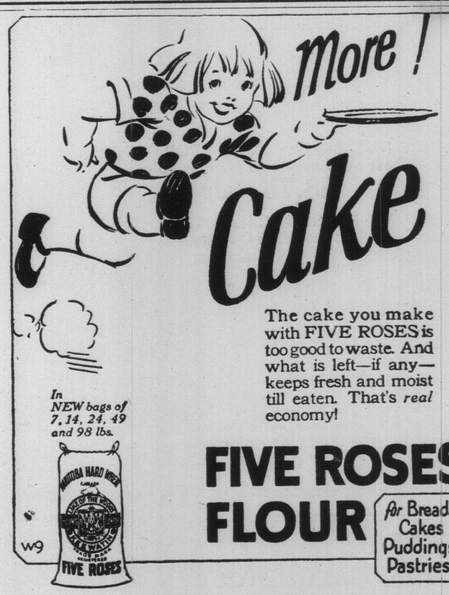
Every piece Guaranteed all wool. No two Suits alike. Can't be beat for appearance and value. Now is the time to Buy as woolens are Due for an advance.

R. LANE
Cutter

G. O. THIES
Merchant Tailor

CREAM WANTED

Ship your Cream to McKENZIE'S CREAMERY, at MIDDLETON, N. S.
Satisfaction Guaranteed. - - - We pay twice a month
The price paid to the Patrons for the month of July cream was .33c. per pound butter fat, Special Grade, and .31c. for First Grade.
WRITE FOR PARTICULARS.



The cake you make with FIVE ROSES is too good to waste. And what is left—if any—keeps fresh and moist till eaten. That's *real* economy!

FIVE ROSES FLOUR for Breads Cakes Puddings Pastries

FOR SALE BY

B. N. MESSINGER

"Subscribe to the Monitor"