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The stock of CEILING
active patterns at only
100 square feet

Xmas Boxes

and 16c. each

made of Corrugated Pulp
and the journey better
in tin boxes.

Calf Meal

of this celebrated meal.
AS GOOD AS EVER.
EST CALF FOOD.

FREEMAN

ves : Ranges, etc.
TOWN, N. S.

WINTER
& 1919

Furnishings

of J. HARRY HICKS,
Men's Furnishing
y stocked. A call will
goods at right prices.
day and Tuesday and

HICKS

er Queen and Granville Streets

QUEEN
HEATERS

Will save you time, trouble and
money. The only stove with top
draft which will save you 25 to
50% fuel. Absolutely air tight.
No dust or ashes can get out; no
trouble to operate. Can keep fire
going all night and will give you
more heat with less fuel than any
other stove. Made from the best
RUSSIAN SHEET IRON, in all
sizes and styles

from \$3.50 to \$13

CHARLTON

and Kitchen Furnishings, etc.
BRIDGETOWN

Herring!

uly Herring
\$2.25

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BURNS

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Phone 36-11

SPECIALIST SAID
HE MUST OPERATE

She Took "FRUIT-A-LIVES" Instead,
And Is Now in Perfect Health.



MME. F. GAREAU

153 Papineau Ave., Montreal.
"For three years, I suffered great
pain in the lower part of my body,
with swelling or bloating. I saw a
specialist, who carefully examined
me and gave me several tonics to
take, which did not help me. Then
he told me I must undergo an opera-
tion. This, I refused to permit.
I heard about 'Fruit-a-lives' and
the wonderful results it was giving
because this medicine is made from
fruit juices, so decided to try it.
The first box gave great relief; and
I continued the treatment, taking
six boxes more. Now, my health is
excellent—I am free of pain and
swelling—and I give 'Fruit-a-lives'
my warmest thanks".

Mme. F. GAREAU.
50c. a box, 6 for \$2.50, trial size 25c.
At all dealers or sent by Fruit-a-lives
Limited, Ottawa.

TRAVELLERS' GUIDE

DOMINION
ATLANTIC
RAILWAY

TIME TABLE REVISED TO MONDAY,
SEPT. 29th, 1918.

GOING WEST		
Stations	Express Daily	Mail Daily
Middleton	11.35	6.00
Lawrencetown	11.50	6.25
Paradise	12.05	6.40
Bridgetown	12.20	7.00
Tupperville	12.35	7.35
Roundhill	12.45	7.45
Annapolis Royal	12.55	8.30
Upper Clements	1.00	8.45
Cleonsport	1.10	8.55
Deep Brook	1.15	9.10
Bear River	1.20	9.25
Imbertville	1.25	9.35
Smith's Cove	1.30	9.45
Digby	1.35	9.55
GOING EAST		
Stations	Express Daily	Mail Daily
Digby	12.05	4.20
Smith's Cove	12.20	4.40
Imbertville	12.24	4.45
Bear River	12.28	4.50
Deep Brook	12.37	5.10
Cleonsport	12.44	5.25
Upper Clements	12.53	5.35
Annapolis Royal	1.07	5.50
Roundhill	1.22	6.29
Tupperville	1.32	6.44
Bridgetown	1.45	7.05
Paradise	1.56	7.40
Lawrencetown	2.03	8.00
Middleton	2.20	8.30

R. U. PARKER,
General Passenger Agent.
GEO. E. GRAHAM,
General Manager.

H. & S. W. RAILWAY

Accom.	TIME TABLE	Accom.
Wednes- days only	IN EFFECT March 10, 1918	Wednes- days only
Read down	STATIONS	Read up
11.10 a.m.	Lv. Middleton	5.00 p.m.
11.41 a.m.	"Clarence	4.28 p.m.
12.00 m.	Bridgetown	4.10 p.m.
12.32 p.m.	Granville Centre	3.43 p.m.
12.49 p.m.	Granville Ferry	3.25 p.m.
13.12 p.m.	"Karsdale	3.05 p.m.
13.30 p.m.	Ar Port Wade	2.45 p.m.

Connection at Middleton with all
points on H. & S. W. Railway and
Dominion Atlantic Railway.

W. A. CUNNINGHAM,
Div. F. & P. Agent.

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and all points in

WESTERN CANADA and UNITED
STATES via DIGBY and CANA-
DIAN PACIFIC LINES

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For fares, sleeping accommodation
and other information telephone or
write to

R. U. PARKER
General Passenger Agent

117 Hollis Street, HALIFAX, N. S.

A STRONG C.P.R. TEAM

FOR the rigorous programme
which Lord Shaughnessy re-
cently hinted at planned by the
Canadian Pacific for the period after
the war, the Board of Directors have
selected to assist Mr. E. W. Beatty,
the new President, a team of
Vice-Presidents well known for their
driving force and executive ability,
and particularly strong in the oper-
ating "aid. Grant Hall, who is Vice-
President with jurisdiction over all
lines, has been aptly described as a
"big man physically, with a heart as
big as his body." "Grant," as he is
known by the rank and file of the
railway, is a favorite with everyone
from the trackwalker up. He is a
disciplinarian, but is a just work-
planner, and is a matter of com-
mon knowledge that no matter in
what position he may have occupied,
since he rose from the ranks in the
old Grand Trunk shops, and showed
his ability in the old C. P. R. shops
at Hochelaga, he has always made it
a point to investigate any complaint
made to him by a man under his
control.

Westerners will tell of the time
when he was in charge at Revelstoke
some dozen years ago, and when he
worked night and day for a week in
the mountains to lift one of the worst
snow blockades in the history of the
transcontinental railway. It is
matter of record on the Revelstoke
division that "Grant" could get more
work out of a body of men than any
other half dozen men, and it is large-
ly because he knows how to take off
his own coat (if they do such things
in snow blockades) and do his own
share of the work."

Grant Hall was born at Montreal,
November 27th 1863, and was edu-



Grant Hall, Vice-President with jurisdiction
over all lines.



A. D. MacTier, Vice-President of Eastern Lines. D. C. Coleman, Vice-President of Western Lines.

cated at Bishop's College and School,
Lennoxville, Quebec. He joined the
C. P. R. in 1887 as locomotive fore-
man and from 1892 to 1898 was gen-
eral locomotive foreman on the In-
tercolonial Railway at Moncton, New
Brunswick. In September, 1898, he
returned to the Canadian Pacific
Railway, where he was consecutively
general foreman, first at the Mc-
Adam and later at the Winnipeg
shops; master mechanic of the
British Columbia division; assistant
superintendent of motive power,
eastern lines, and superintendent of
motor power, and car department,
western lines; from November, 1911
to December, 1914, assistant general
manager, western lines; when he was
appointed Vice-President and Gen-
eral Manager.

A. D. MacTier, who is now Vice-
President in charge of lines east of
Port Arthur, like his former chief,
David McNeill, was born in Scot-

land and proud of his birth. He
came to Canada when a young man
and entered the service of the C. P.
R. as stenographer in the Baggage
Department in 1887, becoming assist-
ant to the Superintendent of Sleeping
and Dining Cars in 1889. From 1891
to 1896 he was in the Car Service
Stores and Fuel Departments, and
from 1896 to 1899 was General Bag-
gage Agent. From 1899 to 1907 he
held the position of General Fuel
Agent, when he was appointed as-
sistant to the Vice-President. In
December, 1912, he was appointed
General Manager, Eastern Lines.

Mr. MacTier is very popular with
the men on the road, whose interests
he has always made his first con-
cern. He has always insisted on
giving proper credit for meritorious
service. This is the first time that a
special Vice-President has been ap-
pointed to look after Eastern Lines.

It is a tribute to Mr. MacTier's
special ability that he should have
been chosen by the Directors to fill it.
D. C. Coleman, the new Vice-Pres-
ident of lines west of Port Arthur,
has had a remarkably rapid rise to
such a responsible position out has
earned it, for he is known in railway
circles as a man of exceptional abil-
ity. Born at Carleton Place, Onta-
rio, in 1879, Mr. Coleman joined the
C. P. R. as a clerk in the assist-
ant Engineer's Office at Port Wil-
liam in 1899. Rising rapidly he was
appointed Superintendent at Nelson,
B.C., in 1907, and in 1908 was Super-
intendent of Car Service, Western
Lines. In April, 1912, he was ap-
pointed General Superintendent of
the Manitoba Division at Winni-
peg. In 1913 he became General
Superintendent at Calgary and in
1915 Assistant General Manager,
Western Lines, Winnipeg.

Famous Pass over the Rockies

WHEN Sir George Simpson, in
1841 made his overland jour-
ney round the world, in the
interests of the Hudson's Bay Com-
pany, no region impressed him with
its sublimity and wild grandeur more
than the ridge of the Rockies between
the prairies and the Upper Columbia
Valley. The pass by which he
crossed this ridge still bears his
name and is used by a few of the
more adventurous tourists, but still
more by Alpine climbers with am-
bitions to scale Mount Assiniboine,
a pyramidal monarch of nearly 12,000
feet high. The description of this
pass across the Great Divide is con-
tained in the journal written by
Simpson. After crossing the Bow,
following one of its tributaries which
is evidently Healy Creek near Banff,
he to the southeast of Mount Brett,
he says: "We were surrounded by peaks
and crags on whose summits lay per-
petual snow, and the only sounds
which disturbed the solitude were the
cracking of prostrate branches under
the tread of our horses, and the roar-
ing of the stream as it leaped down
its rocky course."

"About seven hours of hard work
brought us to the height of land, the
hinge as it were between the eastern
and western waters. We breakfasted
on the level isthmus, which did not
exceed fourteen paces in width, filling
our kettles for this one lonely meal
at once from the crystal sources of
the Columbia and the Saskatchewan.
While these willing feeders of two
opposite oceans, murmuring over their
beds of mossy stones, as if to bid each
other a long farewell, could hardly
fail to attune our minds to the sub-
limity of the scene."

"But between these kindred foun-
tains, long wreaths, there was this
remarkable difference of temperature,
that the source of the Columbia
showed 40°, while that of the Saskat-
chewan raised the mercury to 63°."



Line of the Great Divide Separating Alberta and British Columbia.

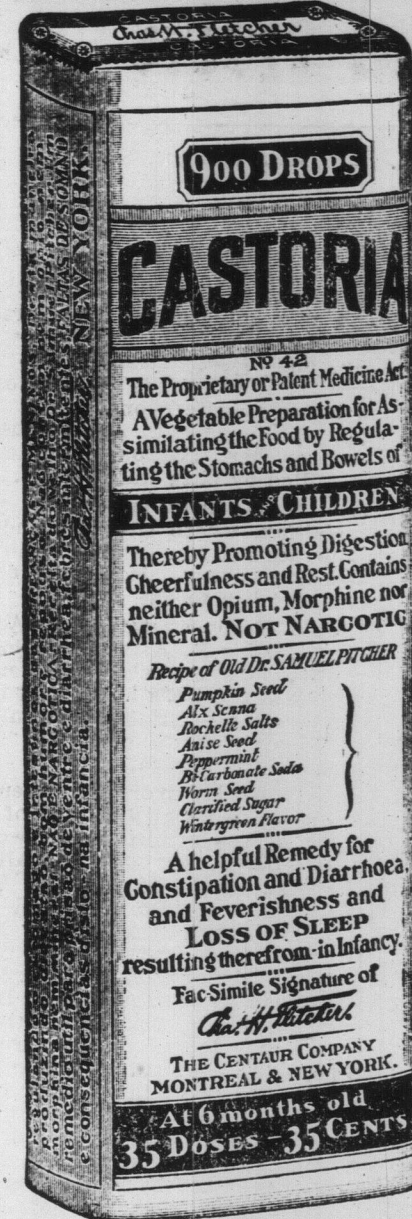
the thermometer meanwhile striking
as high as 71° in the shade.

"From the vicinity of perpetual
snow, we estimated the elevation of
the height of land to be seven or
eight thousand feet above the level
of the sea, while the surrounding
peaks appeared to rise nearly half
that altitude above our heads."
"In addition to the physical mag-
nificence of the scene I here met an
unexpected reminiscence of my own
native hills in the slope of a plant,
which appeared to me to be the very
heather of the Highlands of Scotland.
I carried away two specimens which,
however, on a minute comparison I
found to differ from the genuine
staple of the brown heaths of the
land o' cakes."

The Simpson Pass is now used
chiefly by sportsmen, who find this a
convenient way of reaching the won-
derful hunting grounds of the Koot-
enay Valley from Banff, the chief out-
fitting point in the Canadian Pacific

Rockies. The route is also being used
by the more adventurous tourists who
desire to go camping and fishing on
a week or fortnight's trip instead of
taking their vacation in a more
leisurely way near the big hotels. One
such party of tourists made the trip
last July, finding the pass very much
freer from snow than they had been
led to believe from Sir George Simp-
son's description. Indeed, it was an
Alpine meadow, on which the horses
found sweet and ample pasture. The
panorama of the British Columbia
mountains was particularly fine. A
stone boundary mark signifies the
line of the Great Divide between Al-
berta and British Columbia.

Jim Brewster, the cowboy king of
the Rockies, discovered a few years
ago, the trunk of a tree on which Sir
George Simpson's guide had left
their mark. This section of the tree
was cut out so as to preserve it from
further decay and is now a treasured
relic in the Brewster Museum.



Exact Copy of Wrapper.

CASTORIA

For Infants and Children.

Mothers Know That
Genuine Castoria

Always
Bears the
Signature
of

Chat. H. Hatcher.

In
Use

For Over

Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

The Canadian Angle

AN amusing skit on the effect of
the new C. P. R. president's
hat appears in the Chatham
"News"—this effect being produced,
doubtless, by the law of suggestion.
The hat of Mr. Beatty is said to be
tilted at a rakish angle; and the mo-
ment that this was found to be the
case, the mimicry of that hat became
a sacred duty on the part of the em-
ployees, according to the story.

In the good old days of Baron
Shaughnessy, says the writer, the
brisk and businesslike boy who de-
livers our C. P. R. despatches used to
march into the office with his natty
blue cap set square across his noble
brow.

That cap was a fixture there. We
got used to it. It seemed part of the
established order of things. One
could as easily imagine the boy push-
ing it to one side or the other, as
one could imagine a breeze on the
Nile upsetting the great Pyramid.

One day last week we got a shock.
Into our office tripped the young-
ster with his cap tilted rakishly over
one ear.

"What's the matter, kid?" we en-
quired. "Getting the fur?" "Nope,"
he brisped out again without
troubling to explain. But we have
just discovered the truth.

Baron Shaughnessy used to wear
his hat square-set across his fore-
head. But the new president of the
C. P. R.—its first Canadian-born
president—Mr. E. W. Beatty, invariably
carries his chapeau tilted at a
rakish angle.

There are whispers going down the
line that sedate firemen and brake-
men and conductors all over the
18,000 miles and more of the C. P. R.
are giving their headgear a shove to
the east.

A commercial traveller through the
West, who has escaped the flu, his
system being too crowded with nicot-
ine to give the germs even the tiniest
foothold, mentioned to us just this
morning that he had seen bell-
boys in the C. P. R. hotels out there
with their caps entirely off their
heads and hanging from their ears,
like pagan ornaments. He saw that
in more than one of the C. P. R.
hotels; and what the effect may be
if the new practice is prevalent
throughout the eighteen C. P. R.
caravansaries, it is impossible to
gauge.

Telegraph operators in the 15,000
shops of the C. P. R. Telegraphs have
been widely affected by the new
movement in hats. The workmen in
the great Angus car shops at Mon-
real, and in the C. P. R. shops at
Winnipeg and Calgary, show, it is
said, scarcely one piece of headgear
that retains the old Shaughnessy
yank, and wren, out whistling.



E. W. BEATTY
New C. P. R. President.

level. The Beatty angle is the thing
now.

Even the chape associated with the
Canadian Pacific Ocean Services (re-
presenting one of the largest passen-
ger fleets in the world), with the
C. P. R. western lands, with their
great \$17,000,000 irrigation scheme
and ready-made farms, and with the
mining and smelting interests of the
C. P. R. on the Pacific Coast—even
the men linked up with these C. P. R.
subsidiaries have yielded, it is said,
to the lure of the "titled cap."

It is even whispered that a few of
the older locomotives with the wide-
brimmed Stetson smokestacks of the
vintage of 1889 have taken to wear-
ing their battered crowns a bit to
one side.

We asked the kid about it this
morning, when he came in wearing
his cap at an even Beattyier angle
than yesterday. "Do you really ex-
pect to be president of the C. P. R.
some day?" "Every fellow's got a
chance," he rejoined. "But," we ex-
plained, "Mr. Beatty went to Toronto
University and studied law, and—"

"That's just it," he said. "He was
only a lawyer to start with and look
what he done—just through wearing
his cap like this. Don't try to tell
me I ain't got a chance—and here
I'm starting at the bottom rung and
working up." "But," we urged, pa-
tiently, "it's better to be right than
to be president." "Yen," said the kid,
and its a beaverdamsite better to be
both."

He gave the corner of his cap a
yank, and wren, out whistling.

Send In Your Crop Estimate

We observe that the forms for the
Nova Scotia Crop Report have been
sent out to crop correspondents. The
obtaining of accurate crop statistics is
always a difficult undertaking, and if
any of our readers have received one of
these forms we would suggest that
prompt and careful attention be paid to
the same. Everyone should co-operate
to the utmost in this highly important
work.

Not a Winter Uniform

A band had been formed at a Western
Normal School, and, as is frequent in
such cases, there was not enough money
at first for complete uniforms. How-
ever, the following notice in the school
paper created quite a sensation:

"The Normal School band uniforms
will consist of cap and coat at first, with
the probable addition of trousers at a
later date."

Big Business In Coffins

The coffin and casket manufacturers
of Canada are busy. It is reported that
Christie Bros., of Amherst, were obliged
recently to refuse a telegraphic rush
order for 1,000 coffins. The company is
kept busy at present with its local trade

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YEAST CAKES

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CANADA'S
FAVORITE
YEAST FOR
MORE THAN
30 YEARS

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BREAD
MADE IN CANADA

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