



Fall Suit Coats, Dresses  
and Skirts

our individual garment. We  
from six manufacturers so as to  
a different style for every  
omer. Prices, \$13.50 up, about  
the price of last year.

BENTLEY'S LIMITED  
MIDDLETON, N. S.

When You

**BUY**  
**ROCERIES**

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**N. Messin-**  
**ger's**

YOU GET THE BEST  
T LOWEST PRICES

QUEEN ST.  
ONE No. 75. GOODS DELIVERED

Place With The Electric  
Sign

where you meet your friends  
who enjoy good

Ice Cream  
Fruits  
Confectionery and  
Soft Drinks

Hot Dinners from 12 to 1  
Lunches Served at all Times

MRS. E. B. CHUTE  
Telephone 98 Queen St.

FLETT'S GARAGE

FORD SERVICE STATION

RD PARTS, OILS ACCESSORIES

One Touring Car for sale. Painting  
and repairing.

WOOD WORK OUR SPECIALTY

Flett & Fluck

FOR SALE

APPLE BARRELS  
STAVES, HEADING  
LUMBER, SHINGLES, LATHES  
2 DeLAVAL SEPARATORS  
Nos. 10 and 12.  
Prices Right, for Spot Cash  
L. No. 15 Second-hand Separator  
Write for prices.

A. Whitman  
ALBANY, N. S.

## Your Mother Will Be Pleased

with this tea. Tell her I recommend it, for I use  
it in my own home. Show her the Guarantee on the  
label, and I know she will be glad to try it.



"You'll like  
the flavor"



## Better Rubber Footwear at the Regular Price

If Ames Holden Rubber Footwear wasn't  
better—if it didn't wear longer—we would not  
support the iron-clad guarantee that goes  
with every pair.

These facts hold good with Ames Holden  
Leather Tops. The finest chrome leather

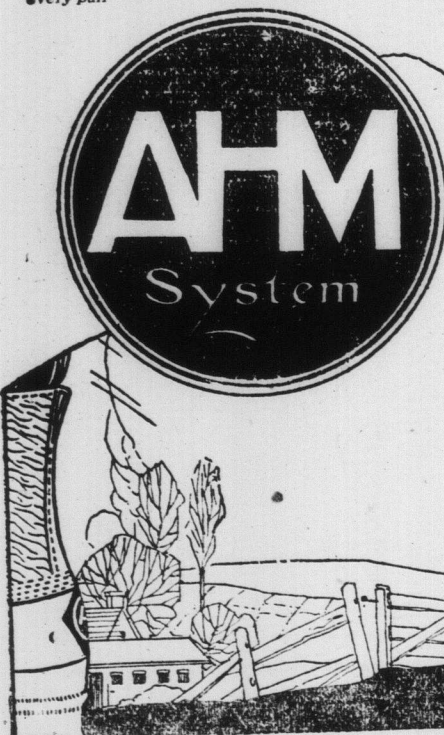
upper is sewn over, not inside the pure  
rubber bottom, sheds water and dirt and gives  
longer wear with greater comfort.

There's an Ames Holden Rubber Shoe or  
Boot exactly suited to the work you do, backed  
by the unusual guarantee and sold by us.

## AMES HOLDEN RUBBER FOOTWEAR

"Every pair of Ames Holden Rubber Footwear is guaranteed to  
outwear any pair of similar shoes of any other make, sold at the same  
price and worn under the same conditions."

Look for the Ames  
Holden mark on  
every pair



J. E. LLOYD  
Granville Street, - Bridgetown, N. S.



Today!  
Get your FREE Copy  
of "MOOD MUSIC"

An epoch-making 32-page book.  
Based on 2 years' psychological re-  
search. Tells which selections  
refresh you when tired, cheer you  
when sad, soothe you when nerv-  
ous. Send coupon. Today!

"Identical!"  
says Bamboschek

Bamboschek knows every little throb in Muzio's voice. He is the  
principal conductor of the Metropolitan Opera Company, and she is  
the Metropolitan's prima donna soprano. Bamboschek recently heard  
Muzio compare her voice with its RE-CREATION by the New Edison.  
This was his signed verdict: "The quality of Miss Muzio's voice and  
the quality of its RE-CREATION by the New Edison are identical."

## The NEW EDISON

is the only phonograph which sustains the drastic test of direct  
comparison with the living artist or artists. It is the only phono-  
graph which brings the actual performances of living artists to  
your home.

And now this marvelous instrument enables you to utilize the full  
benefits of music beyond mere entertainment. Under Mr. Edison's  
direction, famous psychologists have just completed a 2-year re-  
search into effects of music on the minds and moods of mankind.  
Fill the coupon and learn all about the wonderful Mood Music.

Bring or Mail  
This Coupon

Please give me a free copy of  
Mr. Edison's new book,  
"Mood Music."

Name

Address

If you wish 3 days of Mood  
Music in your own home, check  
here . . . No charge  
or obligation.

HENRY F. SANFORD  
Lawrencetown, - Nova Scotia

3 days of  
MOOD MUSIC Free

Try Mr. Edison's Mood Music in your own home.  
See what it can do for you. We will give you  
three days of Mood Music without charge. No  
obligation. Just check coupon.

## BUILT BY A NOVA SCOTIAN

The Famous Old Clipper Made a  
Record of 436 Nautical Miles  
in 34 Hours

Rivalry between the fishing fleets  
of Boston and Gloucester for the  
honor of defending the international  
trophy in the fisherman's race off  
Halifax, has been tested.

Both cities have furnished some of  
the ablest and fastest vessels that  
have ever flown the American flag.  
The swiftest sailing ship that ever  
spread canvas to the winds of heaven  
was launched at Boston.

This was the extreme clipper,  
Lightning, launched at the beginning  
of the year 1854 from the Boston ship-  
yard of Donald McKay, a native of  
Nova Scotia, and the premier designer  
of American clippers in the classic  
age of the sailing ship.

When the rush to the gold fields  
of Australia was at its height, James  
Baines, of Liverpool, Eng., managing  
owner of the Australian Black Ball  
line, ordered four ships from McKay,  
and all were delivered in 1854. The  
first and most famous of these ships  
to take the water was the Lightning,  
of 2,084 tons, quickly followed by the  
Champion of the Seas, 2,448 tons; the  
James Baines, 2,515 tons; and  
the Donald McKay, 2,598, next to the  
Great Republic, the largest clipper  
ever built.

When the Lightning was ready for  
sea, Baines sent the ablest captain in  
the Australian Black Ball Line,  
James N. Forbes, to take command of  
her. Forbes had made his reputation as  
commander of the Marco Polo, the  
fastest clipper built in St. John, New  
Brunswick. He set the pace over the  
great ocean race-course between  
Liverpool and Melbourne, Australia.

One of the first shipmasters to fol-  
low the great circle course into high  
southern latitudes when "running his  
eastward down," (sailing eastward)  
Forbes had clipped weeks off the best  
previous passages from England to  
Australia. "Bully" Forbes, as he was  
known among sailors, was a hard  
driver of ships and men and when at  
sea, though there is no positive evi-  
dence that he was brutal in his  
methods—but ashore he was a mild-  
mannered man, who regarded himself  
as an authority on theological mat-  
ters.

In Boston, he met Captain Lorchlan  
McKay, who had made some remark-  
able passages in the Sovereign of the  
Seas and other clippers, and who at  
the time was out of a command, be-  
cause the huge clipper, Great Re-  
public of 4,555 tons, which Donald  
McKay, his brother, had built to  
smash the records in the Australian  
trade, had recently been badly burnt  
in New York. Forbes got into an  
argument on theology with McKay,  
and as they were still disputing when  
the Lightning was ready to sail, he  
invited McKay to accompany him on  
the voyage. He wanted to continue  
the argument and incidentally have  
assistance in handling the latest crea-  
tion of the Boston shipyards.

The Lightning left Boston in mid-  
February, bound for Liverpool. Out-  
side Boston Light the two captains  
forgot all about their argument and  
devoted their attention to tuning up  
the big clipper for the dash across  
the Atlantic. In the hands of these  
two noted ship-masters the Lightning  
put her best foot forward, and de-  
veloped a speed never gotten out of  
her on subsequent voyages, an un-  
usual thing for a clipper on her mail  
voyage.

Although she encountered an un-  
usual percentage of easterly gales for  
the season of the year, she made the  
run round the north of Ireland to  
Eagle's Island in 10 days and to the  
Calf of Man, within 80 miles of Liver-  
pool, in 12 days, and anchored in  
the Mersey in 13 days, 19 hours from  
Boston.

At noon on February 23rd, while  
bearing up for the North Channel with  
a strong southerly gale sweeping  
through her tall spars, the Lightning  
began the greatest day's run ever  
made under canvas. During the fol-  
lowing 24 hours, she carried away her  
big foremast, main jib and other sails  
and, with the ship plunging wildly  
in a heavy sea, it took some time to  
mend new sails. In spite of this  
handicap, the thoroughbred clipper  
made a run of 436 nautical miles in  
24 hours, and won the distinction of  
leaving behind her in a single day  
more miles of salt water than any  
other sailing ship that ever ploughed  
the sea.

Although Forbes allowed the James  
Baines to establish the record from  
Liverpool to Melbourne, 63 days, the  
Lightning made the record for the  
record voyage, also 63 days. On this  
record passage the Lightning was  
ballasted with \$5,000,000 worth of gold  
dust and nuggets. She ran 3,722  
nautical miles in 10 consecutive days,  
making 412 miles in one day.

Many of the Boston-built clippers  
made noon to noon runs which mar-  
ked them as the speediest craft afloat  
in heavy weather.

The Sovereign of the Seas ran 424  
nautical miles in 24 hours; the

Donald McKay 421, and the James  
Baines, when commanded by a British  
captain, 420 miles.

The best day's run recorded for the  
American Clipper was that of the  
Vigilant on a voyage to Scotland, 255  
nautical miles.

After the American clippers aban-  
doned their bid for the commercial  
primacy of the seas, the British-built  
clippers made remarkable voyages.  
The Thermopylae, owned for years by  
Robert Reford, of Montreal, ran from  
London to Melbourne in 63 days,  
equalling the James Baines' record  
from Liverpool to Melbourne. But  
the most famous British-built clipper,  
the Thermopylae and the Cutty Sark  
were less than half the size of the  
Boston clippers, and though they  
were untrivalled in moderate weather,  
they lacked the sailing carrying  
power of the bigger and broader-  
beamed American craft.

## THE FALL WEATHER HARD ON LITTLE ONES

Canadian fall weather is extremely  
hard on little ones. One day it is  
warm and bright and the next wet  
and cold. These sudden changes  
and colds, cramps and colic, and  
bring on baby's little stomach is kept  
right the result may be serious. There  
is nothing to equal Baby's Own Ta-  
blets in keeping the little ones well.  
They sweeten the stomach, regulate  
the bowels, break up colds and make  
babies thrive. The Tablets are sold by  
medicine dealers or by mail at 25  
cents a box from The Dr. Williams'  
Medicine Co., Brockville, Ont.

## TOO MUCH EATON

A correspondent writes: Driving  
through a once bustling town, which  
seemed far from active now, I asked  
my companion what seemed to be the  
trouble, and he, being somewhat ad-  
dicted to medicine said it was a case  
of "Eaton too much." Too much Eaton  
in other words. Said it had become  
sort of a mania, like the foot and  
mouth disease England took so long  
getting rid of. We once had a local  
newspaper. The merchants did not  
think it worth while to advertise. As  
soon as the paper ceased publication  
the mail order houses flooded the  
town with printed work in the form  
of big catalogues. Almost immedi-  
ately it seemed as if the town's buy-  
ing strength had gone crazy over Eaton.  
Some of them bought nearly every-  
thing there. She said a parcel ar-  
rived one day for a friend of hers and  
it looked exactly as two loaves of  
bread would rolled up in paper. Of  
course it wasn't bread, because the  
folks earned their daily bread in the  
town. But really now, it is not a  
helpful spirit in a town, this ever-  
lasting sending away for things with-  
out giving the home merchant a show.  
Of course, both parties should co-  
operate, the buyer and seller and a  
good deal would be kept at the home  
town instead of being sent to the  
Toronto houses.

## ACCEPTS ST. JOHN CALL

Rev. John A. Swetnam, pastor of  
the Nicatus Baptist Church, has ac-  
cepted the call extended to him by  
the Waterloo street Baptist Church,  
St. John, and will commence his  
duties in that city December 11th.  
Pastor Swetnam's friends will be glad  
to hear of the call to such an im-  
portant charge.

## Home Sweet Home!

Memory rouses at the mere men-  
tion of that magic word—HOME.

And where there's a home, there's  
a Home Town.

And where there's a home town,  
there's a Home Town Paper,  
which prints all the news of  
Home Sweet Home.

Have it sent to you, no matter  
where your present home may be.  
Keep in touch with your old  
friends and their doings.

Subscribe for Your  
Home Town Paper.  
Do It Now!

Extra copies of this issue will be  
given free to every person who  
applies, for mailing to relatives  
or friends out of town.

A washable cotton rug is a comfort  
in the up-to-date kitchen.

## WON'T HIDE THEIR LIMBS

Skirts Will Continue Short and the  
Boys Can Still Admire the  
Quality of the Hose

No, skirts will not be lower. They  
will stay right where they are now,  
although there will be in the coming  
styles an effort to veil, so to speak—  
to add a measure of subtlety to the  
appeal of knee-lengths. Skirts may be  
long part way around, but they will  
be tucked up in the remaining sector  
so that observers on the right side of  
the street will not notice any dis-  
tressing difference. Or there may be  
over-skirts of beads or filmy lace, but  
nothing that is not transparent.

Such is the dictum of Madame  
Hosac, who recently arrived in Can-  
ada from Paris.

Once, explains Madame Hosac,  
short skirts were impossible because  
hosiery manufacturers did not pro-  
duce an article artistic enough to  
stand the constant gaze of the public.  
Our aesthetic senses were affronted.  
The young men, hanging around the  
corner cigar store to watch the pa-  
rade of femininity go past, turned  
away trembling with indignation at  
such violation of good taste. But now  
things are different; and the first rea-  
son for the short skirt's continuance  
in power is the superior quality of  
hosiery now on the market, Madame  
Hosac declares.

## AH! SUCH A PITTY!

But there is another reason for the  
short skirt beneath this matter of  
hosiery.

"Ah," she said to a newspaper man,  
"it would be such a pity to cover up  
these pretty girls! Fashion should not  
permit it. How fascinating! Am I  
correct?"

Madame Hosac offered her exhibits  
in the case. It was, so to speak, an  
empiric method of argument. It was  
the proof by experience. And while  
the metaphysicians might not con-  
sider it a proper substitute for logic,  
what could more clearly prove or dis-  
prove Madame Hosac's contention  
that it would be a pity to cover up  
a lady's charms? Madame Hosac  
merely said: "Just see!"

So dresses will be worn short again  
this year, and milady relies on the  
conclusive force of her crural argu-  
ments to convince the world it is right  
and proper.

## CORRESPONDENCE COURSES

At The Technical College, Halifax,  
Nova Scotia.

Attention is drawn to the notice  
of the Correspondence Courses of the  
Technical Education Branch of the  
Department of Education for Nova  
Scotia which appears in another  
column of this issue. As it neces-  
sarily furnishes only a brief statement  
of the splendid opportunity offered to  
the residents of this province, those  
who are desirous of improving or  
extending their education, or of ad-  
vancement in life, are advised to write  
for the Correspondence Course Bulle-  
tin.

The courses are designed chiefly to  
meet the needs of those who are un-  
able to attend any of the day or even-  
ing schools, yet wish to continue their  
education. The range of subjects is  
wide, and evening school students  
may take Correspondence Courses in  
subjects not provided in the school in  
which they are attending; correspon-  
dence students also may, if they so  
desire, be enrolled as in evening  
schools where one is available.

The method pursued differs from  
that followed in most Correspondence  
Schools, in that the Courses are short,  
and each is complete in itself. The  
student who, through force of cir-  
cumstances, has had very little edu-  
cation will find elementary courses  
in each subject, while those who have  
had a fair amount of training may  
select one or more advanced courses;  
by this means the time of the students  
is conserved, and they are not re-  
quired to go over work with which  
they are already familiar.

The Commercial Course covers  
Book-keeping and Accountancy, the  
Mathematical Course gives the neces-  
sary mathematical knowledge required  
in many industries as well as prepa-  
ration for High School and Matricu-  
lation examinations; the Industrial  
Courses give that technical knowl-  
edge which is an absolute necessity  
to those engaged in industrial occu-  
pations who wish to get ahead; Draw-  
ing like Mathematics, is required in  
many industries, and a carefully  
graduated series of courses is pro-  
vided, ranging from Plan Reading to  
Machine Design and Architectural  
work; the General Course, as its name  
implies, provides a general education,  
and includes such subjects as English,  
French and Latin; the Home Making  
Courses have been provided because  
it has been found that upwards of  
three hundred women in Nova Scotia  
are students in Cookery, Dressmaking  
and Millinery in a well known Amer-  
ican Correspondence School, and it is  
felt a need as great as this should

be met by the Department of Educa-  
tion for Nova Scotia.

The cost of these courses is so low  
that it should deter no one from tak-  
ing advantage of this big educational  
movement, and, as the object of the  
Correspondence Division is entirely  
that of service and not of profit, it  
is understood that instruction will be  
provided in any subject not already  
offered, which can be taught satis-  
factorily by the correspondence meth-  
od.

Each member of the Instructional  
Staff is a specialist in his or her line  
of work, whose appointment has been  
authorized by the Council of Public  
Instruction for Nova Scotia, and en-  
dorsed by the Superintendent of Edu-  
cation, while the fact that the work  
of the Correspondence Division is un-  
der the direction of Dr. F. H. Sexton,  
Principal of the Nova Scotia Techni-  
cal College, is a sufficient guarantee  
that the instruction given and the  
service rendered will be of the high-  
est quality.

## WYOMOUTH

Mrs. Kate Stehlin was a passenger  
to Yarmouth Wednesday, returning on  
Saturday.

Gordon Copeland, of the staff of the  
Royal Bank, Digby, spent the week-  
end in town with friends.

Warren McDonald left Saturday for  
Boston where he will remain for a  
few weeks visiting friends and rela-  
tives.

Mrs. J. K. G. Gates, who has been  
spending a few weeks in Boston with  
her son Church, returned home Sat-  
urday.

Rev. E. W. Lester, of Fredericton,  
arrived Saturday and is spending a  
few days with Rev. P. W. Briggs at  
New Tuskent.

There are several cases of appendi-  
citis in town and vicinity. Dr. Pothier  
took another patient to the Yarmouth  
Hospital on Friday.

Messrs. T. E. G. Lynch and A. L.  
Davidson, M.P.s, who were in town  
for a few days last week, returned  
to their respective homes Friday.  
Mr. and Mrs. Jonathan Letteney, of  
Digby, were guests of Mr. and Mrs.  
Alfred Cosman, Riverside, for a few  
days last week, returning home Sat-  
urday.

H. F. Loneragan, Yarmouth, was in  
town a few days at the Goodwin with  
his father, John Loneragan, com-  
mercial traveller. Both returned home  
Friday.

Mrs. Alfred Melanson, who has been  
visiting her daughters in Concord,  
N.H., and other New England places,  
returned home on Saturday, after  
absence of several weeks.

Ernest Jones returned from Anna-  
polis Friday, where he has been em-  
ployed on the Granville-Annapolis  
bridge. Mr. Jones met with an acci-  
dent which has incapacitated him from  
working for some days.

Mrs. William Bonenfant, Belli-  
veau's Cove, was a passenger to Digby  
Saturday, where she met her daugh-  
ter, Lindy, who came home from  
Kentville, where she has been em-  
ployed at the Cornwallis Inn.

Judge J. A. and Mrs. Grierson left  
Saturday for Shelburne via motor  
trip. The Judge takes Judge Forbes  
place during his absence. Judge and  
Mrs. Grierson will be the guests of  
Mr. and Mrs. Jonathan Holden.

Charles L. Wood, of Windsor, Grand  
Master of the I.O.O.F., was in town  
on Wednesday evening and gave an ad-  
dress to the members of the local  
branch of the Oddfellows. After the  
meeting was over those present re-  
paired to the Tarry Inn where a re-  
past was partaken of.

Miss Althea Sabean, Western Union  
operator here left on Saturday for  
Boston, where she will spend her  
vacation. During her absence her  
place is being filled by Walter Bowdell  
of New Glasgow, who has been doing  
relief work for the Western Union  
and who came here from Digby.

C. E. Langille, Manager of the Tele-  
phone Co., Yarmouth, was in town on  
Friday, Arthur Morrell accompanied him.  
The work on the traffic bridge has  
compelled the Telephone Co. to  
put in a temporary cable from two  
poles on the bridge so as to enable  
the pile driver to work without inter-  
fering with the lines.

## CHANGE IN SCHEDULE ON THE YARMOUTH LINE

The fall schedule on the Yarmouth  
Line will become effective from Yar-  
mouth Tuesday, October 25th, of two  
round trips weekly.

Steamship PRINCE GEORGE will  
leave Yarmouth on Tuesdays and  
Fridays at 6.30 p.m., return—leave  
Boston Mondays and Thursdays at  
1 p.m. Reduced fares are now in  
effect from all points in Nova Scotia  
to Boston. The stateroom prices  
have also been reduced.

## How It Happened

"Broken arm?"  
"Yes."  
"Accident?"  
"Oh no, Broke it while trying to  
pat myself on the back."  
"What on earth for?"  
"Minding my own business."

Keep Minard's Liniment in the house.