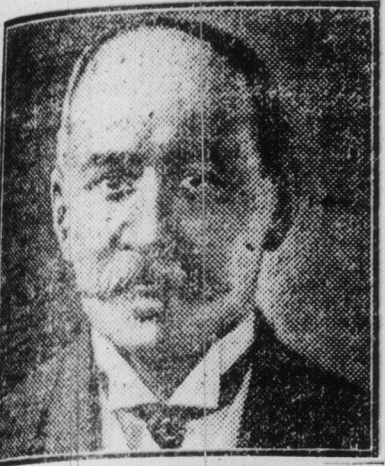


TORTURED BY RHEUMATISM

"FRUIT-A-TIVES" Brought Quick and Permanent Relief



MR. P. H. MCHUGH
108 Church Street, Montreal.
December 10th, 1917.

"I was a great sufferer from Rheumatism for over 16 years. I consulted specialists, took medicines, used lotions; but nothing did me good. Then, I began to use 'Fruit-a-tives'; and in 15 days, the pain was easier and the Rheumatism was better. Gradually, 'Fruit-a-tives' overcame my Rheumatism; and now, for five years, I have had no return of the trouble. Also, I had severe Eczema and Constipation, and 'Fruit-a-tives' relieved me of these complaints; and gave me a good appetite; and in every way restored me to health." P. H. MCHUGH.

5c. a box, 6 for \$2.50, trial size 25c. At dealers or sent post paid on receipt of price by Fruit-a-tives Limited, Ottawa, Ont.

TRAVELLERS' GUIDE

DOMINION ATLANTIC RAILWAY

TIME TABLE REVISED TO MONDAY, JULY 1st, 1918.

Station	GOING WEST		GOING EAST	
	Express Daily	Mixed Daily	Express Daily	Mixed Daily
Middleton	11:37 a.m.	6:00 a.m.	8:40 p.m.	8:40 p.m.
Lawrenceville	11:51	6:25	8:56	8:56
Paradise	12:09	6:40	9:02	9:02
Bridgetown	12:29	7:00	9:14	9:14
Tupperville	12:42	7:15	9:26	9:26
Roundhill	12:59	7:45	9:38	9:38
Antipolis Royal	1:12	8:20	9:50	9:50
Upper Clements	1:25	8:45		
Clementsport	1:59	9:15		
Deep Brook	2:15	9:30		
Beaver River	2:35	9:45		
Hubertville	2:55	10:05		
Smith's Cove	3:15	10:25		
Digby	3:35	10:45		

H. & S. W. RAILWAY

Accom. Wednesdays only	TIME TABLE IN EFFECT March 10, 1918	Accom. Wednesdays only
Read down	STATIONS	Read up
12:15 a.m.	Middleton	5:00 p.m.
12:40 a.m.	Lawrenceville	4:25 p.m.
1:00 a.m.	Bridgetown	4:10 p.m.
1:20 a.m.	Granville Centre	3:43 p.m.
1:40 a.m.	Granville Ferry	3:25 p.m.
2:00 a.m.	Karsdals	3:05 p.m.
2:20 p.m.	Port Wade	2:45 p.m.

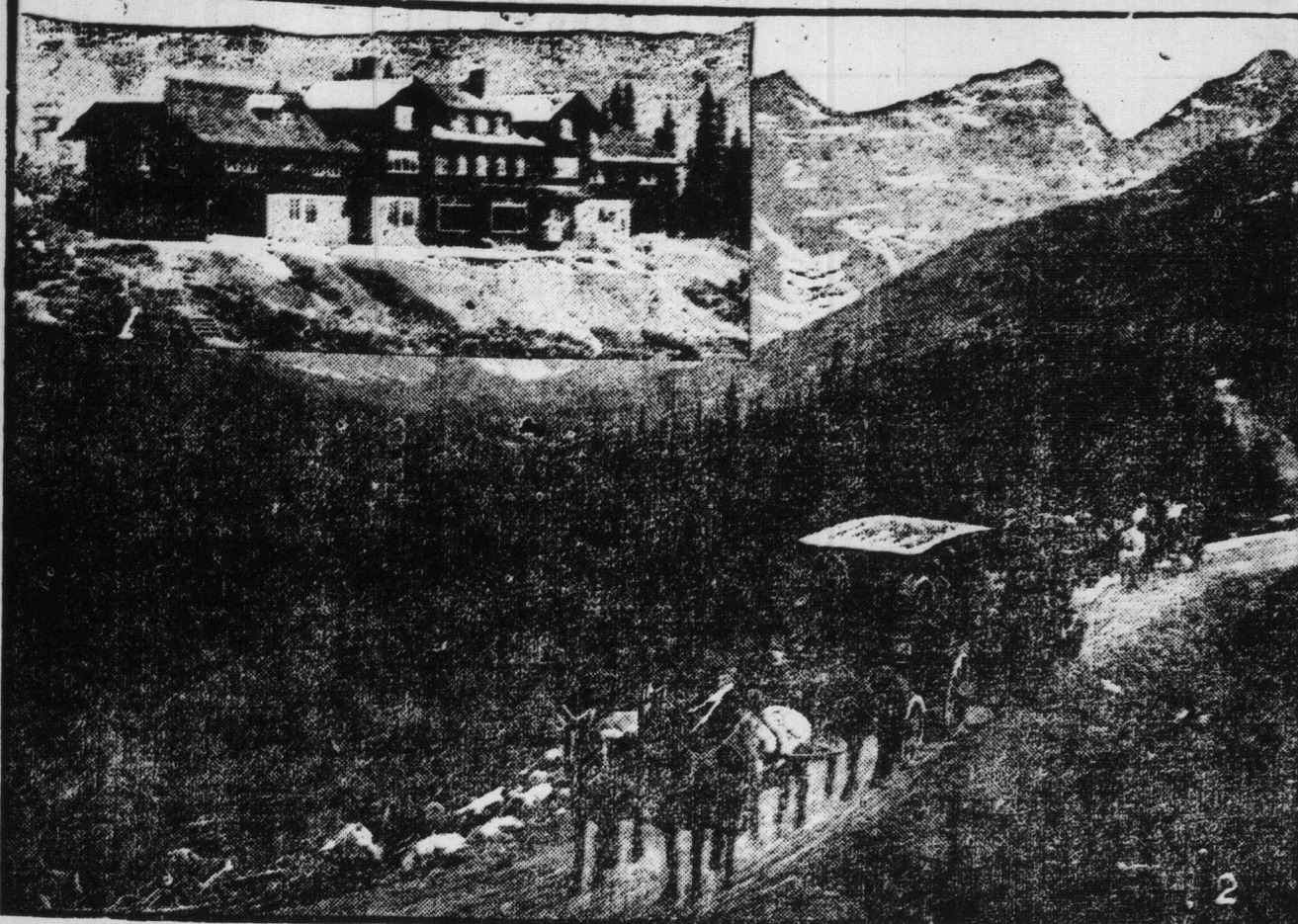
WAR-TIME SUMMER SCHOOL

At the urgent request of business men and others who cannot secure sufficient number of Maritime-trained seafarers, our classes will be continued during July and August under the direction of our senior teachers.

MARITIME BUSINESS COLLEGE

HALIFAX, N. S.
E. BAULBACH, C. A.

TO PARADISE BY TALLYHO



(1) A C. P. E. cottage at Lake Louise. (2) Tally Ho on road to Moraine Lake. (3) On the shores of Lake Louise.

WHEN that colossal "thrust from the Pacific" of which geologists tell us, heaved the Rockies into the pre-historic sky to compete with the already time-worn Selkirk. It was evident that the Thruster—whatever he might be—wasn't planning a place for picnic parties. He dropped the scintillating jewel of Lake Louise into one unreachable cup. He dug out a second cover to the east where Paradise Valley now twists its enormous length between the evergreen feet of coniferous mountains. He threw up the peaks which men term the Wind-chasma Range—after the Indian numeral signifying ten—and from their aloof summits decreed that an unknown glacier should grow and grow and die, leaving the vast scarp heap that has blocked the valley and made possible that still solemn, shifting mirror of the clouds which his discoverer fittingly named Moraine Lake.

After he had done all this and a million other wonderful and praiseworthy bits of engineering, the mountain builder insulated his achievements by a couple of thousand miles of prairie to the east and twice the length of blue water towards the sunset.

None but the brave deserve the fair, but a great many others get her. Yet if it hadn't been for the restless spirits of the true-brave, the adventurers, the busy transit-men, the succeeding railway builder, and finally, the industrious pick-and-shovel artists of both the Government and the Canadian Pacific Railway, most of us would never have heard of Moraine Lake, and none of us who aren't graduate Alpinists would have seen it.

To-day there are a few breath-taking sights reserved for the man of spiced shoes, who wears his heart in his mouth. But most of the wonder-spots are mapped and trailed and even carriage-roads so that the latest is luckiest, and the lady who can't even ride, let alone walk, may jog trot right into paradise on the front seat of a tallyho!

It's hard to excursionize at Lake Louise, for the reason that you can't imagine anything levellier than the view from the hotel verandah. But even that nature-posed-and-painted panorama will be better appreciated if you get away from it for an hour or two.

Climb up the tallyho ladder for the nine mile drive down the valley of the plunging Bow. You needn't worry about hurrying home again. There's a little cabin nestling up among the cold peaks that will give you tea and toast this afternoon and a bed over night if you're fisherman enough to wish to rise betimes for the trout, or artist enough to hear the call of the morning reflections in

ON THIN ICE

Holland again is skating on thin ice, if the despatches be true. These state that she has agreed to furnish Germany with 50,000 tons of potatoes in direct violation of her agreement with Great Britain, and of the understanding with the United States under which the latter has shipped her large quantities of grain. Germany's supply of potatoes was fast dwindling when Holland came to her rescue. By her treaty with England, Holland bound herself to supply that country and Germany each with 5,000 tons of potatoes yearly. Under that agreement the United States promised Holland large quantities of grain, and since much of it already has been shipped. Holland's willingness to give Germany this great amount of food in view of recent famine in Holland itself, may lead to retaliation by the United States and a shutting off of all food supplies from that country. German pressure or Dutch cupidity, it matters not, is fast drawing Holland into a net from which it will be difficult for her to withdraw

without finding herself in the German maw or in the hands of the Allies. Also there is a "misunderstanding" between the Dutch and Allied Governments concerning the kind of goods transported by the Germans to Belgium over the Limbourg railway, ascribed to "conflicting interpretations" of the recent agreement between the Allied Governments and Holland, which never intended to recognize the Germans of such things as timber, barbed wire, hay and straw, which are likely to be used for military purposes.

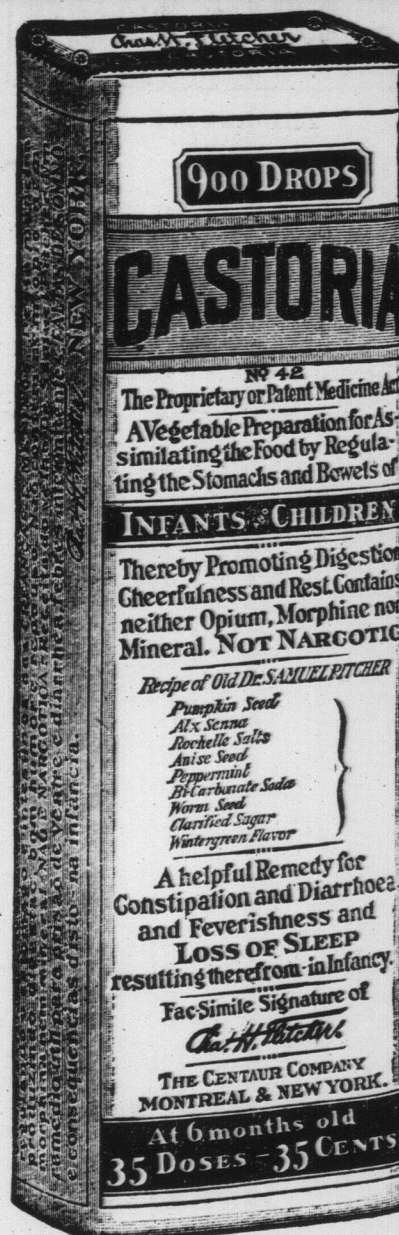
FOOD FOR THOUGHT

A. & F. Pears, the English soap makers, were spending about a quarter of a million dollars annually some fifteen years ago, and they were selling each year a good many million dollars' worth of soap. Everyone knew about Pears' soap—the name was familiar in the farthest corners of the globe, but the board of directors decided that they would get along without advertising because they were selling all that their factories could produce. They did no

advertising during the following six months and in that six months lost 85 per cent of their total business. It cost them six and a half million dollars in additional publicity to get back where they left off. This shows how quickly the public forgets when advertising is withdrawn. It illustrates the need for constantly repeated advertising.—Insurance Monitor.

The Safest Matches in the World Also the Cheapest

are Eddy's "Silent 500s" SAFEST, because they are impregnated with a chemical solution which renders the stick "dead" immediately the match is extinguished. CHEAPEST, because there are more perfect matches to the sized box than in any other box on the market. War time economy and your own good sense will urge the necessity of buying none but EDDY'S MATCHES.



CASTORIA

For Infants and Children.

Mothers Know That Genuine Castoria Always Bears the Signature of *Charles H. Fletcher* In Use For Over Thirty Years

CASTORIA

Exact Copy of Wrapper. THE CENTAUR COMPANY, NEW YORK CITY.

The Thrift Car Overland

The Spirit of Thrift will help win the war—

Model 90 coincides with the vital necessity for efficient, economical, personal transportation. It is a quality car selling at a popular price and backed by a real Canadian institution, prepared to take care of all service and parts requirements now and later.

Appearance, Performance, Comfort, Service and Price.

BEELER & PETERS
Local Dealers, Bridgetown, N. S.

Willys-Overland, Limited
Willys-Knight and Overland Motor Cars and Light Commercial Wagons
Head Office and Works, West Toronto, Ontario

BUY NOW!

Your Clothing and Haberdashery for Spring and Summer

We have just received a shipment of the following in the latest styles and patterns:

- Men's and Boys' Suits, Spring Overcoats, Raincoats, Sport Shirts, Silk and Lisle Half Hose, Felt Hats, Men's and Boys' Underwear in light Wool and Merino, Trunks, Club Bags and Suit Cases, Suede and Cape Gloves, Belts, Overalls and Khaki Pants.

J. HARRY HICKS
Phone 48-2 Corner Queen and Granville Streets

Patronize MONITOR Advertisers