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THE DECLINE OF NEIGHBORLI- NESS.

The woman of today has forgotten, in the hurry and turmoil of city life, the art of being neighborly; the art that distinguished her kindly, bustling grandmother. It is to be regretted that this is so, for society, to be permanent and certainly to be progressive has to be linked together. We must have points of contact with our fellows. The more there are of these, the more substantial is the general condition.

The mothers of yesterday were less hurried than those of today, and consequently less selfish. They had time for the simpler pleasures which gave them as much enjoyment as the complex, strenuous, businesslike affairs of today. They could be interested in the people whose lives touched their own through propinquity, and without any sacrifice of their own more immediate home duties. They could loan and borrow; they could rendering assistance in times of joy and

sorrow. These acts made them more kindly and more tolerant as well. They had a chance to get behind the scenes of life, to see their fellows when they were not playing parts, and when the paint and the powder were washed off. They got at the mysteries of existence, the love of a good wife for a bad husband, the forgiveness of fond parents for frailties of sons and daughters. They went out of themselves to get their knowledge, and when it was theirs it broadened them. Little of the sort rewards the aloofness of the present day. To meet at party or at formal dinner; to know people by their gowns and to make their parties social clearing houses doesn't put any man or woman into the warm, instructive, self-developing relations which followed upon the old big-hearted neighborliness.

This is a pity. A greater pity lurks behind in the knowledge that nothing can improve affairs. The world is too busy to go backward, and so it grows colder every day.

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HARNESSING THE TIDES OF FUNDY.

Hydraulic Engineer Busy at Fredericton.

Fredericton — Dexter P. Cooper, Philadelphia, internationally known hydraulic expert-engineer, Friday morning, took the first steps towards securing titles to the holdings along the New Brunswick side of the St. Croix river, necessary for the \$100,000,000 scheme on which he has been working for some years for harnessing the tidal waters of the Bay of Fundy in Passamaquoddy Bay.

Following a conference with Premier Veniot, Mr. Cooper spent Friday morning at the parliament buildings looking up titles and various records in the different government offices in connection with the lands necessary for proceeding with the project, which it is estimated will develop 600,000 horse power of electricity, which could be marketed at rates which would be lower than ever before heard of.

While in the city Mr. Cooper also had a conference with Matthew Lodge Moncton, at whose request he has been acting in an advisory capacity in connection with the project for harnessing the tidal waters of the Bay of Fundy in the Petitedoac river.

DEVELOPING INSTRUMENTAL MUSIC IN PUBLIC SCHOOLS.

From Canadian Bureau For The Advancement of Music, Ryrle Building, Toronto.

There is little doubt that the next decade will see the standardization of instrumental procedure in the public schools, that all the children of all the people may secure at public expense such fundamental training in music as can be consummated in the twelve years of school life, in conjunction with the academic subjects which everyday existence and educational requirements demand.

This leads us to consider music as a vocational subject, a phase which has not received much consideration. The demand for experienced performers upon the usual and unusual instruments is as great today as in the past, and the augmented orchestra much in vogue in the white-screen theatre is commencing all the available players.

The Canadian boy is just as well qualified to become a proficient performer upon the oboe, bassoon, French horn and similar instruments—not included in the solo four—as the boys of France, Russia, Italy or Germany. Given the same opportunities for musical instruction, it is safe to state that the Canadian boy can become as expert as his foreign cousins and bring to his art a corresponding equivalent in education, morals, manner and musicianship.



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SEND ME FREE RECIPE BOOK.

PRINTERS' UNION ASSERTS THAT CREDIT
SELLING THREATENS THE NATION.

Indianapolis.—Warning that the personal indebtedness of the average American wage earner has grown to an alarming amount, endangering the independence of the worker, will be issued to members of the International Typographical Union as a result of a lying cost survey made by the union's statistical department, was the announcement made today in a statement by James M. Lynch, president, and J. W. Hays, secretary-treasurer.

"Good wages and healthful working conditions cannot add greatly to the wage earner's happiness if he persists in getting into debt," said Mr. Lynch. "The root of the evil is the tremendous growth of credit business which in the last decade has raised a need for defense of the worker against the 'high pressure' type of salesman. Bankers and business men realize the gravity of this condition, but find it difficult to check the trend away from thrift."

Rapidly increasing production and lack of foreign markets has turned the full force of the nation's highly organized selling force upon the domestic field. The result is the wage earner, as well as other classes, has been driven into debt. It is possible these days to buy almost anything under the sun with a small down payment.

"Business itself is suffering as well as the consuming public from this state of affairs. It is being driven to an impasse. Buying power is being sopped up in advance of its development; cost of doing business is increasing fearfully.

"The remedy is to check the insidiously growing tendency to ill-considered extravagance on the part of the worker. Insinuating salesmen, trained in selling psychology and in 'credit desire' abetted by wives, jealous of their neighbors' displays, are constantly waiting to take the broadening in a weak moment and unload something on him. Our statistical department has found the case of a man who engaged himself to meet monthly payments actually in excess of his salary, living expenses having been left completely out of calculations.

"America, the greatest creditor nation on earth, with ten and one-half billions owing to her, is in a fair way to become the greatest nation of debtors on earth."

ULIFTING THE SALMON.

When the salmon, after years of wandering in the vasty deep, feels the urge of nostalgia and turns again home, his eagerness to revisit the haunts of his youth brooks no barrier. Wriggling up the riffles, leaping cascades ten or twelve feet in height, stemming the swiftest currents, he reaches the waters of his nativity or dies gamely in the attempt, says the N. Y. Herald-Tribune.

Time was when fish ladders, which are chutes through which pours a stream sufficient to float a salmon, were built to ease him over dams that were thrown across rivers to assist navigation or supply hydro-electric power. But the use of salmon wheels contrivances that dip the returning sea rover from his element and never return him thither, has made the creatures wary. Of late they have come to regard fish ladders as snares set by man to accomplish the first stage of their conversion into food.

Hence it has become necessary to invoke the aid of engineering science that the salmon may be eased along his homeward way. It is planned to provide the proposed great dam in the Columbia River with escalators which will receive the fish after his first dash at a cascade and convey him gently to the smooth water at the next level. This device, it is believed, will appeal strongly to salmon already wearied with a journey of hundreds of miles. Panting as does the hart for the water brooks, he will

be delighted to find help along the way.

Of course, the plan is as yet untried. The Chinooks and Silverlades and Steelheads may regard the escalators and running their heads against a rock on the shore, destroy themselves rather than fall into the hands of the enemy. In such an event some other method of getting them over the dam must be found; for salmon only reproduce their kind amid the scenes of their childhood; and so valuable are they as a food for human beings that they cannot be allowed to become extinct.

CONDEMN AS "PAGAN AND INDECENT."

Fashionable Dress of Women in Venetian Diocese.

(Toronto Mail.)
Rome.—The bishops of the entire Venetian Archdiocese went to Venice Thursday to discuss the problem of women's fashionable dress, which they condemned unanimously as "pagan and indecent."

They decided first that all priests under them must refuse Communion to all girls and women wearing collarless or sleeveless, even short-sleeved dresses, and declared they considered it a lesser evil if women who long for fashionable clothes, despite the Pope's crusade against them, did not enter churches at all rather than "frequent God's house in such clothing."

This important decision was embodied in a rather long communication which will be sent to every parish priest throughout the Venetian archdiocese.

"The pagan invasion in women's dress is striking in its excesses," it says. "We see many women and girls giving themselves up foolishly to sports which every day lower the dignity and sense of shame which should belong to their sex. This excessive mania for every trend of sport excites women to moral dangers and habits of life which are directly opposed to women's mission in family and social dispensation."

"But what saddens us most is the fact that despite frequent appeals for reflection every scandalous fashion makes more progress now than ever before. This is not only in complete contrast to Bible teaching, but even to natural morality."

The declaration then makes one more appeal to parents and guardians to suppress, among their girls and women folk, modern dress and modern sports.

It is said here that when the Pope read the declaration he cried: "splendid; I wish all congregations would follow their example."

C. P. K. IN FAVOR OF POLICY OF CO-OPERATION.

President Beatty Tells Shareholders of Proposal Discussed With Government.

Montreal.—Addressing shareholders of the Canadian Pacific Railway at the annual meeting here Friday afternoon, E. W. Beatty, President of the Company, declared that although the Canadian Pacific was in favor of a co-operative policy, which would eliminate as far as possible, duplication of train service on the lines of that railway system, and of the Canadian National Railways such a policy was not sufficient to constitute a solution to Canada's railway difficulties.

This, he said, was the only proposal that had been discussed between the Canadian Pacific and the Dominion Government, and no situation had arisen which should give the shareholders of the Company any reason to believe that their interests would be adversely affected in finding a solution to Canada's problems as regards the Canadian National Railways.

Regarding the shipping side of the Company's business, Mr. Beatty found it singular that the Dominion Government should have started a movement toward Government control of shipping rates, with lower rates as the object, through the Petersen Contract, at a moment when it was well known that shipping, particularly freight, had given "very unsatisfactory financial results during the past two years." He felt sure that the public generally would get a much more accurate knowledge of the Atlantic shipping situation if publication was made of the evidence being given on the subject before a committee of the House of Commons.

Mr. Beatty regretted the somewhat disappointing results achieved in the field of immigration, adding that he and the President of the Canadian National Railways had "made representations" which he thought would tend to bring more immigrants into the Dominion.

KENTVILLE MEETING
OF SHIPPING ASSN.
W. H. Chase Tells of Good Work of
London Economic Council.—
Apple Shipments.

Kentville.—At the meeting of the Nova Scotia Shippers Association held in Kentville, May 4th, W. H.

FACTS ABOUT TEA SERIES—No. 7

The Advent of Tea to England

Tea was not used to any extent in England till about the middle of the seventeenth century, although knowledge of the wonderful qualities of the beverage had reached Europe as early as 1517. During the seventeenth century, all tea was imported from China and cost from \$25.00 to \$50.00 per pound. Not until 1836 did any tea reach England from India. In that year the first shipment was made from the now famous tea growing district of Assam. India today supplies fully half the world's tea requirements and provides some of the finest teas grown. The rich body of "SALADA" is due to the select India teas used in the blend.

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KARL FREEMAN

Bridgetown

Chase, who has recently returned from the other side gave a report on the interviews he had while in London with the members of the Economic Council.

The Economic Council has been formed to devise way and means of increasing the trade in foodstuffs within the Empire. The British government has voted £1,000,000 for this use, quite a proportion of which is to be set apart for the apple industry.

Mr. Chase pointed out that the total import of apples into Britain from all her dominions for the season 1923-24 was 2,104,480 bbls. These figures are made up by converting boxes into barrels at the rate of 3 boxes to a barrel. Of this quantity of 2,104,480 bbls, Nova Scotia contributed 1,251,774 bbls. That is, Nova Scotia shipped 399,068 bbls more than all the other dominions combined including Ontario and British Columbia. The summary of the shipments from the overseas dominions is as follows:

Nova Scotia	1,251,774
Ontario	71,471
British Columbia	186,511
Tasmania, Australia and New Zealand	592,582
South Africa	2,142
	862,706
Grand Total from all Overseas Dominions	2,140,540
Total in excess from Nova Scotia over all other Overseas Dominions combined	399,068

It can be clearly seen from this how Nova Scotia is vitally interested in the matter of British Preference.

The Shippers' Association is working energetically in this matter and it is hoped that with the aid of Provincial and Dominion government some of this £1,000,000 voted by the British Government, will be utilized in some way to encourage the fruit growing industry of this province.

MOTOR COMPETITION WITH RAILWAYS.

In the United States as well as in Canada railways are finding their traffic seriously curtailed by the competition of the motor bus and auto truck. The total number of passenger carried by American railways last year was 931,307,000, a decline of nearly 50,000,000 as compared with the previous year. The revenue from passenger traffic was nearly \$72,000,000 less than in 1923. The decrease in passenger traffic and revenue was not local but extended to all parts of the Union in about equal proportions. "Motor travel obviously is cutting seriously into railroad revenues and will continue to do so to a greater extent in coming years," Christian Science Monitor says in commenting on the situation: "It is primarily in distances up to 150 miles that the motor bus and truck offer the keenest competition, and it is in the eastern district, particularly on branch rail lines, that this competition is the most intense and, to the railroads, the most disastrous."

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