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Bridgetown, N. S.
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Barrister & Solicitor,
Bank of Nova Scotia Building,
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Barrister and Solicitor,
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DANIEL OWEN, K. C., BARRISTER
AND SOLICITOR.

Commencing May first Daniel Owen,
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at the office of V. C. Parker, Law-
son, on the first, third and
fifth Fridays of every month from 2
to 5 p.m.

W. E. REED
Funeral Director and Embalmer
Latest styles in Caskets, etc. All
orders will receive prompt atten-
tion. Hearse sent to all parts of
the county.

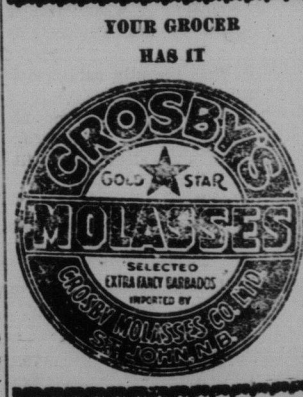
Dr. C. D. SIMS
Veterinary, Medicine and Surgery
Laboratory Testing a Specialty.
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One night and day—23-21

WILLIAM FITZGERALD
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Special attention given day or night
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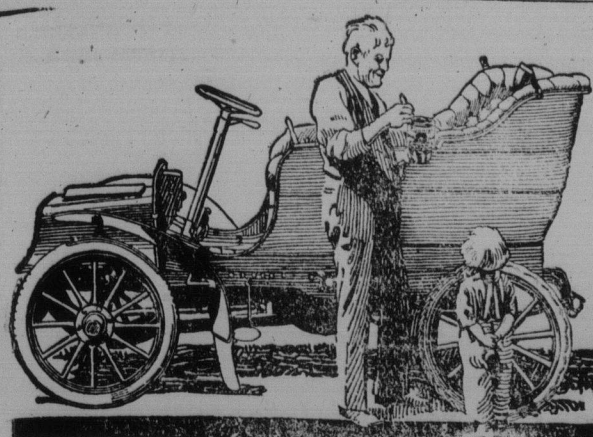
D. A. R. TIMMAY
Train service as it affects Bridgetown:
No. 95—From Halifax, arrives 12:30
p.m.
No. 98—From Yarmouth, arrives
12:52 p.m.
No. 32—From Halifax, Tuesday, Fri-
day and Sunday, arrives 2:35 a.m.
No. 100—From Yarmouth, Monday,
Wednesday, Saturday, arrives 1:30
a.m.

**YOUR GROCER
HAS IT**



CHRISTMAS PHOTOGRAPHS
Sit early for your
Christmas Photographs
—then you will be sure
to have them in good
Season.
George H. Cunningham
BRIDGETOWN, N. S.

Counter Check Books
Now is the time to order your counter check books for there are indications that the war which has prevailed for months between the various manufacturers is now nearing a finish. When that finish comes the price goes up. Be wise, enough said. Order through the Monitor.
Law enforcement will be rather effective even though poor in quality while liquor is.



Save it with
Kyanize

Do It Yourself—with Kyanize
WHEN all nature is blooming anew with bright, fresh colors, it is a good time to think about your automobile. Motor O. K., comfortable, plenty of pep, but just a little shabby looking—is that the case? Then you need KYANIZE Motor Car Enamels. Afraid to try 'em? Don't! Thousands have re-nished their cars with these easy-flowing, complete motor car enamels with absolutely satisfactory results. And you can, too.

Total outlay for sandpaper, brushes, enamel and everything less than a \$5.00.
KYANIZE Motor Car Enamels paint and finish in one single operation. Ten distinctive colors to select from, in addition to black and white. As they dry, brush marks, ridges and laps level out to a perfectly smooth, highly brilliant, waterproof surface that will not crack, peel or chip.
At least ask for the book "How to Paint Your Automobile." Don't decide it can't be done 'till you've read it. It's Free to you.

HOW TO PAINT YOUR AUTOMOBILE
Our Reader SHOW TO PAINT YOUR AUTOMOBILE with complete instructions will be given Free of Charge to any motorist who will bring or send this advertisement to our store.
Get your copy today! IT'S FREE.

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T. P. CALVIN & CO., LTD.
Solely Dealers
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YOUNG'S COVE

Mrs. Merwin Britt, has returned home to the U. S., after a short visit with her parents, here, Mr. and Mrs. Wm. Bent.
Mrs. Grace Andrews is visiting relatives and friends at North Range, Newby County.

We are sorry to report, at last account, Mrs. Noble Margeson is no better. She has been ill for long time in a serious case of neuritis. Her friends all hope for an improvement soon.
Several of the men from here are still working for the Lincoln Pulp Company, in the woods and building camps.

UNITED CHURCH NOTES

The Sunday morning service was in commemoration of Armistice Day. During sermon and song, thoughts were led to Flanders Field, and beyond—for courage to "keep the faith." Very sacred were the two minutes of silence at the close of service.

A note of glad Thanksgiving rang through the evening service. Mr. McKinnon spoke from Psalm 106—"They forgot His works—They forgot God—Nevertheless He remembered them—According to the multitude of His mercies." The choir was at its best, and seemed to enjoy the singing of the anthems, as the congregation enjoyed listening. Great credit is due Mrs. McKinnon as director. The music not only gave great pleasure; it all spoke of the "multitude of His mercies." The rich cantata of Miss Smith, added greatly to the singing of hymn and anthem, and her solo was much appreciated. The Dr. Beckwith there is always a welcome in the old home church. His presence in the choir is promise of a treat, which was realized Sunday evening.
When horse use Minard's Linnard.

TRIP TO THE PACIFIC COAST

Interesting Account and Notes by the Way From Mr. and Mrs. J. W. Peters in Journey to Old-Idolows and Rebokeh Convention.

(Continued from Last Issue.)

It is eighty-five miles from the Rocky Mountains, which can be plainly seen when the sun is shining on the snow-capped peaks. The Rocky Mountains extend from the Gap, just west of Calgary, practically to Vancouver, nearly six hundred miles of stopping place was reached at noon. We can never forget our first look at that little city among the mountains. The sun was shining brightly on a rocky of flowers upon which a pretty fountain was playing, pretty houses all around and the mountains all around so high that we could hardly see the top, so near that at first sight we thought it was only a very tiny village just at the foot of these wonderful mountains; we got in a car and drove miles it seemed to the hotel, and were still a long distance from them. We went for an early morning walk and could walk hours without seeming to get anywhere and which ever way we went the mountains were directly before us. Finally we did reach the foothills of Temple Mountain and climbed up some distance to get snap-shots.

We took the mountain drive to Lake Louise, a distance of forty-two miles, passing mountain range after mountain range. Mount Edith, 9154 feet, Castle mountain, 9140 feet high and extending for miles, looking at a distance like an old English Castle. Mount Banfill, 10825 feet high, snow covered all the year. We wondered why some of the mountains were snow-covered and some were not and learned that the Chinook wind touches some of the peaks. Stopped an hour at Johnston Canyon, walked up a beautiful fall; then past Pilot Mountain, then Banfill Wilderness Highway through Spocan with Mount Ball in the distance, Mount Temple, 11666 feet, Valley of Ten Peaks, snow clad, Moraine Lake and Paradise Valley beyond, then the wonderful Glacier came to view and we reached Lake Louise Station, a quaint log cabin station and a nice village; then up a winding road for two miles, through a path of lovely pines to Lake Louise, a blue lake, as blue as turquoise, nestling at the base of Mount's LePoy and Victoria Glacier, so high that the clouds seem to be resting on them. On this Glacier the snow is four hundred feet deep, as the right is Beehive Mountain, with a Rest House on top, at the right of this is Lake Agassiz, with a little green-roofed Tea Room, called the Tea Room above the Clouds. The C. P. R. Hotel Chateau Lake Louise was built last winter, at a cost of five million dollars. Between the hotel and lake is a beautiful mountain garden extending to the shore of the lake. These mountain resorts are kept open from June 1st to September 15th.

We returned on our mountain drive in the evening, arriving at Banfill about nine and next day continued our journey, and from the observation car, watched the mountains as we ascended until we reached the "Rocky Divide," the summit of the Great Mountains, extending clear across the Continent, from the Arctic Ocean to Central America, all the waters here divide into two streams, one eventually finding its way to Hudson Bay, and the other to the Pacific Ocean. We are now 5,326 feet above the sea level and six miles from Lake Louise. The boundary between Alberta and British Columbia is here. Soon after this we enter the Spiral Tunnels an ingenious piece of engineering costing \$1,500,000.00, reducing the grade from four per cent. to 2.2 per cent. Previously four engines were necessary to haul a passenger train over this section of the line, two now do the work. It is a perfect maze, the railway doubling back on itself twice, tunnelling under mountains, and crossing the river twice in order to cut down the grade.

These Tunnels are built under the Cathedral Mountain, which is 10,454 feet high. It only takes five minutes to pass through each of these tunnels, in one place the track forms a complete circle and passing under itself, emerges into daylight fifty-four feet below.

Field, B. C. is the gateway to a wonderful mountain resort, the famous Yoho Valley. Towering six thousand feet higher than the little town is Mt. Stephen and in front of it is the Kicking Horse River. We soon cross Stoney Creek Bridge over a small V-shaped channel, 200 feet below the rails, one of the loftiest railway bridges in the world.

The Selkirk Mountains are directly in front. Mount Macdonald, over two miles high, with its snow capped peaks almost above the clouds, we see a small opening in this gigantic mountain base, as we approach it grows larger and we enter the Connaught Tunnel, the longest tunnel on

the American Continent, being five miles in length. Its construction has eliminated 352 feet of gradient and track curvature. It takes fifteen minutes to pass through this tunnel; perfect ventilation is attained by a system of powerful fans.

Emerging from the tunnel we soon enter the Illecillewaet Valley, through this valley we follow the river for mile after mile where it twists and winds between snow-capped peaks, its waters a peculiar light green color, owing to its glacier source on the mountains.

Running parallel with the railroad is the Trans Continental Highway which is being constructed across the Rockies. The last connecting links from Field to Revelstoke will be finished in 1925, thus completing an auto road highway straight across the Continent. W. P. Tierney, the Contractor sat behind us in the observation car, called our attention to the road as we passed along and told us that he got 60,000 dollars per mile. Much of it had to be tunneled and some built on the mountains with retaining walls. He said if any obstruction occurred on the railroad during the building, he had to pay the R. R. Co. three hundred dollars per hour for every hour the train was delayed.

At Albert Canyon the train stopped for all the passengers to get out and see the deep, rushing, roaring waters hundreds of feet deep in a narrow chasm, scarcely twenty feet wide, looking like a great crack in the earth through which the river was rushing in seething torrents.

Vancouver is said to be the scenic centre of the North American Continent with mountain grandeur, sunny beaches, flowers in abundance almost the whole year, beautiful parks, public buildings and churches. Stanley Park takes in two sides of the city and covers one thousand acres. Mount Washington 10827 feet high and eighty miles away can be seen from Sincennesy Heights.

Leaving Vancouver we sailed on the steamer Kathleen, built for the C. P. R. Co. serviced in 1925, a splendid boat, glorious day and calm waters through Georgian Bay, Straits of Juan De Fuca to Victoria the capital of British Columbia.

This splendid old city is so situated that its summers are never too warm and flowers bloom all winter and is one of the most interesting cities on the Pacific Coast from a scenic and travel standpoint. Very English in appearance it still retains its grand old traditions and culture well deserving its "Royal name."

We gave up our passports to the agent as we took the boat again for Seattle and are soon in Puget Sound, one of the greatest inland seas in the world. After five hours run on placid water, a beautiful summer afternoon, we reach Seattle at 5 p.m. This city is surrounded by water on three sides making it a world port from which boats sail to the Orient and Alaska, its ocean commerce is said to amount to one hundred million dollars annually.

Rising from the shores of Puget Sound the City sits upon a succession of sloping hills, the main avenues paralleling the water front, with streets intersecting at right angles. The University of Washington buildings and campus cover 582 acres, with a shore line on two beautiful lakes, Lake Washington and Lake Union. Lake Washington can accommodate ships 750 feet long. These lakes are next in size to the Panama Canal. Mount Rainier rising 14,408 feet high from sea level to the clouds, glistening in the sunlight as a mountain of burnished silver, is the snowy source of the beautiful Paradise River, and can be seen away inland, looking across Puget Sound towards the Pacific, the Olympic Range can be seen, both appearing but a few miles distant.

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for the distinctive quality of

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TEA

No other brand is quite so pure, fresh or delicious. Try it.

Come to the Carleton!

It offers you the friendliest service, the finest food, the cosiest rooms in Halifax. The most modern, the most fire-proof hotel in the City. 50 steps from the centre of the business district within 5 minutes walk of the main points of interest and importance, but free from the uproar of trams and cars. 90 rooms, single and en suite, with and without baths.

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HEADQUARTERS IN HALIFAX.

Dratts Poultry Regulator
Guaranteed to Make Your Hens Lay More Eggs!
Pratts Poultry Book and Advice FREE
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Leaves Yarmouth Tuesdays and Fridays at 6:30 P. M.
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For Staterooms and Other Information
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WARMTH

POUR genial warmth into every corner of every room in your house! Defy zero weather!

Gilson's of Guelph, now offer you a heating system that gives REAL WARMTH. The first furnace built complete of Tungsten Plate which transmits heat three times faster! New type of grate—new Air-Blast Fireproof—scientific combustion—gets more heat out of fuel—burns gases, soot and smoke. The Tungsten Plate walls transmit the air three times faster. Booster flues and straight design force the warmed air into every room with greater speed.

And this new furnace, with twenty-six patented improvements, costs less to buy, less to install, less for fuel. Burns hard or soft coal, coke or wood. Pipeless or pipe styles. Easy monthly payments, if desired.

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THE ONE PIECE FURNACE BUILT OF TUNGSTEN PLATE

Don't delay investigating! Get your heating problem solved at once! Save the last half of your coal bill. Let us give you full particulars, estimates, etc. No obligation. Call today.

F. W. STEVENS
BRIDGETOWN — N. S.

(Continued On Page Six)

BEAUTIFYING A RAILROAD SYSTEM



Strangers, traveling upon the railways in Canada find pleasure in passing through a country that is new and fresh and possessing a wild, primitive grandeur practically untarnished. But in no small degree this pleasure is heightened and contributed to by a wonderful transformation wrought artificially to by a lavish use of trees and flowers which have been planted and cultivated under the supervision of expert horticulturists employed for the purpose by the railway company.

The most striking example of what can be effected by this means is to be seen along the Canadian Pacific tracks through the Prairie Provinces, according to an article on the subject in the April "Landscape Architecture" by E. L. Chicanot.

"Along the more than three thousand miles of main line," writes Mr. Chicanot, "there were naturally a good many men, station agents, section foremen and others who were garden lovers and to the best of their ability, cultivated little pieces of ground about the scenes of their activities. The planting of a little garden at a station, especially in certain bleak, treeless areas, was a conspicuous feature and added some little beauty to the surroundings. This gave to a higher official of the company, about thirty-five years ago, the idea of expanding the work of beautifying the grounds by assisting and encouraging agents and others in work of this kind. This took concrete form in the distribution of station-planters throughout the system of free packets of flower seeds. Inevitably, of course, some men did not bother about them but sufficient did to produce a very marked effect and make noticeably attractive those stations where the seed had been properly used and cared for.

"The impression was so striking that the Operating Department of the company proceeded to have small gardens laid out and planted at some of the principal stations and division points along the line. The result of this again was so impressive that a special study was made of the whole question, and subsequently it was decided to engage in the work thoroughly and systematically and to add an expert horticulturalist to the staff.

"The work since that time (1908) has grown tremendously, each year seeing a number of new gardens laid out about the company's stations until today the Canadian Pacific Railway has the largest number of gardens of any railway company in the world.

"Now along the steel system from coast to coast lies a series of fair gardens and spots of green sward and often the coal and refrubring shrouding about the station constitutes the one cheerful feature of entry into a very obnoxious drab and unattractive."