

### DOMINION ATLANTIC RAILWAY

—AND—  
**Steamship Lines**  
—TO—  
St. John via Digby  
—AND—  
Boston via Yarmouth  
"Land of Evangeline" Route.

On and after October 30th, 1909 the Steamship and Train Service on this Railway will be as follows (Sunday excepted):

Season from Monmouth, ... 7.30 a. m.  
"Acorn" from Richmond ... 5.40 p. m.  
Express from Monmouth, 1.46 p. m.  
Express from Halifax, ... 12.21 p. m.

### Midland Division

Trains of the Midland Division leave Windsor daily, (except Sunday) for Truro at 6.45 a. m., 7.30 a. m. and 5.35 p. m. and from Truro at 6.50 a. m., 12.40 m. and 3.20 p. m. connecting at Truro with trains of the Intercolonial Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

### Boston Service

Commencing Monday, Oct. 18 the Royal Mail S. S. Boston will leave Yarmouth, N. S., Wednesday and Saturday, immediately on arrival of Bluenose trains from Halifax, arriving in Boston next morning. Returning, leaves Long Wharf, Boston, at 1.00 p. m., Tuesday and Friday.

### St. JOHN and DIGBY

ROYAL MAIL S. S. YARMOUTH.  
Daily Service (Sunday excepted.)  
Arrives in Digby ... 10.45 a. m.  
Leaves St. John ... 7.45 a. m.  
Leaves Digby same day after arrival express train from Halifax.

P. GIFFKINS,  
Kentville,  
General Manager.

### FURNESS, WITBY & CO., LTD.

### STEAMSHIP LINERS.

London, Halifax and St. John, N. B.

From London.	From Halifax.	Steamer.	...
April 20	—Shenandoah	May 13	...
May 4	—Rappahannock	May 27	...
April 6	—Kanawha	April 29	...
	—Rappahannock	April 13	...

From Halifax to Liverpool via St. John's Nfld.

From Liverpool.	From Halifax.	Steamer.	...
	—Almeriana	April 5	...
	—Tabasco	April 15	...
April 7	—Durango	April 29	...
April 23	—Almeriana	Ma 13	...

FURNESS WITBY & CO., LTD.,  
Agents, Halifax, N. S.

### H. & S. W. RAILWAY

Accom. Mon. & Fri.	Time Table in effect Oct. 18th, 1909	Accom. Mon. & Fri.
Read down.	Stations	Read up.
11.30	Lv. Middleton A.R.	16.15
12.01	* Clarence	15.44
12.18	Bridgetown	15.26
12.45	* Granville Centre	14.57
13.01	* Granville Ferry	14.40
13.19	* Karsdale	14.24
13.40	A.R. Port Wade L.V.	14.00

\* Flag Stations. Trains stop on signal.  
CONNECTIONS AT MIDDLETON WITH ALL POINTS ON H. & S. W. RY. AND D. A. RY.

P. MOONEY  
General Freight and Passenger Agent  
HALIFAX, N. S.

### ATTENTION FARMERS AND FRUIT-GROWERS

We have in stock, fifty tons of high-grade Fertilizers, from three of the best Companies. We are in a position to give you the best terms.  
To arrive about the 10th. of April twenty-five tons of Phosphate Powder, (Basic Slag). Special low prices if sold from schooner.

J. H. LONGMIRE & SONS.

MINARD'S LUMBER CURBS SANDRUFF.

## Does Your Bread, Madam, Get Stale Too Soon

Of course, you know, all bread must in time grow stale—unless busy little milk teeth anticipate the flight of days.

But the trouble is, Mistress Housewife, some bread grows old prematurely—goes harsh, stale, crumbly.

And nobody likes stale bread: your folks dodge the bread-plate, don't eat as much as is good for them, but fill up on a more expensive but less sustaining diet.

Sad economy, Madam.

There's a peculiar quality in the gluten of FIVE ROSES flour which makes YOUR bread keep better.

Cannot go stale as quickly as bread made from some of the flours you have known in the past—to your loss and sorrow.

Because there's more of the amber gluten and better gluten in FIVE ROSES than seems necessary, you see.

This is the way of it, Madam.

Not only does YOUR loaf retain the actual moisture, the actual liquid, longer than usual; but it retains the property of feeling moist even when a great deal of the water has evaporated.

Of course it doesn't crumble when sliced: it holds together when sliced: it holds together when sliced: it holds together when sliced.

That's the secret, Madam, of the keeping quality of FIVE ROSES breadstuffs.

Wouldn't you like YOUR bread, Madam, to have that richness of nut-like flavor, that freshness and sweetness, which the best cooks envy, that elastic texture and crisp firm crust?

Almost a week after baking there's a feeling of moistness by the tips of dainty fingers on the fresh-out surface, an actual feeling of moisture and classic flavor to the hungry palate.

When you use FIVE ROSES.

Bake-day troubles, consequent vexations, vanish like mist before the rising sun.

Won't YOU get FIVE ROSES Madam? Won't you get it NOW?

LAKE OF THE WOODS MILLING CO., LTD., MONTREAL

## New Wall Papers

We do not want the Earth, but we do want the Wall Paper trade and are pleased to say we are getting it from every part of the country. We buy in very large quantities direct from the largest Wall Paper mills in Canada and U. S. making a specialty of Wall Paper, consequently we are in a position to supply the individual customer with a large variety of patterns and colorings at a lower price than the store that handles dry goods, groceries etc. in addition to a small line of wall paper. We can save you money on your wall decorations. Give us a call or write or telephone and we will call with samples.

Butter and Eggs wanted at highest prices  
F. B. BISHOP, Lawrencetown

## Fresh Family Groceries

### Bridgetown Central Grocery

#### Canned Vegetables

Beans, Corn Peas, Pumpkin, Squash and Tomatoes. One dozen each, or assorted, for \$1.00.

#### Canned Fruit

Blueberries, Raspberries, Strawberries Plums, Peaches, Pears and Pineapples.

#### Dried Fruit

London Layer Table Raisins, Valencia Layer Table Raisins, California Muscatel Raisins, California Seeded Raisins, Figs, Dates, etc., at the LOWEST PRICES.

Buy at the "Central Grocery", get reliable goods and save money.

J. E. LLOYD

### Hats and Caps

Just received a new line of Spring Caps, prices from 50 cents to \$1.00. Also a large assortment of Soft Felt Hats, popular colors at popular prices.

YOUTHS' MEN'S AND BOY'S CLOTHING.

HAYWARD CLOTHING STORE

### ALL DAMAGE

is covered by a good fire insurance company; the damage by fire, by water, by smoke and by firemen in their efforts to extinguish the flames. The man who

### IS COVERED

by insurance has little fear of fire. If you have forgotten your insurance, permit us to remind you of it. As a sensible man you will thank us for the suggestion and instruct us at once to

### WRITE YOU A POLICY

**The Acadia Fire Insurance Company,**  
W. D. Lockett,  
Agent.

## Harness! Harness!

We have just received a shipment of harnesses which for quality of material and workmanship surpass anything we ever carried before. If you are contemplating the purchase of any goods in this line it will pay you to see our stock before ordering elsewhere.

Bridgetown Foundry Co., Ltd.

### Early Railroading in Nova Scotia

(Truro Sun.)

Fifty-one years ago this month, some say last Wednesday, the 15th, the first passenger and freight train (combined) arrived in Truro from Halifax. That, though, was not the beginning of passenger and freight train service in Nova Scotia. A through train from the capital of the province had a short time previous to that pulled into Windsor. But there was an earlier effort than these, that between Albion Mines and the Landing ground some nine or ten miles, along the bank of the East river, the first steam road ever operated in British North America, though some years ago the Montreal Herald claimed that the first British America road was operated in the Province of Quebec, and that the rails were simply wooden poles. The road in Pictou county above referred to, from Albion to the landing ground, was the property of the General Mining Association, that then owned the coal mines of Pictou County.

We stand to be corrected when we say that it was about 1838 when the road from Albion to the landing ground was opened, but it was not then operated by steam, but rather by horses. Over to the coal was conveyed to the landing ground, where it was loaded into sailing vessels for shipment abroad. It was a year or two later that the quaint steam horse the "Sampson" and its equally quaint passenger car came. The engine was so constructed that the driver worked at one end and the fireman at the other, the former seated in an iron chair. The passenger car was built after the pattern of the body of the old style stage coach. There were two seats, capable of holding three persons each, who sat facing each other. The locomotive and car were combined.

The bed of this road, including the masonry, was first class, and it is worthy of note that it was surveyed by and built on plans made by a Mr. Crearer, whose only training in that connection was land surveying. When the plans were prepared and sent to England for approval, they were pronounced first class by competent engineers. The mason work and road bed can yet be seen.

By the way, the yet presence of this old road lying side by side with the modern I. C. R. and the Egerton Electric Tram Road affords three practical illustrations in the progress of transportation in Nova Scotia during the last half century.

It is a pity that first old locomotive the "Sampson" was permitted to be taken out of the province. It is now, we believe, in a dime museum in Philadelphia. The company offered it for sale for \$500 but no person in Nova Scotia had enterprise enough to buy it. The government of the province should make an effort to get it back.

The arrival of the first through train in Truro was the final opening up of the Nova Scotia Railway, Halifax to Truro, and Windsor Junction to Windsor, some ninety-four or ninety-five miles in all. This was the work of Howe and his associates, but by no means a realization of the aims and objects of the great Nova Scotian in that respect. His ambitions were continental-wide, ocean to ocean across British soil. The object has been accomplished, but he did not live to see it, yet he did see its consummation by that eye of faith born of that great belief he had in British North America, the greater part of which is now the great Dominion of Canada. It was either in 1850 or 1853, on his return from England, where he has been seeking to interest the home government in railway building in this country and had received assurance of financial support for his Intercolonial railway scheme, that speaking in the old Masonic hall in Halifax, on the result of his mission he said: "I am not a prophet, nor the son of a prophet, but there are those within sound of my voice to-night who will live to hear the whistle of the locomotive amid the passes of the Rocky Mountains as it speeds on its way from ocean to ocean."

### What Beautiful Hair

How often do we hear that exclamation of a certain woman's hair or a certain man's hair!

A prominent scientist and hair specialist emphatically states, and has proven, that any man or woman can have luxuriant, lustrous hair, by using a famous prescription called Parisian Sage.

Parisian Sage is now made and sold in Canada. S. N. Wear, the druggist, is the agent in Bridgetown, and the readers of Monitor-Sentinel can buy from him for only 50 cents a large bottle.

S. N. Wear knows that Parisian Sage will beautify the hair, cure dandruff and stop falling hair, and for that reason he sells it under a guarantee to cure or money back.

If you cannot obtain Parisian Sage where you live, you can get a bottle for 50 cents from Giroux Mfg. Co., Fort Erie, Ont., express charges prepaid.

### MILLINERY NEWS.

Nothing Very Striking in Hat Shapes So Far—All Signs to Be Seen.

Apparently any sized hat will be smart in the spring. Turbans will be worn, and the flared hats are simple and attractive.

Rough braids are the latest fancy of fashion. Hemp is the favorite in white and yellow, and the natural colored leghorn is second choice.

The success of the flower hat is daily attaining greater dimensions, and the flowers employed in developing it are



RUSSIAN HEMLOCK COAT.

getting lovelier in coloring as well as in beauty of outline, so they successfully rival the natural blossoms.

Malines bows, the bigger the better, are very strongly featured in the spring millinery. Black bows as well as those of white are much favored.

Every variation of the blouse coat is to be worn in the spring. The coat pictured includes the slightly full sleeves with deep cuffs that are always pretty, and it is made with a smooth fitting peplum that is attached to the blouse beneath the belt.

JUDIC CHOLET.

This May Manton pattern is cut in sizes from 34 to 40 inches bust measure. Send 10 cents to this office, giving number, 6591, and it will be promptly forwarded to you by mail. If in haste send an additional two cent stamp for better postage, which insures more prompt delivery.

### FOUND IN THE SHOPS.

New Cotton and Silk Materials That Will Be Worn in the Summer.

One of the new Irish linen suitings of the round thread rama comes in all the most used colors at 20 cents a yard.

A new cotton poplin of mercerized satin surface is to be had in odd and other French colorings at 25 cents a yard.

A cotton suiting of homespun in crease appearance is in the shops in all shades. It is a yard wide and costs 20 cents a yard.

Though shantung that is half silk and cotton and of strong weave and rich luster is 39 cents a yard.

Belted coats make a novel feature of the spring styles. This one is chic



BELTED COAT WITH FEELUM.

and smart. The little vest is most effective. It is finished with long revers, and the peplum extends just below the belt line. All suiting materials are appropriate for its construction, and the trimmings can be silk or more velours.

JUDIC CHOLET.

This May Manton pattern is cut in sizes from 34 to 42 inches bust measure. Send 10 cents to this office, giving number, 6591, and it will be promptly forwarded to you by mail. If in haste send an additional two cent stamp for better postage, which insures more prompt delivery.

MINARD'S LUMBER BELIEVES NEURALGIA.

# ANOTHER MIRACLE IN NOVA SCOTIA

Thought the Disease was Cancer of the Stomach

"FRUIT-A-TIVES" Cured Him



SYDNEY MINES, N. S., JANUARY 25TH 1910

"For many years I suffered torture from Indigestion and Dyspepsia. Two years ago, I was so bad that I vomited my food constantly. The agony I endured all these years, I cannot describe and I lost over 25 pounds in weight. I also suffered with Constipation which made the stomach trouble worse. I consulted physicians, as I was afraid the disease was cancer but medicine gave only temporary relief and then the disease was as bad as ever.

I read in the "Maritime Baptist" about "Fruit-a-tives" and the cures this medicine was making and I decided to try it. After taking three boxes, I found a great change for the better and now I can say "Fruit-a-tives" has entirely cured me when every other treatment failed, and I reverently say "Thank God for Fruit-a-tives"!!"

EDWIN ORAM, Sr.

"Fruit-a-tives" sweetens the stomach, increases the flow of gastric juice, strengthens the stomach muscles, and insures sound digestion. The wonderful powers of this famous fruit medicine are never more clearly shown than in curing the apparently hopeless cases of Dyspepsia and Constipation. 50c a box, 6 for \$2.50, or trial size, 25c. At dealers or from Fruit-a-tives Limited, Ottawa.

### The Marathon a Freak

Sport and Destined to Short Life

Many are of the Opinion That the Distance is Too Long and That the Craze Has Passed.

The Marathon—is it a freak sport? What destiny holds the future for it?

Its great Grecian pastime, nurtured among the sunny hills of Hellas, the home of mythology, of culture, of learning, of ancient heroes, destined to sink into oblivion? Few there be who would care to predict its exact future. Yet many give their opinion, and the general trend of it is that Marathon racing is a freak sport too strenuous for the human system.

For long centuries, ages, Greece too had its Marathon runs, but it was not until four years ago, in the summer of 1906, when Billy Sherring, of Hamilton, Ont., trotted from the hot country into the streets of Athens, as the early rays of the setting sun bathed the spires and minarets of its decaying architecture in fire, that America and the bigger part of Europe paid any attention to the Marathon.

Since that day, however, it has rapidly become a mania, and now every fall and spring we have our Marathon Derbies either here in Canada or the United States.

Two years ago when Dorando Pietri staggered into the stadium at London, blind, stark, staring, drunk from exhaustion, collapsed in a heap, then with bloodshot eyes and contorted face, tottered to his feet and reeling from utter loss of nerve power, was half carried, half pulled over the string at the finish, the civilized world applauded in wonder and admiration.

Following this, the Americans, following their natural custom and instincts, turned the race into a money-making proposition and to this mercenaryizing of the race is due its late decline.

Marathons were held every week, the people tired of the very monotony of the thing, for a Marathon is a long grind, and does not rouse the excitement or thrill of the short spirited dashes. The craze came quick, was entirely overdone and the novelty and historic attractiveness of the Marathon soon passed.

Now the question is arising whether or not twenty-five and twenty-five miles are too long; more than the human system can normally endure. It is generally conceded that it is by those who know, and one month's ill-health is not worth all the cheap glory to be won at all the Marathons in the world. Fifteen miles is long enough for any race.

The Toronto Telegram has its hammer out for these long Marathons, and a last week's issue has the following regarding the big Derby at Gotham:

"Yes, there was a Marathon Derby at New York Saturday. It was run in the afternoon, and the folks in Toronto went on about their business as if nothing out of the usual was happening. And what a difference from a year ago. Remember then the newspapers bulletined the race, and anxious crowds surrounded the boards, and groaned when Longboat quit.

And then when Alfie Shrubbs was forced to throw up the sponge along towards the finish, remember how the Canucks cheered, and our cousins from across the ocean looked so black that it looked as if a race war were the next real event on the sporting program.

"And yet Saturday's race was a better performance than the one a year ago. The Swede cut about four minutes off the time St. Yves made then, and a Canadian led for eighteen miles at a record pace.

"But Canada forgot to enthuse, the simple reason being that the Marathon craze has swept over and left us at least partially sane. Freak sports die young."

Diarrhoea should be cured without loss of time and by a medicine which like Chamberlain's Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It never fails and is pleasant and safe to take. Sold by all dealers.



FIND the right hatter and examine, carefully, the right hat for your head—you'll know it by that label of Wakefield's. Note its silky nap, its graceful lines, its fine binding and finish. Try it on. Then enquire the price. You'll know then why these hats are favorite in Canada—as in London—with men who must dress well and won't waste money. Buy by the label—it warrants the value.

A. A. ALLAN & CO., Limited, Toronto Wholesale Distributors for Canada