

NEWS OF THE WEEK

ALL THE DOINGS AND UNDOINGS IN OUR SURROUNDING VILLAGES.

GRANVILLE FERRY

Granville Ferry.—Mrs. Elizabeth Gordon, of St. John, is visiting Mrs. Caswell.

Mr. and Mrs. Hatfield, of Canning, are spending a few days with their daughter, Mrs. George Wagstaff.

Mrs. Ralph Chisholm is spending a few weeks with relatives and friends in the United States.

Capt. C. W. Collins spent a few days in St. John, last week.

Miss Margaret Troop and Miss Susie Troop, of Belleisle, and Miss Gladys Troop, of Nictaux Falls, were week-end guests at the home of Mr. and Mrs. William Amherman.

Miss Wilhelmina Troop spent a few days with relatives in Granville Centre, recently.

ST. CROIX COVE

Mrs. Emma Chute, Phinney Cove, is visiting at the home of Mr. and Mrs. Bradford Poole.

Miss Nina Banks, Somerville, Mass., is spending a fortnight at the home of Mr. and Mrs. D. M. Hall.

Mr. Stephen F. Hall arrived home from the West the 20th. He intends leaving soon for the United States.

Mr. and Mrs. Norman Milbury, of Hampton, were recent visitors at the home of Capt. and Mrs. E. Brinton.

Rev. and Mrs. D. W. Dixon, of Port Lorne, were guests at the home of Mr. and Mrs. D. M. Hall recently.

Mr. Ralph Williams, Paradise, was a recent visitor at the home of Mr. and Mrs. Frank Poole.

Miss Mandy Marshall, Mt. Rose, has been spending a few days at the home of Mr. and Mrs. Robert Marshall.

KENTVILLE HOUSE DESTROYED BY FIRE

Kentville.—Fire, which broke out at 2:30 Wednesday afternoon, totally destroyed one of Kentville's oldest landmarks, a house on Main Street West, owned by John F. Masters, of Boston. The fire was so far under way before it was discovered that it was impossible for the Fire Department, who responded promptly, to save it. It is not known how the fire originated, the house being vacant at the time. Carpenters have been repairing it during the past week. The loss is partially covered by insurance.

Clementsport

Clementsport, N. S.—Deer seem to know that this is the open season and although many have been seen shortly before the 18th inst., only one has been shot locally. This one was killed by Judson Frail on the Power Lot Meadow on the first day of the season. On the 23rd inst. two came out on the road near Mr. Cecil McInnis'. Mrs. McInnis telephoned the village, and Mr. Roy Merritt ran out in his car, but before he arrived they had decamped.

Mr. and Mrs. Isaac Turpin, of Somerville, Mass., spent a couple of weeks with Mr. Turpin's sister, Mrs. Albert Fraser, Princesdale. They left for home on Tuesday, 19th, visiting friends in Yarmouth en route. Fred Morse, who has a taxi business here during the Summer, left for Boston on the 23rd inst., where he will spend the Winter.

George Potter, Capt. H. L. Rawling, and Charles Maughan left Tuesday morning for Perotte, where they will spend a few days moose hunting.

During last week Rev. I. D. Lytle held a series of services in the Baptist Church here. These were well attended and will no doubt be a stimulus to more energetic and successful work.

On Tuesday, 23rd inst., a service of song with missionary addresses was held in the Methodist Church. The Rev. Mr. McInnis, the pastor; the Rev. Mr. Freestone, of Bridgetown; the Rev. Mr. Rackham, of Lawrence-town and others took part. There was a good congregation present who greatly appreciated the service.

The regular monthly service was held in Acadia Hall Monday, the 22nd inst., by the Rector, Rev. A. W. L. Smith, who gave an address on "Children's Day" emphasizing the spiritual value of the child and urging all to do their utmost for the spiritual education of children.

On Saturday evening a "bean supper" was held at the Lucerne Hotel. Some forty-eight people sat down to what is reported to be one of the best bean suppers ever held in Clementsport. All present had a most enjoyable time and are awaiting the "next one."

On Monday, 22nd inst., Mrs. Nelson Berry, while going from the house to the barn, had a bad fall, injuring her hip.

BEAR RIVER

Bear River.—Mrs. John Flemming left on Tuesday for Port Wade to visit her parents, Mr. and Mrs. J. Burke.

On Tuesday evening in Oakdene Hall, the school prizes for the past year were given to the students, who had won them. There was a short program by the school and speeches by the trustees. Many parents and friends were present. The money given for prizes was collected by the Women's Institute and amounted to \$63.

Clarence Thomas, of Barton, superintendent of Highways for Digby Co., made a visit to Bear River on Tuesday.

Wallace Crouse, who has been visiting his daughter, Mrs. Ralph Mullen, of Weymouth North, now is the guest of Mr. and Mrs. Leander Alcorn.

Mr. and Mrs. Horace A. Porter spent the week-end with Mr. and Mrs. Alfred Porter on their way home to St. John, after spending two weeks in New York and other cities.

ALBANY

Mr. and Mrs. James Payne are guests of Mr. Almon Oakes and sister Mary.

Deacon Phineas Whitman had the misfortune to fall and hurt his knee seriously a week ago. He has been confined to his bed ever since but is now improving slowly.

Rev. A. H. and Mrs. Whitman and daughter Georgie, of Bridgetown, visited the formers' parents on Sunday, 21st. Mr. Whitman fulfilling his appointment here on Sunday.

Mr. and Mrs. Asaph Shegrian and son Lawrence are guests of his brother and wife, Mr. and Mrs. Herman, also of his parents, Mr. and Mrs. Matthew.

Mr. Elvin Oakes, Principal of Melvern Square school and Mr. McNeill spent Saturday, 6th October, with the former's parents, Mr. and Mrs. Harold Oakes.

Miss Rhodentzer was the week-end guest of her aunt, aunt and uncle, Mr. and Mrs. Howard Selig.

Mr. and Mrs. L. R. Fair and baby Laird, also Miss Alice, were callers at Miss A. S. Fair's on Sunday, 21st. Miss Alice expects to start for Tennessee on Friday, 26th October.

Mr. and Mrs. Charles Whitman have recently visited two of their sons and wives, Mr. and Mrs. George, of Nictaux Falls, and Mr. and Mrs. Fred, of Meadowvale.

Miss Annie Fair spent Oct. 13th, 14th and 15th at Falland Ridge where she was the guest of her niece and nephew, Mr. and Mrs. E. G. Mason. "I hold it truth the truest joy That may on earth be had Arises from the sweet employ Of making others glad."

BRIDGEWATER AND TRURO C.N.R. STAFFS COMING TO HALIFAX

Sir Henry Thornton, President of Canadian National Railway, Who Arrived in Halifax Last Evening, Definitely Announced That the Railway Divisions Would Be Consolidated.

"We will consolidate the divisions," was the definite answer which Sir Henry Thornton, President of the Canadian National Railways gave to The Morning Chronicle reporter when interviewed, on his arrival in Halifax, respecting the proposal of consolidating the operating staffs of Truro and Bridgewater in Halifax. Sir Henry, accompanied by a number of high officials of the National System, visited Truro and held a conference with representatives of the town regarding the proposed change. He announced there that he would support the reform on the ground of efficiency, aside altogether from the expected economic saving.—Halifax Chronicle.

A NEW INDUSTRY FOR WINDSOR

A newly organized concern known as the Avon Suspender Co. will establish at Windsor immediately. This company in which Halifax and Windsor capital is interested, was promoted by a Windsorian and will manufacture Elastic Web Specialties, such as Suspenders, Hose Supporters, Belts, etc. Samples will be prepared for the trade within a very short time and as this is the only concern of its kind in the Maritimes it certainly should prosper.—Hants Journal.

THE FAKIR SOLD

The fake oil well salesman had spent an hour trying to induce the farmer to invest in some of the stock. "Say, look here," finally exclaimed the exasperated farmer, "I often buy live but never dead stock."

BAD EXAMPLE

Australia is following the bad example of France in the matter of race suicide, according to Canon Hughes of St. Peter's Anglican Church, Eastern Hill, Melbourne, who commented recently on a warning given by the Right Rev. Patrick Phelan, Bishop of Sale, declaring with him that it was simply selfish and unpatriotic to keep silent. On leading booksellers' shelves, he pointed out, could be seen books openly advocating the practice of race suicide by the prevention of child-birth. While Australia, he declared, was crying out for population to fill its vast waste spaces, yet empty cradles answered the hope of yellowing a nation. Canon Hughes said that the black, brown and yellow races were prolific today and that nothing could save the white race if the declining birthrate spread from nation to nation as it threatened to do. He advocated placing a Madonna and Child over every empty cradle.—(The Catholic Register).

CAPTAIN FARQUHAR HOLDS OPINION THAT CLOSING BELLE ISLE STRAITS WILL HAVE NO BEARING ON CLIMATE.

Will the closing of the Straits of Belle Isle change the climate of Nova Scotia?

This question has been debated in the public press for several years past. It is not a new question by any means, but it is an interesting one, nevertheless. Captain J. A. Farquhar, who is an authority on matters marine and who knows all about the currents from Hudson Bay to Florida, does not think the project feasible. Discussing the article which appeared in a recent issue of this paper, he says:

"I have read with interest several articles re the closing of the Straits of Belle Isle, whereby it is claimed if these straits were closed by building an immense dam some nine sea miles in length, from Labrador to Newfoundland, the climate and weather conditions of Nova Scotia, would be changed to that now found in North Carolina."

"These writers tell us if the straits were closed to prevent the flow of water passing through from the north, the Gulf Stream would then move north near the coast of Nova Scotia and Newfoundland. This change in the Gulf Stream would give us mild open Winters. The writers of these articles seem to believe there is a continuous flow of cold Arctic water passing through the Straits of Belle Isle from the north, and if this flow of water was stopped by building a dam from Labrador to Newfoundland, the climate would then become so mild it would be quite possible to navigate the St. Lawrence during the Winter. I cannot agree with the writers who believe closing the Straits of Belle Isle would change the climate. My opinion is, it would not do so. In the first place there is no continuous or regular flow of cold Arctic water passing through the Straits of Belle Isle."

"I have been many times through the Straits, and have frequently been on the shores of the Straits, and I find there is a regular rise and fall of tide, which compares favorably with the rise and fall we have on the coast of Nova Scotia. When the tide is flood, the water comes in the Straits from the north east, and when the tide turns to fall, this same body of water passes out of the Straits and around Cape Carpon to the south and west."

"The strength of the current in the Straits depends largely on weather conditions. With a heavy easterly and east gale, the water is backed up in the straits and the tide will continue flood for more than seven hours, and the same applies when there is heavy south west and west gales. The water passes out of the Straits in from seven to eight hours. The Straits may be considered about sixty sea miles in length, that is, from the south west end of Belle Isle Island to Point Armour on the north east, from this point the land falls away on either side, the water becomes broader and deeper, and when reaching the longitude of Cape George, it is found to be more than 100 miles broad. You can now readily see that any water coming in from the north east through the Straits of Belle Isle and mixing with the broader and deeper waters, would completely lose its force before reaching the outlet between Newfoundland and Cape Breton, and of course, could have no effect on the Gulf Stream."

"I know there is far more water coming steadily down the St. Lawrence and is lost in the lower Gulf. I say far more than any water coming through the Straits of Belle Isle from the north. I feel quite safe in saying, man has not yet been endowed with sufficient power and knowledge to devise means whereby the great North Atlantic artery, commonly known the Gulf Stream, can be made to change its course."

I'VE LAID THEM DOWN TODAY

(Homely Talks of a Homely Woman.)

"Well, I am done. My nerves were on the rack. I've laid them down today. It was the last straw broke the camel's back; I've laid that down today. No, I will not fume, nor fret, nor fuss, nor fight; I'll walk by faith a bit, and not by sight. I think the Universe will work all right."

"I've laid it down today. 'The dread of sorrows I may have to sup, I'll lay that down today. The circumstance which rubbed me wrong way up, I'll lay that down today. It will not matter in the age to come, Whether I sucked the stone or had the plum, But it will make a difference to some. If I keep nice, today."

HELP FOR YOUNG WOMEN

Mrs. Holmberg Tells How Lydia E. Pinkham's Vegetable Compound Helped Her

Viking, Alta.—"From the time I was 15 years old I would get such sick feelings in the lower part of my abdomen, followed by cramps and vomiting. This kept me from my work (I help my parents on the farm) as I usually had to go to bed for the rest of the day. Or at times I would have to walk the floor. I suffered in this way until a friend induced me to try Lydia E. Pinkham's Vegetable Compound. I have had very satisfactory results so far and am recommending the Vegetable Compound to my friends. I surely am glad I tried it for I feel like a different person now that I don't have these troubles."—ODELIA HOLMBERG, Box 98, Viking, Alta.

Letters like this establish the merits of Lydia E. Pinkham's Vegetable Compound. They tell of the relief from such pains and ailments after taking it.

Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotic or harmful drugs, and today holds the record of being the most successful remedy for female ills in this country, and thousands of voluntary testimonials prove this fact.

If you doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to the Lydia E. Pinkham Medicine Co., Colburn, Ontario, for Mrs. Pinkham's private text-book and learn more about it.

ST. JOHN WOMAN SENTENCED TO TEN YEARS

Mrs. Bessie Parker Will Spend Long Term in Penitentiary.

St. John.—With face unaffected as a sphinx, Mrs. Bessie Parker, found guilty on a charge of performing an illegal operation, faced Mr. Justice Chandler in the Circuit Court at 12:30 Wednesday and heard him pronounce sentence committing her to the Maritime Penitentiary at Dorchester for the next ten years. It was not until the judge had finished delivering his decision that Mrs. Parker's demeanour changed, but when the term of her incarceration was pronounced, still standing, she glared at William M. Ryan, who conducted the case for the Crown, and exclaimed: "Now, are you satisfied?" Ordered by the Court to sit down, she resumed her seat without further demonstration. She retained her outward calm as she left the court room, but her mother, who had been present with her throughout the trial, burst into tears and left the court room with her daughter's arm about her shoulder.

The maximum penalty for this offence is life imprisonment.



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NEW ZEALAND LOSING GRIP ON BEEF TRADE

London.—The keen competition of Argentina in her exportation of beef to the United Kingdom has resulted in the New Zealand farmer taking to the fattening of lambs or to the production of butter and cheese rather than beef raising, according to Premier Massey, who addressed the Australian and New Zealand luncheon club recently.

Mr. Massey cited figures showing that in 1922 South America furnished the United States with 5,127,845 quarters of beef, while New Zealand's exports fell to 238,530 quarters, as against 629,852 the year before.

ATTEMPT TO DERAIL D. A. R. TRAIN

Spike Caused Engine and Tender to Leave the Rails.

Clementsport.—An attempt to derail the Dominion Atlantic Halifax to Yarmouth express partially succeeded here Wednesday last when the engine and tender of the train approaching Clementsport station at 1:30 o'clock suddenly left the rails and ran two car lengths before it stopped. Investigation showed that a railway spike had been placed on the rail with the point in the direction of the incoming train. As No. 95 train from Yarmouth to Halifax passed over the track one and a half hours before, it



Promotes warmth, comfort, builds energy. SCOTT'S EMULSION. now in possession of the station agent, must have been placed on the track during that interval. It was fortunate that no further damage was done. All the cars remained on the track, and the damage to the roadbed and track consisted principally of a piece of the rail breaking and doubling up under the platform of the engine. An engine and car from Digby transferred the Digby and St. John passengers. When the auxiliary train from Kentville arrived, the train continued its journey. The track was cleared by early next morning.

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From Yarmouth, Monday,

From Annapolis, 6.23.

From Halifax, 8.43

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