

DOMINION ATLANTIC RAILWAY

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

On and after June 20th, 1910, the Steamship and Train Service on this Railway will be as follows (Sunday excepted):
Accom. from Annapolis 7.50 a. m.
Accom. from Richmond 5.40 p. m.
Express from Halifax 12.04 p. m.
Express from Yarmouth 1.58 p. m.
"Owl" from Halifax Sat. 7.40 p. m.
"Owl" from Annapolis Mon. 4.13 a. 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., 12.00 m. and 3.20 p. m. connecting at Truro with trains of the International Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

Boston Service

SERVICE IN EFFECT JUNE 13th, 1910.
The Royal and United States Mail Steamships PRINCE GEORGE and PRINCE ARTHUR will leave Yarmouth Mon. Wed. Fri. and Sat. on arrival of Express trains from Halifax, arriving in Boston next morning. Returning leave LONG WHARF BOSTON, at 2.00 p. m. Sun., Tues., Thurs. and Fri.

S. S. PRINCE ALBERT makes daily trips (Sunday excepted) between Parrishboro and Wolfville, calling at Kingsport in both directions.

ST. JOHN and DIGBY

ROYAL MAIL S. S. YARMOUTH. Daily Service (Sunday excepted).
Leaves in Digby 10.45 a. m.
Leaves St. John 7.45 a. m.
Leaves Digby same day after arrival of express trains from Halifax.
P. GIVKINS, General Manager.

FURNISH, WITBY & CO., LTD.

STEAMSHIP LINERS.

London, Halifax and St. John, N. B.
From London. From Halifax.
July 9th —Kanawha July 23
July 21st (Via St. John's) Aug. 11.
—Shenandoah Aug. 11.
Aug. 5th —Rappahannock Aug. 25

From Halifax to Liverpool via St. John's Nfld.
From Liverpool. From Halifax.
Steamer.
July 9 —Almerina Aug. 2
July 26th —Tahasco Aug. 16

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

H. & S. W. RAILWAY

Accom. Mon. & Fri.	Time Table in effect Oct. 28th, 1909	Accom. Mon. & Fri.
Read down	Stations	Read up
11.30	Lv. Middleton AR.	16.15
12.01	* Clarence	15.44
12.18	Bridgetown	15.26
12.45	* Grandville Centre	14.57
12.51	Grandville Ferry	14.50
13.19	* Karadale	14.24
13.40	Ab. Port Wade Lv.	14.00

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

P. HOONEY

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.
A. H. LONGMIRE & SONS.

EASTERN CANADA'S BIG 1910 FEATURE
DOMINION EXHIBITION
St. John, N. B. Sept., 5th to 15th

\$25,000 In Cash Awards
All Canada Represented
Monstrous Live Stock Show
Unsurpassed Industrial Display
Numerous "Process" Exhibits.

Educational Competitions.
Government Exhibitions.
Special Horse Show.
Agriculture and Fruit.
Big Display of Poultry.
Dairy Show and Lectures.

WONDERFUL OUTDOOR ENTERTAINMENT
ENTRIES FOR LIVE STOCK AND AGRICULTURAL PRODUCTS CLOSE AUGUST 1ST

Annual Clearance Sale

For the next 30 days and will give big discounts on all Mens' and Boys' Suits to clear up for fall stock.

The following is a partial list of cuts we have made.

Mens' Suits	Boys' Suits
\$ 6.00 suits for \$5.00	\$ 3.50 suits for \$2.50
8.00 " " 6.00	4.50 " " 3.25
12.00 " " 9.75	6.00 " " 4.60
15.00 " " 11.75	8.00 " " 6.25

For Hot Weather Goods we have a big stock that will go at great bargains, call and see the goods that we are offering.

J. HARRY HICKS

Clothing and Furnishing Store, BRIDGETOWN N. S.

We are making a new departure this season, and have arranged to sell wheels direct by mail, saving to our customers all intermediate profits. By this plan we can offer

Regular \$50
Hyslop Bicycles
for \$25

This surprising value in first-class wheels will be an important help to the restoration of their popularity. We have planned for a big bicycle year, and are ready with the best machines for the money ever offered in Canada.

Send for Illustrated Folder
HYSIOP BROS., Limited
High-Class Automobiles and Bicycles
TORONTO, ONT.

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

\$1 Per Year in advance
HAVE YOU RENEWED
\$1 Per Year in advance
YOUR SUBSCRIPTION?

If not, will you not oblige us by making use of the accompanying coupon, enclosing with it cash or money order for present year? If cash please register letter, if convenient to do so. Kindly include arrears, if any.

To the Publisher of the Monitor-Sentinel. Find enclosed cash (or order) \$1.00 for one year's subscription, beginning

Yours truly

Napoleon of Invention

Activities of George Westinghouse Circle the Globe.

For many years now the name of George Westinghouse has been a name to conjure with. The man is a modern fulfillment of the Aladdin lamp idea. Everything he rubs with his inventive genius becomes a wonder article, everything he touches turns to gold. First it was the famous air brake, that great appliance by which "he saved more lives than Napoleon lost in all his battles." Then it was the system of operating railway signals and switches by compressed air, after which came the incandescent lamp, the gas engine, the steam turbine, electrical motors, and machines by the score, and a thousand patents are filed away in his Westinghouse today in control of the largest aggregation of patented appliances in the world. Fifteen thousand other inventions that place Mr. strong box. He is president over thirty big companies. With a combined capital of \$100,000,000 and a pay roll of 50,000 men. His activities circle the globe; there are Westinghouse plants in Russia, Canada, Great Britain, Germany and France. His parent plants are of course in or near Pittsburgh, more especially Wilmerding, where they contribute their mighty quota to the mantle of work which enshrouds that toll-teeming city.

A WORKMAN ALL HIS LIFE

Who is this man who has put into being all these colossal enterprises; this man without whose air brake no train would dare to annihilate distance, going sixty miles an hour, and whose giant generators are mammoth motors are furnishing the motive power that moves the wheels of industry in every corner of the earth? You see the name everywhere, but the man, never. This is because he has no liking for publicity. The limelight seldom gets him without range. The only occasion that comes readily to mind when he consented to do anything for the public is the Equitable insurance tangle. The first article of his creed is work; the second, work the third, the same, and so on ad infinitum. It has been said that he even has a stenographer sit at his elbow while dressing for dinner. One of his big dynamos is not more constantly in action that he is himself. His private car is ever on the rails as he travels from one plant to another, and in that car is every appliance known to a moderately equipped business office.

FOUGHT IN CIVIL WAR.

To condense the career of this man. Who ranks with Watt, Stephenson, Morse, Whitney, into a paragraph or two, the biographers tell us that he was born at Central Bridge, Schenectady. A decade later his parents moved to Schenectady, where his father became in time connected with the prosperity class as owner of certain agricultural works. The tinkerer son divided his attention between the school and the shop; when he wasn't masticating his books, he was monkeying with the buzz-saw. At fifteen he had invented and made a rotary engine. One day the notion struck him that he'd like to help Uncle Samuel in the navy. So he took a hit, landing a job as assistant engineer. Before he reported for duty the civil war had broken out. He enlisted in the Tenth New York National Guard, re-enlisted later in the cavalry, and finally turned up on the seas as an engineer on the gunboats Muscota and the Stars and Stripes. After Gettysburg was fought and won, his thirst for more education landed him in Union College. Two years there were enough for him. The magic of machinery called him away from the academic life, and he found happiness again by taking up his old work in his father's factory. It was while working there that he invented the air brake.

Soreness of the muscles, whether induced by violent exercise or injury, is quickly relieved by the free application of Chamberlain's Liniment. This liniment is equally valuable for muscular rheumatism, and always affords quick relief. Sold by all dealers.

FROM THE CAMPBELLTON FIRE.

(Truro News).
Mr. and Mrs. Homer McNutt, accompanied by their daughter, Mrs. W. J. Christie and her little daughter, arrived home yesterday on the Maritime Express from Campbellton, N. B. Mr. and Mrs. McNutt were visiting their daughter, Mrs. Christie, and were in that ill-fated town, during the devastating fire on July 11. Mr. and Mrs. Christie lost their home and all its contents, only saving a part of their clothing. Mr. and Mrs. McNutt had most of their clothing burnt. They, with hundreds of other homeless men, women and children, spent a night and part of a day 'na pasture, before places of shelter could be secured.

The horrors of this conflagration, Mr. McNutt says, can be better imagined than described in any words. Over 80,000,000 of shingles were on fire during this conflagration, and before a terrific wind some were carried more than a dozen miles.

Control of Bovine Tuberculosis

In view of the recent appointment of an International Commission to consider the control of Bovine Tuberculosis in the United States and Canada, the following extract from a late issue of the Veterinary Record of London, Eng., is of considerable interest to Canadian stock owners:—

"An instructive moral can be drawn from the comparison of the two utterances upon tuberculosis which we printed last week. Both were by men having exceptional knowledge of the disease, who, speaking to very different audiences, dealt with the question from equally different standpoints.

"Sir John M'Fadyean, addressing an audience of agriculturists in Cheshire, avoided the question of legislation, and confined himself to explaining the disease itself, and advising the individual owner how best to combat it. It is needless to say that his task was admirably performed, but some who read the address, and many more who read the report of it, must have wondered how many of those receiving such advice—even from so high an authority—are likely to seriously attempt its adoption. An answer to that query is to be found in the paper by Dr. J. G. Rutherford, the Veterinary Director General of Canada, read at the International Congress on Tuberculosis at Washington. This is not a popular lecture, but an expert's contribution to the deliberations of experts. It deals, not with individual effort, but with organization of national effort. Two points stand out clearly, and will be engaged the disease, but with the far more difficult question of how best to do so, which is a far more practical matter. A national campaign against bovine tuberculosis aided by compulsory legislation—whatever its provisions—will be a much more difficult undertaking than many theorists even yet suppose. But no effective control of the disease is possible to the present generation, without compulsory legislation.

"Undoubtedly such lectures as that just delivered by Sir John M'Fadyean do much good by enlightening the really sensible and honest stockowners. They stimulate a few men to more or less voluntary effort; but for a long time to come, they can only induce the minority of agriculturists. Their effect upon the ignorance and indifference of the majority is very slow, and they cannot influence the not inconsiderable section capable of willfully concealing contagious disease. Compulsion is necessary for the two latter classes. When compulsion is adopted, the ignorant and careless owner will learn something of the disease, and the law regarding it, for his own protection, while the unscrupulous one can be dealt with as he deserves. A year of coercion has more popular effect than a decade of argument and persuasion; but, while scientists are struggling to educate the masses with regard to tuberculosis, the authorities withhold the one assistance needed. The fact that assistance could be given at any moment makes the delay more inexcusable.

"Legislation against tuberculosis, when it does commence, is not likely to be very drastic at first, at first, but we now know so much about the disease that our first steps, if slow, should be sure. When notification of clinical tuberculosis is made compulsory, the first real advance will have been made. That step would enable the most dangerous animals to be dealt with at once, while giving the veterinary inspector a footing upon farms where such animals had existed. Its actual effect upon the spread of the disease would be great; its educational effect upon farmers would be still greater. And the legal powers for the step exist already—the advance could be made at once, by the simple scheduling of clinical tuberculosis by the Board of agriculture.

"Of course the opposition to scheduling comes from the owners of pedigree stock, and it is noteworthy that these men form the chief obstacle to progress in Canada also. Dr. Rutherford's outspoken references to breeders should carry great weight throughout America, and may, we hope, be not without effect here. Pure bred herds 'are the principal agents in disseminating disease' in Canada. Probably the same truth applies here. In Canada, also, the owners of pure stock, far from assisting the campaign against tuberculosis, generally do their best to thwart it. Certainly this applies here also. Legislation against tuberculosis involves a great immediate financial loss to the pedigree owner than to the average farmer, and the selfish opposition of a few influential agriculturists has hitherto prevented effective legislation in this country.

"Foreign buyers are rapidly realizing the condition of our English herds, and before long the pedigree breeders' market for diseased

cattle gone, will cry for legislation. But in the meantime the disease continues its ravages amongst cattle practically unchecked, annually causing an enormous waste, and the loss of not a few human lives. Surely the Government will look a little ahead and take action before pedigree breeders join in asking for it."

Chamberlain's Stomach and Liver Tablets gently stimulate the liver and bowels to expel poisonous matter, cleanse the system, cure constipation and sick headache. Sold by all dealers.

SONG OF THE JOY RIDER

(As Tennyson might have sung it.)
I swoop around a sudden turn,
I make a careless sally,
And, feeling not the least concern,
Go zipping through an alley.
Past thirty crops I hurry down,
I bump o'er ruts and ridges;
I scatter havoc through the town
And flash across the bridges.
I see the red light's warning glow,
But do I heed it? Never!
For man may come and men may go,
But I go on forever.
I rattle over stony ways,
I crash through traffic's jumble,
And end their troubles and their days,
Who hesitate or stumble.
With many a curve I somehow get
Around the drays and bushes,
And do not stop to feel regret
Because some teamster cusses.
I hurry, hurry, crouching low;
I try to jump the river;
For men may come and men may go,
But I test on forever.
I flash about and in and out,
A thousand dangers daring;
I hear the mad policeman shout,
But have no time for caring.
And here and there I gladly break
A speeding street car's fender;
I never hesitate to take
A chance, however slender.
I lay old men and women low,
I make the horses quiver;
For men may come and men may go,
But I zip on forever.
I tear through lawns and grassy plots,
I crash through leafy covers,
I crush the sweet forget-me-nots
And cripple happy lovers.
I slip, I slide, I skid, I glance,
I scorch the humps and hollows;
I sound a toot and take a chance,
Too gay to care what follows.
The public wants me squelched, I know,
But do I mind it? Never!
For men may come and men may go,
But I crash on forever.

TURPENTINE TIPS.

If a housewife fully realizes the value of turpentine she would never be without it. It gives quick relief to burns, is excellent applied to corns, good for outward application for sore throats and rheumatism. By putting a few drops in drawers and chests it will prevent moths; by putting a few drops in the corners, or little rags soaked in it in the shelves of cupboards will keep away ants; if applied occasionally to all joints of bedsteads will keep away all fleas, etc.; also a spoonful added to each pailful of water is excellent for cleaning paint, floors, etc.

100 SAVES HIM
Cure your horse of any disease, such as Colic, Spavin, Strangles, etc., with a bottle of **RENDALL'S SPAVIN CURE**.
This is the only medicine that has been proved to cure Spavin in all cases.
No matter when your horse will have Spavin, it is the greatest remedy ever known for it.
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Dr. R. J. Rendall Co., Esplanade, Halifax, N. S.

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SUNBURN. BLISTERS. SORE FEET.

Everybody now admits Zam-Buk best for these. Let it give YOU ease and comfort.

Zam-Buk

Druggists and Store everywhere