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Great Cities of the World
TOKIO—The Capital of Japan

The Cherry Festival is an annual affair in Tokio in April. The trees are planted in and around Tokio in great numbers, and the blossoms are usually pink, not white as in Canada. They are particularly lovely when viewed in the moonlight. Then there is the Wistaria festival in October and the red maples at a later date. The chrysanthemum, the national flower, is produced in the utmost perfection and among the charming names attributed to the different varieties, are: "The Fisher's Lantern," "The Sleepy Head," "The Robe of Feathers" and the "Starlight Night." Among the many flower viewing resorts of Japan, the temple garden of Kamedo, in the suburbs of Tokio, is famed for its wistaria blossoms. The Japanese are passionately fond of children, and in their honor are held the Festival of Dolls and the Feast of Flags. Several of the Buddhist festivals are also noteworthy, particularly the Feast of Lanterns, to give help and comfort to the departed dead, and the Festival of Kwannon, goddess of mercy. The latter takes place at night and the people go out to watch the stars. The climax is reached when seven stars come into a certain position just above Kwannon's temple, and they are taught to believe that the stars fall into the temple. Although extremely punctilious in matters of etiquette, the Japanese have some very peculiar customs. A man must always speak in humble and deprecatory terms of his own family; tea is sipped noisily to indicate appreciation, and married women shave their eyebrows and blacken their teeth (though this custom is rapidly dying out). Mount Fuji is visible from Tokio, looming up in silent, snowy grandeur, not nearly so impressive as many peaks in our own Rockies, but beautiful nevertheless, and fraught with poetic interest. According to legend, it rose in a single night, and is the Japanese embodiment of grace, purity and peace. Earthquakes are frequent, and in one that caused terrible havoc in 1703, thirty seven thousand lives were lost. Wind and dust are prevalent,

and the city has been practically burnt to the ground several times and then rebuilt. There are many houses of old Japanese nobles in Tokio, however, affording a striking contrast between past and present. They were originally the possession of the feudal lords or Daimios. These men lost their power of course, in the revolution of 1869. It is interesting to reflect that the first railroad was laid in Japan in 1872, between Yokohama and Tokio, a distance of eighteen miles. On a certain day the Emperor, accompanied by princes of the Royal blood, drove to the station at Tokio, and, entering the waiting train, formally declared the road open. The cannons of foreign ships in the harbor boomed forth their congratulations, for Japan had entered upon an era of science and discovery. The people accepted of modern education, and achievement with almost tempestuous eagerness, and perhaps it was only natural that the pendulum should swing back again and that a strongly anti-foreign feeling should pervade the country about 1890. The Buddhists were especially instrumental in stirring up old prejudices against the Christians, and missionaries were subjected to much ill-treatment. However, in July 1899, a new and splendid era dawned for Japan, for foreigners residing or visiting upon Japanese soil passed from the jurisdiction of their consuls to the jurisdiction of the Japanese. In other words, Japan had proved to the Western nations that her development along every line entitled her to more liberal treaties and that the days of her barbarism were past. In the years that have ensued she has not proved unworthy of her admittance into the circle of those nations upon terms of international equality. Yet it is an easy matter despite the twentieth century in which Japan lives, to feel within her still the throbbing of an old paganism—a paganism in whose essence there is something spiritual. About two hours ride from Tokio is a former capital, Kamakura. Here, upon a huge lotus flower, there rests a bronze image of Buddha, motionless, sphinx-like, as when first

placed there seven hundred years ago. It is not sensible of the modern Japan that has arisen in the old oriental kingdom, "The Sun's Nest," as it has been called by a Japanese poet, and the land of a thousand autumns. It is symbolic of former days, indissolubly blended with the fragrance of a strange and ancient past. And let us not forget the words of Kipling: A tourist show, a legend told A rusting bulk of bronze and gold. So much, and scarce so much, ye hold The meaning of Kamakura. 'But when the morning prayer is prayed, 'I think, ere ye pass to strife and trade Is God in human image made No meaner than Kamakura?' Let us hope that Japan will ultimately adopt the best in its entirety that the accident has to offer her in religion, science and learning. But may she ever remain distinctly Japanese in those traits that are so admirable—inher love of nature, her simplicity of art, her unfailing courtesy her hatred of dishonor and her reverence for the things that are sacred.

UNDERWATER FREIGHT

An underwater freight train that makes it possible for a submarine torpedo boat to operate in hostile waters for an indefinite period has been devised by Simon Lake, an American inventor, who has designed and constructed submersible fighting craft for the navies of several of the European Powers, according to Frank Parker Stockbridge, writing in the June "Popular Mechanics Magazine." Just how many of these novel supply trains are in use, and by what nations, are military secrets. It has been pointed out by naval authorities that the German submarines which have been operating as commerce destroyers in the territorial waters of the British Isles must have some means of replenishing their supplies of fuel oil, fresh water, food and ammunition without returning to a German naval base. Few, if any, submarines now in existence are known to have a cruising radius of more than 500 miles. German submarines operating in the Irish Sea and off the north-west coast of Scotland are at least 700 miles from the nearest German port. By means of the submerged supply train, however, it is comparatively easy for a fighting submarine to obtain supplies at regular intervals with almost complete secrecy for the transfer of stores of all kind that can be made under water. The only way the enemy could detect what was going on would be by observation from aeroplane. Two, three, or more submersible cars, cigar shaped, water tight, and fitted with buoyancy tanks inside and wheels on the lower side, make up a submarine freight train. These cars have no propelling machinery or quarters for crew, but are towed behind a self-propelling submarine, which may also be equipped for firing torpedoes. Each of the towed cars contains compartments for fuel, oil and fresh water, each with a hose connection on the outside of the hull, and a space for food supplies and ammunition in water-tight cases. This last named compartment has a door opening outward, on the bottom of the circular hull near the keel. Transferring supplies from the towed cars to the towing craft or to an independent fighting submarine is done at the bottom of the sea, in shallow water. Arrival at the rendezvous, which may be almost under the guns of the enemy's coast fortifications and still be unsuspected, the submerged freight train comes to a halt on the bottom in 15 or 20 feet of water. Under the bow of the towing vessel is a door, opening downward, leading into the sea from a compartment that is cut off from the rest of the craft's interior by airtight bulkheads. This diving lock is another feature developed by Mr. Lake and used on nearly all his submarines. In shallow water it is not difficult to maintain, inside of this lock, either from compressed air tanks or by the direct action of a pump, an air pressure that will balance the external water pressure and keep the inside dry even with the door wide open. The diving compartment, in fact, is practically a travelling diving bell. It is large enough to hold two men, one to aid the diver, the other in diving armor, being free to walk along the sea bottom and unload the towboats. Oil and water are transferred to the waiting submarine through pipes. Air pressure from the pumps of the towing vessel keeps the water out, and the interior is lighted by electricity, conveyed from the storage battery of the main craft. Food in this way torpedoes, may be transferred in this way from one vessel to another without so much as a ripple on the surface indicating to an observer on shore or on a hostile ship that anything unusual was going on.

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Mr. Arthur Potter spent Sunday at his home here. Miss Clara Beanson spent a few weeks home with her mother. Miss Mabel Phillips is the guest of Mr. and Mrs. A. B. Gates, Marshall St. Miss Lou Ruggles spent a few days in town quite recently, visiting friends. Miss Ella Walker of Hudson, Mass., is the guest of her sister, Mrs. Benj. Beanson. Mr. Lloyd Langille of the Royal Bank has been transferred to Wolfville. Mrs. Gardner of Mass., spent last Wednesday with her sister, Mrs. T. M. Buckler. Mrs. F. S. Merritt and son Gerald, are stopping at Port George for a few weeks. Much sympathy is felt for Mrs. Beanson and family in the death of a husband and father. Harry Spinney of Boston is spending his vacation with his mother, Mrs. Abner Morse of Victoria, B. C. Miss E. B. Hiltz and sister Ethel, have gone to Chester Basin to visit their sister, Mrs. Countaway. Rev. O. E. Steeves, pastor of the Victoria Baptist Church has resigned to become effective August 31st. Mr. Harold Brown of the Commerce staff, left Saturday for his home in St. John, N. B., to spend his vacation. Miss Annie Hiltz who went west a few years ago to teach, arrived home last week and expects to remain home for some time. Mrs. Colin Corliss and son Clyde, of St. John, were guests of Mrs. C. A. Young the first of last week. They are visiting at Chester Basin. Mr. C. A. Young and sister, Mrs. Parker Dodge, were called to Lunenburg last week to attend the funeral of their mother, Mrs. Joseph Young. Dr. A. P. Beardsley, Republican representative in the Massachusetts Legislature for Roxbury, is the guest of his sister, Mrs. C. T. Reagh. He is accompanied by his son Frederick. A party of five boys and five girls from Middleton are occupying a couple of tents on the grounds of Capt. Gibson at Margareville. They are chaperoned by Miss Flora McGill, who has as a guest, Miss Marion Simpson. Rev. J. A. Huntley and family arrived from New York last week, and are spending a few days with friends at Middleton. They start in about three weeks for Calgary where Mr. Huntley becomes the pastor of the First Baptist Church.

PORT GEORGE

July 19
Miss Almira Burns, of Boston Mass., is the guest of her sister, Mrs. Adelbert Weaver. Mr. Oscar Fader is spending his vacation at the home of his parents, Mr. and Mrs. G. A. Fader. Miss Muriel Lantz of Melvern Square, has been a recent guest at the home of Mrs. George Foster, Jr. Mr. Wilbur Foster and wife of Canim, spent last Sunday with his parents, Mr. and Mrs. George Foster, Sr. Joe Sarty and Maurice Hudson of Parker's Cove, spent a few days last week at the home of Mrs. Willett Oliver. Mr. Clarence Brown and family, and Mr. George Freeman and family, of Middleton, are spending a week at Mr. Brown's old home here. Mrs. Wm. Richan of Dorchester, Mass., arrived on Monday and is spending the summer at the home of her brother, Mr. Edward Mackenzie. Mrs. Charles Taylor of Dalhousie, has been here for the past week taking care of her mother, Mrs. Smith, who has been ill for some time. Recent guests at the Bay Side House have been: Mrs. Merritt and son Gerald of Bridgetown, Muir Reed and Mr. and Mrs. F. R. Elliott of Middleton, and Mrs. Anderson of Ottawa. Rev. and Mrs. F. J. Armitage and children and Miss Lizzie Harvey, who have been spending a few weeks here, left on Wednesday for Wolfville, where Mr. Armitage has accepted a call to the Methodist Church. Last Monday a large number went from here to attend the Orangemen's celebration at Margareville. About twenty-five people went from Phinney Cove by motor boat, and on account of the dense fog in the evening, had to come in here and stay until next day.

HAVE YOU WEAK LUNGS?

Do colds settle on your chest or in your bronchial tubes? Do coughs hang on, or are you subject to throat troubles? Such troubles should have immediate treatment with the rare curative powers of Scott's Emulsion to guard against consumption which so easily follows. Scott's Emulsion contains pure cod liver oil which peculiarly strengthens the respiratory tract and improves the quality of the blood; the glycerine in it soothes and heals the tender membranes of the throat. Scott's is prescribed by the best specialists. You can get it at any drug store. Scott & Bowne, Toronto, Ont.

LAWRENCETOWN

Mr. Arthur Duncan is beautifying his lawn by making cement walks. Mr. and Mrs. Charles Lowell are spending a few weeks in Maine. Mrs. B. Starratt of Paradise is visiting her sister, Mrs. James Bancroft. The Misses Archibald of Halifax are guests of Mr. and Mrs. I. C. Archibald. Miss Smith of Parrsboro is the guest of her friend, Miss Marguerite West. Mrs. S. T. Jefferson has been spending a few days at Paradise visiting friends. Vernon Shaffner is visiting his uncle and aunt, Mr. and Mrs. H. W. Phinney, Halifax. Services for Sunday, July 25th, begin at 11.00 a. m., Episcopal 3 p. m., Methodist 7. 30. Kathleen James left last week for New York and Boston to visit friends for a few weeks. Mrs. Charlton and little son, of Massachusetts, are visiting her sister, Mrs. John Stoddart. At the celebration of the Orange Lodge, Kingston on July 12th, John Hall Jr., won several races. Mr. and Mrs. J. Harry Hicks of Bridgetown were guests of Mr. and Mrs. W. P. Morse on Sunday. John Hall, Jr., and his sister Minnie, spent last week at Kingston, guests of their cousin, Reginald Pigott. Miss Jennie Piggott of Centreline is spending a few days with her young friend, Miss Augustus Messenger. Mrs. John Hall is visiting her daughters, Mrs. E. B. Miller and Mrs. Arthur Marshall at Clarence West. Mr. E. A. Pearson and son Arthur, of Union Square, are spending a few days with Mr. and Mrs. E. A. Phinney and other friends. The Misses Marguerite, William and Kathleen Bancroft of Round Hill, are visiting their uncle and aunt, Mr. and Mrs. S. E. Bancroft. Mrs. D. M. Balcom and daughter, Miss Pearl, are spending a few days at Bridgetown, guests of Mrs. Balcom's sister, Mrs. Clarence Young. Miss Mabel Archibald, missionary, visited Mrs. E. N. Archibald last week, and made a pleasant call on the ladies at the Red Cross rooms on Tuesday. Jessie, little daughter of Mr. and Mrs. H. T. Phinney, celebrated her 7th birthday on Saturday by inviting a number of her young friends for the occasion. Mr. and Mrs. Percy Balcom and little daughter of Halifax, also Dr. and Mrs. E. H. McCurdy of Providence, R. I., were guests of their aunt, Mrs. A. F. Pollard, last week. Mr. Edward Durling, formerly one of our Lawrence town boys, but for a number of years has made his home in the United States, arrived last week to visit his mother, Mrs. Chesley and his sister, Mrs. Mary Bishop. A reception will be held in the Methodist Church Wednesday evening, in honor of Rev. Mr. Boyce and bride, who arrived on Friday and addressed a large audience on Sunday evening, from the text, Philippians, I Chapter and part of the 21st verse. **STOMACH TROUBLES QUICKLY CURED.** People go on suffering from little stomach troubles for years, and imagine they have a serious disease. They over-eat or over-drink and force on the stomach a lot of extra work, but they never think that the stomach needs extra help to do the extra work. If these people would take Tonoline Tablets regularly they would be a great help to the stomach in its strain of over-work. No matter what you eat or drink Tonoline tablets sweeten your sour stomach and stop gas belching in five minutes. The heaviness disappears, and the stomach is greatly aided in its work of digestion. **TONOLINE** Tablets not only promptly relieve all distress, but if taken regularly will absolutely cure indigestion by building up the fatty, overworked walls of the stomach and make them strong enough to digest the most hearty meal. \$1 for a 50 days' treatment. Mailed by American Proprietary Co., Boston, Mass. **NOVA SCOTIA'S NEW TOWN PLANNING LAW** The Montreal Journal of Commerce thus speaks of Nova Scotia's new town planning measure. "Nova Scotia which has been a leader in educational work and other progressive movements, deserves credit for having passed a law providing for town planning. In general, local boards are to be appointed in every city, town or village, which will be required in three years to prepare a set of town planning bylaws for adoption. Certain broad, well defined provisions of the Act cover the streets and thoroughfares, building limitations and other matters common to all municipalities. It is a progressive movement and speaks well for the province which has put it in force."

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PROVINCIAL EXHIBITION
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VALUE TO THE STATE
To the Editor:—
Sir Victor Horsley says, "The teetotaler is worth much more to the State than is the moderate drinker. The teetotaler by his total abstinence is already doing much more for the State than does the moderate drinker and more than that he is doing his country's work under the irritating knowledge that much of his contributions to the national purse are wasted caring for the mischief caused by the drinkers. At the present time we have great need for men able to work for their country at their maximal efficiency whether at the front or at home. Only the teetotalers among them can fulfill this national and patriotic requirement since their vitality is not weakened by alcohol." "That the teetotalers contribution to the State is far greater than that of the moderate drinker is shown by several facts, the most important of which is that the total abstainer at thirty years of age gives to his country six years of useful life more than his fellow citizen who supports the drink traffic; secondly that the teetotaler is twice as healthy as—the moderate drinker for he suffers from only half the sickness of the latter." H. ARNOTT, M. B., M.C.P.S.

THE SEAL'S VENTILATOR
Not many people know how the seal of the far north gets air when the Arctic Ocean is entirely covered with many feet of ice. The "Youth's Companion" tells how he does it: The small spotted seal, which is a hair seal, and not a fur bearer, is the hardy dweller of the northern waters. Under his tough, thick skin he has an inch or more of blubber. When the ice closes up the open water in the Arctic, the seal selects a spot, and begins to drill a hole to the surface by pressing his warm nose against the ice. No one knows how many hours it takes him to accomplish his task, but he manages it; and, although he is obliged to work most of the time because the surface of the hole is continually freezing, he keeps it open all winter, and obtains air. Seals have been known to drill in this manner through fifty feet of solid ice. Whether or not they take turns in the slow drilling is not positively known to scientists. It is at these "seal holes" that Polar bears seek food in the winter, and there the Eskimo waits, spear in hand, for his weekly supply of meat. Please explain how I can get the Columbia "Jewel" Grafonola on FREE examination. Name _____ Address _____

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