

SMOKE OLD CHUM

The Tobacco of Quality
1/2 LB. TINS
 and in packages

When grandmother starts to object tell her she can't realize how beautiful and sweet she would have looked as a girl had she dressed like the girls today.

The man who tells you what to do if he were in your place, seldom knows what to do in his own place.



Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 13th July, for the conveyance of His Majesty's mails, on a proposed Contract for a period not exceeding four years, thirty-six times per week between—

MIDDLETON P. O. & D. A. RAILWAY STATION

under a proposed contract for a period not exceeding four years, dating from the 1st October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Middleton, and at the office of the District Superintendent of Postal Service.

District Superintendent's Office, Halifax, 1st June, 1923.

W. E. MACLELLAN

District Superintendent of Postal Service.

YOUR Photograph

Is one of the few things that increase in value with the passing years.

Georgia H. Cunningham



TODD'S GROCERY

Phone 82

Goods Delivered

TODD'S GROCERY
ROBIN HOOD FLOUR
 The Old Stand
ROBINSONS HOME MADE BREAD
 TODD'S GROCERY
FRUITS & DRINKS

THINKS BAIL TOO EASILY OBTAINED

President of Chief Constables Association Has Some Criticisms to Offer.

Windsor, Ont.—In a report presented to the seventeenth annual convention of the Chief Constables' Association of Canada, meeting here, Chief Pierre Belanger, President of the Association, claimed that too many men of dangerous criminal tendencies were being paroled and granted tickets of leave. Citing as an instance, a case in Montreal, Chief Belanger stated that one of his men was killed there trying to capture a burglar, who was found to be a man who had been allowed out on bail on a similar charge. The chief held that this practice should be discontinued, and regretted that so many dangerous criminals managed to obtain bail so readily.

LOSS ON AUSTRALIAN APPLES

In a recent speech in London, Mr. A. H. Ashbolt, Agent-General for Tasmania, declared that the cost of delivering apples from the time that they reached the packing sheds in Tasmania until they were sold in Covent Garden, worked out at 9s. 3d. or 9s. 4d. a case, says the London Times Trade Supplement. This was on the basis of a freight of 5s. a case, which has since been reduced by the Commonwealth Government Line to 4s., and by the shipping companies to 3s. 6d. a case. We are informed that at a recent sale at Liverpool the average price of 2,500 cases of Tasmanian apples was 8s. 6d., that sales were subsequently affected at 7s. 6d., and that the average price realized to date has been about 8s. a case. The price named by Mr. Ashbolt allowed nothing to the growers, so that the wholesale price realized represents a considerable loss to them.—From Report of Department of Trade and Commerce, May 26th, 1923.

VANCOUVER FORGING AHEAD

Vancouver has become the leading Canadian port as far as tonnage is concerned. Montreal has a good lead on the Western port in the amount of tonnage handled during the seven months it is open for navigation, but Vancouver has the great advantage of being open for shipping throughout the entire year. The eastern port was overtaken by her western rival for the first time last year in regard to tonnage of ocean-going vessels, the figures being 3,957,000 tons for Vancouver and 3,453,000 tons for Montreal. Vancouver has also become the leading grain-shipping port on the Pacific coast. For the crop year beginning on July 1st last, the ports of Portland, Seattle and Tacoma together shipped 16,146,000 bushels as against 16,301,000 bushels from Vancouver. According to official statistics, Vancouver is now well ahead of Seattle and Tacoma as regards tons of cargo imported and exported. In import tonnage she is the second on the list, being exceeded only by San Francisco. In export tons she is exceeded by San Francisco and Portland. Vancouver's gross tonnage has moved up from 1,120,000 tons in 1909 to 12,330,000 tons in 1922. Twenty-two years ago there were seven deep-sea lines regularly operating. Last year there were forty-two. In 1900 the lumber export was 46,000,000 feet. In 1922 it was 161,000,000 feet.

THE REAL TROUBLE

"What is really the matter with the Maritime Provinces," says the Eastern Chronicle of New Glasgow, "is the Canadian tariff, which prevents them from trading overseas and compels them to buy the greater part of their supplies in Ontario and Quebec at prices about 20 per cent. higher than similar goods can be purchased in Great Britain and the United States, and in addition, the heavy Federal taxation which is taken to Ottawa and from which the Maritime Provinces reap little benefit. No country in the world could stand Canadian taxation and the Canadian tariff any more than the Maritime Provinces can. And to see our statesmen placing the blame for Provincial decay on the freight rates simply convinces us that those statesmen are not big enough for their jobs."

We scarcely ever find any people of good sense, excepting those who are of our own opinion.

MACHINE SHOP

Saw Mill Machinery, New and Second Hand in Stock

Re-steeling Cylinder Saws and Hammering Saws a Specialty. All kinds of general machine work promptly attended to.

E. L. BALCOM
 Paradise, Nova Scotia

THANKFUL MOTHERS

Once a mother has used Baby's Own Tablets for her little one she would use nothing else. The Tablets give such results that the mother has nothing but words of praise and thankfulness for them. Among the thousands of mothers throughout Canada who praise the Tablets is Mrs. David A. Anderson, New Glasgow, N.S., who writes:—"I have used Baby's Own Tablets for my children and from my experience I would not be without them. I would urge every other mother to keep a box of the Tablets in the house." The Tablets are a mild but thorough laxative which regulate the bowels and sweeten the stomach; drive out constipation and indigestion; break up colds and simple fevers and make teaching easy. They are sold by medicine dealers, or by mail at 25c. a box, from The Dr. Williams' Medicine Co., Brockville, Ont.

VICTORY

Two travelling preachers have been holding services at the home of Mr. Willard Rosencrans.

Mrs. I. B. Winchester is spending the week-end at Mrs. Joshua Simpson's.

Rev. A. W. L. Smith had service here on Friday evening. Mrs. Smith had a children's class in the afternoon.

We are sorry to report Miss Beatrice Rosencrans on the sick list. We sincerely hope she will soon recover. Dr. A. B. Campbell is in attendance.

Mr. and Mrs. Stewart Potter and daughter Gertrude, of Clementsport, were the guests of Mr. and Mrs. Joshua Simpson, Sunday, June 10th.

A number of young people attended church at Greenland Sunday, June 10th.

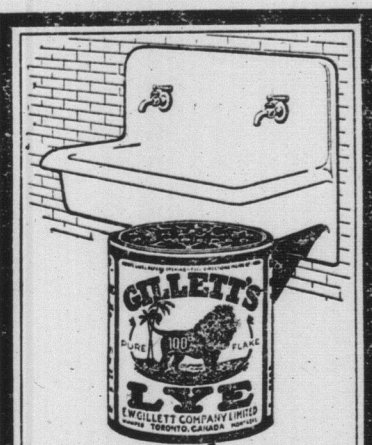
Mr. and Mrs. Ralph Pierce and little daughter, Marjorie, were the guests of Mr. and Mrs. John Simpson, Sunday, June 10th.

Miss Pearl Millbury, of Clementsport, spent Friday with her parents here.

A party on their way to Victory saw a beautiful red fox cross their path.

We are very sorry to report Mrs. Jubal Kaulback and Mr. Kenneth Millbury still on the sick list.

A big ripe strawberry was found by Mrs. F. C. Simpson last week, the first one found in Victory.



SINKS AND DRAINS

Use a little of Gillett's Lye when the kitchen or bathroom drains are clogged. It works wonders. Use it also for cleaning and disinfecting Closet Bowls; for softening water, making soap, cleaning dirty floors and greasy utensils. It has over 50 different uses and a can should be kept handy in every home. Avoid costly and dangerous substitutes. Insist on the genuine.

GILLETT'S 100% PURE FLAKE LYE

METHODISTS ARE SARCASTIC

They Ask U. S. Secretary Mellon to "Please Be a Water Mellon Just a Minute."

Washington.—The Board of Temperance Prohibition and Public Morals of the Methodist Episcopal Church, in its official publication, calls on the United States Secretary of the Treasury Mellon to "please be a water Mellon for just a minute" and requests the Canadian Government not to allow people who are not entitled to it, to get liquor from Canada.

It says: "The Canadian Government should not allow the liquor to be delivered to United States citizens who are not permit holders under the law of their own country. The Canadian Government, so we are informed on the very best authority, is willing to enact legislation to this end if it is required to do so by the United States."

"In the old days," says the Calgary Herald, "the difference between a nobody and a somebody was in the blood. Now it's in the bank."

What Will You Put in the Pot?

When you drink tea every cup should be a delicious refreshment—a distinct pleasure. But this demands good tea in the pot. You cannot possibly get satisfactory results from inferior tea.

Now consider the small cost of a cup of King Cole Tea—a mere fraction of a cent. Surprising isn't it? But its secret is in the rich liquoring King Cole blend which yields so generously in the number of cups to the pound. It makes King Cole the truly cheap tea. From whichever point you view it—economy—quality—or the wise combination of both, King Cole Tea claims your preference.

"You'll Like the Flavor."



THE CASE OF THE MARITIME PROVINCES

(In Saturday Night.)

Hardly had Confederation become an accomplished fact before these two Maritime Provinces found that they had made a very poor bargain. Nova Scotia at once set about to obtain a revision of the terms upon which it came in, and after considerable delay succeeded in getting better treatment. New Brunswick followed suit, but met with less success than its neighbour, though some concessions were made to it. The Intercolonial Railway was duly built, and had its headquarters at Moncton, N. B. As a commercial proposition, this railway scarcely ever paid its way any year; more often than not annual deficits were shown, which were provided for out of the general revenues of the Dominion; the primary reason for its existence being regarded as providing means of transportation between the Maritime Provinces and the rest of the country, and not as a commercial concern at all.

This time went on, until the Dominion Government was compelled, a few years ago for various reasons, to take over several other lines of railway in Ontario and Western Canada, which resulted in the creation of one national railway system, into which the Intercolonial was not unnaturally absorbed. From that moment the latter lost its original character as a link between Canada and the Maritime Provinces, and became part of a business enterprise, in which profit and loss figured as more prominent considerations than the keeping of a Confederation pact. Here then is Maritime Province grievance No. 1.

As a result of the nationalization of the railways and the attempt to operate them as a business proposition, freight rates to the Maritime Provinces have increased to such an extent, that on account of the long haul, merchants and manufacturers can no longer profitably compete in the markets of the Dominion against their fellows located in the more central portions of the country. Add to this the fact that they are practically shut out of the American markets by a heavy adverse tariff, with the combined result that business with them is almost handicapped out of existence. The demand of the Maritime Provinces therefore, is that the old Intercolonial be taken out of the national system and restored to its original status as a transportation link, without regard to any other considerations whatever. It is contended that the excuse put forward that to adopt this course would necessarily involve a reduction in the freight rates for the benefit of the Maritimes, which would be an unjust discrimination against other parts of the Dominion, cannot avail, because the paramount condition in which the Maritime Provinces consented to come into Confederation at all, was that adequate facilities for transportation should be provided at reasonable rates in order that inter-provincial trade and commerce might be carried on, and that the freight rates at present imposed render this impossible. Therefore the Confederation pact is not being kept. For another thing, the Maritime Provinces contend that the management and operation of the Intercolonial section of the National Railway system should be maintained from Moncton as formerly, and not shifted to Toronto, or any other Upper Canada centre, to be controlled by men who have no knowledge of or regard for Maritime Province requirements, and no sympathy with their business aspirations and outlook.

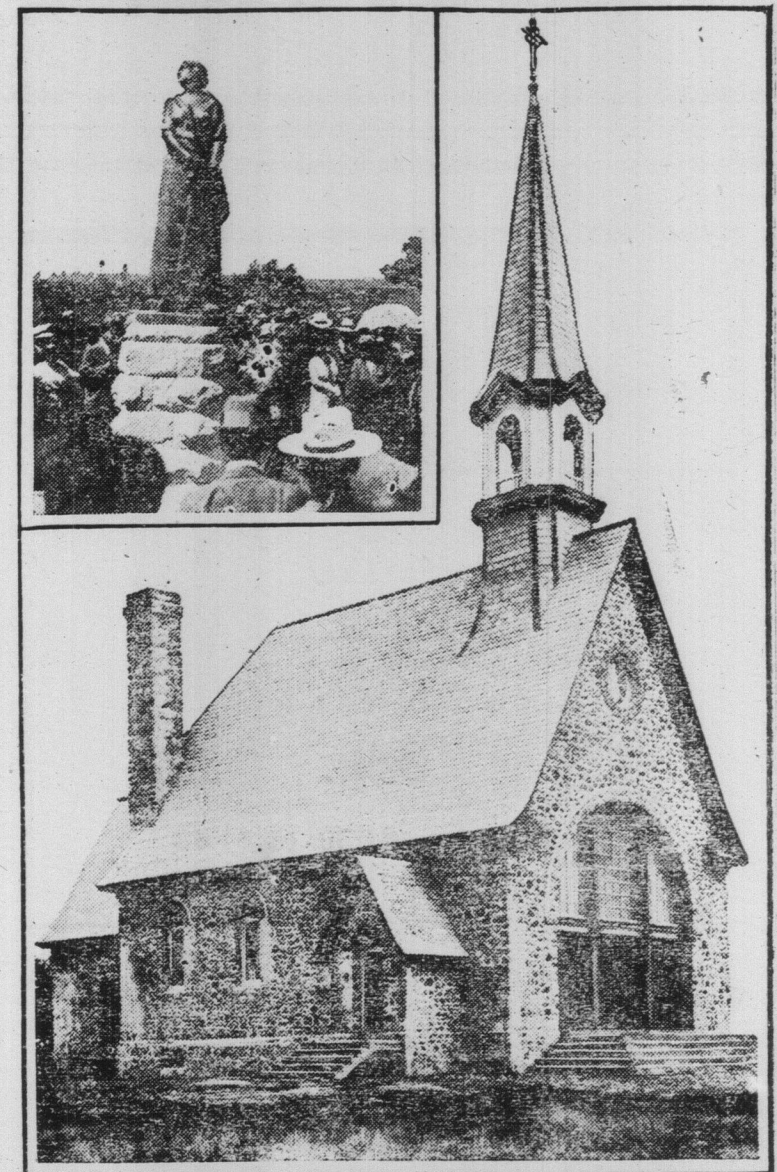
ANOTHER RECORD FOR WOMAN IN LONDON

London.—Women who changed their minds were responsible for more than thirty thousand cancelled marriage licenses in London last year. This is the record, says a statistician of the Home Department; and in most cases the license had been paid for and preparations made for the ceremony.

Mary drove her little flivver In a way to make one shiver. When upon the gas she stepped One saw she was no adept. Mary in the churchyard lies, 'Neath green trees and sunny skies, Flivver wouldn't climb a pole, That's why she's in such a hole.

The date of a woman's birth has nothing to do with her age.

Acadians to Visit Grand Pre



Grand Pre Memorial Chapel and, inset, the Statue of Evangeline.

THE "Land of Evangeline" will become the scene of another celebration on August 9th. At a meeting of the Grand Pre Memorial Committee recently held at Moncton, arrangements were made for an excursion to Grand Pre on that day. Special trains will carry people from all points in Nova Scotia to the little town from whence the long suffering Acadians were deported by the English in 1755, and it is anticipated that people will join the excursionists from all parts of the Dominion and the United States.

One of the features of the day's programme will be the unveiling, in the Memorial Chapel, of a statue of the Madonna, which will be erected in recognition of the noble work accomplished by the Acadian National Societe L'Assomption, the Madonna being the patron saint of this society. The statue, which is 7 1/2 feet high, rests on a six foot base, has great beauty of design, and is claimed to be the finest of its kind on the American Continent.

As conditions are not as bright as they might be financially in Acadia, the interior of the Memorial Chapel will not be completed this year but a committee has been formed to collect Acadian relics and souvenirs, and to obtain, if possible, further works of art that the interior of this institution be in keeping with the statue. While the exterior of the chapel is plain it is the intention of the Committee to have the interior as elaborate as possible. It will not be used for church purposes but as a museum and white and tinted marble with mosaic flooring will be used with artistic effect. Many will visit Grand Pre, not so much for their interest in Acadians, as because it is the setting of Longfellow's story of the deportation. Evangeline is honored in immortal stone and large numbers have journeyed, particularly from America, to lay their tributes on the statue which is a monument not only to the heroic Acadian maid, but to the great poet whose writings she once inspired.

To Keep Our Customers

This is the Corner Stone of Our Success

Dependable fabrics, latest styles, skilled Tailoring, durable fitting and worthy inner construction is the outstanding feature in individualizing garments at attractive prices and means satisfaction of every garment sold.

Come and Look Over Our Stock

G. O. THIES

Merchant Tailor, Ralph Lane, Cutter

BRIDGETOWN

HORSEMEN!

Minard's should be in every stable. Quickly heals Cuts and Bruises and removes Swellings.

