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Remember, when you are filling up your Thrift Card, that the 25 cent Thrift Stamps, which you can buy wherever you see the above sign, are simply a means to an end. Thrift Stamps earn no interest. The interest begins when your Thrift Card, filled with 16 Stamps, is taken to the Money-Order Post Office, Bank or other place displaying the Beaver-Triangle sign, and exchanged as \$4.00 in the purchase of a War-Savings Stamp, which costs \$4.02 this month. War-Savings Stamps earn 4 1/2 per cent compound interest, being redeemable on January 1st, 1924, for \$5.00 each.

BUY WAR-SAVINGS STAMPS

ANOTHER SOLDIER'S LETTER

Pte. C. H. Balcom's Second Trip to Scotland

Dear Mother: I got my eight days' pass last Tuesday at four in the afternoon and at 5.30 was on my way to the depot which is a half hour's walk from camp by the short cut. I caught the 6.25 p. m. at the depot and arrived in London at 8 p. m. at Waterloo Station. Then had to go to King's Cross for my train to Scotland. Took the "tube" which runs to all parts of London far below the surface. I had to make one change while under ground. I remembered the way we went last August, and reached King's Cross about 9 o'clock. The Edinburgh train backed in just as I got there so I got a good seat. At 10.15 the train started out for Edinburgh. All night long we sped along. At 8 in the morning we arrived here. I got only a few minutes sleep as the seat was not easy for sleeping. As soon as I got off the train I boarded a street car and arrived at breakfast time. Mrs. Wilson, our former landlady, is still here.

I am by myself, but a few minutes after I got here a fellow of the old 4th draft (who was here last August when I was) rang the bell, and will be here for a few days. I expect to leave Tuesday night for London as I have to be back to camp Wednesday sundown. Last evening I went to the theatre. It was a very good show, the name of it was "Cinderella."

Spent most of yesterday in writing cards and letters. The weather is very foggy most of the time. The sun seldom shines.

I have a room and bed all to myself. It is a great treat to be able to live as decent people should, and fell a lot better after having a good sleep. There were four of us on the first trip and when we left we decided if we got a few days off some time again we would go back to the grand old city of Edinburgh. Everybody used us as though we were near relatives.

I sent you a card of the Forth Bridge. We went to see it on Sunday morning. The old Kirk was open and the bell was ringing as it had many times before. The people were wending their way to worship. Just as we were leaving the place, church was out and as the people came slowly out I was reminded of stories I had read of people, and times of long ago. We went up to see Edinburgh castle. We also had a good many car rides. The cars have two decks. The upper seats give one a grand view of the city. A good ride costs only a penny. Our rooming house was only a short way from the University of Edinburgh.

When a girl speaks to us on the street she says "Hallo Canada". Each soldier is known as "Canada", "Australia", etc., according to the country to which he belongs. The Scottish people are certainly a fine lot of people. They know how to use a person.

We did a little shopping one day. Three of us bought waist length lengths. I got one for you. It is a nice grey silk and wool mixture. Hope you will like it and receive it in good condition. The cost, including insurance and postage, was quite a good sum. The firm, the best store in Edinburgh is sending it for me. They have to get a permit to send the goods out of the country, and the goods have to be insured and all fixed up for shipping.

I have just had my dinner and am now at the Y. M. C. A. headquarters. The writing room is a nice place fitted up with games, newspapers, a piano, etc. As soon as I get settled in Toronto, I am going to join the a. s. o. The central building is near to McGill Street. It is good to be where one can feel at home. In the dining room there is a coal fire in an open grate, and as the weather is wet most all the time, I generally sit near the fireplace, with several of the boys until after 11 o'clock. There are several Australians at the house four of them were prisoners in Germany during the greater part of the war. They tell some very interesting stories.

I would like to remain here for a long time, but while here my turn might come at Witer to go home. I expect you are having some cold weather. So far we have not seen any snow. It has frozen a little only a few nights but the dull damp foggy days make us all feel out of sorts. We prefer the cold Canadian winter. To-morrow Admiral Beatty is to be in the city, and expect there will be a great celebration. I plan to be on the spot to see and hear all I can.

I arrived from my trip to Edinburgh at 11.30 this morning. I left the city on the nine o'clock train last night, and arrived in London at seven this

Proof that Some Women do Avoid Operations

Mrs. Etta Dorion, of Ogdensburg, Wis., says:

"I suffered from female troubles which caused piercing pains like a knife through my back and side. I finally lost all my strength so I had to go to bed. The doctor advised an operation but I would not listen to it. I thought of what I had read about Lydia E. Pinkham's Vegetable Compound and tried it. The first bottle brought great relief and six bottles have entirely cured me. All women who have female troubles of any kind should try Lydia E. Pinkham's Vegetable Compound."

How Mrs. Boyd Avoided an Operation.

Canton, Ohio.—"I suffered from a female trouble which caused me much suffering, and two doctors decided that I would have to go through an operation before I could get well. My mother, who had been helped by Lydia E. Pinkham's Vegetable Compound, advised me to try it before submitting to an operation. It relieved me from my troubles so I can do my house work without any difficulty. I advise any woman who is afflicted with female troubles to give Lydia E. Pinkham's Vegetable Compound a trial and it will do as much for them."—Mrs. MARIE BOYD, 1421 6th St., N. E., Canton, Ohio.



Every Sick Woman Should Try
LYDIA E. PINKHAM'S VEGETABLE COMPOUND
Before Submitting To An Operation
LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

New Head for C.P.R. Demonstration Farms

IN being able to secure the services of George H. Hutton, B.S.A., as Superintendent of its Agriculture and Animal Industry Branch, the Canadian Pacific Railway is to be congratulated in finding a worthy successor to Dr. J. G. Rutherford, who has been appointed to a seat on the Board of Railways Commissioners for Canada. Dr. Rutherford, who has been a prominent figure in livestock circles all over the continent for many years, has been head of this branch for more than six years, during which period he earned the esteem of farmers, stockmen and others throughout the country, and many Western Canada owe a large measure of their success to the advice and assistance given by him. His successor, Mr. Hutton, has had considerable experience in Western Canada, and a few men are better informed than he on the agricultural possibilities of Western Canada, and particularly of Alberta. Since 1906 he has been in charge of the Dominion Government's Experimental Station at Lacombe in Central Alberta where his work, especially in connection with livestock, has been of the utmost value to farmers throughout the province and elsewhere in the Canadian West.



G. H. HUTTON, General Passenger Agent, Dominion Government's Experimental Station at Lacombe in Central Alberta.

Mr. Hutton has been connected with farming so long that he does not remember when he first began. He is a thoroughly practical farmer. During his boyhood days he did those tasks which usually fall to the lot of a boy brought up on the farm. Later he went to college where he obtained his B.S.A. degree in 1900. After operating a farm of his own in Eastern Canada for about six years, he went West to take charge of the Government's Experimental Station, which is now leaving to take up Western Canada as one of the foremost agriculturists in the country, and from the fact that he is president, vice-president or past president of six different breeders associations, besides holding numerous directorships, among the farmers of Central Alberta. This has done more than he in promoting mixed farming methods in the immense possibilities of the country and by proving in the practical manner how favorable the conditions are for the raising of live stock and these with a view to ascertaining and demonstrating the varieties of grasses, fruits, and vegetables most suitable to local conditions, and the best methods to employ to successful field in all its phases. He has also suggested to the Department of Agriculture that the work of the and other crops, and succeeded in convincing the head of the department of the merits of this suggestion. From small beginnings, Mr. Hutton and his assistants have built up at Lacombe the largest flocks and herds of any Farm at Ottawa.

The information gained as a result of the experiments conducted at Lacombe have been very valuable to farmers throughout Western Canada. Hog-raising, sheep-feeding, beef and milk production are all subjects that three thousand hogs have been used on the farm in tests of various breeds to ascertain which were the most economical pork producers under local conditions. In a grading-up experiment with sheep now being conducted more than four hundred ewes are included. An excellent herd of Angus cattle has also been established, and the foundations laid for a first class running into many thousands of dollars annually.

Mr. Hutton's work with the Canadian Pacific will be along lines similar to those along which he has previously been engaged. His new duties will include the supervision of the demonstration farms operated by this company, at which settlers in Western Canada are given advice based on the experience of many years as to the best methods to employ, thus giving the new settler a chance to avoid many of the mistakes likely to be made by farmers coming from a country where the conditions prevail. Probably no other private company has ever taken so great an interest in getting the farmer started right, as the Canadian Pacific Railway, and the appointment of a man of Mr. Hutton's ability and experience to be the head of its Agriculture and Animal Industry Branch indicates that no change in this policy is contemplated.

IF IT IS
Your Intention
to build or repair, you cannot do better than get in touch with us for our prices on all lines of
Building Materials
We can supply your needs promptly in
Lumber, Shingles, Lath, Frame Stock, Prepared Roofings, Steel Shingles, Sheathing, Flooring, Mouldings, Turned Work and Finish.
We want to buy your logs and season's cut of lumber. Call and see us or write.
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Come in and inspect our line of
Men's Mackinaws, Sweaters, Stanfield's Underwear, Wool Mufflers, Flannel Shirts, Lumberman's Sox and All Wool Hosiery, Wool Toques, Heavy Wool Lined Gloves, Mittens, Driving Gauntlets.
You will find here everything that is essential for warmth and comfort during the winter weather.
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Phone 1-3 Corner Queen and Granville Streets.

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FOOTWEAR
Attractive patterns and prices
It's a pleasure to show goods.
J. E. LLOYD, Boots & Shoes

FOR SALE
BUTTER PAPER, printed or plain. Can also be supplied with name of farm, etc., specially printed to suit customer. Send all orders to THE WEEKLY MONITOR, Bridgetown, N. S.

FOR SALE
My farm with stock tools. Everything as it stands. I have one High Jersey Cow due to freshen 2nd day of March for sale also one thorough bred Jersey calf for sale.
CHARLES B. BALCOM, Lawrencectown, Ana. Co., N. S.

SHILOH
30 DROP-STORY COUGH
HALF THIS FOR CHILDREN

REPUTATION COUNTS
Zam-Buk
TRAVELLERS' GUIDE
DOMINION ATLANTIC RAILWAY
TIME TABLE REVISED TO WEDNESDAY JANUARY 1ST, 1919.
GOING WEST
Middleton 11.05
Lawrencetown 11.30
Paradise 11.57
Bridgetown 12.08
Tupperville 12.18
Roundhill 12.28
Annapolis Royal 12.42
Upper Clements 12.58
Clementsport 13.09
Deep Brook 13.09
Bear River 13.15
Imberville 13.18
Smiths Cove 13.22
Daily 13.37
GOING EAST
Daily 13.37
Smiths Cove 13.43
Imberville 13.47
Bear River 13.53
Deep Brook 14.07
Clementsport 14.14
Upper Clements 14.24
Annapolis Royal 14.36
Round Hill 14.42
Imberville 14.47
Bridgetown 14.55
Paradise 15.03
Lawrencetown 15.09
Middleton 15.20
R. U. PARKER, General Passenger Agent, GEO. E. GRAHAM, General Manager.
H. & S. W. RAILWAY
TIME TABLE IN EFFECT Jan. 5th 1919
STATIONS Read up
11.0 a.m. Lr. Middleton Ar. 5.00 p.m.
11.41 a.m. *Clarence 4.28 p.m.
12.00 p.m. *Bridgetown 4.10 p.m.
12.32 p.m. Granville Centre 3.43 p.m.
12.45 p.m. Granville Ferry 3.25 p.m.
12.52 p.m. *Karsdale 3.05 p.m.
1.06 p.m. Ar. Port Wade Lv. 2.45 p.m.
Connection at Middleton with all points on H. & S. W. Railway and Dominion Atlantic Railway.
W. A. CUNNINGHAM, Div. F. & P. Agent.
Dominion Atlantic R'y To BOSTON, MONTREAL
and all points in
WESTERN CANADA and UNITED STATES via DIGBY and CANADIAN PACIFIC LINES
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117 Hollis Street, HALIFAX, N. S.
Boston & Yarmouth Steamship Co., Ltd.
Yarmouth Line
Steamship NORTH LAND
Resumption of Freight and Passenger Service. Beginning March 5, 1919
From Yarmouth for Boston: Leave Wednesday and Saturdays at 6.30 p. m. for Boston.
From Boston: Leave Tuesdays and Fridays at 1 p. m.
For staterooms and other information apply to
J. E. KINNEY, Supt., Yarmouth, N. S.