Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhœa. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher.

In Use For Over 30 Years

The Kind You Have Always Bought

THE CENTAUR COMPANY, NEW YORK CITY.

Try Us for Your

BUILDING MATERIAL

If you are planning on doing any building it will be to your advantage to make enquiries regarding the sort of material we manufacture and our prices.

Being located at the junction of three railroads we can assure you of prompt filling of orders at the lowest freight rates.

Let us quote you on:—

Frame Timber, Flooring, Scantling, Siding in two patterns, (rustic and clapboard), Boarding, Laths, Frames, Sheathing, Doors, Shingles, Mouldings, Windows and Glass.

Write us your requirements and let us make up an estimate of the cost.

A. W. ALLEN & SON

MANUFACTURERERS OF

Doors, Sashes, Mouldings, Building Material, &c.

MIDDLETON, N. S.

THE

PAY AND PENSIONS

AND

Patriotic Fund Allowance

FOR OUR CANADIAN SOLDIERS

THE Canadian Government by Act of Parliament and the Canadian People by Private Subscription are amply providing for those who enlist in the service of their KING AND COUNTRY. Every man who enlists should know just what provision is made for those dependent upon him and the Nova Scotia Recruiting Committee publish herewith this information

Pay, including Field Allowance $1.10 per day.....	$ 33.00	per month
Separation Allowance to wives of married men.....	20.00	" "
Total.....	$ 53.00	" "

The above does not include Allowance from Patriotic Fund, which is a fund for assistance of Soldiers' families, maintained by Voluntary Subscription.

There are many opportunities for promotion and consequent higher pay.

PENSIONS

Pensions in case of disablement, total or partial, according to circumstances, from $6.25 to $22.00 per month, and, in case of total disablement, in addition $11.00 per month to wife and $5.00 per month to each child.

The above does not include allowance from Disablement Fund, which is a fund for assistance of disabled returned soldiers maintained by Voluntary Subscription.

Pensions to widow and children in case of death, from injuries sustained or illness contracted during Military Service, $22.00 per month to wife and $5.00 per month to each child.

See the nearest Recruiting Officer TO-DAY about enlisting

ALWAYS SAY

Eddy's Matches

"No Match Matches the Eddy Match"

Middleton

March 27

Chas. Wright of Wolfville was in Middleton last week.

Lieutenant R. Morris arrived home on Sunday train from Montreal.

Sergt. F. W. Holmes and cousin, Miss M. E. Young, spent Sunday in Middleton.

Mr. and Mrs. B. Bent are visiting at the home of Mrs. Gullivan, Mrs. Bent's mother.

Chas. Dodge and Earl Barteaux of the 64th Battalion are spending a few days at home.

Hugh Rolph of the Middleton Pharmacy has responded to the call for men and joined the local detachment of the 112th Battalion.

Claude Parker of the engineering department at Acadia, son of Major and Mrs. M. S. Parker, of Middleton, has joined the Highland Brigade at Wolfville.

Mr. and Mrs. J. P. Neily received word on Tuesday that their son, Mont, of Vaucouver, B. C., had joined the Duke of Connaught's Own Rifles, now recruiting at Vancouver for overseas Mr. and Mrs. Neily now have four sons in the King's service.

The friends of Mr. and Mrs. Inglis Phinney join in sympathy with them in the death of their little daughter which occurred at Morganville, Digby County, on Tuesday last, after a long and critical illness. The body was brought to Middleton on Wednesday for burial.

MELVERN SQUARE

March 21

(Received too late for last issue)

Mr. Palmeter, of Middleton, was a recent guest at the home of Mr. and Mrs. Edward VanBuskirk, Melvern West.

Mrs. Timothy Phinney and Mrs. Eliza Demmons are slowly recovering from severe colds, while others are on the sick list still.

Mrs. D. M. Outhit, who has been spending a few weeks in Halifax, returned to her home last week, much improved in health.

Mrs. Hoffman, who has been spending the past month at the home of Mr. Harding Morse, in Melvern, returned to her home at Torbrook last week.

Miss Muriel Lantz was compelled to leave her school at Port George on account of illness, some time ago, but was able to resume her duties as teacher last week.

Dr. Smith of Boston, Mass., made a flying trip to Melvern last week, to see his parents, Mr and Mrs. Duncan Smith. His mother is still in very poor health.

Mr. Arthur Prall of Halifax, who is home on sick leave spent a few days last week at the home of Mr. and Mrs. W. H. Martin. Mrs. Prall expects to return to Halifax on Tuesday of this week.

Owing to the absence of the pastor, on Sabbath last, Mr. Briendley, of Greenwood, Kings County, occupied the pulpit in the Baptist Church, preaching very acceptably from the 8th Ps., 3rd and 4th verses, to a fair and appreciative congregation.

The "Poultry Corner" of the Weekly Monitor is proving quite a valuable addition to the already interesting paper, as many valuable hints as to the care, etc. of poultry are being caught up by its many readers throughout the Valley. May the "hen corner" still flourish!

The members of the Ladies Aid Society gave an interesting song service in the Baptist church here on Sabbath evening, 12th inst., which was quite well attended. Readings by Mrs. H. W. McNeil and Miss Hortense Spurr ably assisted by Miss Shaffner of South Farmington, were much appreciated. Unlike too many of our elocutionists of the present day, Miss Shaffner thoroughly understands the art of choosing her selections suitable for the occasion.

We noticed the suggestion made by our Lawrencetown correspondent in last issue, in reference to a meeting of the Monitor's correspondents during the sunny summer days. How would it appeal to some to arrange for a "Convention" on the island at Lawrencetown on the date of the annual Farmers' Picnic, usually held in August Surely on that beautiful spot, a corner or booth might be reserved for the busy reporters of the Monitor, the Editor, and office staff, of course, included to make the affair complete. We presume there would be "something doing" between some thirty-five or more live correspondents and a pleasant time for all concerned. This is merely a suggestion, of course, would like to hear from others.

THE VOYAGE OF THE MINTO TO ARCHANGEL, RUSSIA

(Written exclusively for the P. E. I. Agriculturist and Journal by the Minto's Master, Capt. John L. Read.)

As several interviews with members of the crew have appeared in the press, some of which, especially those in the Halifax papers, contain certain statements, some entirely untrue and others misleading half-truths, I cheerfully acceed to your request for a correst account of the trip of the Minto and our return to New York.

In the first place let me state most emphatically that the report that we left North Sydney with only thirty days provisions is entirely untrue. As also is the statement that we were short of provisions in the White Sea. Other reports half-true will be answered in what follows.

When the ship was sold to the Russian Government I was asked by our Government if I would take the vessel over and in reply advised that I would if given a free hand as to certain precautions regarding the securing safety, especially as regards deck houses—it is well known that this ship being built for a certain purpose, namely for the P. E. Island winter service in the Straits of Northumberland was not a desirable vessel to be caught in a hurricane in the North Atlantic in the winter months. In fact she was not built for that kind of navigation.

Therefore I had all deck house doors leading to openings into the hold of the ship properly secured and doubled so that while we got severe washouts in the apartments above deck there was not such danger of losing our ship as some of the crew reported; in fact we were nearer disaster on the return voyage to New York. But our people as a rule did not know it, and I am not at liberty to show why, so this statement must suffice as touching this matter.

Owing to the fact that some of my best officers could not well be spared from the marine service I had to engage as substitutes some men who were not used to steam boat management, and especially ice fight. While my new officers were good men and true I naturally did not rely on them as implicitely as if I had been longer time shipmates with them, and my engineers were unused to their signals, and this resulted in some incidents which were unusual.

Altogether, however, we had a fine lot of officers and men, with the exception of our Dutchman—probably a German or pro-German who influenced two unsophisticated natives of Newfoundland to refuse duty, the circumstances of which will be found below. I am recording this here to deny the story given to a Halifax paper that my men refused to help me. I want to say here that every Canadian in the ship's company, and with the above exception they were about all Canadians, gave me unqualified support and worked harder than ever slaves worked to accomplish the end our Government had in view, namely—to help our great ally, Russia. We conceived it our duty not only to deliver our ship to her but as occasion required and permitted to save the ships, especially those laden with munitions of war and those which were there to serve the same purpose like the "Earl Grey" (("Kanada.")

As the Minto was constructed for inland work and as an ice negotiator let it be understood as before indicated, that she was quite unlike the ordinary sea going Atlantic ocean ships. She would only make a good bottom for such a ship; the hull was not either of the shape nor depth to carry sufficient coal without loading deep for a transatlantic voyage in winter let alone a voyage which extended to about 45 degrees of East Longitude and where we had to go through the Arctic Ocean near over the fabled Maelstrom and North of the Land of the Midnight Sun, North Cape in Norwary being in Lat. 71 degrees above which we were obliged to go and where at midday the sun would be on the day we passed it 14th December about 5 degrees below the horizon; that is the width of nine diameters of the sun.

When therefore we had received our coal supply our ship was like a half tide rock nearly awash. When we left North Sydney on Nov. 28th, 1915, I was given a free hand by the Admiralty as to everything connected with the voyage, both as to employing the crew, selecting my route, and supplying the ship. Over two months' provisions were placed on board. The only thing we ran short of was fresh meat and eggs, but I did not consider either of these a necessity, especially when we had lots of potatoes and corned beef and pork. My only orders were to do the things necessary for the voyage and take the ship to Archangel.

Before leaving I determined to take the shortest possible route and it may be interesting to your readers, most of whom are not skilled in the act and practice of navigation, to learn that the nearest distance between two places in these latitudes, even if in the same latitude, is not true east or west but along a line which would be a great circle, i. e., a circle having the earth's centre for its centre, and it is easy to see this is not a circle of a parallel of latitude. This great circle track makes a circular track curving to the north in the Northern Hemisphere and south in the early half of a voyage, and when the latitudes are high as on this contemplated voyage there is a great saving in distance by adopting the great circle route.

This was one of the considerations which led me to take our ship through the Strait of Belle Isle and through the Gulf of St. Lawrence from North Sydney towards Archangel. Other considerations were that until I got clear of Belle Isle we would be in reasonably smooth water and have a "point of departure," as we say nautically, nearest to our destination. There was yet another prime consideration—by taking this northern route we would be within the Artic Circle the last and longest end of the voyage and as at that season of the year the sun never rose above the horizon the German submarine which might be sent to blow us up would likely run more risk in the darkness of our running it down, which we certainly would have done if any had attempted it. I was satisfied that the good old Minto with her wonderful power to stop quick and spring ahead quick, turn quick, would be more than a match for any submerged submarine that would show its periscope. So from Belle Isle we shaped our course for the north of Iceland, so as to pass between that wonderful northern land and Greenland. As soon as we came out of North Sydney harbor we had the wind east and even there our men were driven off the decks by the wash of the sea, but it saved them the trouble of washing the coal dust off the decks, which we had not time to do since coaling. The sea was smooth from Cape Ray to Belle Isle where we met our first and only ice burg, but on entering the Atlantic we had the finest weather—calm and clear—everybody was jubilant and remarking on the wonderful weather, but it turned out to be what sailors usually call a "weather breeder"—that is sailors are like the rest of humanity, prone to be influenced by very strong contrasts and to take little stock of ordinary conditions. It does not follow from necessity that such fine weather must be followed by a storm. I have seen fine weather for a whole voyage of weeks' duration, but we certainly got the storm that follows the calm, for on the second of December we encountered a northeast gale which later developed into a hurricane. Tremendous seas flung themselves on and over our good ship—we of course slowed her down and finally were compelled to stop her. Before leaving Halifax I had laid in a supply of oil for just such an emergency and we used it to good purpose, but it is not true as the Halifax Herald was told by some member of our crew, that we would have lost our ship but for the oil. The good old Minto was like a rock all through. She never strained in the least and as above stated, all doors leading to the hold were secured with steel plates for any possible smash that could come from old Neptune, who though he toyed with our good ship as if she were a plaything for him, at no time was able to destroy her.

It is not proper to magnify the danger we encountered the reality was bad enough. It was quite possible to lose individual members of the crew through being washed overboard or getting maimed or even killed by Neptune's pranks, but I deny that there was any danger at any time of losing our ship through stress of weather other than accidents of the sea as break downs in the machinery or boilers, loss of propeller and such things as that, which would on such an unfrequented route at that dark season of the year have been, it is true, probably disastrous, but in any sphere of life we are subject to that class of dangers—and I am safe in saying that the danger reported to the Herald man never existed, nevertheless we were severely knocked about during the two days the storm lasted. The bridge rail (elevated as it was) was carried away, the wheel house windows were smashed in, some of the flying glass striking and stunning Quarter Master Keating; the wheel house and my room filled with water waist deep. This deluge rushed aft and downwards into the saloon; the port door of the saloon itself was stove in and the flood of water that now entered that compartment by that opening was immense as compared with the few tons that went in there through my room via the wheel house. To add to the dismay of the stewards and men the hot steam heater pipes that ran along the walls of the saloon turned the water into steam and within the saloon arose a dense fog, while outside it was clear as a bell. This was the reverse of the order of things nautical. This storm which had lasted fully forty-eight hours was met about midway between Belle Isle and the southern end of Greenland was followed in about 24 hours by one worse than the first. In the interim we had got some of our clothes dried but soon all hands were well soaked again. While this time Old Neptune spared my room the sailors were driven out of the fore castle where was four feet of water on the floor and I bade them occupy the saloon.

Before this storm ceased we had carried away seven more deck house doors, the box covering the capstan, the after wheel box and stands lost from our toprail, two patent logs; one sea smashed our port gig boat almost in two. It kept Boatswain Carpenter and two men continuously busy blocking up the trenches made by the terrific seas, making temporary repairs, their safety being secured by life lines, as occasionally the sea was driving right over them. Shortly after this we made Iceland and here we got our coldest weather till we got to our first port of call in Russia, considerable ice forming on the ship. We passed between Greenland and Iceland through the Denmark Strait about three miles from the latter Island.

Iceland is high and the south coast is very peculiar, all hills running to the waters edge with about the same slant and with perfectly flat tops; they look like pyramids with their tops cut off horizontally and all looked alike. We were now within the Arctic Circle, refraction alone raising the sun above the horizon at noon, but the weather was much more moderate and we got along fine. Though we had lost our patent logs I got my engineers to keep careful record of the revolutions of the propellor of which I had previous records to enable me to determine the speed. The long night when the weather was clear gave us a clearer starlight than in our latitudes and by using the stars of the first and second magnitude—we had no special difficulty in determining our position from day to day. Soon the sun was too far below the horizon even at noon day for the refraction to lift her ruddy face above the sea and we rushed on through the Arctic night towards those Islands near which less than a century ago our predecessors located the terrible "Maelstrom" with its fabled horrors. The Maelstrom is a violent famous whirlpool or current between the Islands Moskenaso and Mosken off the coast of Norwary, fabled to suck in and swallow up vessels, whales, etc. It is simply a violent current navigable at high and low tide if the wind is not blowing against it directlySETAOIN blowing directly against it. So overpowering and dangerous was this monster believed to be by forefathers that the term is now used to express a resistless or overpowering movement, influence or power that ruins those who come within its reach—hence the Maelstrom of Kaiserism. Rees' Encyclopedia, published in 1819, gives this description of it. "Maelstrom, a whirlpool in the Arctic Sea, near the Island of Mosken, its noise is heard at the distance of several leagues, and it is so violent that a vessel that comes near it is drawn irresistably into the vortex and carried immediately to the bottom, where it is dashed to pieces against the rocks. At flood time the stream runs up into the country with a boisterous rapidity and at ebb it turns to the sea with a violent noise not equalled by the loudest cataracts Whatever it carries down it constantly absorbs but at the turn of ebb and flood when the water becomes still the scattered fragments rise to the surface. When this whirlpool has been agitated by storm it reaches vessels as far as a distance of six English miles at a time that the crews have thought themselves perfectly secure.

RHEUMATISM ARRESTED

Many people suffer the tortures of lame muscles and stiffened joints because of impurities in the blood, and each succeeding attack seems more acute until rheumatism has invaded the whole system.

To arrest rheumatism it is quite as important to improve your general health as to purify your blood, and the cod liver oil in Scott's Emulsion is nature's great blood-maker, while its medicinal nourishment strengthens the organs to expel the impurities and upbuild your strength.

Scott's Emulsion is helping thousands every day who could not find other relief.

Refuse the alcoholic substitutes.

The women doctors of King George's realm have come into their own. All the available men in the medical and the surgical profession are now on army duty abroad. In consequence, the great English hospitals, which have hitherto refused to admit women practioners, now open their doors wide to them, and sometimes even pay them twice as much as they used to pay men for the same service.

Minard's Liniment Cures Dandruff.

ARROW POINTS

Do business in a business way.

* * * *

Only heaven-born Christians are heaven-bound Christians.

* * * *

They who know the Bible best love its first teachings best.

* * * *

Not only should some parts of the Sabbath be kept holy, but all its parts.

* * * *

Truth has not failed since time began,
Its nature cannot alter;
Nor world nor look of immortal man
Can make its accents falter;
Allied to God's eternal throne,
It bears a glory of its own.

—PASTOR J. CLARK.

Selma, Hants, N. S.

By the introduction of some new ventilating devices, a lead smelter works has reduced the percentage of illness among its employees from seventy-three per cent. to three per cent.

Engineers have proposed to dam the Niagara river near its outlet to produce 2,000,000 horse-power in addition to that now derived from the falls.

REAL ESTATE

MARSH FOR SALE

A splendid piece of marsh containing 8 1-3 acres within fifteen minutes walk of Bridgetown. Just the thing you want for a little more hay to build up your farm.

The Monitor Publishing Co., Ltd.

FARM NEAR BRIDGETOWN

A splendid farm about two and one half miles from Bridgetown, has splendid orchard in good condition about four acres in all, with about one half just coming into bearing, good buildings, plenty of wood, and ten acres of excellent march.

The Monitor Publishing Co., Ltd.

CHOICE BUILDING LOTS

A lot of land situated on the south side of the river at Bridgetown, about three minutes walk from town. Beautifully situated and would make ideal building lots. Sufficient for three lots. Splendid drainage. Will sell whole or in lots. Price very reasonable.

Apply to

3 The Monitor Publishing Co., Ltd.

FIRST CLASS FARM

Small farm situated about two and one half miles from Bridgetown. Ten acres of choice tillage land and five acres of excellent marsh. Capable of putting up three or four hundred barrels of first class fruit. Buildings in excellent condition. Never failing supply of splendid water.

Apply to

4 The Monitor Publishing Co., Ltd.

PROPERTY NEAR BRIDGETOWN

Property situated about five minutes walk from Bridgetown. Fifteen acres of land with two hundred apple trees, half of which are coming into bearing. Also pear and plum trees. House contains nine rooms, large pantry and two large halls, newly painted throughout. Large dry cellar. Barn 24 x 28 sheathed inside. Water in house. Hay and pasture sufficient for two cows. An excellent opportunity for a man who wants a small place. Will be sold right.

Apply to

5 The Monitor Publishing Co., Ltd.

CREAMERY OR FACTORY SITE

A lot of land in Bridgetown about 150 feet square with building one and one half stories, 40 x 50 front with lean-to on north and east sides. Building contains ice room, drying or curing room, churn, milk and cream vats, power separator, engine and boiler in good condition. Suitable for manufacturing cheese and butter or would make a fine canning factory for which industry there is a good opening.

Apply to

6 The Monitor Publishing Co., Ltd.

Farm for Sale
Near Lawrencetown

A bargain for an early buyer. One mile from Lawrencetown, ¾ mile from one of the best schools in the Province, 125 acres, 60 cultivated, remainder in pasture, wood-land timber. Good deep soil in good fertility. Cuts 40 to 50 tons of hay, underdrained where necessary. No stones. Fine young orchard just coming into bearing. Bearing orchard has produced 500 barrels apples. Buildings in first class condition.

Terms to suit purchaser

R. J. MESSENGER,
50-tf Lawrencetown.