

Railway & S. S. Lines

DOMINION ATLANTIC RAILWAY

Steamship Lines - St. John via Digby - Boston via Yarmouth - "Land of Evangeline" Route.

Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro at 7.30 a.m., 5.35 p.m., and 7.45 a.m. and from Truro at 6.50 a.m., 8.30 p.m. and 12.45 noon connecting at Truro with trains of the Intercontinental Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

Boston S. S. Service

BOSTON-YARMOUTH SERVICE. Beginning Saturday, Sept. 16, 1912, the favorite Twin Screw Steel Steamships "PRINCE GEORGE" and "PRINCE ARTHUR" leave Yarmouth Monday, Wednesday, Friday and Saturday, and S. S. "BOSTON" will leave Yarmouth Wednesday and Saturday, after arrival of Express and "Flying Bluenose" Trains from Halifax, Windsor Junction and Truro. Returns, "PRINCE GEORGE" and "PRINCE ARTHUR" leave LONG WHARF, BOSTON, Sunday, Tuesday, Thursday and Friday, at 2.00 p. m. and S. S. "Boston" leaves Boston Tuesday and Friday at 1.00 p. m. WHARF, BOSTON, daily, except Saturday, at 2.00 p. m. and S. S. "BOSTON" leaves Boston Tuesday and Friday at 12.00 noon.

St. JOHN and DIGBY

R.M.S. "PRINCE RUPERT" - Sails from St. John 7.45 p. m. for Digby, returning leaves Digby at 1.55 p. m. arriving at St. John at 5.00 p. m. making connections at Digby with express trains for East and West and at St. John with Canadian Pacific trains for western points. P. GIFFKINS, General Manager, Kentville.

FURNESS, WITBY & CO., LTD

STEAMSHIP LINERS

Table with columns for London, Halifax & St. John, N. B. Service, and Liverpool, Halifax, N. S. Service. Lists ship names and departure dates.

FURNESS WITBY & CO., LTD.

H. & S. W. RAILWAY

Table with columns for Mon. & Fri. and Sat. & Sun. showing time tables for various stations like Middleton, Clarens, and Port Wade.

\*Flag Stations. Trains stop on signal. CONNECTION AT MIDDLETON WITH ALL POINTS C.N.H. & S.W.R.Y AND D. A. R.Y.

P. MOONEY General Freight and Passenger Agent

County Correspondence

Outram

Outram, Sept. 9th: -Mr. and Mrs. Will Bent visited the St. John Exhibition. Mr. George Andrews, from Natick, Mass., is home for a few weeks. Miss Edna Marshall and Miss Alberta Sloomb went to Wolfville on Tuesday last. Our school opens Sept. 16th, with Miss Celia S. Hines as teacher. We wish her success. Mrs. R. Banks is visiting friends in Bridgetown for a few weeks. Mr. Vernon Dunn and Miss Grace Tompkins of Hampton, Miss Emma Brown, of Lynn, Mass., Mrs. W. C. Hall, of St. Croix Cove, Miss Corilla Marshall, of Keene, N. H., Mr. Fred and Blanche Bishop, Lawrence town, and Miss Hattie Marshall, of Gloucester, Mass., have been recent guests at the home of Mr. and Mrs. A. M. Healy, Outram.

Mr. Simon O'Neal, who got his head hurt by the kick of a horse, is better. Miss Wynona Brown, from Middleton, and Malcolm Elliott, from Mt. Lodge, were calling on friends quite recently. Mr. and Mrs. Harvey J. Risteen and little son Donald, who have been visiting his mother, of Mount Rose, and brothers of Hampton and Port Lorne, and other friends and relatives have returned to their home in Peabody, Mass.

St. Croix Cove

St. Croix Cove, Sept. 12th: -Our congregation listened with interest last Sunday to the Rev. Mr. Freeman, returned missionary from India. Pastor Rundle is to preach his farewell sermon here, next Sunday, after which he will go to take charge of his new field in New York State. Miss Dessie Hall is spending a few weeks in Wolfville. Mrs. B. Armstrong, of Mount Hanley; Mrs. Ruthen Chute, of Hampton, and Miss Mable Simms of Lynn, Mass., were recent guests of Mr. and Mrs. Bradford Poole. Miss Alice Stark, of Clarence, has been visiting friends here. Mr. Frank Poole and his mother, spent Sunday with Mr. and Mrs. Lansdale Hall, of Beauconsfield.

Miss Bertha Neaves and Avis Corbett of Port Lorne, were guests of Miss Ella Beardley, last Tuesday. Sergeant Frank Poole is attending military drill at Kentville. Capt. E. Brinton purchased a fine colt from Mr. F. Stevens, of Tupperville. Mr. William Milbury is having his house repaired and fitted for occupancy in the near future.

Mount Hanley.

Mount Hanley, Sept. 9th: -Miss Eileen M. Kinley, from West Somerville, Mass., has been the guest of Mr. and Mrs. L. J. Fritz for the last ten weeks, returning home today. Mrs. B. L. Morse, from Greenwood, Mass., and her brother, Ernest Barreau, of Mass., are the guest of their mother Mrs. Harriet Barreau, for a few weeks. Mr. and Mrs. B. L. Stevens, from Kingston, were guests of Mr. and Mrs. Caleb Miller quite recently. Mr. G. G. Blakney, Darius West, and Mr. Frank R. Brown attended the Exhibition at St. John.

Mr. G. G. Blakney, Darius West, and Mr. Frank R. Brown attended the Exhibition at St. John. Miss Ora B. Elliott has gone to attend College at Wolfville, for the coming year. Mr. and Mrs. Miles Boons, from Bedford Mass., returned home last Saturday. Mr. Richard Balsor has gone to Natick for an indefinite period. Mrs. B. M. Armstrong attended Camp Meeting at Berwick. Miss Bessie G. Miller, from Lynn, Mass., returns today to take charge of her school there. Mr. G. M. Darling, from Springfield was the guest of Mr. S. A. Barreau a few days ago. Miss Mabelle Hines is the guest of her aunt, Mrs. Clarke Spinney at Greenwood, for a few days. Our picnic came off last Thursday a good time was enjoyed.

North Williamston

North Williamston, Sept. 9th: -Mr. and Mrs. M. Todd and children, of Bridgetown, were guests of their aunt, Mrs. Oliver DeLaney on the 1st inst. Mr. and Mrs. Lennel Crocker, of N. H., and Walter Darling, of Inglisville, were also recent visitors at the same place. Mrs. J. W. Driver left last Saturday for her home in Providence, R. I. Miss Agnes E. Pierce, of Wolfville, spent the past week with friends here. Mr. W. Bent and daughter, Miss Mora, are spending a few days at Mill Village. J. A. Moore left last week on business for Toronto. Mr. and Mrs. E. Nixon, of Middleton, spent Sunday with Mr. and Mrs. Otto Nixon. Miss Nogie, of Inglisville, has taken charge of the school here.

Running up and down stairs, sweeping and bending over making beds will not make a woman healthy or beautiful. She must get out of doors, walk a mile or two every day and take Chamberlain's Tablets to improve her digestion and regulate her bowels. For sale by druggists and dealers.

Parkers Cove

Parkers Cove, Sept. 9th: -Schooner Lloyd, Capt. W. H. Anderson, sailed for St. John, Sept. 3rd. The boat fishermen are landing very good catches this week. The Misses Edith and Ruth McGarvey returned to their home in Lynn, Mass., Sept. 7th. Mr. Alfred Gauthier and Mr. Doras Hudson, of Washington, D. C., are the guests of Mr. and Mrs. Henry Hudson. Mrs. Walter Nichols and little boy, of North Windham, Mass., are visiting Mrs. Nichols' mother, Mrs. Mary Rice. Several of our young men have gone to Digby to join a fishing vessel, and are going to engage in the fall and winter fishing. We hope they will meet with success. Miss Beatrice Weir who has been visiting her sister Mrs. Stanley McGill, of Victoria Beach, returned home on the 3rd. Our school reopened on August 28th, under the management of Miss Minnie Snow, of Port Wade. Service in the Methodist Church, Sunday at 3 p.m., by the Rev. Mr. Davis.

TERRIBLE DEATH OF MINSTER IN WRECKED AUTO. Paulina, Iowa, Sept. 7. -Rev. H. Greene, pastor of the Lutheran church in Germantown, Iowa, early today burned to death before the eyes of children and several other persons while pinned beneath a wrecked motor car. The blaze started from a lantern with which the rescuers were working. The car was driven by August Pauling, of Germantown. In it were children of both Rev. Mr. Greene and Mr. Pauling.

About six miles from Paulina the steering gear refused to work and the automobile jumped a small bridge and the pastor was pinned beneath the wreck. The children were thrown clear. Mr. Pauling was seriously injured. The cries of the children brought persons in the neighborhood to the scene. One had a lantern. Gasoline from the oil tank of the machine had spread to the wreck. The man holding the lantern stepped it instantly the wreck was in flames. The rescuers made frantic efforts to all the clergyman, several persons suffered severe burns, trying to raise the burning machine from his body. Rev. Mr. Greene met death with prayers on his lips.

THE POTATO MARKET. Fredericton, N.S., Friday: -The potato market has taken quite a slump during the last few days. Shippers are now offering eighty cents a barrel, and in Carleton and Victoria counties the price has gone down to seventy-five cents.

GREAT POSSIBILITIES

L. S. AMERY DISCUSSES HUDSON BAY ROUTE.

British Journalist and M.P. Says Direct Route to Great Britain For the Wheat Lies By Way of the Northern Inland Ocean and the Difficulties Are Small Compared With the Advantages to Be Reaped By Farmer.

With the definite issue of tenders for the construction of the first section of the line from The Pas, on the Canadian Northern, the nearest railway terminus to Hudson Bay, the opening up of the Hudson Bay Route has entered the practical stage. The business world will now have to take the careful stock of the possibilities of the project and judge for itself to what extent it is likely to contribute to the development of Northwestern Canada and to the expansion of inter-imperial trade, says L. S. Amery, British M.P. in "Canada." Mr. Amery accompanied Earl Grey on his trip to the Bay in August, 1910. The geographical advantages of the route are obvious to anyone who has once looked at a globe and realized that the Canadian Northwest is no further from England than Eastern Canada. From Liverpool to Port Churchill, on the western shore of Hudson Bay, is only 2,946 nautical miles—nineteen miles more than the distance from Liverpool to Montreal by Cape Race, and 185 miles more than the distance to Montreal by Belle Isle Straits.

But the greater part of the prairie region is fully 1,000 miles nearer to Churchill than it is to Montreal. The route from Edmonton or Saskatoon via Winnipeg, Port Arthur and Montreal to Hudson Bay, which looks so direct on the ordinary flat map, really represents a detour of over 1,000 miles additional railway journey. The direct route is across by Hudson Bay and Hudson Straits. For very nearly a century Hudson Bay was the principal gateway to the Northwest, and it was the advantage in distance and facility of transportation over both Eastern Canada and the United States that enabled the Hudson Bay Co. first of all to absorb the Northwestern Co., whose base was Montreal, and secondly to establish its effective British occupation over a vast region which would otherwise inevitably have fallen into American hands.

Even before the cession of the company's territories to the Dominion in 1859 the westward extension of the American railways and the establishment of steamship services on the Great Lakes had, however, begun to counterbalance the geographical advantages of the Hudson Bay Route. The political transfer hastened a process which was completed by the building of the Canadian Pacific Railway. The old route fell into complete disuse, and there was for a long time no practical motive for re-opening it. For many years the Canadian Pacific was more than sufficient to handle all the trade of the prairie region.

When the new era of expansion began ten years ago the natural tendency was to improve and parallel the existing line of transportation rather than to open up an entirely new route involving heavy outlay and surrounded by many doubts and difficulties. The extension of the Canadian Pacific, the building of the Canadian Northern and Grand Trunk Pacific, the improvement of navigation on the Great Lakes and the St. Lawrence, and the practical consideration of the great Georgian Bay Canal project, all followed the natural course of evolution and show how trade routes, once established, tend to perpetuate themselves. Nevertheless the expansion of the Northwest has taken place, and is taking place, at a rate which has continuously outrun the provision of transportation, and has acquired a magnitude which now justifies bold departures and big expenditures. For years past, so the West asserts, there has been a continuous grain blockade. It has been stated that not more than 20 per cent. of the wheat crop can get shipped away from Port Arthur before Lake Superior freezes up, the rest having to wait till next spring.

Again, during the period of harvest the westward traffic is no little disorganized, and merchants complain that they have the greatest difficulty in replenishing their stores just when they are most anxious to do so to meet the farmers' autumn purchases. The demand for a new outlet to tide water has become so strong in the west that no Government could have resisted it. The route will be opened up, that is certain. The question is: Will it be a really practical contribution to the problem? Will any large proportion of the exports and imports of the west really make use of it? Nor does Hudson Bay itself offer any difficulties to navigation, except occasional vagaries of the compass, caused by the proximity of the Magnetic Pole. As far as navigation winds in its confinement is concerned, it might be utilized for traffic for seven months in the year, or possibly even all the year round with the help of ice-breakers.

The real difficulty is not in the Bay, but in Hudson Straits, which get choked up with Arctic ice from Fox Channel and Davis Strait, and are not available for ordinary steamship traffic before the last ten days of July and after the first ten days or so of November. Experience may enable this period to be prolonged by a few days at the beginning and a fortnight or more at the end, but broadly speaking the total period of navigation through the Straits is not likely to exceed four months.

During that period the dangers and difficulties of navigation are, it would seem, no greater than those of the St. Lawrence route. Icebergs may be somewhat more frequent, but fogs are decidedly fewer, and it is the combination of the two that is the real danger. The period is certainly short. But an Arctic port like Archangel has for centuries conducted a large trade within at least equally narrow limits of time.

NEW TYPE OF DREDGER.

Scotch Machine That Digs at Depth of Sixty-five Feet.

There has just been launched on the Clyde a dredger of an entirely new type, built to the order of the British admiralty. This new patent cutter suction hopper dredger has a hopper capacity of 2,000 tons.

This dredger, the St. Lawrence, is the first of its type constructed in the United Kingdom to dredge clay and other solid materials by means of a spiral cutter, a recent development in dredge building. The vessel is fitted with an independent set of triple expansion engines for driving the dredging pump and has a separate engine room immediately in front of the hopper compartment fitted with a complete installation of auxiliary machinery. Three marine type steel boilers supply steam for the propelling and pumping engines and for all other machinery throughout the dredger.

In order to withstand the concussion when dredging in clay mixed with stones the dredging pump is huge and effective. The suction pipe is carried on a girder led through a well forward, and its length enables dredging to be done sixty-five feet below water line. The dredger has also been designed for cutting its own flotation. The cutter at the mouth of the suction pipe is driven through a line of shafting fitted on the upper side of the suction frame and machine cut steel gearing, actuated by a set of powerful, independent, compound condensing engines. In addition to the usual winches for mooring from the deck at bow and stern a special winch is placed amidships from which the moorings are led along the suction frame to fair leads at the lower end. The contents of the hopper can be discharged either through the doors in the ordinary way or overhead by the pump for land reclamation. The construction of the vessel enables it to discharge into barges moored alongside or through a pipe line in addition to loading into its own hopper.—Consular Report.

GILMAN CANCER CURE.

New Treatment of Disease Appears to Be Successful.

The new cancer cure developed by Dr. P. K. Gilman, the chief surgeon at the government hospital at Manila, has apparently proved successful with all patients on whom it has been tried, and experiments are to be made with it at Johns Hopkins hospital. Dr. Gilman has been experimenting for more than nine years with his process. It is briefly as follows: The patient is operated upon, and as much as possible of the infected portion is removed. The wound is thoroughly cleaned, and the substance removed by the operation is put through a special process. It is ground up, heated, various drugs are added, the whole is subjected to a very high pressure, and while in this state the vaccine is extracted. This is in turn injected into the blood vessels of the patient, and in most cases three treatments of the same nature, but administered at intervals of two weeks, are required. In short, the operation consists simply in injecting into the blood of the patient vaccine from the very cancerous growth from which he suffers. Three days are required in most cases for a reaction, and during this time the temperature of the patient increases until it reaches 104 degrees.

In about three days the action of the serum becomes localized in the vicinity of the cancer and the tissues begin to heal, while a more healthy condition becomes apparent. After a convalescent period of several months the patients whom Dr. Gilman has treated have been pronounced well, and in no instance has there been a recurrence of the trouble. This establishes the fact, therefore, that in the early history of the cancer, after the operation has been performed and the infection made, the cure is efficacious.

A Sawdust Filler.

The following preparation will be found useful for filling unsightly cracks and holes in furniture and woodwork: Place a quantity of sawdust in an earthenware vessel and pour boiling water over it. Let it soak for about one week, stirring frequently, then place it over the fire and boil until it is of the consistency of thick paste. Pour it on a coarse cloth and squeeze out the excess moisture. When wanted for use mix a little of it with a thin solution of glue water and fill the cracks or holes with it. When dry and painted over it will have the appearance of ordinary wood.

Novel Household Pump.

A novel pumping system for household service has recently been perfected. It comprises a rotary pump driven by a small electric motor. The pump operates to force water into an air cylinder, the piston of which operates a switch, stopping the motor when the water has reached a certain degree of pressure. When the water is turned on in the faucets the pressure momentarily falls, throwing the switch, which starts the pump going and raises the pressure again to the predetermined point. With this system it is unnecessary to use storage tanks or reservoirs in the house.

To Clean a Shingle Roof.

Sprinkle unslaked lime along the comb of a roof and the rain will dissolve it and carry it over the shingled surface, thus removing moss and accumulations of dirt.

A Mammoth's Meal.

Inside the remains of a mammoth found in Siberia were vegetables hitherto unknown to science, evidently relics of the prehistoric animal's food.

September Third

Will find many ambitious young people enrolled at our institutions to qualify for mercantile life. Last school year we had over 500 calls for Maritime-trained. These calls were from every province in the Dominion. Send for further information to

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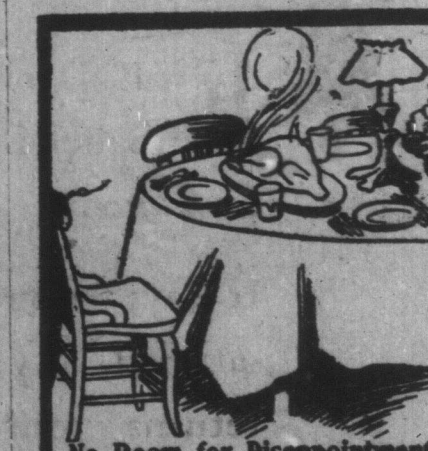
BRIDGETOWN

Cut Out us this ad. with \$3.00, and we will send you by freight, One woven-yarn Spring, Folding Cosy Corner Cot, with a Soft-top Tufted Mattress to fit, Both 2 feet 6 inches wide, by 6 feet long.

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LINEN SPLICED CASHMERE HOSE FOR WOMEN AND MEN. ASK FOR "SOV" FOREIGN BRAND.

Bank of Montreal advertisement for the 1912 Prize Contest for Farmers. Includes details about prizes, rules, and contact information for the Canada Cement Company.