

PROFESSIONAL CARDS

O. S. MILLER
Barrister and Solicitor
Shafner Building
BRIDGETOWN, N. S.
Telephone 15

Money to Loan on Real Estate Securities

J. M. Owen, K.C. Daniel Owen, L.L.B.
OWEN & OWEN
Barristers-at-Law
ANNAPOLIS ROYAL, N. S.
Office over Bank of Nova Scotia

Office in Middleton open Wednesday
from 2.30 to 5.30 p. m. Thursday
from 9 to 11 a. m.

Office in Bear River open the 1st and
3rd Saturdays of every month.

Money to Loan on Real Estate Securities

CHAS. R. CHIPMAN, L.L.B.
Barrister, Solicitor, Commissioner, Etc.
Shafner Building - BRIDGETOWN

Agent for CALEDONIAN INSURANCE CO.
CO. Insure your buildings in the
largest and strongest company.

Money to Loan

Telephone No. 52.

HERMAN C. MORSE, B.A., L.L.B.
Barrister, Solicitor and Notary Public

Money to Loan on First-class
Real Estate

INSURANCE AGENT

BRIDGETOWN, N. S.
Office in Royal Bank Building

ROSCOE, ROSCOE AND SALTER
Barristers, Solicitors, Notaries,
Insurance Agents.

KENTVILLE, N. S.

W. E. Roscoe, K. C., D. C., L. L. B.
Barry W. Roscoe, L. L. B.
G. Milledge Salter, L. L. B.

DR. C. B. SIMS
Veterinary Surgeon and Dentist
Graduate of
Nova Scotia Agricultural College
Ontario Veterinary College
University of Toronto

PARADISE, N. S.
Telephone 23-21

W. E. REED
Funeral Director and Embalmer
Latest styles in Caskets, etc. All
orders will receive prompt attention
Hearse sent to all parts of the county.
Office and showrooms in two-story
building in rear of furniture ware
rooms. Telephone 76-4

W. S. THINNEY, M.D., C.M.
LAWRENCE TOWN
Annapolis County, Nova Scotia

Office hours for consultation (except
Sundays) 3 to 4 p. m. and 7 to 8 p. m.
and by appointment. 35 1y

DR. F. S. ANDERSON
Dental Surgeon
Graduate of University of Maryland
Office: Queen St., BRIDGETOWN
Hours: 8 to 5

J. H. HICKS & SONS
Undertaking
We do undertaking in all its branches
Hearse sent to any part of the county

Queen St., BRIDGETOWN
Telephone 46 H. B. HICKS, Mgr

G. E. BANKS
Plumbing
Furnace and Stove Repairs
BRIDGETOWN, N. S.
Telephone No. 3-2

LESLIE R. FAIR
Architect
AYLESFORD, N. S.

ALEX. M. KENNEDY
Architect
BRIDGETOWN, N. S.
Telephone 21-24

THIRTEEN WEEKS

In either our Business or Short
hand Departments or for an elective
course from each for \$35 is what we
offer. You cannot combine your
training in any other school in this
city. We have many more calls for
help than we can supply.

Enter any day at

**MARITIME
BUSINESS COLLEGE**
HALIFAX, N. S.
E. KAULBACH, C. A.

**THE FIRST WEEK
IN SEPTEMBER**

In the beginning of our busy season,
but you can enter any time.

Send for new catalogue containing
tuition rates and full information.

S. KERR,
Principal.

TRAVELLERS' GUIDE

Dominion Atlantic Ry
OCTOBER 1st, 1917
Service Daily, Except Sunday
Express for Yarmouth... 12.00 p.m.
Express for Halifax and Truro
... 2.00 p.m.
Local to Yarmouth... 7.00 a.m.
Local from Yarmouth... 7.05 p.m.

ST. JOHN - DIGBY
DAILY SERVICE
(Sunday excepted)
Canadian Pacific Steamship "Em-
press" leaves St. John 7.00 a. m. ar-
rives Digby 10.00 a. m., leaves Digby
7.00 p. m., arrives at St. John about
1.00, connecting at St. John with
Canadian Pacific trains for Montreal
and the West.

BOSTON SERVICE
Steamers of the Boston and Yarmouth E. S. Company sail from Yarmouth for Boston after arrival of Express trains from Halifax, Wednesday and Saturday.

T. U. PARKER,
General Passenger Agent,
GEORGE E. GRAHAM,
General Manager

N. & S. W. RAILWAY

Accom. Wednesdays only	TIME TABLE	Accom. Wednesdays only
Read down	STATIONS	Read up
1.10 a.m.	Middleton Ar.	4.30 p.m.
1.41 a.m.	Clarence	3.58 p.m.
2.00 p.m.	Bridgetown	3.40 p.m.
2.32 p.m.	Granville Centre	3.13 p.m.
2.49 p.m.	Granville Ferry	2.55 p.m.
3.12 p.m.	Karsdale	2.30 p.m.
3.26 p.m.	Post Woods	1.15 p.m.

Connection at Middleton with all
trains on N. & S. W. Railway and
Dominion Atlantic Railway.

W. A. CUNNINGHAM,
Div. F. & P. Agent.

Yarmouth Line

FALL SERVICE
Leave Yarmouth Wednesdays and
Saturdays.

Return, leave Central Wharf, Boston,
Tuesdays and Fridays.

Connections made at Yarmouth with
the trains of the Dominion Atlantic
Railway and Halifax and South West-
ern Railway.

For tickets, staterooms and further
information, apply at Wharf office.

J. EARNEST KINNEY,
Superintendent,
Yarmouth, N. S.

BOSTON & YARMOUTH S. S. Co., Ltd.

EXECUTRIX'S NOTICE

All persons having legal demands
against the estate of John W. Ross,
late of Bridgetown, in the County of
Annapolis, Esquire, Deceased, are re-
quested to render their accounts duly
attested to within twelve months from
the date hereof, and persons in-
debted to said estate are requested to
make immediate payment, to Mar-
taret C. Ross, Bridgetown, Nova Scotia,
Executrix.

Probate of Will dated May 21, 1917.
Dated at Bridgetown, Nova Scotia,
May 21, 1917.

Chas. R. Chipman, Proctor for
Estate. 6 mos

EXECUTOR'S NOTICE

All persons having legal demands
against the estate of William Riley
Brooks, late of Centreville, in the
County of Annapolis, deceased, are
requested to render the same duly
attested within one year from the
date hereof, and all persons indebted
to the said estate are required to make
immediate payment to Chas. R. Chip-
man, of Bridgetown, in the County of
Annapolis, executor.

Probate dated 25th day of June, 1917.
Dated at Bridgetown, N. S., this 25th
day of June, A.D., 1917. 14-261

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No Noisy Rivalry.

(In Lynn (Mass.) Daily Item.)
Sometimes I leave the world behind,
Where men for wealth and honor
slave,
And hasten to the woods to find
The solace that my senses crave.
The city's rush may lure and charm
The hearts of men who seek in-
crease;
But works to those unrest and harm
Who long for quiet and for peace.

Though in the woods are voices rare
That speak from bursting flower
and tree,
From bush, from spring, from bird in
air,
There is no noisy rivalry.

From rise of sun till it goes down,
Each is with energy alive;
Yet one voice does not others drown
In order that it may survive.

Letter From France.

(From Kentville Advertiser.)
The following letter was received
from a lady in Kentville from our
former townsman, Capt. D. J. Mur-
phy:

France, Aug. 20, '17.

My Dear Friend:

I am glad to know my letters gave
you and Col. Ford's relatives some
degree of comfort. Yours are so
natural that they in turn give me
a picture of home. I am not sure
when Col. Ford goes back, he is done
for as far as soldiering goes. He is al-
so likely to have poor health.

"This a chance of war. I was in the
last push of which you read, of the
taking of Hill 70. "Hill 70" don't
mean much on paper. Picture an
army of 16,000 men planted on the
flat of Grand Pre hay lands charging
up over the incline that represents
Wolfville, while the valley called
Gaspereau is in a way similar to Lens
location. Every terrace of that hill-
side and beyond covers myriads of
machine guns firing 400 to 450 rounds
a minute if pressed, while "5, 9 and 6"
guns hurl huge shells bursting with a
head splitting crack and you might
know what a Hell the fight was. Tell
Col. F. I was up on the light Ry.
transferring wounded and many a
time a shell added to the sum total
of their wounds—and incidentally
their pain.

You have no idea what doctors do
in this war. They must be with the
men and often two or three days
without rest, working at awful pres-
sure. Off goes a leg, an arm, or a
big wound is bandaged. I got a bit
of the new gas but only in my eyes for
a day. I am O. K. again. It raises
blisters wherever the flesh is liable
to chafe.

The home people can't realize what
Barry Roscoe has gone through. I
think him a real hero. I know too.
F. W. Wickwire has not had a
chance to show his metal, but in the
Divisional Train he is counted Al by
Col. Simpson, of Halifax, and he is
no flatterer. Wickwire has worked
hard and endured much exposure.

I feel so sorry for Fred M. He was
a promising boy. I wrote Ray, since
Fred in his early days was my best
friend.

We here, thank you people do won-
ders. I don't see any sense in looking
glum—why when we happen to pass
a pretty Mademoiselle Francis
(which is seldom) we, colonels, Tom-
mies, and all, wink or make eyes.

"Tomorrow is no asset in this war
so we smile to-day."

My fondest regards to the Clarks, to
your family in particular.

Very sincerely,
D. J.

NEW LOCOMOTIVES

Gen. Manager Graham Noted for
Progressiveness.

The Dominion Atlantic Railway has
just made another progressive step
in the purchase of three new loco-
motives, which arrived at Kentville
last week.

The new engines, which are num-
bered 37, 38 and 39 are the latest in
up to date motive powers, were built
in Scotland by the North British Lo-
comotive Works, and are thoroughly
equipped with the modern improve-
ments—super heaters, electric head-
lights, etc., even to the electric lights
over the engineer's seat, by which he
can see to read train orders at night.

They are much larger and have 25
p. c. more power than the largest en-
gines previously in use on this line.
Weight 142 tons each, or 32 tons heav-
ier than the famous "Blomidon" and
"Glooscap" and capable of hauling
twenty cars of freight over any grade
along the line.

They will be used for the handling
of the apple shipments this fall and
to take care of the increased freight
traffic.

It was appropriately bears the
name "Avon," called after the river of
the same name, 38 "Bear River," for
the noted cherry town, while 39 will
help to preserve the historic interest
of the Evangeline country with the
name "Benedict."

General Manager Graham, who,
since his arrival in this province, has
become noted for his progressive
propensities, and his unusual ability
for "doing" things, is to be congrat-
ulated upon the acquisition of this
new equipment, which will be a very
important factor in the prompt han-
dling of the large apple crop, in which
so many of us are interested.

Middletown Lady Married in China.

CUNNINGHAM-ARMSTRONG
On June 5th, 1917, the British Con-
sulate at Chengtu, West China, was
the scene of a very pretty wedding,
when Miss Mildred J. Armstrong, eld-
est daughter of Mr. and Mrs. Geo. W.
Armstrong, of Middletown, Nova Scotia,
was united in the holy bonds of matri-
mony to Rev. James D. Cunningham,
of Edinburgh, Scotland. At 11 a. m.
the bride, leaning on the arm of Miss
Brimmer, entered the drawing room of
the H. B. M. Consulate, which was
tastefully decorated for the occasion.
The bride looked charming in a gown
of French lace over cream silk, carry-
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The bride's maid, Miss Ure, wore a
dress of white voile, with pink satin
trimming and carried a bouquet of
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supported by Professor Dye, of the West
China Union University. Dr. Kilborn,
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Society are very grateful to Miss
Cunningham for the five years of faith-
ful service she has given to the work
and regret her leaving the Mission.
They all join in wishing the newly
married couple a long and happy mar-
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Mr. and Mrs. Cunningham will live
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tion was given by members of the
same society in honor of the bride and
groom. In the evening the bride and
groom were entertained by their
old friends. The Woman's Missionary
Society are very grateful to Miss
Cunningham for the five years of faith-
ful service she has given to the work
and regret her leaving the Mission.
They all join in wishing the newly
married couple a long and happy mar-
riage.

Mr. and Mrs. Cunningham will live
in Kiating, where they will be en-
gaged in school work, under the auspices
of the China Inland Mission.

ONE OF BRIDGETOWN'S VALUABLE INDUSTRIES

M. W. Graves & Co.'s Latest Addition to their Plant

Besides Their Regular Capacity of 325,000 Gallons of Cider and Vinegar, this Firm Can Take Care of 500 Bushels of Apples per Day in Their New Evaporating Plant

M. W. Graves & Co.'s Latest Addition to their Plant

Wednesday afternoon a MONITOR
representative had the pleasure of be-
ing shown through one of Bridgetown's
important industries, of which there
are several.

This time he visited the M. W.
Graves & Co.'s cider, vinegar and
evaporated-apple-plant, conveniently
situated on the Bay Road, their prop-
erty adjoining the Halifax and South
Western Railway, which gives them
excellent shipping facilities over that
line.

They are also large patrons of the
Dominion Atlantic Railway Co., but
being on the north side of the river,
have no railway siding running from
their factory to the latter company's
main line.

This now well established business
was first started by Mr. Minard W.
Graves in a small way at Upper Gran-
ville many years ago. At the open-
ing of the Halifax and South Western
Railway he began the erection of a
regular plant on the present site. He
suffered loss by fire and had other
draw backs, but with enterprise and
excellent ability, coupled with a de-
termination to win, he soon became a
practical cider and vinegar manufac-
turer and is today the company's
mechanical superintendent.

Capt. J. W. Salter, a very success-
ful deep water mariner, after being
thoroughly "salted" during a quar-
ter of a century at sea, naturally
"took to vinegar" and in 1905 pur-
chased a half interest in Mr. Graves'
plant and became the business man-
ager, his excellent ability along that
line being soon recognized by the
business world, throughout which the
company has many hundreds of sat-
isfied customers.

But no business can now advance
without printers' ink and a hustling
sales manager. In the latter the
company has certainly a valuable and
popular man who is not only known
all over the Maritime Provinces, but
throughout many parts of the United
States as well. We refer to Mr.
Francis Graves, son of M. W., whose
thorough knowledge of the manufac-
ture and quality of the goods he sells,
cannot be disputed by anybody.

Of course there are other valuable
men in the company's employ, both in
Bridgetown and in their Canning
branch, all of whom play an impor-
tant part in the story of the apples
from the time they enter the factories
until they reach the consumer, either
as cider, vinegar or evaporated prod-
ucts.

The company's latest additions to
their rapidly growing plant, which
is almost becoming a village of build-
ings, are an up-to-date bottling de-
partment and a separate cement fire
proof structure to accommodate a
first class evaporating apple outfit.
The latter is 80x40 feet and 37 feet
in height. A partition running the
entire length of the building separates
the 18x30 parking room down
stairs and the same sized curing and
packing room up stairs, from the dry-
ing department, which reaches from
basement to attic and which contains
four kilns of the most improved type,
their full equipment made by the

M. W. Graves & Co.'s Latest Addition to their Plant

Boulet Mfg. Co. of Rochester, N. Y.,
and installed by Mr. F. O. Miller, of
the same city, who is also putting in
the Triumph parer. The operating
will be in charge of Mr. A. Mahoney,
also of Rochester. The capacity of
this evaporating plant is 500 bushels
of apples per day from the first of
October until the close of the apple
season. The heat is furnished in this
building by hard coal furnaces and
the power by gasoline engines. The
machinery in charge of the carpenter
work is the property of Mr. W. J.
Whitman, of Lawrencetown, both of
whom have given their employers an
excellent job.

M. W. Graves & Co.'s Latest Addition to their Plant

A GLANCE AT THE MAIN WORKS
The main works consists of practi-
cally four large buildings with basements,
steam boiler and engine rooms,