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LIVINGSTONE
Printer & Solicitor.ROWE BUILDING,
APOLIS ROYALLivingstone, on appointment,
clients in Bridgetown.

S. MILLER

Printer and Solicitor.

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BRIDGETOWN, N. S.
Telephone 15.

on Real Estate Securities

HANN C. MORSE
B.A., LL.B.Solicitor and Notary Public
in Real Estate—First-class
Real Estate.

FRANCE AGENT

BRIDGETOWN, N. S.

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The at Middleton—open
everyday from 2.45 p.m.
to 4.00 p.m., and every Thursday
from 10.30 a.m. to 1.00 p.m.

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REPAIRED AND REPAIRED

Workmanship guaranteed.

W. C. PARKER,
Bridgetown, N. S.

E. REED

Director and Embalmer.

in Cases, etc. All
receive prompt attention.
Free advice to all parties.
Office and show-rooms
in Grey building in rear of
Warehouses. Telephone

C. B. SIMS

Medicine and Surgery

Testing a Specialty.

Agricultural College.

Toronto.

Nova Scotia Veterinary
Association.

MADRID, N. S.

and day—23-21

LTER TOSH

Printer and Upholsterer,

and Paper Hanging

Work and General Repairs.

op, Granville Ferry

A REID WAREY

R.F.P.S. (Glasgow)

TAL SURGEON.

Attention given to the treat-

men and Pyrexia.

HOURS—10 a.m. to 1

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House Block, Granville St

BRIDGETOWN, N. S.

No. 107.

FILE TREES

INTRODUCTION OFFER

Articles of proven worth at

\$50 per 100.

TIPPIN—Similar to Mo-

at less subject to spot

table.

The great money

the Century.

of Ducloux and Stark

bottles of other standard

available at \$65 per 100.

So 1 Ontario

ected. 25% deposit or

cash required.

NURSERY COMPANY,

Bridgetown, N. S.

the size of a one-gallon

grown in the state of

by Fred L. Post, and

at three pounds and a

MANUFACTURERS REGARD
IMMIGRATION AS LIVE ISSUE

In a questionnaire recently submitted to a considerable number of members of the Canadian Manufacturers' Association, engaged in different lines of industry, comments were invited on the outlook for manufacturing industry in Canada in 1923. It is significant that, among the replies, so many manufacturers emphasized the need for more immigration. The immigration question is a live one among the manufacturers of Canada and much thought is being given to the subject. It is the expressed belief of these members of the C. M. A. that, through the securing of desirable immigration, many of the difficulties now being encountered by Canada will be removed; the burdens of the Government lightened and the deficits of the national railways wiped out.

THE AGE OF ADVERTISING

This is the age of advertising. He who bloweth not his own horn, the same it shall not be blown. It pays, too.

You have often wondered what some of those big ads cost in the magazines. Here's a secret. It costs exactly \$15,000 for a full-page ad. in colors on the back page of the Ladies' Home Journal. No, not for a year; for one issue.

You think it madness to pay that amount of money. People used to think so. Fifty years ago there wasn't a hard-headed business man who wouldn't have fallen off his chair if he had been asked to pay \$15,000 for one advertisement. Yet men compete now to secure in advance the right for positions at these high prices.

Business men have learned that it pays to spend money in advertising because that, in the long run, is the most effective and least expensive way to sell goods.

A Maritime Minister
of Railways

It is more than like that the death of the late Hon. W. C. Kennedy, which leaves the portfolio of Railways and Canals vacant, will cause a shuffle in the cabinet. The position may not be permanently filled until the session now pending is over. And probably there will be several changes. It will not be surprising to see Hon. W. S. Fielding retire. The Solicitor General may be shelved. The Secretary of State may also take a position where he will no longer be worried by the cares of political life.

In any event it is opportune for the Maritime Provinces to be vocal. They should file their application for the office of Minister of Railways. Without the slightest disrespect to Hon. W. S. Fielding, Finance Minister, these Provinces can claim with good reason that they should be given one of the important constructive departments of administration. The offices of Secretary of State and Solicitor General amount to nothing. They are very little above head clerkships. Finance is, of course, very important; but it is no secret that in the not far distant future Mr. Fielding will retire; and his position will probably go to a Montreal member, who is being groomed to fill it.

There is therefore strong reason why the Maritime Provinces should at once make themselves heard in this regard. And the man among the Liberal members who is likely to be the most powerful representative of Maritime interests and rights should be backed for the place when the pending shuffle be made.

There need be no doubt in any person's mind in regard to the stand which The Herald takes on this vital subject. It stands four-square for Maritime railway rights as they have been again and again explained and discussed in its columns. And it repeats its notice to all concerned that in federal and provincial elections it will only support men who honestly and aggressively fight for those rights. In this matter it knows no party and will be tied to no party. It will uphold the rights of the Maritime people, with all its strength. It will at the same time, demand of others the same quality of conscientious discharge of public duty in regard to this great question in which the three provinces are vitally interested.

Looking over the names of Liberal Maritime members, The Herald is convinced that the man for the position of Minister of Railways is E. M. MacDonald, of Pictou. We accept him on his own warranty of faithfulness in regard to Maritime rights. We are prepared to support him for the position if he plays his part as fairly, and forcibly as he promises. In this regard he appears to stand above his fellows. He has acknowledged capacity. He is forceful when he desires to be such. He is the Liberal for the place. And it will be a testing time for him. His Liberal colleagues from the three provinces should unite in demanding that he be made Minister of Railways.—Halifax Herald.

DAY AND MARTIN DECEASED!

Because of its failure to continue advertising the famous shoe polish firm of Day and Martin, which won a place for itself in literature, is selling out—London Cable.

"The glorious Day of Morocco is dead, And Day and Martin are reigning instead."

Thus Tom Hood countered lightly. But reigning now's a dry pursuit And Day and Martin get the boot That long they polished brightly!

Time was when at that Borough Inn Yclept and White Hart, where the din And dust did erst commingle, Sam Weller shined the underprogs With Day and Martin, e'en the tops Of Mr. Alfred Jingle!

Time was when George the Fourth was King And Wellingtons were quite the thing— They took a lot of blacking.

Long since they met their Waterloo! The world, his wife—and flappers too— Wear shoes with uppers lacking.

Time was when you had to say Was "blackening," and "twas plain as day"

At least as Day and Martin— Just what it was you wished to get To darken kid or leatherette— One only had to start in.

Ehen fancies—what a blight! Think! Day and Martin! Day turned night! And, what is more surprising, The reason for their black distress No Dickens, Hood or Harte could guess.

Mere lack of advertising! MAURICE MORRIS.

Railway News

St. Thomas, Ontario.—Work has been commenced on the construction of an extension to the present C.P.R. yards east of the city, in the form of an 800-foot repair track at an expenditure of approximately \$15,000. The grading work which is being done by Irwin and Son of this city, was started recently. The extension is necessary to cope with the increased business and also to facilitate the repairing of cars. It is also understood that the addition of the new tracks will result in several more employees being added to the C.P.R. repair gang.

A small track about 80 feet long will also be erected alongside the new tracks to be used in case of an emergency. The new track will be at least forty cars. Four teams and about twenty men are engaged in rushing this work to completion.

Belfast, Ireland.—On the first time on record a Canadian-bound steamer sailed from Belfast Lough conveying mails direct from the Northern capital. The vessel was the Canadian Pacific Railway Company's S.S. "Metagama," which, incidentally, was built in Belfast. The vessel, anchored off Killybeg and 23 bags of mail, together with some 100 emigrants from Ulster, were conveyed to it by the Harbor Commissioners' tug "Blagrove."

Hitherto it had been the practice to send the mails to Liverpool and other ports, from which they were then forwarded by the Post Office in London, the present system was introduced.

One of the passengers was a five-year-old child from Dublin, whose parents are in Canada. The little one was in charge of a nation who handed it over to the mother of the "Metagama."

A Belfast "Telegraph" representative was shown over the "Metagama," and saw something of the excellent arrangements made for the comfort of passengers.

London, England.—Major A. Ewan Moore, London Manager of the Canadian Pacific Railway, has been named to the position of Director of the Canadian Pacific Railway, succeeding Mr. J. H. McCreary.

Ottawa.—The decennial census of June, 1921, cost \$1,664,088.04. This is shown by figures in the Auditor-General's report for the fiscal year ending March 31st, 1922, tabled in the House by the Minister of Finance.

CLUSTER
BAISNS
to clear at
30c. a lb.
Mrs. E. B. CHUTE'S
Bridgetown

LAST DOMINION CENSUS COST \$1,664,088.04

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Nova Scotia Know
Yourself

Our brilliant Nova Scotia writer Robert Norwood says:

After all the books have been written—and there will come a day when mankind will have outlived and surpassed the written word—the sum total of literature will possibly be found in a single sentence: The Kingdom of Heaven is Within You.

Only as we turn to the study of ourselves can that Kingdom be found. Nova Scotia, where is your Kingdom? What have you done with your power?

The answer to that question is in the ultimate wisdom of a sentence: "Know Thyself." Because Nova Scotia will not look within for itself.

I am sure that this is the reason why Nova Scotia is a land of lost opportunities; why these places, whose names are strung for heads on the rosary of my thought, haunt me as I pass through them with their mute tragedy of unfulfilled promise; and because I am sure that this is true.

"The people of Nova Scotia seem to be always looking outside of their own province and towns for talent to fill the big chairs, and they are blind to recognize and see merit amongst those who are the natives and sojourn in their own province."

You still hold along your coasts and by your rivers and among your hills, my Nova Scotia. "Mute inglorious" Howes and Thompsons. You are still a "land of genius, but you will not look within."

"You turn your eyes away from your opportunities; and your opportunities are not in your pocket, your cod, your lumber, your minerals, your orchards and harvest fields, but in your men and women."

Mr. Norwood may as well go still further and say "Know thyself ye small towns for the greatness lies within thee." Give the ambitious home talent a fair chance before engaging outside help. Truly "A prophet is not without honor save in his own country."

CANADIANS TEACHERS
WILL TOUR ENGLAND

Preliminary announcement has been made of the annual visit to the British Isles and Europe during the course of the coming summer of Canadian teachers. The tour is conducted by the Overseas Education League, under the auspices of the Government of the Dominion of Canada, the Government of Newfoundland and the Government of New Zealand and the Departments of Education of Manitoba, Alberta, Saskatchewan, Ontario, British Columbia, Nova Scotia and Prince Edward Island in Canada and the Departments of Education of Cape Colony, Natal, New South Wales, Victoria, Western Australia, Queensland and Southern Australia and the Colony and Protectorate of Sierra Leone.

The programme issued calls for a departure from Canada via the Canadian Pacific on the morning of Tuesday, July 3rd, at 10 o'clock, while the return is scheduled to also be made by a Canadian Pacific vessel, the Metagama, sailing from Glasgow on August 18th, being the boat picked.

This tour is only available for bona fide members of the teaching profession, (including the clergy), and exceptions can only be made in special cases. The application of a strictly limited number of nurses and medical men will also be entertained, but this number will not exceed ten.

OUR CITIES

The following are the populations of the thirty-three largest cities in Canada:—

Montreal, Ont.	607,063
Toronto, Ont.	519,290
Winnipeg, Man.	178,364
Vancouver, B.C.	116,700
Hamilton, Ont.	113,894
Ottawa, Ont.	107,137
Quebec, Que.	94,058
Calgary, Alta.	63,117
London, Ont.	60,685
Edmonton, Alta.	58,627
Halifax, N. S.	57,674
St. John, N. B.	46,504
Victoria, B. C.	38,775
Windsor, Ont.	38,541
Regina, Sask.	34,432
Brantford, Ont.	29,395
Saskatoon, Sask.	25,742
Hull, Que.	23,867
Kingston, Ont.	23,096
Sydney, N. S.	22,527
Three Rivers, Que.	22,097
Kitchener, Ont.	21,605
Sault Ste. Marie, Ont.	21,223
Peterborough, Ont.	20,930
St. Catharines, Ont.	19,664
Moose Jaw, Sask.	19,184
Guelph, Ont.	18,019
Port Arthur, Ont.	16,134
Port William, Ont.	20,521
Stratford, Ont.	16,064
St. Thomas, Ont.	15,924
Brandon, Man.	15,259

Box of Spring Flowers \$1.00
Bunch of Violets \$1.00
Old Fashioned Bouquets in Paper Holders \$3.00
E. C. SHAND
Windsor, N. S.

UNIVERSITY EXTENSION

Want Promotion?
More Pay? Select
your Course--Sign
and send the coupon

75 Courses—Cost \$3 to \$20 each.
NOVA SCOTIA TECHNICAL COLLEGE,
Correspondence Division, Halifax.

Please send me booklet for Courses opposite which I have marked "X":—

- | | | |
|-----------------|--------------------------|--------------|
| —Advertising | —Business Arithmetic | —Dressmaking |
| —Salesmanship | —Business Correspondence | —Millinery |
| —Algebra | —Show Card Writing | —Cookery |
| —Geometry | —English Composition | —Estimating |
| —French | —Applied Mathematics | —Electricity |
| —Latin | —Steam Engineering | —Telephony |
| —Arch. Drawing | —Gasoline Automobiles | —Plumbing |
| —Mech. Drafting | —Book-keeping | —Surveying |

NAME

ADDRESS

Special Cash Sale

To Clear Out the Balance of Our Stock of
HORSE BLANKETS, ROBES, LEATH-
R GLOVES and MITTS. We are
Offering Same at a

SPECIAL DISCOUNT of 25 %

Buy Early as Stock is Limited

MAGEE & CHARLTON
HARDWARE

..MOLASSES..

We have secured a limited quantity of

Extra Heavy Fancy Barbadoes Molasses

Something Real Nice. Try it and be convinced.

\$1.00 GAL.

We also have the ordinary good Molasses at 80c. Gal.

A. J. BURNS

PHONE 37 PROMPT DELIVERY

Slaughter Sale

BOOTS AND RUBBERS

MEN'S HEAVY WORK BOOTS \$3.75

RUBBERS 40c. to 75c.

TWENTY PER CENT. DISCOUNT OFF CHINA AND DISHES OF ALL KINDS

SPECIAL PRICES ON SOAP AND SOAP POWDER

FOURTEEN Cakes Soap for \$1.00

SOAP POWDER 4 for 25c.

PRUNES 2 lbs. for 25c. RAISINS 15c.

5% DISCOUNT ON ALL GROCERIES.

Dargie & Longmire

SPECIAL CASH SALE

Floor Oil Cloth

One yard wide per running yard .50c.

Two yards wide - - - \$ 1.00

—ALSO—

Rifles and Revolvers

.30-30 Marlin Safety, High Power \$35.00

.32 Spl. Winchester Carbine \$35.00

.45 Colt Automatic Revolver \$35.00

These prices are lower than present wholesale

KARL FREEMAN

BRIDGETOWN, N. S.

HEAVY AND SHELF HARDWARE

We Price Our
Shoes Low

WE are featuring several lines of
Oxford and Strap models; in
Patent, Black and Brown Calf
and Kid, also combinations.

A complete line of the famous Flexile
Process "GRACIA" Shoe.

Shoes for every Man, Woman and Child

Lloyd's Shoe Store

SHOE DISTRIBUTING CENTRE

BETTER
PREPARED

than ever to serve you in the line of Building
Material the coming season. In our new Ware-
house on Church St. we will carry a full line of
everything used in the construction of buildings,
including:

CEMENT—LIME—SHINGLES—LUMBER—LATHS
DOORS—SASHES—ROOFING—NAILS—MOULDINGS
GUTTERS—FLOORING—SHEATHING, AND ALL KINDS
OF BUILDING FINISH.

Our Stock will be Large & Prices Right

J. H. HICKS & SONS

Queen St. BRIDGETOWN, N. S.

GIRLS ASKED TO USE LESS
"MAKE-UP"

New York.—Women clerks employ-
ed in one of New York's largest re-
tail stores have been asked by the
manager of the concern to use less
"make-up" during business hours.

In explaining his views on the ques-
tion of cosmetics the manager in ques-
tion says:
"The amount of make-up used by
young women workers is starting. I
am not referring to powder or face