

The Victoria-Inverness Bulletin

An Amalgamation of and Successor to the following Local Weekly Newspapers

THE VICTORIA NEWS, of Baddeck
THE JOURNAL-BULLETIN, of Port Hawkesbury

THE GREETINGS, of Port Hood
THE NEWS, of Inverness

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CABOT TRAIL TRULY DELIGHTFUL TRIP

FORD V-8 GIVES CREDITABLE PERFORMANCE OVER 600 MILE TRIP

The historic Cabot Trail, wonder tourist attraction of the Island of Cape Breton, famed for its panoramic views, winding rivers, deep ravines and inhabitants replete with historical information, was the route followed by a party of local people intent upon seeing Nova Scotia first, and remaining to marvel at its unspoiled beauty. Winding over virgin territory, unharmed by the onslaughts of man lies the Cabot Trail, a thing of beauty in itself. Cape Breton and the Province generally have derived a benefit difficult to estimate, in the farsightedness of those responsible for the building of this connecting link between two localities whose fame is far reaching as an attraction for beauty and pleasure seekers this continent over.

Blasted from solid rock, the connecting link of the trail from Pleasant Bay on the West coast to Cape North on the East coast was completed two years ago, opening up this scenic route for the tourist, making it possible to make a complete circuit from Baddeck to Baddeck in less than nine hours. The famous drive up the coast from the Margaree to Pleasant Bay would hardly be complete without the scenic drive over the new road to Cape North. The new constructed highway is faultless from an engineering point of view. The width of this road is sufficiently wide enough for heavy motor traffic and the surface is made up of a strong bottom although not possessing the surface qualities that make a fine highway. The protecting ledges on the ravine side of the road provide a sense of security to the driver and passengers as they went their way downward from the height.

The trip, originating at Truro, took a total of 34 hours from start to finish. In that time 598 miles were covered in a driving time of less than 18 hours. The automobile used was a 1934 Ford V-8 De Luxe Sedan, of the stock of Christie Motors Ltd., local dealers.

Highway conditions in the Island of Cape Breton are all that the motorist could ask for in clean safe roads. The trunk roads traversed on the trip were entirely satisfactory and the condition of the secondary roads was surprisingly good. With the exception of heavy dust clouds, the scenic value of the trip was unharmed by any physical or mechanical defects. So far as good roads are concerned the Cabot Trail road is far from being compared with our main trunk highways. But, taking all into consideration, road conditions on the trail are highly commendable. It is regrettable that the bridge repairs near Cheticamp have not as yet been effected, as the unsightly detour there is detrimental to the pleasures in store on the trip ahead.

As a scenic country the Island of Cape Breton is unsurpassed. From the little hamlet nestled among the hills to the towering firs and hardwoods on the slopes above, an air of contentment, second only to that of Mother Scotland, prevails. From the peaceful farmlands and intervals to the quaint little fishing villages, the inhabitants appear to go about their daily tasks, little affected by the doings of the outside world.

From a scenic standpoint, the famous Margaree Valley, the view of the Gulf of St. Lawrence from the vicinity of McKenzie Mountain and the panoramic view from Cape Smokey were the outstanding features of the trip. To the inexperienced driver the long climb to the top of McKenzie Mountain and Smokey present many difficulties in the form of sharp turns and steep grades. There seems to be an indescribable thrill to the motorist, who once he has reached the highest point in his ascent, to look downwards in the vicinity of 2200 feet and see the commencement point of his climb.

Some exceptionally interesting incidents were noted on the trip, among which was the observing of children, equipped with their books, on their way to school. This unusual occurrence took place near Cap Rouge, where, due to the unusual conditions of the winter season, it is necessary for

the children to attend school in the open months of the year. Under this arrangement the children abandon the usual trip to the seashore etc., so common to local children, in the summer months, to a pleasant three months, many days of which are spent in the house with the winter blasts howling without. Truly a decided variance from the customary vacation spent in our part of this country.

According to all information available from the inhabitants, the name Cabot Trail does not originate from the source, that of John Cabot, who is supposed to have touched Nova Scotia on his explorations but from a man of the same name Cabot, who some 100 years ago blazed a trail from Cheticamp to Pleasant Bay and from there to Cape North and Baddeck. Cabot made this trip alone and on foot, and the only known inhabitants of that district at the time were the Indians. Cabot was described as an adventurous person, not unlike the usual type of tourists who make the trip over the trail in search of adventure. On some days visitors to that trail have numbered in the vicinity of one hundred persons with an average of eight to ten cars passing daily. Gasoline, brought by boat to Pleasant Bay and transferred in 25 gallon kegs is sold there for the same price as anywhere else in the province.

The hospitality of the Cape Breton persons operating meal and sleeping accommodations is excellent. No doubt one of the finest points observed on the route was the general "make yourself at home" atmosphere that existed between the visitor and the resident.

Much credit is due to the authorities of the fine road reference service maintained. One passing through strange and unfamiliar country is blessed when able to rely accurately on road directions as to distance, etc. The wonderful system of the maintenance of road signs at regular intervals stating the designation point and the distance is invaluable to the motorist. The use of such signs as these is more noticeable and more appreciated in such a tour as the Cabot Trail than anywhere else in the province.

The long gradients and descents for which the trail is famous are trying on the driver of any car, and much courage can be invested in his ability to navigate the curves and steep ascents when operating a car in the best mechanical condition. It would be folly for an inexperienced driver to attempt the trail equipped with a car not in the best mechanical condition. Good brakes and an efficient low gear are essential to a safe passage over this route. The grades over the trails are of such height that an ordinary car has to proceed in low gear the greater part of the time. It is impossible for a car to make a complete circuit of the Cabot Trail without going at least into intermediate gear. This is not the opinion of only one person but many who all stated in much the same words that "A circuit of the Cabot Trail in high gear is impossible."

Too much cannot be said of the fine performance of the Ford V8 throughout the entire trip. The velvety action of this truly fine automobile was shown to advantage when called upon to cross the rough detour on the trip and many more equally trying conditions. Our friend Mr. Aucoin, proprietor of the general store at Cheticamp, was quite right in his statement about the trip. On leaving the above mentioned place he was enquired of as to the condition of the road ahead. He spoke in rather dubious tones, due to the fact that the weather was not at all promising in its appearance. However when he came out to bid us off he was heard to remark "You boys should not have much trouble over the trail in that car". Mr. Aucoin was quite right in the opinion of those present as, aside from a large nail picked up near Inverness, the trip was entirely free from mechanical troubles of any kind. In the 600 miles covered no oil was used by the engine; 30 gallons of gas were used from the time of leaving Truro till the return, when the tank was filled to capacity. The following mileages were computed on arrival at Truro: Average mileage for the 600 miles—20 miles per gallon; average mileage over the Trail of 180 miles—15 miles per gallon; average mileage over the trip excluding the Trail—24.4 miles per gallon. During the heavy hauls and descents over the Trail not one drop of water was added to that in the radiator. Ward Murdock, manager of Christie Motors, was heard to remark on the return to Truro, that

History of The Highland Clans

No. XXXVIII.

By John A. Morrison, Canso.

THE BATTLE OF PRESTON

The Highlanders immediately halted, and formed in order of battle along the brow of the hill. The courage of the royal army was greatly damped by the timid, irresolute conduct of their general, in remaining on the defensive, while his opponents manifested such eagerness for battle. General Cope's army amounted to 2100 men, and was rather inferior in numbers to that of Prince Charles. On the 21st, the Highlanders were drawn up in two lines; the MacDonalds, under the Duke of Perth, formed the right wing, in accordance with established custom for upwards of seven centuries; the Duke of Perth's regiment and the Macgregors occupied the centre; while the left wing, commanded by Lord George, was composed of the Camerons under Lochiel, and the Stewarts of Appin, led by Stewart of Ardshiel. The second line consisted of the Athole men, the Robertsons of Struan, and the MacLauchlans, under Lord Nairn. Each chief fought in the centre of his clan, and surrounded by his principal relations and officers. Their inferior and worse-armed followers closed the rear; some of them had no other weapon than the blade of a scythe fastened to a long pole. When all arrangements had been completed, Charles addressed his men in these words:—"Follow me, gentlemen, and by the blessing of God, I will this day make you a free and happy people."

The morn had now fully dawned, and the beams of the rising sun were beginning to illuminate the waters of the estuary on their right; but the mist was still rolling in huge masses over the morass on the left, and the cornfields in front, for a time hiding the armies from each other. When the Highlanders charged, the left wing, composed of the Camerons and Stewarts, had the start of the other divisions; and with a tremendous yell the Camerons threw themselves, with irresistible impetuosity, upon the glittering ranks of their enemies. The artillerymen of the enemy fled, the dragoons were seized with panic, rode over the artillery guard, and galloped from the field; the royal infantry, though their flanks were left uncovered, stood their ground for a brief space, prostrating a number of the best men in the insurgent ranks, but were irretrievably routed, and throwing down their arms fled from the field. The number of royalist slain was estimated at four hundred; while the loss on the side of the Highlanders was four officers and between 30 and 40 men killed, 5 officers and between 70 and 80 privates wounded. Almost all the slain on the royalist side were cut down by the broadsword and scythe. The field of battle presented an appalling spectacle of mutilated bodies. Colonel Gardiner, of the royalist forces, was cut down by a Highlander armed with a scythe, within a few yards of his own mansion. A gallant and pious veteran—a model of a Christian soldier—his death was greatly lamented. The number of prisoners taken amounted to many hundreds, including about seventy officers. The whole baggage, artillery, and military stores of the royal army, together with the military chest, fell into the hands of the victors. The Camerons had entered Edinburgh only a few hours after the battle, playing their pipes and displaying in triumph the colour, they had taken from the dragoons. But the main body of the victorious army delayed their entrance into the capital until next day, when they marched in triumph through the principal streets of the city, displaying the prisoners, the spoil, and the standards they had taken, amid the joyous acclamations of the multitude, while

the pibrochs played the old Jacobite tune, "The King shall enjoy his own again." The battle of Preston, which annihilated the only regular army in the kingdom, made Charles master of the whole of Scotland, with the exception of the castles of Edinburgh and Stirling, and a few small Highland forts.

PRINCE CHARLES INVADES ENGLAND

After spending six weeks in Edinburgh, Charles was determined to march into England against the arguments of his officers. "I see gentlemen he said, "you are determined to stay in Scotland and defend your country, but I am not less resolved to try my fate in England, though I should go alone". Carlisle surrendered at his approach, and he proceeded as far as Derby. In the meantime three English armies, each larger than his own, were preparing to meet him. Being unable to raise any recruits in England, he found it necessary to retreat into Scotland, where he hoped to meet a reinforcement under Lord John Drummond. The Highland army commenced their retrograde movement from Derby December 6th, and on their way north were pursued by the Duke of Cumberland, whom they defeated near Penrith. What could be more hazardous than to rush with such precipitation beyond the middle of England and to the very confines of the English capital? Chambers says:—"the expedition was done in the face of the two armies, each capable of utterly annihilating it (the Jacobite army); and the weather was such as to add a thousand personal miseries to the general evils of the campaign. They had carried the standard of Glenfinnan's hundred and fifty miles into a country full of foes, and now they brought it back unscathed through the accumulated dangers of storm and war."

Whatever may be said of the adventure of Forty-five; of Charles's march into England against the arguments of Donald Cameron, still fondly remembered in the Highlands as "the gentle Lochiel," distinguished for his personal prowess and social virtues; against the arguments of the gallant Lord George Murray, and officers of the Highland army, who had no fallacy of vision as to the "throw of the dice," the venture ranks high among the achievements of military warfare.

THE BATTLE OF FALKIRK.

Finding that Edinburgh was now in possession of the royalist troops, Charles, joined by Lord John Drummond and Lord Strathallan, made his way to Stirling. That town surrendered to him, and he laid siege to the castle. He, however, left several battalions, under the Duke of Perth to push on the siege of the castle; and supposed from information he received that General Hawley would have advanced and offered him battle; but seeing no appearance of him, put his army in motion towards Falkirk, a town finely situated on rising ground, and overlooking an expansive "Carse" (a term applied to low lands and adjoining rivers), through which the river Forth flows, with its beautiful landscape and devious winding body of water. On the evening of January 16th, 1746, Charles ordered the different detachments of his army to concentrate upon Pleamoor, about seven miles from Falkirk, and two miles to the east of Banockburn, where his headquarters were. About mid-day, the following day, Charles again put his army in motion, and when the Highlanders came in sight of the water of Carron, the town of Falkirk, and the enemy's camp, also opened upon their view.

Meanwhile Lord George Murray, who commanded the right wing, proceeded to make the necessary arrangements for battle. When completed, the order of battle of the Highland army was as follows. On the extreme right of the first line, stood the MacDonalds of Keppoch, the MacDonalds of Clanranald, and in succession the regiment of Glengarry, a battalion of Farquharsons, the Mackenzies, the MacIntoshes, the Macphersons, under Cluny, the Frasers, under the master of Lovat, the Stewarts of Appin, and the Camerons, who formed the extreme left of this line. The second line, which chiefly consisted of the low country regiments, was composed of the Athole brigade,

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THE LOST IS FOUND

Miss Ettie Eison, Sheet Harbor, Walked the Forest after Wandering Nine Days While Many Search For Her

Sheet Harbor, Aug. 5.—Walking up to where her near relatives, Charles and Neil Perry and George Richards were sitting in the woods near Lindsay lake about four o'clock Sunday afternoon, Miss Ettie Eison, 24, missing for nine days, asked in a matter of fact voice, "Am I on the right road for home?" Practically abandoned on Friday, the search was resumed on a more extensive scale August 5th, more than 100 men being in the forest searching for the lost girl, who, although she showed no signs of fatigue from her trying ordeal at first, later became quite ill.

After finding herself, the girl with a few short rests walked two and a half miles with the young men to the road, from which point she was driven to her home here.

Interviewed following her arrival at her home last evening, the girl gave a graphic description of her nine days wandering in the wilderness. She was, she said, on the point of giving up hope when she heard the sound of voices, and following it came upon the three young men, her two cousins and Richards sitting in the woods.

Miss Eison said that she wandered about aimlessly for days and spent all of one moonlight night travelling through the woods and thickets.

It was on Friday night about dusk that she came to Grand Lake where after washing her face with her handkerchiefs discarded the cloth and also her rubbers which she found to heavy for travelling in the brush and woods. She says she also threw away a pair of leggings she was wearing when she entered the woods but after wards regretted the move very much for her legs were badly scratched and torn by the brush which in many places is very thick. Her hands were also torn by brambles.

Wild berries, mostly blueberries, kept her alive during her nine days' wanderings, while she found plenty of water to assuage her thirst.

When she came upon her rescuers she did not realize the seriousness of her condition, and, following her arrival home, was taken ill but the doctor does not think that it will prove serious.

RADIO CONNECTIONS RESTORED WITH BYRD

(Canadian Press Telegram)

Little America, Antarctica, Aug. 4.—(Delay)—Radio communication has been restored with Admiral Richard E. Byrd at Bolling. Advance weather base, 123 miles by trail south of here for the first time since July 27, H. reported his receiver was not functioning but gave no indication that otherwise all was not well. Today another tractor expedition set forth in a second attempt to reach Admiral Byrd's advance base on the Ross ice barrier where he is keeping a lone vigil. The first was forced to turn back in a storm reporting the flag marked trail had been largely obliterated.

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he was entirely satisfied with the wonderful results achieved and attributed it to the fine workmanship and engineering which is built into the Ford V8.

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THE VICTORIA NEWS

BADDECK

On Saturday afternoon what narrowly escaped being a serious car accident occurred on Bay Road, near Baddeck. Two Sydney youths drove past another car and found two lady pedestrians directly in their path. In jamming the brakes the car overturned the ditch. The youths were badly shaken up but otherwise uninjured. The car was badly damaged.

A motor party consisting of Mrs. J. N. Nicholson and her two sons Ray and Gordon and Mrs. Norman MacIver, were visiting relatives in Sydney and vicinity for a day last week.

Miss Arabella MacRae, R.N. of Roslindale, Mass. is spending her vacation in Cape Breton. At present she is the guest of Mr. and Mrs. J. P. MacKenzie, Plaister Mines, and later will visit her uncle Alexander and Mrs. MacRae at Little Bras d'Or.

Douglas Hicks of Sydney is spending his vacation at Baddeck, guest of Mr. and Mrs. James MacKinnon.

Miss Greta V. Taylor, R. N. of the General Hospital staff, Glace Bay is spending the month of August with her mother, Mrs. Henry Taylor at their cottage on Bay Road.

Mr. and Mrs. Malcolm Cameron of Boston spent some days here last week visiting Mrs. Cameron's father, John C. MacKay, and her sister Mrs. Angus MacLeod. Enroute to their home they visited Mr. Cameron's relatives at Antigonish.

Miss Jean MacLeod of South Gut visited friends in town on Saturday.

The Misses Jessie and Jean Campbell, Bay Road left recently for Ottawa, where they will spend the summer visiting their sisters.

Mr. and Mrs. Robert Bethune of New Glasgow arrived on Friday to spend their vacation at the guests of Mrs. Bethune's mother, Mrs. E. G. MacAskill at "Kelmuir."

Miss Blanche Anderson R.N. who spent her vacation at Poplar Grove Farm, Baddeck Forks with her mother, left last week to resume her duties on the staff of the Civic Hospital, Ottawa.

Mrs. John Archibald and sons of Sydney were the week-end guests of her mother, Mrs. Robert Watson, Shore Road.

On Wednesday evening of last week Mrs. J.A.D. McCurdy gave an address on the Oxford Group Movement to an attentive audience in Greenwood United Church Hall.

THEY LIKE IT IN THE STATES

Although the firm of J. E. Morse & Company have not entered much to trade outside the Maritime Provinces, there are many people in central parts of Canada and in the United States who write to Halifax from time to time to get a supply of MORSE'S SELECTED ORANGE PEKOE TEA, usually the parties so writing are people who have visited the Maritimes and having carried back with them a recollection of the bouquet and winy flavour of MORSE'S SELECTED ORANGE PEKOE, have not been content until they could get some of it for their use at home. It does not need to be said that it is quite a tribute to the quality of MORSE'S TEAS that such enquiries should be received. MORSE'S SELECTED ORANGE PEKOE is Canada's Tea de Luxe and at 70 cents per pound is a special bargain. Some blends claimed to be of corresponding quality are sold as high as 75 and 80 cents. In fact, at 70 cents a pound MORSE'S SELECTED ORANGE PEKOE is economical in view of the high prices of the run of package teas.

BADDECK

Dr. Clarence M. Bethune of the Victoria General Hospital staff, Halifax, is spending his vacation in Baddeck guest of his mother Mrs. J. L. Bethune.

Rev. and Mrs. J. G. Stokes and family of Parrboro, Nova Scotia, formerly of Dartmouth, arrived at their summer cottage at Baddeck last week to spend the summer vacation. Last year their vacation was spent in England where they were the guests of Mr. Stokes parents.

Miss Rachael MacDermid R. N. of the Bellevue Hospital staff, Pittsburg, Pa. who spent a brief vacation at her old home here last week to resume her duties.

Miss Isabel MacRae of Whitney Pier, who is spending the summer at

Big Baddeck, guest of Mr. and Mrs. Harry Fownes, spent the past week-end in Baddeck guest of Miss Mary MacPherson.

Miss Frances MacLean of North Sydney who spent the past week in town as the guest of her aunt Mrs. G. W. MacKeen at "Ardlaw" has returned to her home.

Today Baddeck was honored by a visit from Rt. Hon. J. Ramsay MacDonald, Premier of Great Britain, and his daughter Ishbell. The party also included Senator J. S. MacLennan, his daughter Miss Katharine of Sydney and Mr. George Graham of the Canadian Pacific Railway. Mr. MacDonald and his friends were entertained at luncheon by Mr. and Mrs. F. W. Baldwin, after which they visited the tomb of the late Alexander Graham Bell, inventor of the telephone. During the afternoon they visited the site on the Court House square of the monument now being erected to commemorate the first flight of an airplane in the British Empire and which is to be unveiled on August 6th, the occasion of the National Aviation Day celebration at Baddeck. Mr. MacDonald was much interested and intimated that he realized the importance of the celebration on August 16th of the first flight of an aeroplane in the British Empire, made by Mr. J. A. D. McCurdy in 1909. He regarded it as not only a great National event, but also a great "Empire" event. Mr. MacDonald had seriously considered extending his sojourn here so that the night be present at Baddeck on August 16th, but since his trip from Nova Scotia to Newfoundland was being arranged by the Canadian and Newfoundland governments there might be some difficulty in altering the itinerary. The Premier and Miss MacDonald expressed themselves as much delighted with the scenery of Cape Breton and the peace and restfulness of the countryside. After a stay of three or more hours in Baddeck and Beinn Bhreagh the party left for a trip through the Margarees.

The yacht "Lexia" arrived in port early today completing a trip across the Atlantic Ocean from England. Aboard were Admiral Hallet, Major Rose Richards, Commanders, Windham, and Quinn and Mrs. Metzger. They crossed the Atlantic via the Azores, St. John's and St. George's Newfoundland, having spent some time fishing at the latter place, and are on their way to Newport, Rhode Island. It was a pleasant coincidence that these friends of Premier Ramsay MacDonald should be at Baddeck to greet him and help make his visit enjoyable.

Mrs. George MacNeil, formerly of Boulardrie, who spent the past year at Mulgrave, arrived here recently and expects to spend the winter with Mrs. Dan H. Campbell.

Miss Ann MacLean of MacKay's Point was the guest of Miss Janie Campbell over Monday night and on Tuesday left for Sydney where she will spend a few days.

Miss Isabel MacQuarrie of Port Hastings is visiting her friend Miss Ann MacDonald at Middle River. Many friends will be interested to know that Rev. D. A. and Mrs. MacMillan of Louisburg left on Monday evening of last week on the S. S. Strathcona for Montreal. They will be the guests of Mrs. MacMillan's sister Mrs. Edward Beaton and Mr. Beaton at Lachute, Quebec, enroute to Williamsburg, Ont. where it is hoped that Mr. MacMillan will benefit under Dr. Locke's treatment.

A motor party from town consisting of John H. Dennison, John Alex, and Miss Leonora Nicholson and Miss Mary MacPherson went around the Island over the Cabot Trail on Sunday.

PRIZE WINNER IN MERCHANDISING CONTEST

To Malcolm McLean, MacAulay's Post Office, Big Baddeck, C. B., goes the Prize in the Merchandise Contest in the Merchandise Contest in The Bulletin this week. We congratulate Mr. MacLean and are mailing him under other cover his order on one of the Baddeck Advertisers for the amount of \$2.00 covering his Prize. This is a competition in which every reader of the Bulletin may share. It is very interesting to those who participate and the prize of \$2.00 lends impetus.

OBITUARY

MRS. THOMAS ROBERTS

Baddeck, Aug. 4—The death of Mrs. Thomas Roberts occurred in her home at Hunter's Mountain on Monday, July 30, at the advanced age of ninety years. The deceased was formerly a Miss Smith of Northern Victoria.

Having no family of her own she adopted three daughters, who, besides her husband survive to mourn their loss. They are: Mrs. A. K. MacKay, Whitney Pier; Mrs. Annie MacLean, Marble Mountain; and Miss Carrie Roberts at home.

The funeral service at the home on Tuesday was conducted by Mr. Charles Foote, student Missionary in Middle River Presbyterian Church, and was attended by a large number of friends from far and near. Mr. and Mrs. A. K. MacKay of Whitney Pier and others from Sydney were present. Interment was in Middle River cemetery.

MRS. ANGUS D. MACDONALD

Baddeck, Aug. 4—There passed away on Tuesday, July 31st, in her home at Middle River, Mrs. Angus D. MacDonald at the age of sixty-five years. She was a woman of fine Christian character, who will be greatly missed in the home and community, where, until her health failed about two years ago, she was always a cheerful and active worker.

Besides her husband, she is survived by three sons and two daughters, John D. and Alexander MacDonald, Colorado, Archibald at home; Mrs. Annie MacKenzie, Colorado; and Miss Catherine at home. Two sons met tragic deaths some years ago—one being drowned in Halifax Harbour, and the other died of smallpox in China. Mr. and Mrs. MacKenzie, John D. and Alexander MacDonald motored from Colorado, arriving the day before their mother died. Residing in the home is the husband's mother, who is past her one hundred and second birthday.

The funeral on Thursday was one of the largest ever seen at Middle River. The services at the home and graveside were conducted by Rev. W. K. MacKay of Reserve, a former pastor at Middle River, assisted by Rev. James Fraser of Big Bras d'Or, Rev. J. A. MacLellan and Mr. Charles Foote. The remains were laid to rest in the family lot in Middle River cemetery.

NEW FERRY CHRISTENED "ANGUS L."

For more than a century the family of Thomas J. Ross has acted as the custodian of the little ferry at Little Narrows, that charming spot near the county line of Victoria and Inverness, where the Little Bras d'Or shores come nearest to touching. First it was his grandfather, then his father, and for the past thirty-eight years Thomas J. Ross has been the courteous public servant answering calls at all hours and in all weathers. A new ferry has been in operation for the last week and has proven to be eminently satisfactory, and is regarded as another step forward in Cape Breton highway improvement. The ferry has been christened the "Angus L." after Premier Angus L. MacDonald. There has always been a ferry at Little Narrows. To cross the lake in earlier days it was necessary to unharness the horse and wagon, while the wagon was being transported to the other shore, the horse swam across the channel unassisted. Later a stage or raft was provided, which was succeeded by a hand propelled cable scow and finally climaxed by the motor driven one.

Among the visitors who crossed the Narrows on the new boat this week were: Malcolm MacIvor, Smith MacIvor, Glace Bay; J. W. Maddin, Sydney; Major A. R. Minard, Boston; Mrs. Jessie Kerr, Boston; Mrs. Robert McArel, Port Marien; Sally Carmichael, Mrs. Colena Carmichael, Boston; and Miss Florence Morrison, New York.

Miss Juanita Fownes T. N. of Lowell, Mass. is spending her vacation with her parents, Mr. and Mrs. Frank Fownes at Big Baddeck.

Mrs. Hannah MacDougall of Whybecomeagh, accompanied by her son, W. D. and Mrs. MacDougall of Edmonton, Alberta, were motor visitors in Baddeck on Friday.

Miss Marjorie MacLean of Moncton is visiting friends in Baddeck, guest of Mr. and Mrs. James Fraser, Hotel Baddeck. Miss MacLean was a former resident here and is being welcomed by her many friends.

W. A. Found, Deputy Minister of Fisheries, Ottawa, and Fisheries Inspector J. M. O'Toole are motoring over Cape Breton Island this week. Work started on Friday on the erection of the monument on the Court House Square to commemorate

the first flight of an aeroplane or heavier than air machine in the British Empire made by Mr. J. A. McCurdy of Baddeck on February 23-1909. This monument will be unveiled by the Lieut. Governor of the Province on National Aviation Day, August 16th at Baddeck. The structure will rest on a concrete base 10 feet by 8 feet and will be 12 feet high. The column will be about 5 1-2 feet by 3 feet at the bottom and 4 feet by 2 feet at the top. A suitable plaque in bronze will be attached to the monument bearing an inscription telling of the flight.

Mr. W. A. Found, Deputy Minister of Fisheries, Ottawa, was in town on Friday and informed the Board of Trade that his department was sending a fishery cruiser from its fleet for August 15th and 16th at Baddeck as a compliment to the occasion. The cruiser will be suitably decorated, the Board was informed.

IONA PICNIC

Arrangements for the grand picnic to be held on Labor Day, September third, in aid of Iona High School, have been completed. The affair is being sponsored by the trustees of the various school sections in the district. These men are fully aware of the fact that the Iona High School, which has an enviable reputation in the educational field, is an indispensable asset to the community and, for that reason, they are doing their utmost to make the picnic a success.

The general committee in charge are: John Malcolm MacNeil, Alex F. McNeil, Michael MacInnis, Malcolm MacNeil, Iona; Andrew MacLean, James J. D. MacNeil, Hector MacDonald, James S. MacNeil, Gillis Point; George MacNeil, D. J. MacKenzie; James MacDonald, R. J. MacLean, Ottawa Brook; Stephen M. MacNeil, John G. MacNeil, Dan R. MacNeil, Francis M. MacNeil, Barra Glen; John R. Campbell, Dan H. Gillis, M. D. MacNeil, MacKinnon's Harbour; John A. MacDonald, Peter MacDonald, St. Columba.

Roddie MacMullin of Sydney Mines is spending the next few days in Baddeck guest of his aunts, Mrs. James MacIntyre and Miss Mary Campbell.

Rev. Fr. M. J. MacKinnon, C.C. of Iona was the officiating priest in St. Michael's Church last Sunday. Father MacKinnon returned to Iona that afternoon by way of Washabuck.

The Misses Alfreda and Doris Ryan, who spent the past three weeks visiting friends at Heatherton, Antigonish County, returned on Monday evening. Mrs. R. N. MacNeil (of Sydney) is in town spending a few days with her sister, Miss Sadie MacLean, Chebucto Street.

A largely attended meeting of the residents of Lower Centre and Upper Washabuck was held at Washabuck Centre on Sunday afternoon, Aug. 5th, when plans were completed for the Lachlan MacLean Memorial celebration to be held at Lower Washabuck on Thursday, August 23rd.

The meeting was presided over by Neil P. S. MacLean, of Lower Washabuck, permanent chairman, and Alex D. MacLean, Baddeck, secretary to the various committees. The following ladies were appointed a standing committee to make all arrangements for the entertaining of the visiting clergy and other invited guests, and empowered to add to their numbers: Mrs. Vincent MacLean, Mrs. Neil P. S. MacLean, Mrs. Agnes MacDonald, of Lower Washabuck; Mrs. Neil P. MacLean, Mrs. Roderick J. MacLean, of Washabuck Centre; Mrs. Peter D. MacKenzie and Miss Frances Ann MacNeil of Upper Washabuck.

Neil P. MacLean, Washabuck Centre, and Michael A. MacLean of Lower Washabuck were named as additional members of the managing committee, the last named to make all arrangements regarding the choir and music for the celebration.

It was voted that the thanks of the meeting be extended to Mr. Norman Bethune of Baddeck for courtesies shown them by placing a portion of his radio advertising time at their disposal, at his own expense. The managing committee consists of Neil P. S. MacLean, Lower Washabuck, Chairman, Alex D. MacLean, Baddeck, secretary, Malcolm B. MacLean, Roderick D. MacLean, Quinton MacDonald, Michael A. MacLean, Lower Washabuck, Neil P. MacLean, Washabuck Centre, and John M. MacLean, Baddeck.

Ceremonies will open at ten o'clock that morning with celebration of Solemn Requiem High Mass in the old cemetery, where are interred the mortal remains of Lachlan MacLean and others of the pioneers who emigrated to Cape Breton with him in 1817. It is expected that His Excellency, Bishop Morrison of the Diocese of Antigonish, will be in attendance. The officiating priest will be Rev. Father D. J. Rankin parish priest of Baddeck and Iona, and assisting him will be those of the clergy who are descendants of Lachlan MacLean. The sermon will be one appropriate to the occasion, and

will be delivered in the Gaelic language.

Rev. Father Rankin will also speak during the day, giving special attention to the history of the old settlers, and paying tribute to their memory. In addition to the clergy who will be actively engaged in the ceremonies, several other priests of the diocese have been invited, and have signified their intention of being in attendance.

The old graveyard has been cleared of all trees and shrubbery, and enclosed by a substantial wire fence. The monument erected to the memory of Lachlan MacLean, which will be unveiled that day, stands on a base four feet square, and the pedestal resting on it rises to a height of six feet. The pedestal is three feet square at the base, and tapers on all sides, being two feet square at the top. It is surmounted by a cross. On the front of the monument is a copper crucifix and inscription of copper letters. The inscription covers a space of more than two square feet, and the whole reflects credit on the designer and those who were instrumental in its erection. This cemetery was the first to be consecrated in Washabuck, and the ground was donated by Lachlan MacLean, he being the first to be buried there. At that time there was no Catholic burying ground in what is now known as the town of Baddeck, and the Catholic dead from that town, including Scottish, French and Indians, were given interment there. Lachlan MacLean was born in Barra, Scotland, in 1728, and died at Lower Washabuck in 1842, a quarter of a century after he emigrated to Cape Breton, at the great age of 114 years. It is anticipated that upwards of one thousand persons will be present at Lower Washabuck on that day, and careful arrangements are being made for their comfort and entertainment.

Mr. and Mrs. Munro MacLeod and daughter Iris of Canmor, Alberta, who were the guests of Mr. MacLeod's parents, Mr. and Mrs. John D. MacLeod, South Gut, left on Monday. Mr.

MacLeod is Principal of the Canmore High School and while here was on a motor trip through the Province, accompanied by his family, his brother Dr. D. A. MacLeod and Miss Minnie MacAulay of Baddeck.

Last week a three day Mission was held in St. Michael's Catholic Church by Rev. Fr. George Bradley, S.J., this mission was largely attended and powerful sermons were delivered by Fr. Bradley. The Mission School closed in Baddeck on Wednesday morning and opened at Washabuck Centre Church that afternoon, and continued there until Friday evening. At Baddeck and Washabuck, Father Bradley was assisted by Rev. Fr. D. J. Rankin, parish priest of Iona and Baddeck.

Miss Jessie MacDonald of Lowell, Mass., who is spending the summer at Hotel Baddeck, is visiting at Poplar Grove Farm, Baddeck Forks, this week guest of Mrs. Anderson.

The annual "Milling" and Summer sale of fancy work, home-cooking, etc., was held on Tuesday evening in Masonic Hall under the auspices of Greenwood Ladies Aid Society, and was a splendid success in every way. The ladies taking part were Mrs. Norman MacIver, wool carding; Mrs. D. C. Matheson, spinning; Mrs. Mary S. Buchanan in charge of the table where the blankets were milled. Fancy work table—Mrs. D. J. Smith, Mrs. J. N. Nicholson; Home cooking table—Mrs. Archibald Ferguson, Mrs. J. C. MacIver; Fishpond—Mrs. Norman Bethune, Mrs. R. W. Anderson; Candy—The young girls. Delicious refreshments were served to all present at the close of the evening. The sum of one hundred and twelve dollars was realized.

Miss Marion and Miss Irene MacPhee of Halifax are spending two weeks at Lakelyn Hotel, Baddeck, as the result of their winning a recent contest from the Halifax Herald and Mail.

Dr. and Mrs. Otto Warner and daughter Nancy of Washington, D.C., arrived by motor this week and are the

(Continued on page 5)

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Post Bran Flakes, 2 Pkgs.	27c
Tiger Catsup, Qts.	19c
P. E. I. Boneless Chicken	29c
Laval Artificial Extract, Lemon and Vanilla 2 for	19c
Lobster, 6 oz., 1 tin	35c
Bulk Sultana Raisins, 2 lbs.	25c
Windsor Salt, 4 Pkgs.	19c
Sunflower Salmon, 2 tins	25c
Oxydol, Large Package	23c

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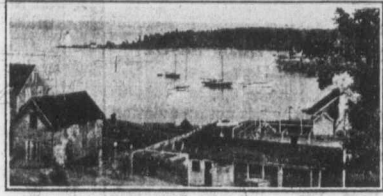
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National Aviation Celebration, Baddeck, August 16



Left, view of Silver Dart the plane in which J. A. D. McCurdy made Empire history when he flew four and



half miles over the ice in Baddeck Bay, February 23, 1903. This view of

the first flight ever made in the British Empire. Right view of Baddeck Bay.



Aerial Experimental Association which fathered the initial flights at Baddeck 25 years ago. From left to right, Glen Curtiss, F. W. Baldwin, Alexander Graham Bell, Lt. Selfridge, J. A. D. McCurdy—men who made history and whose names will ever be cherished in aviation circles.

History Making Event To Be Celebrated At Baddeck First Successful Air Flight In The British Empire Made At Baddeck February 23 1903.

The Baddeck Board of Trade in co-operation with the Cape Breton Flying Club and the Associated Flying Clubs of Canada have completed plans for holding of an Air Memorial Celebration at Baddeck on August 16th. This history making event which took place over twenty five years ago is to be celebrated in a big way and will attract people in large numbers as it is not only of particular interest to the citizens of Nova Scotia but to those of all Canada and the British Empire, celebrating as it does the first successful flight of an air plane in the British Empire. It was on February 23, 1903 that J. A. Douglas McCurdy in the "Silver Dart" flew the distance of one-half mile over the ice at Baddeck.

The feat was the sequel to a number of experiments which had been carried on for some months by the Aerial Experiment Association, composed of Dr. Alexander Graham Bell, inventor of the telephone, Lieut. Thomas Selfridge, Glen H. Curtiss, F. W. Baldwin and J. A. D. McCurdy.

Not only was McCurdy's flight the first in Canada, but it was the first in a Canadian plane, made from his own plans. The Baddeck town council presented to Dr. Bell as head of the Aerial Experiment Association, and to Douglas McCurdy, as the "bold Aviator," engraved testimonials.

Dr. Bell's reply to which is interesting in view of the subsequent development of aviation: "It is very gratifying to me, and to all those associated with me, that the citizens of Baddeck should have recognized the historical importance of the flight. This may seem to be only a small matter at this time, but when flying machines have become common and aerial locomotion, a well recognized mode of transit, the origin of the art in Canada will become a matter of great historical interest, and people will look back to the flight made on February 23rd, 1903 as the first flight of a flying machine in the Dominion of Canada. It is gratifying to me, as to the citizens of your little town, that the name of Baddeck will be indelibly connected with that event.

In the second trial at Baddeck, McCurdy flew a distance of four and one-half miles making a circle of the bay, and a few days later made the "Silver Dart" complete a figure eight, the first man in the world to do so.

Two only survive who were the members of the Aerial Experiment Association in Baddeck in 1903.

Dr. Alexander Graham Bell passed away in his summer home at Beinn Bhreagh some years ago. Lieut. Selfridge was killed in a crash at Washington D. C. and Glen H. Curtiss died from an operation a few years ago.

Mr. George M. Ross Secretary of the Associated Flying Clubs of Canada came to Baddeck some few weeks ago where he met the Baddeck Board of Trade and members of the Cape Breton Flying Club. In discussing plans for the holding of this celebration Mr. Ross said he was very much pleased to come to Baddeck the birthplace of flying in the British Empire. It was at New Glasgow, N. S. about the middle of last May that it was decided to hold the Maritime Good Will Tour of Air Ships ending with Baddeck as its climax on August 16th, 1934. This celebration will mark a very historic event not only in the British Empire but in the whole world.

Immediately after the New Glasgow meeting, he went before the Historic Sites and Monument Board at Ottawa, where the whole situation was discussed in connection with the Baddeck Board of Trade application for the erection of a Cairn to commemorate the first air flight in the British Empire. They approved of the application and appointed a sub-committee to take charge of the matter, deciding to place a Cairn at Baddeck instead of at some other place in Canada, as had been on their program.

Mr. Mosher president of the Cape Breton Flying Club will represent the Association in Cape Breton in the meantime. There will probably be about twenty wheel planes here as well as several sea-planes.

It was decided that George Ross would be chairman for the day of the celebration. The program will be on August 16th, 1934. Airship activities in the morning, Luncheon booths at the field, the official luncheon for invited guests at 1.30 P. M. at the Bras d'or Yacht Club. Flying activities over the field and town 3.00 to 3.30 P. M. in formation. Some flying activity probably taking passengers all day.

The Memorial Cairn is to be unveiled at 3.30 P. M. Lieut. Gov. of Nova Scotia is to be asked to unveil the Cairn. Guests will be taken to Beinn Bhreagh to see the original models of the first airplanes.

Inverness Items

Continued from page 3

from Antigonish where she had been the guest of Miss Lucille Haines. John Beaton, and Mr. and Mrs. Frank Chisholm were recent visitors to New Glasgow.

Rev. H. G. Wright, Matt Ferguson and Rev. M. Haig, Somerville, N. J. who is spending the summer months at Swathorne, spent several days last week on a motor trip through the province.

Sheriff Joseph D. Doucet of Port Hood was in town on Friday of last week.

Miss Jessie McDonald, who had spent several weeks visiting her mother has returned to Boston.

Miss Vera West of Moncton, N. B. is the guest of Mr. and Mrs. John H. Beaton.

Alex. Fraser of Port Hood was in town last Thursday.

Miss Lottie Austen of Mabou was a visitor in town last week.

Several motor parties made the trip to Cheticamp last week to attend the picnic which was held there on Monday and Tuesday. Others motored to Port Hood to attend the dance held in Earl's Hotel.

RECENT ARRIVALS AT THE HOTELS

River View Inn—Rev. S. Bradley, Port Arthur; Rev. M. Gillis, Bois-dale; L. S. Austin, Mabou; Robert Jeffreys, Philadelphia, Pa.; N. Hanna, Grand Mere, Que. W. G. Sutherland, Amherst; Mr. and Mrs. O. C. Crossley, Halifax; Mr. and Mrs. A. S. Forsythe, Bronxville, N. Y.; Miss Mabel Forsyth, Bronxville, N. Y.; Mr. Albert

Hadlock, N. Y.; Ann Smith, Smith Falls, New Jersey; Fred Cooke, Smith Falls, N. J.; Austin McDonald, Port Hood, Colin McKay, Port Hood; Mr. and Mrs. I. D. McDougall, Port Hood; Rev. Blaize Campbell, Port Hood; J. D. McDougall, Port Hood; Mr. and Mrs. G. Y. Mulhall, Liverpool, N. S.; Mr. and Mrs. T. B. Horne, Sydney; Alex. P. McDougall, New Waterford, M. Matheson, New Waterford; Alice B. McNab, Clinton, Mass.; Mrs. S. P. Hewes, Springfield, Mass.; W. W. Blair, Cleveland, Ohio; June Blair, Cleveland, Ohio; Mr. and Mrs. J. A. Seely, Halifax; Mr. and Mrs. R. W. Bedwin, North Sydney; Mr. and Mrs. G. H. Bedwin, Truro, N. S.; Mrs. E. W. Fulton, North Sydney; Mrs. Oriel Miller, Kentville; Mrs. M. Andrews, Halifax; Mrs. A. D. Brehant, Sydney; Miss Lottie Brehant, Sydney; Miss J. McKay, Brooklyn, N. Y.; K. E. Turner, Brooklyn, N. Y.; J. McIsaac, Antigonish; Miss F. L. Allan, Yarmouth; Miss A. M. Allan, Yarmouth; Mrs. A. K. Killan, Halifax; Miss A. Wetmore, Yarmouth; Mr. and Mrs. F. A. O' Delphie, Arlington, N. Jersey; Miss Betty Opydyke, Arlington, N. J. Miss Catherine Baillie, Medicine Hat, Alberta; Mr. Murray Baillie, Westville, N. S.; Mr. James Baillie, Westville, N. S.

Mr. and Mrs. George Poetillo, New York; F. A. Cochran, Amherst; A. B. Sim, Sydney; Mr. and Mrs. John Finlayson, Sydney; Mr. Robert Finlayson, Arlington, Mass.; Mr. and Mrs. Percy Fairweather, Rothesay, N. B.; Dr. W. R. Hibbard, Rothesay, N. B.; Samuel Scovil, Cleveland, Ohio; Mr. and Mrs. J. R. Brandon, N. B.; Verna McKenzie, Tatamagouche, N. S.; Evelyn McIntosh, Halifax; Frances McDonald, Halifax; Kathryn McIntosh, Sunny Brae, N. S.

MARGAREE

Rev. Myles Tompkins, P. P. of New Waterford, accompanied by Jerome Tompkins and party of friends, motored here on Monday to visit his brother John L. Tompkins at N. E. Margaree.

Leah Whidden, Electionist of Antigonish, visited friends here during the week.

Rev. John H. McPherson P. P. of Brock Village accompanied by Fr. Miller of Toronto, spent some time here during the week, guests at the

Tompkins Hotel.

Her many friends will learn with regret that Miss Rosalind Burton of N. E. Margaree has entered the Memorial Hospital at Inverness to undergo treatment and will wish her a speedy recovery to normal health.

D. J. McKay of Baddeck was a business visitor here on Wednesday.

Mr. Donly of Ontario, accompanied by Jack Alley of N. Y. was a guest at the River View Inn during the week.

Colin Ross of S. W. Margaree was a motor visitor to Antigonish on Wednesday.

Mrs. Willie White who has spent the last month visiting her brother John McFarlane of Margaree Harbor, returned to her home in the United States during the week.

John F. Gillis, in charge of an R.C. M.P. detachment at Loon Lake, Sask. who has spent the last two weeks at his home here, left by motor on Wednesday morning to resume his duties.

Mrs. Christina McKay who has been spending some time the guest of Mr. and Mrs. Francis Coady of S. W. Margaree, returned to the United States on Wednesday.

Mr. McKay of the News Publishing Company of Truro was a business visitor here on Thursday.

Mr. Powell, Deputy Minister of Fisheries was an official visitor to the Margarees on Friday.

Miss Betty Mullet who has been

vacationing with relatives and friends at Margaree Harbour for the past two weeks returned to her home in Boston, Mass. on Wednesday.

Arthur Ingraham of N. E. Margaree was a business visitor to Inverness on Thursday evening.

Stewart McDonald, car dealer of Sydney, spent some time in the Margarees during the week. While here Mr. McDonald was successful in disposing of three new V. Eight cars.

Mrs. Bertha Doyle, accompanied by her two sons, Bertram and Gerald, spent the week-end with relatives and friends in New Waterford and Louisburg.

Ernie Gourley of Antigonish, representing the Canada Packers Ltd. of Sydney, was a business visitor here on Wednesday.

A. M. Fraser of N. E. Margaree, accompanied by Roger Burton, motored to Sydney on Friday on business.

J. C. F. McDonnell of the Maritime Marketing Board visited several of the farmers in this vicinity during the week attending to matters pertinent to his department.

Dr. Cummings of Halifax was a

visitor here during the week.

Lawrence Steele of the Firm of J. D. Steele and sons, North Sydney, was a business visitor here on Thursday.

Miss Ida Miller, Nurse-in-training at St. Joseph's Hospital, Glace Bay, arrived home on Sunday to spend her vacation with her mother, Mrs. Rebecca Miller of Margaree Forks.

Blake Dowling, of Connecticut, formerly of Crandall Road, a few miles from Hawkesbury and his friend Warren Campbell, Somerville, Mass., motored here to visit friends and relatives. On Monday they were guests of Mr. and Mrs. John Reynolds, and returned that evening to River Denys where they are visiting.

Mr. and Mrs. G. K. Hammett who were guests of her relatives in Sydney over the week-end, spent Tuesday night at their home enroute to Halifax. They will return home via the Annapolis Valley and plan to spend a few days at the Berwick Camp Meetings enroute. While on vacation, Mr. Hammett is being relieved by Mr. F. W. Murphy of the Supervisors Dept., Halifax.

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