

# The Weekly Monitor

VOL. 43

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, SEPTEMBER 22, 1915

NO 24

## ROSS HOSPITAL, SYDNEY, CAPE BRETON

### Convalescing Soldiers and Naval Men Are Well Cared For

A representative of the Sydney Post accompanied by friends, was enabled to see over the Ross Convalescent Home and the grounds of the institution by courtesy of Mrs. McKay, the hospital matron.

It was obvious that the building had been put to the highest possible degree of utility for the special purpose to which it has been devoted. Every available inch of space had been taken advantage of, and in the rooms which have been made into wards it is a notable fact that there is an ingenious arrangement of the most approved pattern of hospital beds so that a maximum of suitable accommodation is obtained within a minimum of space.

The sterilizers for the instruments, utensils and other articles form a complete and serviceable installation. One of the noticeable features was the system in vogue at the doctors' wash stand. The physician or surgeon can have an abundance of water, hot and cold and controls the flow of water and the waste outlet without touching any tap or control with his hands. The service is controlled entirely by a pedal arrangement which responds effectively to the slightest touch from the foot.

The instrument cases and bandage cabinets are well arranged in the different parts of the building while the cabinets for the use of the patients are arranged so as to be easily accessible to the men.

In every direction equipment and contrivances for the use and comfort of the inmates can be seen, and the men being coaxed back to health and strength by Matron MacKay and her staff were seen to be lolling in leisure playing a game of croquet, enjoying a swim or a shower bath, listening to the fine gramophone, reading, playing cards, or in some such way have an easy and generally good time of it.

### Squash Court Transformed

In the squash court a transformation has been made with the result that possibly this adjunct to the main hospital is at this time of the year the best and airiest ward in the lot. It is not in use at present but every bed is ready and available should at any time a rush of wounded men be received.

In the squash court building a fine shower bath has been put in. The men can have a salt or fresh water shower and can have either heated to any temperature by an ingenious system of control which responds instantly. In this latter respect the shower is far and away ahead of most appliances of the kind.

At present the men are wearing a light uniform of grey flannel and this besides allowing them to lounge in comfort, permits of their heavy service clothing being attended to, or where necessary, renewed. All the men are garbed alike and they leave the institution whenever they care to have a run in the automobile which Mrs. Ross has put at their disposal.

### A Distinguished Patient

One patient about whom the Post has already an article and to whom the visitors were introduced was Sick Berth Steward T. E. Mullins, D. S. M., a native of England, an Australian by adoption and a citizen of Melbourne. It was with pride that Mr. Mullins when asked by the matron, showed the party his Distinguished Service Medal, granted him for the fine service and self sacrifice while he was on the Australian Cruiser Sydney after her disposal of the German Emden. It will be remembered that for four days and four nights on the voyage between the Cocos, where the action took place, and Colombo, Ceylon, Steward Mullins never left his wounded and dying charges for a moment although some of the cases were heartbreaking and nerve racking in the extreme.

There are other men in the institution who also have done very fine work for the service of the Empire, but, as Mr. Mullins very naively and modestly remarked, "It is not every body who does his bit that is noticed, especially on board ship where every man is at a particular post and minding his business. He does not see what his mates do and generally others don't know what he is doing out of the ordinary."

Mrs. McKay pointed out that the Distinguished Service Medal is a reward for deliberate and continuous service which may have covered some considerable period of time, while the Distinguished Conduct Medal may be granted for an isolated and outstanding incident which a man might do in the heat of excitement.

## PARLIAMENT MAKES ANOTHER VOTE OF CREDIT—THREE MILLION ENLISTED

London, Sept. 16.—The seventh vote of credit since the outbreak of war, bringing up the total to \$6,310,000,000, was moved in the House of Commons yesterday afternoon by Premier Asquith. The amount asked for was \$1,250,000,000. The Premier also announced that nearly 3,000,000 men had enlisted. He made a statement in reviewing the financial and military situations, so far as military exigencies permitted, but this requirement necessitated many instances of only vague references to the trend of events.

## LAWRENCETOWN PUBLIC SCHOOLS

The schools at Lawrencetown have just passed an exceptionally good year. The teachers are as follows:

B. S. Banks, B and Agrl. Diploma, Principal; Miss Young, B and Agrl. Diploma, Intermediate; Miss Morgan, B and Kindergarten Diploma.

No. registered last year 126  
No. registered from outside sections 12  
No. applied for B certificate 12  
No. applied for C certificate 10  
No. applied for D certificate 7  
Of whom nine B's, six C's and six D's were successful.

The record of the candidates in purely scholastic work was very satisfactory, as indicated by the result of the examination. This examination work is only a part of the actual result of the school. Without any additional teachers the kindergarten teacher with the other departments are carrying on an excellent course of supplementary work especially suited for the preparation for life in the section. In this advanced work the teachers are ably supported and assisted by the leading ladies and gentlemen in the section.

In this age of text book work in the school, the future generations will only fully appreciate this advanced work in preparing pupils for life.

This year there are between thirty and forty school gardens planted and cared for by the pupils. In addition to this extra work a large quantity of sewing has been done by the girls.

On Friday, the 24th inst., a school exhibition will be held in the afternoon and evening. Two noted gentlemen are invited to address the meeting in the evening. The Lawrencetown Band will be in attendance and there will be ice cream and home made candy and cake for sale. Admission 10 cents.

All interested in advanced educational work are invited to be present. Exhibits will be shown and prizes awarded in Manual Training, Domestic Science, Flowers, Woods and Birds, Insects, Essays and Writing, Drawing, Vegetables, Grains and Fruit, Poultry. Prizes will also be awarded for the best kept and most thrifty garden plots.

E. G. Darnley, the deep sea diver and salvage contractor, who has contracted with the Australian Department of Defence to float the German cruiser Emden, which now lies a wreck on the Cocos Island reefs, first gained his experience in the service of the C. P. Ry. on the Nova Scotian coast. Mr. Darnley heads an Australian company which proposes to raise the Emden from her position on the reef at Kneeling Island and deliver her at Sydney for exhibition purposes.

## THE EUROPEAN WAR

### Russian Torpedo Boats Sunk Fleet of Turkish Sailing Vessels

SEBASTOPOL, Russia, September 17.—Official announcement was made here today that Russian torpedo boats had sunk, near Sinope, a seaport of Asia Minor, on the Black Sea, an entire fleet of Turkish sailing vessels laden with munitions of war. The crews of these vessels were taken prisoners.

### Russians Replenish German Attacks Inflicting Heavy Losses

PETROGRAD, Sept. 18.—The Russian War Office tonight gave out the following official statement concerning the progress hostilities.

"The fighting from the west of Dvinsk continues with tenacity.

We repulsed German attacks north of Illuski, inflicting grave losses on them. By counter-attacks we took here about one hundred prisoners. After the battle we buried a great number of German dead, which lay in heaps by our wire entanglements. We also repulsed a German attack near the railway station at Yelokva, west of Illuski, inflicting great losses on the Germans, who fled. In a second attack the Germans succeeded in taking the farm of Steidern, where our trenches were completely destroyed by heavy German artillery.

German units which attack certain districts between Lakes Oville and Samava were repulsed by our artillery fire, and were driven back to their trenches. During attacks on our positions in the region of the lakes southeast and south of Dvinsk the Germans were forced to resort to sapping, owing to our deadly fire. Obstinate enemy attacks at this point are unceasing.

German detachments have appeared south of Dvinsk. In the region of Disenka the enemy occupied the village of Vidys, and his advance guards seized the station of Viliha. On the left bank of the Viliya, west of Viliha, desperate fighting is proceeding at several forts. The same intensity marks the fighting on the Middle Viliya River, near the town of Vilna. The enemy is obstinately trying to break into the town.

Southwest of Orany the Germans, after stubborn attacks, pressed our troops near the town of Radny and the village of Smiltchyn. Near the village of Zarschile, west of Czuczyn, the fighting is proceeding. Many German bodies are lying before our front.

In the region west of the River Lebeda, which flows into the right bank of the Upper Niemen, the enemy has developed artillery fire near the villages of Malevitchi and Dubrov. Our covering troops here were pressed back somewhat.

On the front of the River Stchara, the Germans, under cover of a fog, crossed on pontoons near the farm Hychytza, south of Slonim. Enemy advance guards, attacking between the rivers Yasselba and Pripet, appeared in the region at the right of the lower Sassalda, and the town of Pinsk.

## WAR BRIEFS

Of 13,000,000 Jews in Europe, 10,000,000 are in the war area, and half a million are in the Allies.

Germany offers the United States to leave the compensation for the loss in the Lusitania and Arabia, to the Hague. This would delay the settlement and finds no favor with the United States.

The Germans are making provision for fur coats for their soldiers next winter.

A Lutheran Minister, in Indiana, was found with a bullet wound in his neck and a cord wound tightly around it, on Aug. 24th. He had made himself obnoxious as a German propagandist.

The Federal Council of Germany has ordered the making of iron coins, worth one cent and a quarter. The demand for them is large. All the nickel available is needed for war purposes.

A big whiskered German farmer, ran up to Mr. Bryan at the close of one of his Chatanga addresses, and hugged and kissed him. Mr. Bryan backed away, and said something like "thank you."

Every person now leaving France will be obliged to tell how much money in coins he is taking with him. If he has more than 50 francs he will be compelled to exchange it for paper money.

German spies are very busy and daring on the war front in Belgium and France. They go in disguise and great care is needed to detect them.

Sir Edward Grey says, there has been nothing so despicably mean as Germany's attempt to justify her invasion of Belgium by bringing against Belgium the totally false charge of having plotted against Germany.

Ezio Garibaldi, son of Ricciotti Garibaldi, has been severely wounded in the face while fighting with the Italian army.

The new German war loan will be issued at 99. It will have 5 per cent interest and will not be redeemable until 1924.

Japan is very busy making ammunition for the Allies, especially Russia, and Britain and France have guaranteed payment.

One method of getting the better of the submarines, reported to be employed by the British, is pouring oil on the waters. The oil blurs the glass of the periscope so that it is useless.

A German naval officer captured early in the war said, "We Germans will never learn to be gentlemen."

The Italian navy is manned by 40,000 sailors.

Russian Aviators dropped bombs in a depot of asphyxiating gas reservoirs in Galicia, and killed 27 German Officers.

An exchange says, Germany has called out the physically unfit for war service. The mentally unfit have been in the Foreign Office ever since the war began.

The English have had an "egg week." Over one million eggs were collected for sick and wounded soldiers.

Germany has conferred highest military honors on General Von Mackensen.

The Krupp Company of Essen has subscribed \$10,000,000 to the German War loan. It could afford to do so.

At the Toronto Exhibition German asphyxiating bombs and German helmets have been displayed.

LITTLE BOY. Pa, what is an optimist?  
FATHER. An Optimist is a man who does not care what happens, so long as it does not happen to him.

Russian soldiers are said to have removed the huge bells from numerous church towers in Warsaw in order that they may not become material for the German gun factories.

## LAWRENCETOWN BOY IN CANADIAN HOSPITAL, ENGLAND

Clivedon, England, Aug. 22

Dear Sister:—

Just a few lines to let you know I am in a hospital in England. The last time I was in the trenches I got buried up by the explosion of a shell knocking the parapet down and it put me on the "hummer." I was sent to the hospital at La Havre, France, forwarded from there to Southampton, thence by rail to The Canadian Red Cross Hospital here. It is a fine hospital, all the nurses and doctors are Canadians; many of them from Nova Scotia and New Brunswick. It will be about two months before I am able to return to the firing line again, but that will be in lots of time to see plenty of war yet. It is a great experience when a fellow never misses a day of it for over three months and gets out alive. I have seen a great many fall. Flanders is sure a huge graveyard. It is a war of men fighting machinery. I was from one end of the line to the other and fought on the same ground where the Canadians were gassed and so many killed last April. Whenever we see a field where a lot are buried we always look over the names on the crosses to see if there are any we know. I knew quite a number of them. By this time you will see where they attacked with burning hot vitriol the first of this month. We were holding the trenches just to the right of where they made the attack. Each German carried a small tank with a pump attached and they could shoot a flame of fire twenty feet. Nothing could live in it. They have tried nearly everything; hard to say what they will try next. They managed to take two lines of trenches with the fire and then our artillery opened up on them and drove them back like flies before the wind. It was one of the greatest bombardments I ever saw or heard. It lasted about eleven hours, was one steady roar, and I'll bet could be heard thirty miles away. The guns must have been very hot when they stopped, as our little rifle gets very hot when we give them a few rounds.

The ship I came over in was crowded with sick and wounded; must have been two thousand on board, and there were one hundred German prisoners, some of them wounded quite badly; some old men, others just young boys.

The last letter I had from you was written July 18th. I wrote the regiment today telling them to forward my mail to me, but it will be longer reaching me for a while as it will all go to France first and be returned.

This hospital is built on Major Astor's estate, and his brother, J. J. Astor, was drowned in the Titanic disaster. It is a fine place, only twenty six miles from London, and the boys back from the front get the best of care. The poor Russians are catching it now, and I see by the paper today they have sunk two more big liners. They are hard to beat, and if they trim them in another year will do well. They are good fighters in trench warfare, and just as brave and bold as the next one. I have seen them time and time again start for our trench in daylight with their arms full of bombs, but they never reached the trench. We would let them get so far and then open up on them and down they would go. It is a very interesting game. There are pleasant and unpleasant times, but I like it fine. Many ask us if we want to go back and have another go at them. I say "yes." I have not had enough of it yet. I would like to be there when it ends and get lots of souvenirs. I think it is better for those who have been there and know the game to go back than to send new men who know nothing about it, for it is no boys' game.

I saw Sir Robert Borden and Gen. Sam Hughes over in France. They

spoke to us for a few minutes, told us there were lots of Canadians ready to come and help old England.

Poor Belgium is a broken-down-looking place. When the Huns' big guns get through bombarding all the towns in range of them, they are just a heap of ruins and the same in France. One can hardly believe the damage done unless they see for themselves. I never knew artillery guns could throw such long shells so far before. They say Germany is getting short of ammunition, but I cannot see it, as they throw lots of it over all the time and there is so much waste, for they keep throwing it into the ruined towns where there is no one to kill.

They are very strict about us writing a letter from the front, but I think the censorship is on the wrong end. If they would censor the papers in London that are all the time crying about us being short of ammunition and men it would be better, as anything like that just pleases the Huns. They have one of the best Spy systems ever seen or heard of. Spies have been caught in our trenches dressed in British uniform; hardly a day passes out there but they catch one.

The first engagement we were in we saw a small bunch of Highlanders coming toward us and we just discovered in time they were Germans dressed in the 16th Canadian Highlanders uniform. They had stripped the dead and donned the kill to get near us, but, say, not one of them escaped alive. Our fellows were boiling and I saw three of our lads with their bayonets through one German.

Must draw this to a close, hoping it finds you all well.

Your loving brother,

W. H. McLEOD.

No. 2833, Duchess of Connaught Hospital.

## COUNTRY MACHINE GUN FUND

We are asked to state that this fund now amounts to \$882.88. One thousand dollars is the sum required. It has occurred to the promoters that possibly some district not yet canvassed would like to contribute the remaining forty dollars, and they would be glad if some one would undertake the canvass. Individual subscriptions would also be welcome in order that the full amount may be speedily made up. The money may be sent either to Miss Agnes P. Gessner, Belleisle, or to the Rev. E. Underwood, Bridgetown.

Since the above was put into type the sum of thirty-two dollars and seventy-five cents (\$32.75) has been received, collected in Tupperville by Miss Bessie W. Kent. Names of contributors will be published next week. This brings the total in hand to \$915.63. Who will contribute or help toward the remaining six and a half dollars?

## AID RED CROSS

Truro, Sept. 20.—Active in helping on the work of the Red Cross from the beginning of the current war have been the Nova Scotia Women's Institutes. Their joint efforts to collect or raise funds to present the Red Cross with a fine motor ambulance are meeting with success, according to Miss Jennie A. Fraser, Supt. of Women's Institutes. The honor of conceiving and promoting the idea belongs to Miss Fraser, and she reports that, to date, with only eleven Institutes heard from, the total receipts for the Ambulance now amount to about \$1100.00. The Women's Institutes at Salt Springs, Pictou County, has done extraordinarily well, totalling \$418.00. Three Institutes in Guysboro County have done nobly, those of Sherbrooke, Aspen, Goshen, and Argyle, having raised together a total of \$423.00.

## Royal Bank of Canada

INCORPORATED 1869.

Capital Paid up \$11,560,000  
Reserve Funds 13,575,000

Savings Department Accounts may be opened with an initial deposit of One Dollar. Interest is credited half yearly.

Joint Account An account in the name of two members of a family will be found convenient. Either person for the survivor may operate the account.

A. F. LITTLE, Manager, Bridgetown  
P. G. PALFREY, Manager, Lawrencetown  
E. B. McDANIEL, Manager, Annapolis Royal

## I Can Sell You

54 GENTS' SILK SCARVES

No Two Alike 23 cents

—OR—

Any One of Them for 23 cents

THE NEWEST COLORINGS, THE LATEST STYLES

Penman's Fleece Shirts and Penman's Fleece Drawers

ONLY 45 CENTS PER GARMENT

Boy's Sweaters 45 cents up. Men's Sweaters to arrive Men's Shirts 47 cents up

## I Have Bought

For April 1916 Delivery

30 Dozen Men's and Boys' Straw Hats

Regular Prices cut in two May 1916

WALTER SCOTT, The "Keen Kutter"

Granville Street The Royal Bank Building (Next Door to Public Telephone Station) Bridgetown



**Not Price**

but quality, appearance and Service in Clothes that give REAL VALUE

There is nothing that embodies this feature in so great a degree as the Hand-tailored Coats and Suits that we carry for Women, Misses and Girls.

**We are Showing**

at our store over 100 Individual Coats, no two alike. Your Coat is here waiting for you.

We are receiving each week the new styles as they come out. Three distinct styles arrived this week.

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Doors, Sashes, Mouldings, Building Material, &c. MIDDLETON, N. S.

**ISLANDS BUILT BY THE SEA**

(By Aubrey Fullerton)

One of the most beautiful, and at the same time one of the strangest, parts of America is the group of islands known as the Bermudas, six hundred miles out in the Atlantic from the nearest shore. The beauties of Bermuda have been admired by hosts of Canadians who have visited that southern colony of our own empire, and its genial skies and leisurely life have made many friends. But back of all the beauty is the geological formation of the islands, and it is that which makes them strange. How that little group of islands came to be, out in the Atlantic, and how it was built up from beneath the surface of the ocean, is one of the marvels of a wonderful world.

The Bermudas are frequently spoken of as coral islands. That is partly, but not wholly correct. They have been built up by the ocean and ocean life, but only in part by the curious marine animals that make coral. The whole process is wonderful, therefore, in more ways than one.

A space of only twenty miles in length and six miles in width is occupied by the group of islands. They stand upon what is believed to be the top of a submarine mountain, where the elevation of the ocean bed rises very near to the surface; and is one very possible theory is that they are an the summit of a hidden volcano. Away back in the unknown past this submarine elevation was raised high enough to catch the drift of the winds on the ocean surface, and millions of tiny shells were drifted in and deposited around and upon the top of it. The busy life of the sea contributed of its debris—barnacles, mussels, corallines—and thus was built up in the course of ages, chiefly by the action of the wind, a thick deposit that packed hard and close until it became solid limestone.

Then over the limestone was spread a layer of coral. Bermuda is the farthest north in the world that coral is found, and the kind it produces is not as rich and beautiful as that of the Mediterranean or other eastern seas. But now it has contributed to the making of geography is shown here very interestingly and wonderfully.

Coral is the hard skeletons of various minute organisms that live in the sea. As we see it, it is chiefly carbonate of lime, which came originally from the sea water and was deposited by secretion in the tissues of these little animals, which are known in

scientific terms as polyps. It was once supposed that coral was of vegetable origin, but when the discovery was made that it came from animal, not plant life, the wonder of it all was greatly increased. There are many different kinds of polyps, but those that form coral are known chiefly by a zoological name that means "flower animals." That is exactly what they are. Fastened to the sides of rocks under water, they have every appearance of flowers, in a great variety of shapes and weirdly beautiful colors. Sometimes they are called sea-anemones, but that is only one variety and not a coral-forming one. These beautiful things are not flowers, however, but living animals. What looks like the stalk of the flower is really a cylinder of flesh, and the many fine leaves and waving tops of the blossom itself are tentacles. There are sometimes as many as two hundred of these tentacles on a single organism, and with them it gathers in its food from the water and conveys it to its mouth, which opens into a kind of stomach-sac in the fleshy cylinder that looks so much like a flower-stalk.

This strange life goes on below the surface for a long time. The flower-animals are remarkably long-lived, but at last their day is done and their skeletons are left upon the rocks as coral reefs. An accumulation of that wonderfully formed substance during thousands of years, together with the winds, helped to build up the Bermuda Islands, gradually widening and lengthening the surface originally thrust through the water from the submerged mountain top.

Around the islands are great reefs, showing white through the clear, warm water, and always spoken of as coral reefs. They are not wholly coral, however, for on boring through one strikes the limestone that seems to have been laid first. All along the shores, too, one finds rocks more or less overlaid with coral, but of wind-swept limestone formation at their heart.

On some of the islands are great quarries of this limestone, which has been acted upon by the air and sun until chemically changed into a soft marble. It cuts easily, but when taken out and further exposed to the open air hardens so that it makes an excellent building material. While, therefore, it is not quite correct to say that the people of Bermuda live in "coral houses" it is a fact that their houses are chiefly made of a material that came originally from the sea and was thrown up by forces of nature, and by other natural forces

converted into stone. In some places this stone assumes strange forms. There are caves as wonderful, though not as large as the Mammoth Cave of Kentucky; natural arches that were cut on generous proportions, and miles of scenery along the shores where winds and waves have been figures from the rocks.

Bermuda is beautiful from any and every point of view, and one could enjoy it without giving a thought to its geology. But a still greater appreciation of it and of the wonder of God's world as a whole comes with a knowledge of how it was built up from the sea; how the winds helped to lay its superstructure, and how the curious little flower animals added their share in their own wonderful way.

**OTTAWA LETTER**

Mr. Editor,—

Once more it becomes my privilege as well as pleasure, to show that the weekly family letter from home, "The Monitor," arrives regularly and is perused with the same degree of pleasure as ever. Indeed, I could not do without it. It is very pleasing to me, and to all Nova Scotians, to learn how much the Province as a whole is doing to help the cause of right in this world struggle for right and freedom. The number of her gallant sons who have volunteered for the front, the excellent work of the Red Cross people, the number of contributions of Machine Guns from various places, and in some instances individual gifts by some, (for instance Clarence Jamieson, M. P., of Digby, although a poor man as far as this world's goods are concerned), certainly is worthy of the highest praise. It has always been so. Nova Scotia is always ready to do her share in any patriotic cause in the interest of our great and mighty empire, and blessings have generally followed all our patriotic efforts. One thing which is much to be regretted, is the terrible exposures which have been made in buying horses for the cavalry. It caused a blush of shame to come to every right-thinking Nova Scotian here in our city, and it is just as right that the crooks be exposed. But really it reflects upon the fair name of our province. It seems the more despicable when the money freely voted by our parliament and the tax payers only too glad to have them vote the money to help carry on the war, should in some instances be stolen by dishonest persons, shorn of the spirit of true patriotism. "The God of Mammon," and "The itching palm" will ever exist.

August with us was cold and rainy, indeed, the most rain of any August since 1873. September so far has been very warm. Indeed, we are really having July heat.

It is pleasing to learn the crops have been generally good throughout Nova Scotia. I sincerely hope it will be a zoological name that means "flower animals." That is exactly what they are. Fastened to the sides of rocks under water, they have every appearance of flowers, in a great variety of shapes and weirdly beautiful colors. Sometimes they are called sea-anemones, but that is only one variety and not a coral-forming one. These beautiful things are not flowers, however, but living animals. What looks like the stalk of the flower is really a cylinder of flesh, and the many fine leaves and waving tops of the blossom itself are tentacles. There are sometimes as many as two hundred of these tentacles on a single organism, and with them it gathers in its food from the water and conveys it to its mouth, which opens into a kind of stomach-sac in the fleshy cylinder that looks so much like a flower-stalk.

Quite a ripple of excitement took place here over the money market in New York; but happily that boggy has passed away, when the bankers of New York announced that they would sooner have England's notes than her gold; that millions of notes, they were satisfied, would be redeemed.

Rev. Mr. McDougall of Chester, was in our village Thursday and Friday looking over the Baptist field.

Miss Annie Bushman, who has been spending her vacation in Lowell, Mass., returned on Monday last.

Lester Smith and wife of Lowell, Mass., have been visiting Mrs. Smith's parents, Mr. and Mrs. Geo. Covert, for the past two weeks.

Quite a number of this place visited Halifax during the exhibition. Mr. and Mrs. Frank Rawding and family took in the Friday excursion, while Mr. and Mrs. L. R. Gates and Mr. and Mrs. E. W. Gates went by car, Mr. L. R. Gates driving his own machine.

**Middleton**

C. A. Potter spent Sunday at home.

A. M. Parsons of Halifax spent the week-end at home.

Mr. Troop Cummings has joined the Royal Bank staff.

Miss Anna Parsons is the guest of her uncle, Mr. W. F. C. Parsons.

His many friends are pleased to see Mr. M. P. Marshall out again.

Miss Rooop of Springfield was the guest of her brother, C. N. Rooop of the Commerce Bank.

Miss Agnes McGuire who has been visiting Mrs. W. G. Parsons, left on Monday for Hantsport.

Mrs. Robie Tufts of Wolfville is the guest of her parents, Mr. and Mrs. A. Smith of Margareville.

Miss Lena Goldsmith spent Sunday at Annapolis Royal. She was accompanied by Miss Edith Potter.

Prof. H. Lindsay, who has spent the past three months in the Valley, returned to his home in Houlton, Maine, last Monday.

Miss Jennie Wolfe, who has spent the past three weeks with her cousin, Mrs. A. D. Doucet, returned to her home last Wednesday.

Those who returned from Halifax last week were: Dr. and Mrs. Durling, J. H. Potter and wife, T. Buckler and wife, B. B. Harris and wife, J. W. Burke and R. Palmeter, Mr. Fred Shafner and wife.

Mrs. Daniel Feindel, widow of the late Daniel Feindel, who was for many years proprietor of the American House, died on Thursday last after a lingering illness. The burial took place Saturday afternoon in Pine Grove Cemetery. One son, W. C. Feindel of this town survives. To him we extend our sincere sympathy.

On Tuesday of last week Middleton lost a prominent and highly respected citizen in the death of Harry E. Reed. He had been in failing health for over a year and during the last few months in a critical condition. But notwithstanding the fact, the news of his death came as a great shock to his many friends. Mr. Reed was born at Port George 52 years ago this last Saturday. For the last fourteen years he held the position of postmaster at Middleton, which position no one could have more worthily held. He is survived by a widow and three sons. They are, Max in the Army Medical Service in France, and Muir and Glynn at home. Three brothers also mourn their loss. The funeral service which was held on Friday afternoon at 2.30 at Holy Trinity Church was conducted by Rector Morris, and the officers of Ionic Lodge A. F. and A. M. Interment took place in Pine Grove Cemetery. To the bereaved family we extend our deepest sympathy.

**NICTAUX FALLS**

Sept. 20

Miss Hazel Varner is in Lunenburg for a few weeks.

Mr. and Mrs. Boyd of Boston, are guests of Mrs. J. F. Martin.

Mrs. Arthur Barteaux of Littleton, Mass., is spending a few weeks at her old home, Robert Nixon's.

Stanley Cress and James Varner both have threshing machines, and seem to get plenty of work.

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Miss Annie Bushman, who has been spending her vacation in Lowell, Mass., returned on Monday last.

Lester Smith and wife of Lowell, Mass., have been visiting Mrs. Smith's parents, Mr. and Mrs. Geo. Covert, for the past two weeks.

Quite a number of this place visited Halifax during the exhibition. Mr. and Mrs. Frank Rawding and family took in the Friday excursion, while Mr. and Mrs. L. R. Gates and Mr. and Mrs. E. W. Gates went by car, Mr. L. R. Gates driving his own machine.

**FALKLAND RIDGE**

Sept. 18

Miss Helen Mason has taken charge of the Cherryfield school for this term. Mr. Frank Marshall, who spent the summer in Halifax, returned home the 10th.

Miss Ruth Swallow returned Friday from Windsor where she has been visiting friends.

Mr. Cyrus Whynotte and daughter spent the week-end guests of Mrs. J. McMullen.

G. Whalen of New Germany was in this place on Tuesday attending to telephone work.

Mrs. Major Rooop and two children of Kentville, were the guests of Miss A. Rooop this week.

Mr. and Mrs. Allen Levy and baby of Middleton, spent the week-end with relatives in this place.

Mr. and Mrs. E. H. Marshall, who have been attending the exhibition at Halifax returned the 10th.

Mrs. Sarah J. Lohnes of New Germany, who has been visiting her cousins, Mrs. Robert Stoddart, returned home on Thursday, 16th.

**MELVERN SQUARE**

Sept. 20

Mrs. Whitman Plumb of Middleton spent Sabbath with her mother, Mrs. Sophronia Pierce.

Mr. and Mrs. B. Hatt were favored by a visit from the stork quite recently. Congratulations.

Col. Potter of Springhill, was a guest at the home of Colonel and Mrs. E. F. McNeil for a few days last week.

Mr. Willard Ward of Boston, visited his mother, Mrs. Caroline Ward, during the last week, returning to the city on Saturday last.

Mr. Eugene Masters of Boston, was calling on friends in this vicinity one day last week, all of whom were pleased to see him looking so well.

Rumor says there is to be another wedding in Melvern in the not distant future. Surely "the world do move" even in our own quiet little village.

Mr. and Mrs. Arthur Goucher of Boston, and Miss Lilla Goucher of Digby, were in Melvern last week attending the wedding of their sister, Lavinia.

Mrs. Percy Demmonds and two children left by auto for Newport, Hants County, on Monday last, where they will visit friends during the week. They were accompanied by Mrs. Demmonds' parents, Mr. and Mrs. George Phinney, and her brother, Dr. Phinney, who motored to Halifax.

Little Miss Florence Power of Kingston, entertained a lively party of her friends on her birthday last week, at the home of her grandparents, Colonel and Mrs. McNeil, of Melvern Square. Tea was served on the lawn, the birthday cake (surrounded by good things) being the chief attraction, the small people enjoying it immensely. An auto ride toward evening ended a very pleasant afternoon for several tired, but very happy children.

The home of Mrs. Ella Goucher was the scene of a very pretty wedding on Wednesday morning last, when her daughter, Lavinia, was married to Mr. Coleman of Halifax, the ceremony being performed on the lawn by the Rev. Mr. Wheeler. The bride is the youngest daughter of the late Inglis P. Goucher, and her many friends wish her a long life of wedded happiness. Wedding bells, and a display of bunting helped to remind the prosaic people of quiet and uneventful Melvern that weddings are not out of fashion.

On Thursday of last week an auto party from here, consisting of Mr. and Mrs. D. M. Outhit, Mrs. Charles I. Van Buskirk, and Miss Mary Phinney, motored to Kentville, where they spent a very enjoyable day, the guests of Mr. and Mrs. J. F. Outhit of that town. During the fine afternoon the ladies of the party, accompanied by their hostess, visited the Experimental Farm and were simply delighted by the beautiful display of autumn flowers, etc., on the Farm, carrying away with them the favorable impression that Kentville is certainly a beautiful little spot—especially in its gorgeous autumn garb.

**INGLISVILLE**

Sept. 20

Wedding bells in the near future. Miss Muriel Beals is attending the Ladies Seminary at Wolfville.

Mr. Scott of River Herbert, spent Sunday the guest of Mr. and Mrs. Rowter.

Mr. and Mrs. Fowler and Miss Ethel Burgess of Bridgetown, visited Mrs. Taylor and Geo. Whitman last week.

Mr. and Mrs. James Durling and Miss Gladys Durling, visited their daughter, Mrs. Milledge Beals, recently.

A number from this place are employed at Auburn picking cranberries which are very plentiful, and help is scarce.

Mr. Gordon Stalling, who has been in Boston a number of years, is spending a few weeks at Mr. Sydney Bayers'.

Mrs. Saville Moore of Brockton, accompanied by Mrs. Dunbrace, are visiting her parents, Mr. and Mrs. E. Whitman.

Saturday evening an ice cream social was held and the sum of \$17.42 was realized for repairs on the Baptist Church.

Mr. and Mrs. Robert Best and Mrs. Rowter spent several days at Wilnot at the home of their brother, Milledge Best, who is very ill.

Mr. Milledge Beals of East Inglesville is the owner of a steer calf that has not split hoofs, and if worked will require to be shod like a horse.

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# THE SECOND BATTLE OF YPRES

How the Canadians Saved the Day

(By OWEN S. WATKINS, Chaplain to the Forces)

To describe in detail the second battle of Ypres is not possible, and for one who was present it is very difficult to give a general view or get things into their proper perspective. We know what took place in our own little portion of the far flung line, but of the doings of others our knowledge is even less than those at home who read the newspapers diligently. Like the first battle of Ypres, this fight lasted for three weeks—from Thursday April 22nd, to Thursday, May 13th. At the end of that period it "fizzled out," owing to the British attack at Festubert. As in the first case, too, our troops were called upon to face overwhelming odds. It was not merely that the enemy had a crushing preponderance of artillery, threw high explosive shell of the heaviest weight, descended to the use of asphyxiating gas, but their reserves of men seemed inexhaustible. Attack after attack was repulsed, whole German corps were exterminated, but ever their places were taken by fresh troops, who, unlike ours, were not worn and shattered by fighting. For days our fate hung in the balance; our reserves appeared to be exhausted; more and more, like Macplaque, it became a soldiers' fight dependent for victory upon dogged fighting and the invincible spirit of our men.

**Bombardment Begins**

On Tuesday April 20th, whilst we were still fighting for the possession of Hill 60, the enemy began a systematic bombardment of Ypres. The city had been rent and torn by the previous bombardment, but still was habitable, and in it were living many thousands of civilians. On Sundays and holidays its streets were black with promenaders and none seemed to heed the light shrapnel which from time to time burst high above the houses, doing little damage except to tiles and windows. Now, however, the Germans were using heavy siege guns; six-inch and eight-inch high explosive shells were the least of our terrors, for they had brought up and were using with deadly effect fifteen-inch and seventeen-inch guns. The bursting of a seventeen-inch shell is like a volcanic eruption; the whole creation rocks; the radius of danger is nearly 1,000 yards. I have seen a hole in the ground made by one of these projectiles which measured fifty feet across and was nearly thirty feet deep. There is nothing I have yet met so calculated to put the fear of death in a man as the German forty-two c. m. gun. The first of these shells which hit the city completely demolished a big three-story house—everybody in it perishing in the ruins—killed fifteen children who were playing in the street, and wounded twenty other people some of whom were more than a quarter of a mile away from the explosion.

By Thursday, April 22nd, the city had become uninhabitable, but still there were so many hundred civilians who preferred to stay in the cellars of their ruined houses to running the gauntlet of the shell-swept streets, and I should judge the greater proportion of these perished in the bombardment. The difficulties of our work were greatly increased by the fact that all the motor ambulances had to pass through the town in order to reach the loading point. Most of the cars were hit; two of the drivers were wounded; several times cars arrived at the hospital covered with the dust of falling houses which had just missed them as they fell. That any got through in safety seemed nothing less than a miracle. The scene of destruction in the doomed city was terrible beyond words—falling houses, debris-blocked streets, buildings in flames, the constant bursting of projectiles, and at intervals of about ten minutes the earth-shaking explosion of the seventeen-inch shells. Those of us who were through it are never likely to forget either the spectacle or the sensations it aroused within us.

**Gathering up the Wounded**

Throughout the day the detachment which was running the dressing station in the convent in the Rue de Lille continued its work of gathering in the wounded from the streets. The quiet heroism of their work is one of the things which impressed me most in those days when all were heroes, and there were none who did not come up to one's ideal of highest manhood. Lieut. Chesney (he has since been decorated with the Military Cross) was in command, and it would be impossible to imagine a more nerve-racking task. The first shell which entered the city at dawn burst so near that the windows of the room he was sitting in were blown in and he was covered with the dust of falling masonry. From that time until dark the bombardment continued. The Rue de Lille was the unhealthiest street in Ypres; every house in it was hit, most of them were in flames, and the convent was struck again and again. From dawn until

dark Lieut. Chesney sat in his room waiting for death. A call out into the shell-swept streets to attend to the wounded was a positive relief; but as the day crept on these calls became very infrequent, for few living beings were left in the city besides the little band of R. A. M. C. He himself afterwards, speaking of his experiences, said, "The thing that steadied me up like a tonic was the sight of the sisters—there were three of them left in charge of the place. When a shell hit the building, throwing dust and bricks in the corridors, one of them got up from where she was sitting, fetched a broom, and began sweeping up the mess! Who could feel afraid after that? Once early in the day, when there was a rush of work and many injured women and children were brought in, a Belgian Red Cross nurse appeared on the scene and worked with us. Where she came from I don't know, nor did I learn her name. What became of her is also a mystery, for when there was no more work to do she just disappeared; but she was the bravest woman I ever met—always, of course, excepting the sisters of the convent." In this connection it is interesting to note that the Belgian peasantry in the country round Ypres tell of how, during the dreadful days of the bombardment, "the mother of God, dressed as a Red Cross nurse, appeared in the streets of the city, succoring the wounded and pointing the dying to her own dear Son, who gave His life for men." About nine p. m. orders came for the party to withdraw, for the whole city was in flames; no living soul was left within its walls, and there was nothing left that they could do.

**The Awful 17-Inch Shells**

Meanwhile the main body of the ambulance had been ceaselessly gathering the wounded from the neighborhood of Hill 60 and the Ypres-Commines Canal, and gathering them in such numbers that the Women's Asylum was filled to overflowing, and that in spite of the fact that the cars of the motor ambulance convoy were continually plying between the ambulance and the clearing hospitals at railhead. The strain upon the commanding officer, Col. Crawford, was tremendous; hundreds of wounded crowded the building, whilst hour after hour the systematic bombardment of the city proceeded, and the great seventeen-inch shell ever drew nearer and nearer, until the glass in the windows was broken by the concussion, and great fragments of steel were hitting the front of the building, one huge piece missing Lieut. Grenfell by inches. What it would mean if one of those huge projectiles were to hurtle into our midst, as it might at any moment, baffled imagination to picture. Constantly Col. Crawford urged the motors to greater speed. Magnificently the drivers, who had not slept for several days, responded to his appeal, and towards evening we began to hope that in a few hours we should have evacuated and be ourselves able to trek to safety.

Going into the open air for a few moments' relief from the stifling atmosphere of the wards, our attention was attracted by very heavy firing to the north, where the line was held by the French. Evidently a hot fight and, eagerly we scanned the country with our field-glasses, hoping to glean some knowledge of the progress of the battle. Then we saw that which almost caused our hearts to stop beating—figures running wildly and in confusion over the fields. "The French have broken," we exclaimed. "We hardly believed our own words. It seemed so impossible, so inconceivable. For a while we almost thought that the whole French army was in retreat. Gun-ladders passed at the gallop, zouaves and Turcos clinging to them. In a few minutes the road in front of the asylum was choked with fugitives—soldiers and panic-stricken peasantry from the farms and villages round. The story they told we could not believe; we put it down to their terror-stricken imaginations: 'A greenish grey cloud had swept down upon them, turning yellow as it travelled over the country, blasting everything it touched, shrivelling up the vegetation. No human courage would face such a peril. 'We can fight, but the good God would not have us stay and be poisoned like rats in a sewer.' Then there staggered into our midst French soldiers, blinded, coughing, chests heaving, faces an ugly purple color, lips speechless with agony, and behind them in the gas choked trenches we learned they had left hundreds of dead and dying comrades. The impossible was only too true; the enemy, in violation of every law of war, of civilization and of Christianity, had descended to the use of asphyxiating gases.

**The Heroic Canadians**

The immediate result was a four-

mile breach in our line, and through this gap the Germans were pouring in their thousands. A wilder battle has seldom been fought, and the prodigies of valor displayed are almost without parallel. The story of how the Canadian Division flung themselves into the gap has already been told by abler pens than mine. Overwhelmed by superior numbers, both of men and guns, sick to death with the poison-gas fumes, they fought such a fight as the world has rarely, if ever, witnessed before. In the small hours of the Friday morning reinforcements reached them, and they began to "make good." At one critical period the 13th Brigade, the shattered remnants of which had been drawn out from Hill 60, had to be thrown into the fight to assist the hard-pressed Canadians, and in spite of depleted numbers and exhausted men performed magnificently the task assigned to them. Later the Northumbrian Division—Territorials who had arrived from England only three days before—came to their assistance, and these united troops proved themselves in every way the equals of the veterans by whose side they fought. But when all have received their meed of praise, the fact remains that but for the Canadian Division we should have had to record a terrible disaster instead of a hard won victory. For a solid week they fought, sometimes without food, for it was impossible to get it to them, always faced by overwhelming numbers, subject to a shell fire such as no troops had ever been called upon to face before, and constantly choked and poisoned by the asphyxiating gas-bombs, or the poison gas which the Germans pumped into them. Small wonder that a thrill of pride ran through the Empire as the tale was told, and that Canada rejoiced even in her sorrow—she had lost the very flower of her manhood, but they died like heroes, and in their dying added untold glory to her name.

Throughout that night of dreadful fighting the ambulance worked, striving to evacuate the wounded, so as to be able to move to a safer place. Ypres was now empty and in flames; ever the falling shells crept nearer, each moment we expected the explosion in our midst; but we were chained to the spot by the hundreds of shattered, helpless men who were in our keeping. The suspense and responsibility were intolerable. Men who had passed through the horrors of Hill 60 and were apparently unmoved found this the last straw which broke down their endurance and self-control, and man after man collapsed utterly. It was 2 p. m. before the last of the wounded were away and we ourselves were able to move on; and none too soon, for we had hardly left the building when a seventeen-inch shell crashed in, utterly wrecking the wing that we had been occupying. The headquarters of the ambulance took up its quarters in the village of Ren-ghelst, but an advanced dressing station, under the command of Major Hannafin, occupied a small farmhouse on the outskirts of Ypres, whilst yet another dressing station was established in dug-outs near the foot of Hill 60. Sunday came but to hold services was impossible the fight still raged on, and in a continuous stream the wounded passed through the dressing stations. Still the anxiety was lessening, we were holding our own; reinforcements were arriving—amongst others the Indian troops, who, after a long, forced march, were at once thrust into the fight; their losses were terrible, but they did magnificently. That Sunday was also a red-letter day for me, as it was then that the Rev. H. V. Griffiths arrived to share with me the duty of caring for the Wesleyans in the Fifth Division. Fresh from England, he was plunged into the horrors of this great fight, and at once found his feet, adapted himself to the extraordinary conditions, displaying a coolness and courage which any veteran might envy. What it has meant to me to have such a colleague it would be impossible to say, and in the weeks that have followed Mr. Griffiths has won for himself a position in the affection and confidence of both officers and men of the division which is second to none.

**Ypres, A Heap of Ruins**

The days now became monotonous in their horror; the desperate fighting continued. Ypres, though nothing but a heap of ruins, was still constantly shelled, and the neighboring towns and villages of Vlamertinghe, Dickebusch, Ouderdom and Poperinghe were also bombarded. Poperinghe was the only considerable town in Belgium which had not been shelled, and it was considered so safe that clearing hospitals had been established in it. But the mile or so of ground which had been gained by the Germans had enabled them to bring up long range guns which they used with deadly effect. A Belgian hospital, crowded with civilian wounded, was badly hit, and several of the nuns and patients were killed. All the hospitals had to be moved hurriedly out of range of the guns and the town itself was evacuated. The chaplain's work was found in the dressing stations, where the stream of wounded

never ceased, and amongst the regiments which from time to time were drawn out of the fight for a brief rest. With these last some wonderful open-air services were held, and all the chaplains realized the greatness of the opportunity which was given to them. In the first ten days 3,000 casualties including eighty-three officers, passed through the hands of the 14th Ambulance alone, and during that period we had twenty stretcher-bearers wounded and two motor-ambulance drivers disappeared into space in a shell explosion, and three others were hit. These figures speak for themselves, and witness to the heroism of those days and nights of strenuous labor.

Sunday, May 2nd, is a day that will long live in my memory, for it was then that I was really brought face to face with the effects of the devilish German poison-gas. When the French were gassed we had seen something of it, but only the slightest cases had passed through our hands; now we were to see it at its worst. Finding they could not win Hill 60 by fair means they tried foul; asphyxiating shells were thrown, and then, favored by the wind, they pumped their poison gas into us. In a solid bank it rolled down upon our trenches; our men did not break, but bravely faced it, with the result that they were overpowered by hundreds. Those that fell in the bottom of the trench never got up again; scores died in the trenches; over a hundred died in the regimental aid posts and the ambulance dressing stations; whilst of the men we sent to the clearing hospitals a very large number had no chance of recovery. When I found it full to overflowing—houses, out-houses, stables, and on the ground in the yard and garden, they lay to the number of 300. Faces purple, twisting and writhing in agony, dying by long-drawn-out torture, their piteous eyes asking for help, and there was none that we could give. It was the most fiendish, wicked thing I have ever seen; the ghastliest wounds were sweet and pleasant beside it. To add to the horror we were being bombarded. Heavy shells were falling in Ypres, in the field in front of us, in the field behind us; splinters of shell were hitting the house, and we were in constant fear of having our patients wounded where they lay. In that black day the only bright spot is a little service held amongst the men of the Cheshire Regiment, whom I found resting in their dug-outs. Lying down behind a bank so that the splinters of shells should not get us, we sang the old familiar hymns and worshipped the God we love. It was an unconventional service, and I think the first occasion on which I have preached lying down; but it was none the less a season in which we found God very near.

**The Poisonous Gas**

On Wednesday, May 5th again the gas swept down upon us, and Hill 60 was lost. Immediately after breakfast Capt. Beddows, R. A. M. C., and myself had started to ride to the advanced dressing-station. It was a glorious morning, and we had a delightful canter over the fields, but as we drew near Ypres, to our horror we found men lying all along the road gasping out their lives, and with sinking hearts we recognized the deadly effects of the German gas. At 8.30 the death-cloud had swept down upon them, the men had not been able to face it—these had run gasping until they fell, black in the face and dying; some had run three miles. "We can fight, sir," the men panted; "we don't mind shot and shell, but to be poisoned like rats—it ain't war, it's murder." All along the road we met them, until at last the dressing-station was reached. I wish I could forget that night; but I never shall. For the first time in my life I felt my heart hot with bitter hate; nothing seemed bad enough for the men who had done this thing. As on the previous Sunday, the place was full to overflowing, and still they streamed in upon us—walking, crawling, helped along by comrades, lying in wagons and on gun-ladders. Major Hannafin and his helpers were at their wits' end; in twenty hours they had over 1,200 cases to deal with; more than 100 died in the dressing-stations, and in one regiment alone they had over 100 deaths. Towards evening the hill was retaken by the 11th Brigade, only

(Continued on page 7)

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WEDNESDAY SEPT. 22, 1915.

**Whitehaven in 1778 and 1915**  
On the 20th ult., a German submarine, between 4.30 a. m. and 5.20 a. m. fired several shells into Whitehaven and other towns on the East coast of England, doing some damage to the town service and creating several fires, but fortunately causing no loss of life. This incident has called to mind another, connected with the American Revolution, John Paul Jones, the famous commander of the navy of the revolting provinces, made a descent on Whitehaven in April 1778. He captured the "Drake," and intended to destroy the ships in the harbor. But, owing partly to a mistake of his lieutenant, and partly to the watchfulness of the inhabitants of the town, his plan miscarried.

What we want particularly to observe is that John Paul Jones, in his account of the adventure, says, "I was pleased, that in this business we neither killed nor wounded any person. I brought off three prisoners as a sample."  
What a contrast this is to the present German method! The former was war, the latter is savagery. It was a lawful act of war to endeavor to burn the enemy's ships, even if in doing so, some lives of sailors or townspeople should be lost. But the German method of shelling towns and killing women and children is contrary to all the precedents and conventions of international warfare. It recalls the days when the countless hordes of barbarians from the "mysterious bowels of Asia" descended upon the cities and plains of Southern Europe, murdering and destroying wherever they went. It is in harmony with the expressed will of the Kaiser, who chose Attila as his model and the Turks as his Allies.

This John Paul Jones was a very interesting character. He was a Scotchman by birth; he was mate on an English slaver making several voyages to America with its human cargo; he was commander in the navy of the American Revolution; he joined the Russian Navy and took part in several of its battles; he died in Paris and was buried in a grave which for some years could not be identified. When the record was discovered in 1905, his remains were exhumed and escorted by a fleet of American warships to be deposited in Annapolis, Maryland.

**What Germany Would Demand**  
A manifesto prepared by a number of German Professors has been published in a Swiss paper.  
The manifesto expresses a fear that the pen of the diplomatists may destroy what Germany has gained by war, and goes on to speak of what Germany should demand, as follows:  
As regards Belgium we must hold her politically, military, and commercially in our hands. She will thus constitute an incomparable naval base against the attempts of Great Britain.  
The manifesto speaks of the growing Russian peril, and says that the occupied part of Russia should become a rich agricultural country, where the surplus German population and the refugees who have found an asylum in Germany will be settled.  
Once the Russians are driven back beyond their new frontier we shall not forget the war which England has made on the maritime and colonial commerce of Germany. That must be the guide of our action. We must supplant the world trade of Great Britain.

**"Must Have Egypt"**  
We need liberty of the seas, which was the real cause of the war between England and Germany. To obtain it we must have Egypt, the connecting link between British Africa and British Asia—Egypt, which with Australia makes the Indian Ocean an English sea, which joins up all the British Colonies with the Mother Country, which, as Bismark said, is the neck of the British Empire. That is where England must be shaken. The Suez Canal route will then be free, and Turkey will regain her ancient right.

With regard to war indemnities, we shall demand war expenditure, the repair of damage, and pensions for disabled men, widows, and orphans. We know that the question has been examined by the Government according to the financial capacities of our enemies. From England, which has been so miserably in men, we can never demand enough money, because Eng-

land raised the world against us with her gold. It is our duty to crush the insatiable cupidity of this nation.  
However, we shall probably have to apply for a war indemnity to France in the first place, if not exclusively. We ought not to hesitate to impose upon France as much as possible out of false sentimentalism. As mitigation she might be offered one of the sides of the Suez Canal, whilst we would occupy the other.  
We do not want a policy of Kultur without a policy of action. Germany must insure her political and commercial life before trying to propagate her spirit.—Reuter.

**A Strange Case of Personation.**

Sergeant Herbert Dandy, of a Manchester Regiment in the Dardanelles, was officially reported to be missing. Mrs. Dandy was getting cakes out of the window of her little shop, when she saw a man in a soldier's uniform talking to a neighbor. She asked who the man was, and the neighbor replied, "It's Herbert." The man came into the shop and expressed his pleasure at being home again and seeing his wife and children. He then began to cry, and Mrs. Dandy said to him that he had altered. However, she thought the man was her husband, and that he had received a shock, and he told her that he had been lying seventy-two hours without any help and had had a bone taken out of his knee, and it would alter anybody to go through what he had gone through. He pleaded that the shock had also caused a loss of memory, and made a plausible excuse for not having Sergeant's stripes upon his clothing, and for the absence of tattoo marks upon his person. They lived together about a week during which Mrs. Dandy's suspicions grew. But others said he certainly was her husband. A sister came in. He fell on her neck, crying, "Oh, it's Agnes." And Agnes said it was Herbert. Mrs. Dandy's suspicions persisted, and the case came before the courts. Ada Hall said the prisoner was her husband and his name was George Parkin Hall. The Chairman was unable to decide the case, and the prisoner was committed for trial to the next Assizes.

It will be interesting to know how the matter will be finally settled, and whether the man is Sergeant Herbert Dandy or George Parkin Hall.

**PRETTY WEDDING IN LAWRENCE TOWN**

**ROBINSON—BANCROFT**  
Lawrencetown, Sept. 15th. This morning a pretty scene of exceptional interest took place in the Baptist Church, which was beautifully decorated for the occasion with palms, ferns, rare potted plants, and pink and white sweet peas, and other lovely flowers banked about the altar.  
The principals were Helen Bancroft, M. A., daughter of the late Rev. J. W. Bancroft, B. A., and Clair Willard Robinson, M. A., graduate of Yale University. The ceremony was performed by Rev. J. D. McLeod, B. A., of Paradise, and Rev. H. G. Mellick.

The bride was attended by her sister Pearl. Mr. Ross B. Miller, B. A., was best man. The bride was beautifully attired in a gown of rich India silk with veil and orange blossoms, and carried a lovely bouquet of white roses. The bridesmaid was prettily gowned in light blue silk chiffon with large hat of velvet with pink roses, and carried a bouquet of pink and white sweet peas.  
The little flower girl was Kathleen Bancroft, a cousin of the bride, who was dressed in white with rosebud trimmings, herself a pretty rosebud. The wedding march was well rendered by Mrs. Ralph Shaffner.  
The four ushers, intimate friends of the bride looked charmingly gowned in white, carrying large bouquets of sweet peas.  
After the ceremony an informal luncheon was served at the home of the bride's mother, where a number of friends and relatives gathered. One feature of the occasion which is worthy noting, was the presence of five members of the Acadia class of 1911, the bride and groom being of the number, and after fitting remarks by the pastors, Mr. Mellick and Mr. McLeod, with musical selections by Mr. Miller and Mrs. Harry J. Starratt, they gave the class yell assisted by some others of Acadia's fair daughters who were present.

The bride's going away dress was a smart costume of blue cloth in military style with navy blue velvet hat to match.  
Two autos carried the bridal party to Paradise where they took the train en route for their home in the West.  
Mr. Robinson has an appointment as teacher in Geology in the State University situated in Iowa City, U. S.

The presents were costly and numerous.

An addition 11 x 16 feet is being built to the warehouse of the Middleton Fruit Company, says the Outlook. W. K. Beals has the contract. The addition will be used as an office.

**ROUND HILL'S FINE PATRIOTIC SHOWING**

To the Editor of the Monitor:  
Sir:—In view of the very proper publicity now being given to the question of recruiting all over the Province, might I draw your attention and that of your readers, to what is undoubtedly the very creditable showing made by this little village of Round Hill and the district immediately surrounding it.

I append a list of men who have gone or who have been accepted from this little district which, all told, would have a population under 250, and I think it will be admitted that few if any places in the Province or even in the Dominion can beat it in proportion to population. In addition to the names on this list a few men have been rejected as medically unfit and a few are serving on "home defence."  
Lieut. A. G. Martin, Princess Patricia's.  
Corporal E. Milner, 13th Battalion.  
Pte. Thos. Chipman, 13th Battalion.  
Pte. B. Hervey, 13th Battalion.  
Pte. G. Mason, 14th Battalion.  
Lt.-Col. LeCain, O. C., 25th Battalion.  
Pte. G. Hervey, 25th Battalion.  
Pte. Kiser, 25th Battalion.  
Pte. R. Robinson, 25th Battalion.  
Q. M. Sergt. A. T. Spurr, 40th Battalion.  
Pte. C. Chipman (invalided home), 40th Battalion.

Pte. M. Coakley, 40th Battalion.  
Pte. B. Kiser, 6th M. Rifles.  
Pte. C. Whitman, 64th Battalion.  
Pte. H. Chipman, 64th Battalion.  
Pte. W. Whitman, 64th Battalion.  
Pte. R. Halliday, 64th Battalion.  
Pte. J. Connors, 64th Battalion.  
Pte. J. Shaw, 64th Battalion.  
B. Wagstaff, 55th Battalion.  
E. Jefferson, 55th Battalion.  
H. Balley, 55th Battalion.  
R. B. Shaw, 55th Battalion.  
V. Delaney, 55th Battalion.  
In addition to the above who actually enlisted in Round Hill there are Sgt. Ernest Wagstaff in 26th (C), Leon Spurr in 50th, Cuthbert Shipton in University Battalion and Bernard W. Shipton, 2nd C. M. R., all Round Hill men who happened to be "Out West" and so on.

I might mention that Capt. Charles McLaughlin and James Tupper are both really Round Hill men though they had moved away during the last few years, the former to Halifax and the latter to Bridgetown.  
Our "Women's Institute" believe they can justly claim to have been the first in the Province to start work for the Red Cross, while the response of the people to all calls has been most gratifying.

Although comparatively a "new-comer" I feel very proud of the very patriotic stand taken by my adopted home and trust that you will be able to find room for this letter as I consider that such a list from such a small district may well put much larger places on their mettle.  
LESLIE WILTSHIRE.  
Round Hill, N. S., Sept. 18th, 1915.

**CREDIT TO WHOM CREDIT IS DUE**

To the Editor Bridgetown Monitor,  
Dear Sir:—I notice in the last issue of your paper you have given me a lot of credit for contributing \$100.00 to the Bridgetown cemetery, and as I do not think I am entitled to but very little credit in the matter, I would like to explain the situation to you.  
As you are no doubt aware, the present satisfactory condition of the Bridgetown Cemetery is largely due to the efforts of Mrs. Warren, and had it not been for her energy, it is not likely they would have received any money from me. The facts of the case are as follows: It seems I was entitled to the Fenian Raid Bounty for doing a few days duty forty odd years ago, and I had never dreamed that the Fenian Raid Bounty was paid to any body else, but those who had done active service, but Mrs. Warren drew my attention to the fact that my name was on the list, and said I was entitled to this money. She also said she thought I ought to give it to the cemetery, which I told her I would do. It was the easiest thing possible to do, to promise it as I never expected to get it for so little work done, so when it came I paid \$50.00 toward a lot I had in the cemetery and the balance to the Cemetery Fund, so I think you will agree with me, the credit should be given to Mrs. Warren and not to me.  
Yours very truly,  
JAMES HILLIS.

**BORN**

**GILLIS**—At Paradise, Sept. 12, 1915, to Capt. and Mrs. A. W. Gillis, a daughter.  
**MCCORMICK**—At Paradise, Sept. 20, 1915, to Mr. and Mrs. A. E. McCormick, a son.  
**REESE**—At Granville Ferry, Aug. 31, 1915, to Mr. and Mrs. George Reese, a daughter.  
**VIDITO**—At Bridgetown, Sept. 13, 1915, to Mr. and Mrs. Milford Vidito, a daughter.

**LOCAL AND SPECIAL**

Friends of Mrs. J. Cunningham were favored with ripe strawberries which were picked from her plants the early part of this week.

The 25th Nova Scotia Battalion is now in France, and the war news will now be watched with keener interest by every Nova Scotian.

The spell of delightful summer weather we have been enjoying since the first of September was broken yesterday when a heavy north-west gale (the September equinox) set in accompanied by rain and a lower temperature.

The Lawrencetown School Exhibition will be held on Friday afternoon and evening of this week. These annual exhibitions at Lawrencetown have created a worthy reputation in the past, and the motto of the committee in charge is, "A better exhibition from year to year."

F. E. Jefferson, Watchmaker and Optician, formerly of Annapolis Royal, will be in Granville Ferry every Wednesday afternoon at Harry Amberman's store, and Thursday morning at Annapolis Royal at Frank Barteaux's store, and the rest of the week at Lawrencetown at the residence of Mr. Raymond Ritchie. Your patronage is earnestly solicited.

The remains of the late Eugene P. Troop, whose death we recorded last week, were brought here on Friday by his sister, Mrs. Nye of Everett. Funeral services were conducted by the Rev. G. C. Warren assisted by Rev. A. R. Reynolds. Interment in the Riverside Cemetery. As to how or when the accident which caused his death occurred is not known. The body was found floating in Boston Harbor by the East Boston police.

The marriage of Miss Sadie J. Daniels, eldest daughter of Mr. and Mrs. Winfield Daniels of Lawrencetown, to Mr. Ross A. Bishop of this town, was solemnized last Wednesday evening, Sept. 15th, at the Baptist parsonage, Middletown, the Rev. S. S. Poole officiating. The young couple are very popular in Bridgetown and their many friends unite with the Monitor in extending congratulations and best wishes.

**To Whom it May Concern**

It having been brought to my notice by reliable authorities that certain persons are attempting to injure my professional reputation, by the circulation of scurrilous statements, this is to give notice that should there be recurrence of such statements legal proceedings will be immediately instituted.  
DR. C. B. SIMMS  
22-41

**FOR SALE**

1 heavy Work Horse, 1300 lbs  
1 two horse Truck Wagon  
3 1/2 Steel Tires  
1 Road Cart  
New Harness  
New Express Wagon  
1 Riding Wagon  
1 second-hand Riding Wagon  
The above will be sold on terms to suit purchaser.  
JOHN HALL  
Lawrencetown  
20-41

**ACADIA UNIVERSITY**  
WOLFVILLE, Nova Scotia.  
Departments—Arts and Sciences, Applied Science, Theology.  
Degrees—B.A., B.Sc., B.Th., M.A., and certificates in Engineering admitting to third year in best technical schools. First year in Medicine, Law, and Theology given as electives in Arts course.  
Equipment—Largest undergraduate faculty in Maritime Provinces. These new and splendidly equipped Science Buildings.  
Expenses—Light, and over \$1000 given in prizes and Scholarships yearly.  
Send for calendar to  
GEORGE B. CUTTEN, D.D., Ph.D., President.  
Next Term begins Oct. 6th, 1915.

**ACADIA LADIES' SEMINARY**  
WOLFVILLE, Nova Scotia.  
A High Grade Residential School.  
The Aim.—To Prepare Girls and Young Women for Complete Living.  
The Course.—Twelve, including College Preparatory, Music, Art, Oratory Household Science, Business.  
The Faculty.—Twenty-five Teachers of Fine Personality and Special Training for the Work.  
The Equipment.—First Class in every respect.  
The Location.—Evangeline Land.  
The Expenses.—Very Moderate. From \$165 up, according to course selected.  
Information.—Write for Illustrated Book to  
REV. H. T. DE 1894 E. D. B. P. School.

**Acadia Collegiate and Business Academy**  
WOLFVILLE, Nova Scotia.  
84th YEAR  
A Residential School for Boys and Young Men with a beautiful location. Ten experienced teachers, and a very successful record of over 80 years.  
Four Diploma Courses Offered:  
1.—University Matriculation, in Arts, Science, Engineering, Medicine, etc.  
2.—The General Course.  
3.—Manual Training (wood and iron).  
4.—Business Course.  
Necessary Expenses \$200.00 including Board and Tuition. For Calendar and other information, Write to Principal.  
W. L. ARCHIBALD, Ph.D.  
1915

# AUGUST CLEARANCE SALE

**LADIES' PANAMA, CRASH AND PIQUE HATS**  
Regular Price 85c and 90c \$2.25 \$4.98  
Sale Price 60c 1.50 3.75

**MAIDS' AND CHILDREN'S HATS**  
Regular Price 19c, 22c, 25c, 28c, 35c, 40c, 55c, 60c, 65c  
Sale Price 16c, 19c, 27c 39c

**INFANTS' SILK BONNETS**  
Regular Price \$1.25 \$1.50  
Sale Price .96c

**INFANTS' CASHMERE AND PIQUE COATS**  
Regular Price \$1.70, \$2.15, \$3.35, \$3.50  
Sale Price 1.25, 1.50, 2.50, 2.50

**LADIES' HOUSE DRESSES**  
Reg. Price \$1.10, \$1.15, \$1.55, \$1.60, \$1.75, \$1.98, \$2.65  
Sale Price 79c, \$1.15, 1.25, 1.50, 1.89

**MAIDS' AND CHILDREN'S WASH DRESSES**  
Regular Price 25c, 58c, 60c, 65c, 85c, 90c, 98  
Sale Price 19c, 39c, 59c  
Regular Price \$1.15, \$1.25, \$1.35, \$1.50, \$2.50  
Sale Price 85c, 98, 1.10, 1.75

**LADIES', GIRLS' AND CHILDREN'S JERSEYS**  
Regular Price 28c, 28c, 50c  
Sale Price 19c, 27c, 38c

**THIS SALE IS FOR CASH ONLY**

## STRONG & WHITMAN

Phone 32 Ruggles Block

*The Cucumber said to the Tomato "It's time to get pickled"*

**Get Your Spices at Ken's**

Ginger 7 Cents  
Cassia 1/2 Package  
Allspice 1/2 Package  
Mixed Spice 1/2 Package  
Mixed Pickling Spice 25 cents per lb.

**KEN'S RESTAURANT**  
BRIDGETOWN, N. S.

**SPECIAL GOODS**  
Oranges, Bananas, Grape Fruit  
Lemons, Water Melons

**Confectionery**  
Choice Fresh Chocolates in thirty different kinds, Cream Candy, Carameis, Chips, Penny Candies

**Groceries**  
A full line of best Groceries always on hand. Cheese, Pork, Lard, Tea Coffee and Sugar

**Dishes**  
A large assortment of fancy Cups and Saucers as well as those by dozen  
Call in and see my patriotic China, just the right thing for souvenirs

**MRS. S. C. TURNER**  
MASONIC BUILDING

## MIDDLINGS

# BRAN FEED FLOUR

AT  
**J. I. Foster's**

# FASHION'S FINEST FOOTWEAR

The new 1915 Styles are without a doubt the acme of the shoe designers' skill.  
Not only are the lasts most shapely, but the material used, the trimmings and decorations are away in advance of any previous season.  
**All the Leading Styles**  
**All the Popular Leathers**  
**All at the Lowest Price**  
All are invited to call and inspect them

**Granville Street J. E. LLOYD**  
Boot and Shoe Store

## Cream Separators

Do not pay exorbitant prices for Cream Separators. We can sell you the best at a reasonable price. See sample at our store.

## Cement and Cedar Shingles

One car of each just arrived. also a small lot of  
**Cedar Posts**

## KARL FREEMAN

HARDWARE AND PAINTS

## OUR WOMEN'S FALL AND WINTER SHOES

The new Fall models in Women's Shoes are now ready for service! There are many new style features this season that the Women, who enjoy wearing choice Shoes, will appreciate.  
We are showing the following popular Fall Lines in the "Bell" "Classic" and "Cleop" makes.

- Gummetal Calf Gaiter Lace Boot. Grey Cloth Top, Plain Toe, Concave Cuban Heel, Goodyear Welt. Price \$4.75 net.
- Patent Gaiter Button Boot, Black Cloth Top, Plain Toe, Concave Cuban Heel, Goodyear Welt. Price \$4.75 net.
- Patent Button Boot, Black Cloth Top, Plain Toe, Cuban Heel McKay Sewn Sole. Price \$4.00 net.
- Gummetal Button Boot, Black Cloth Top, Plain Toe, Cuban Heel Goodyear Welt. Price \$4.75 net.

We have many other very attractive styles at most any price required from \$2.00 to \$5.00.  
Our experienced Service in fitting insures every woman that comes here a perfect fitting Shoe.

## J. H. LONGMIRE & SONS

LOCAL AND SPECIAL

Monday, October 11th, has been appointed as Thanksgiving Day throughout Canada.

Watch for the concert to be given by local talent in aid of Red Cross work. Date will be announced shortly.

Mrs. J. Burton Jefferson will be at home to her friends Thursday and Friday afternoons, Sept. 30th and Oct. 1st.

Mr. E. L. Fisher has just completed the erection of an additional coal shed on his wharf property, Water Street.

The monthly united service of intercession will be held next Sunday in St. James Church at the close of the regular evening service.

The S. S. Valinda will leave Bridgetown for St. John next week on Monday, Sept. 27, at one o'clock p.m.

Joseph Francis, a Micmac Indian, living at Lequille, near Annapolis, has enlisted for overseas service, and is now in Sussex, training in the 64th battalion.

A Farmers supper will be held in the Centrelea Hall on Friday, Sept. 24th, from 6 until 10 p. m. Proceeds for the benefit of the Red Cross Fund. Supper ticket 25c.

Rev. W. Nicholson, who has been occupying the pulpit of Gordon Memorial Church for the past two Sundays, will be the preacher at that church next Sunday.

Intense heat in Boston on Wednesday and Thursday of last week caused several deaths and many prostrations. It was uncomfortably hot even in our favored Annapolis Valley.

**CIDER APPLES WANTED**  
Any quantity of cider apples for which we pay 25 cents per barrel.  
M. W. GRAVES & CO.  
24-31 Bridgetown.

The first moose meat on the Bridgetown market this season was brought in on Saturday by Mr. John Todd of Dalhousie. The McGill Brothers were also successful in making a capture last week.

Next Sunday being the last in September, the annual Harvest Festival Service will be held in St. Mary's Church, Belleisle. The preacher will be Mr. L. Williams of the Bay of Fundy Mission. The service will be at 3 p. m.

Joseph E. Steadman of Young's Cove was a successful candidate in the "C" class at the last Provincial examinations, and also received the M. P. Q. diploma. Miss Edith Haynes of Upper Granville was a successful candidate in the "D" class.

Mr. David Morse, former resident of Carleton's Corner, underwent a serious surgical operation at the Victoria General Hospital, Halifax, quite recently. Late reports state that he is progressing satisfactorily toward recovery.

The schooner Scotia Queen, Capt. Tupper, arrived in port on the 17th from New York with a cargo of anthracite coal for Mr. E. L. Fisher. The schooner Cora May, Capt. Elmer Lewis, arrived on the 21st from New York with anthracite coal for J. H. Longmire and sons.

Recently a very pleasant afternoon party was given by Miss Ida Witham at her home in Clarence. Among the guests were Mr. and Mrs. Isaac Banks, Mr. Caleb Banks, Mrs. Mary Jackson and another lady, all being over eighty years of age. An unexpected visitor, Mrs. Hannah Margeson from Annapolis, was present. A few young people also graced the occasion.

Lieut.-Col. Parsons was in town on Saturday last. He informs us that the 64th Nova Scotia Battalion is now full strength, and that volunteers for the 85th battalion are now asked for. Quite a number of prominent business men in Halifax have already enlisted in this unit. It will be a kilted regiment, and will be commanded by Major A. H. Bopien. Half of the battalion will be raised in Cape Breton.

The first shipment of apples from Bridgetown for the English market this season was made on Monday by the Bridgetown Fruit Co. from their warehouse on Church Street. A second carload will be shipped by this company tomorrow. The Banner Fruit Company shipped out a carload this morning by D. A. R. These shipments all of which were of the Gravenstein variety, will go forward from Halifax by the steamer Myra Fell.

PERSONAL PARAGRAPHS

Mrs. Craig Todd spent Sunday in Halifax.

Miss Davis, trained nurse of Halifax, is the guest this week of Mrs. W. E. Reed.

Mrs. C. H. Rockwell of Kentville, is the guest of her daughter, Mrs. Frank H. Fowler.

Miss Burrows of Truro, has charge of Miss Annie Chute's Millinery department for the coming season.

Mrs. Minnie Primrose left last week for Boston where she will visit her son and other relatives for some weeks.

Mr. and Mrs. T. D. Ruggles spent a part of last week in Halifax, and were the guests at the Queen Hotel.

Rev. (Dr.) Jost made a visit to his son, the Rev. R. M. Jost, at Acadia, Yarmouth County, this week.

Mrs. I. B. Freeman left for St. John and Newcastle, N. B., on Monday, where she will visit relatives and friends.

Mr. S. E. Mack, Collector Customs, Lunenburg, is here relieving Collector B. N. Messenger, who is on a three weeks' vacation.

Mr. Truman Sanford, proprietor of the Royal Hotel, Wolfville, and family, were in Bridgetown this week, making the trip by auto.

Mrs. Cranswick Jost is in Toronto this week attending the meeting of the Board of the Women's Missionary Society of the Methodist Church.

Mrs. George F. Hogan and family who have been occupying their cabin at Young's Cove during the summer months, have returned to their home in Lynn.

Mr. T. M. Buckler of Annapolis Royal is acting as customs collector at Wolfville, during the absence on vacation of the regular incumbent of that place, Mr. F. C. Rand.

Mrs. O. A. Craig, and little daughters, Helen and Mary, who have spent the summer in Waterville and Bridgetown, returned on Monday to their home in Grassy Lake, Alberta.

Pdr. Clarence Troop of the Canadian Garrison Artillery, Partridge Island, St. John, came home last week to attend the funeral of his father, the late Eugene P. Troop, and returned on Monday.

We were pleased to have a friendly call from Mr. H. A. Steadman of Young's Cove on Monday. Mr. Steadman has been laid aside for several weeks, suffering from the result of an accident.

Mr. and Mrs. R. M. Harnish, Mr. and Mrs. P. C. Harnish, and Mrs. J. R. Harnish and son, all of Annapolis Royal, came to Bridgetown by auto on Sunday last, and were guests of relatives in town.

Mr. Arthur MacLean of Lynn, accompanied by his wife and child, paid a brief visit to his mother, Mrs. John MacLean, and brother Mr. Joseph H. MacLean, arriving Saturday and returning home on Monday.

Capt. J. Winchester of Woburn, Mass., Mr. Simon Sulis, Mrs. Arthur Sulis and son, Mrs. Ralph, Cossett, Mrs. Elmer Weir and Mr. Arch Adams of Smith's Cove, were recent guests of Mr. and Mrs. W. E. Bent of Belleisle.

Mr. Alfred Foster, son of Mr. and Mrs. Geo. Foster of Upper Granville, who has been on the staff of the local branch of the Bank of Nova Scotia for the past two years or more, has volunteered for the front and joined the Middleton Machine Gun crew now training at Sussex.

A telegram received here on Monday by Mr. Chas. H. DeWitt conveyed the news that Mr. and Mrs. Ronald Whiteway had arrived in New York and expect to arrive in Bridgetown today. After landing at Queenstown from the torpedoed steamer Hesperian they returned to London and from there took passage for New York.

Eight of the members of Crescent Lodge, I. O. O. F., viz. Aldon G. Walker, J. W. Peters, C. L. Piggott, W. R. Longmire, W. E. Reed, Lloyd Bruce, Howard Marshall and F. V. Young, went by auto to Digby last Friday afternoon and in the evening witnessed the conferring of the Second Degree by Winnistimmet Lodge, of Chelsea, Mass. The members of Crescent Lodge report a good time and were delighted with the work of the Chelsea Lodge.

DEATH OF WILLIAM WARD OF VICTORIA VALE

Death has again visited our community and removed a friend and neighbor, William S. Ward. He had been sick a number of years and during all this time bore his suffering with true Christian fortitude and had every faith in a risen Lord. He was a consistent member of the Methodist Church. He leaves a widow and two sons to mourn the loss of a kind husband and loving father. The funeral was held in the Methodist Church, Victoria Vale, on August 29th. He will be much missed in our community, but how beautiful to know that our loss is his eternal gain.

Methodist Church Circuit Notes

Prayer meeting Wednesday evening at 8. Epworth League Friday evening at 7.30.

Services next Sunday, Sept. 26. Bridgetown—Sunday School and Bible Study 10 a. m. Public worship 11 a. m. and 7.30 p. m. Granville—3 p. m. Belleisle—7.30 p. m. Dalhousie—11 a. m.

A special meeting of the Official Board is called to meet at the Parsonage on Monday evening, Sept. 27, at 7.30.

St. James Parish Church Notes

Next Sunday (17th after Trinity) the services will be:

Bridgetown—11 a. m. and 7.30 p. m. St. Mary's, Belleisle—3 p. m. Annual Harvest Festival Service, St. Peter's-by-the-Sea, Young's Cove—11 a. m. and 7 p. m.

WEEK DAYS

Thursdays—Belleisle 7.45 p. m. Fridays—Bridgetown 4.30 p. m. Intercession on behalf of the war; 7.30 evening prayer followed by choir practice.

Bridgetown United Baptist Church

Sunday services: Bible School at 10 a. m. Public worship at 11 a. m. and at 7.30 p. m. Prayer meeting on Wednesday at 8 p. m.

On Friday evening the B. Y. P. U. will be addressed by Rev. John Hardy, one of our returned missionaries, who spent sixteen years in mission work among the Telugus at Palkonda, India. The public are cordially invited to Silver collection.

A special meeting of the Ladies' Aid Society, to complete the unfinished business of the year, will be held in the vestry immediately after the prayer meeting on Wednesday evening.

CENTRELEA

Prayer meeting on Tuesday at 8 p. m. Preaching service on Sunday at 3 p. m.

After this week the steamers of the Yarmouth-Boston line will make but two trips per week. The Prince George will be kept in commission and leave Yarmouth on Wednesdays and Saturdays, returning leave Central Wharf, Boston, on Tuesdays and Fridays.

To the Public

Notice is hereby given that owing to certain business changes about to take place hereafter the general store of E. E. Burke will be run on a Cash Basis. Also that all accounts owing the said E. E. Burke are now due, subject to draft. Thanking the public for their kind patronage and soliciting a continuance of the same, assuring you of the best value money can buy.  
E. E. BURKE

**TALCUM POWDERS**  
Now is the time to use this dainty. It keeps the body fresh, cool and sweet.  
We have an exceptionally good line to choose from, and varying in price from 15c to 75c per package. We have one Special at 25c. It is the finest value we have ever seen.

**ROYAL PHARMACY**  
W. A. Warren, Phm. B.  
The Rexall Store

**Business Notices**  
For Sale—By W. Terhune at the farm of Andrew LeCain, Round Hill, 3 cows, (1 two-year-old heifer and 2 yearling heifers). Also cultivator, disc harrow, and De Laval Separator No. 10, run one year.  
WANTED—AGENTS, BOTH SEXES IN NOVA SCOTIA. Liberal commission. Men women and children insured against sickness and accident. Address, The Fraternities, Richmond, Maine.  
HAIR WORK DONE. Combing or cut hair made into Puffs, Transformations and Switches. Terms moderate. Satisfaction guaranteed. Mail orders promptly attended to.  
MISS GEORGINA BANCROFT Annapolis Royal, R. F. D. No. 1.

**CASH BARGAINS**  
Pkg Rolled Oats 25c  
Quart Jar Pickles 25c  
Molasses, gallon 55c  
1 oz. bottle Lemon 08c  
Regular 45c Tea 40c  
**10% off all Dry Goods purchases.**  
Produce taken as cash  
**BURKE'S, Paradise**

**To buy CLOTHES and TOGCERY there's no place like J. Harry Hicks'**  
To buy a Fall Suit for business or for Dress, there's no place like J. Harry Hicks'  
To buy a Fall Top Coat, Rain Coat or Overcoat, to buy a good pair of trousers for any purpose there is no place like J. Harry Hicks'  
To buy Clothing for the Boys there is no place like J. Harry Hicks'  
When looking for the correct Hat, the latest Hat or anything to make a man look well dressed, no place like J. Harry Hicks'  
Corner Queen and Granville Streets Phone 48-2

**FLOUR and FEED**  
A Full Line of Fancy Groceries always on hand  
Oranges, Bananas, Lemons, Confectionery  
Ham and Bacon  
Nails all Sizes  
Shovels, Hoes, Galvanized Wash Tubs, Tin Wash Boilers, Tin Pans all sizes, Galvanized Pails, Tin Pails  
Boots, Shoes and Rubbers  
**WOOD & PARKS**  
Granville Street Bridgetown, N. S.

**The Bridgetown Importing House**  
Just arrived per "S. S. Tabasco" our first shipment of  
**British and Foreign Goods**  
Consisting of Coatings, Serges, Poblins, Silk Crepes, Ondule, etc., in a variety of shades and prices  
**Northway Coats**  
Our first and second installment of Ladies', Misses' and Children's Northway Coats are now in. The range is larger and better than ever. We invite an early inspection.  
**Watson's Underwear**  
For Men, Women and Children in all sizes weights and prices  
**J. W. Beckwith**

**Use Eastlake Galvanized Steel Shingles on your Roof**  
They cost no more than best Cedars when laid on the roof.  
There are many roofs throughout Canada which were covered with Eastlake Shingles between 1885 and 1890 and which look as well to-day as when the shingles were put on. From all appearances these roofs are good for another fifty years or more. This record is the best guarantee that you can get.  
We are receiving a carload this week. Ask for prices. We also have two carloads of cedar and spruce shingles for sale.  
**J. H. HICKS & SONS**  
QUEEN STREET, BRIDGETOWN, N. S.

**DON'T FORGET**  
We can supply you with  
Rubber-oid Roofing, Tar Paper, Sheathing Paper, Wire Nails  
Barn Door Hangers, Glass and Putty, Paints and Oils, Shelf and Heavy Hardware, Stoves and Ranges  
**Crowe & Mundee**  
Bridgetown, N. S.

**Plumbing and Heating**  
Stoves, Ranges and Furnaces, Stove and Furnace Pipe and Elbows, Eave-trough and Conductor Pipe : : :  
Job Work Given Prompt Attention  
**JOSEPH H. MacLEAN**  
Phone 27-4 Granville Street  
(Under Oddfellow's Hall)

**A New Silver Polish**  
I have just stocked a large quantity of the finest silver polish in the world. A harmless vegetable product, unapproached for use on gold, silver, nickel, el brass and glass. Price per bottle 25c.  
Our repair work has always given satisfaction.  
**Ross A. Bishop**  
LOCKETT BLOCK  
**General Bingen 39997**  
Enrolement No. 146  
Sire Bingen, 2.06% sire of Ullhan, 1.50% (world's fastest trotter), Dam Rose Patchen by Patchen Wilkes, sire of Joe Patchen, 2.01, sire of Dan Patch, 1.55 (world's fastest pacer)  
This horse will be at Elias Langley's, stable, May 26th all day and every alternate Wednesday until August 1st, barring accidents and storms. Come see him. He weighs 1200 lbs and bred second to none. He is managed by his owner  
**NORMAN MARSHALL**  
6-tf Tel. connection Kingston  
**Farm for Sale**  
Sited in Beaconsfield, containing one hundred acres. Land in good state of cultivation. Farm cuts over forty tons of choice hay. The orchard has produced six hundred barrels of apples, also young trees just coming into bearing. Buildings new. For further particulars enquire of  
**PERRY BENT**  
or  
**S. C. TURNER**

# CLARKE BROS.

## Spot Cash Price List on Rubbers

1915-1916

WHEN asking CREDIT we charge five cents per pair extra on all Rubbers from 42c per pair to \$1.00 per pair, and ten cents per pair on all Rubber Footwear costing over \$1.00 per pair.

DON'T DESTROY THIS LIST. File it in a convenient place in your home. When in need of Rubber Footwear consult this List and send us your orders. We prepay all express charges on orders amounting to \$5.00 and upwards.

### RUBBER BOOTS

|                                 |                 |
|---------------------------------|-----------------|
| Men's Cabots, Knee Length       | \$3.50 per pair |
| Red Sole, Knee Length           | 4.00 " "        |
| White Rubber Boots, Knee Length | 4.85 " "        |
| White Rubber Boots, Hip Length  | 5.95 " "        |
| Storm King, Hip Length          | 5.50 " "        |
| Vac Brand, Knee Length          | 5.50 " "        |

### LUMBERMEN'S RUBBERS

|  |                 |
|--|-----------------|
| Men's Bruce, 1 Buckle                  | \$1.65 per pair |
| Prescott, 1 Buckle, Pure Gum           | 1.85 " "        |
| Wilmot, 2 Buckle                       | 1.80 " "        |
| Sponsor, 2 Buckle, Red Sole            | 2.50 " "        |
| Spartan, High Lace, Red Sole           | 2.50 " "        |
| Yukon, High Lace, Red Sole             | 3.25 " "        |
| Boy's Bruce, 1 buckle, sizes 1 to 5    | 1.30 " "        |
| Youth's Bruce, 1 buckle, sizes 8 to 13 | 1.20 " "        |
| Boy's Tacit, Red Sole                  | 1.85 " "        |
| Spartan, Red Sole                      | 2.00 " "        |
| Wilmot, 2 buckle                       | 1.50 " "        |

### MEN'S OVER BOOTS

|                                      |                 |
|--------------------------------------|-----------------|
| Men's Yamaska, 1 buckle              | \$1.45 per pair |
| Admiral, 1 buckle                    | 1.65 " "        |
| Four-Buckle Over Boots, best quality | 2.75 " "        |
| Manitobas                            | 2.65 " "        |
| Athabaska, 2 buckle                  | 2.00 " "        |
| Douglass, fleece-lined Storm         | 1.85 " "        |

### WOMEN'S OVER BOOTS

|  |                 |
|--|-----------------|
| Women's Buttoned Over Boots            | \$1.85 per pair |
| Dolphin, 2 strap and 1 buckle          | 2.20 " "        |
| Overstockings, with Rubbers            | 1.50 " "        |
| Misses' Overstockings, with Rubbers    | 1.25 " "        |
| Children's Overstockings, with Rubbers | 1.15 " "        |

### MEN'S PLAIN OVER RUBBERS

|                                      |                |
|--------------------------------------|----------------|
| Men's Albert Overs                   | \$.90 per pair |
| Manor, Nobby Last                    | 1.00 " "       |
| Men's Storm Rubbers                  | .95 " "        |
| Boy's Albert Overs, sizes 1 to 5     | .75 " "        |
| Youth's Albert Overs, sizes 10 to 13 | .60 " "        |

### Women's Plain Over Rubbers

|                                    |              |
|------------------------------------|--------------|
| Women's Eclipse Ideal              | .60 per pair |
| Etta                               | .65 " "      |
| Storm Rubbers                      | .70 " "      |
| Astor Light Weight, best quality   | .70 " "      |
| Misses' Eclipse, sizes 11 to 2     | .48 " "      |
| Children's Eclipse, sizes 4 to 10½ | .42 " "      |

### WOMEN'S GAITERS

Short, Medium and Long Lengths, color Black  
PRICES: 50c 65c 90c and \$1.00 per pair

All the above prices subject to change without notice

# CLARKE BROS.

BEAR RIVER, N. S., September 1st, 1915.

## Bear River

Mr. Otis Rice arrived in town last week.

Miss Lulu Zwicker left Friday for Round Hill.

Mr. H. Clifford Rice returned from Yarmouth on Tuesday.

Mr. Harry Bailey is visiting his aunt, Mrs. C. Chisholm.

Mr. Arthur Croscup is visiting his uncle, Mr. George Croscup.

Mr. Omer Rice returned to his home in Cambridge last week.

Extensive improvements are being made on Main Street of this town.

Miss Marion Wright of Mattawan, Mass., is visiting her aunt, Mrs. Hattie Wright.

Mrs. W. W. Payson and children returned to their home in Malden on Friday.

Miss Ethel Chute is spending her vacation with her parents, Mr. and Mrs. Scott Chute.

Mr. and Mrs. George Gibson are visiting her parents, Mr. and Mrs. F. U. Benson.

Miss Annit Chute who has been spending her vacation at Bathurst, returned home on Friday.

Miss Marie H. Chute, who has been spending the winter in the South, returned to her home on Monday.

On Wednesday, Mrs. J. L. Roop, accompanied by Miss J. D. Phinney, went to Middleton to visit friends.

Mrs. L. H. Crandall's sister and niece, Mrs. Kelly, and Miss Myrtle Styles, are visiting at the parsonage.

The I. O. O. F. attended their brother lodge of Digby, Friday night, the trip being made in autos. All report a good time.

Mr. Willard Reade, who has been absent from his home some time, is visiting his parents, Mr. and Mrs. W. E. Reade.

Mr. and Mrs. Clarence Adams have moved across the river to their former residence lately occupied by Mr. and Mrs. Stuart Harris.

A corn supper was given by the ladies of the Methodist Church on Friday evening. The sum of thirty three dollars was realized.

Miss Eva Warren, who has been spending the summer with relatives returned to Boston on Saturday accompanied by Miss Mary Kniffen.

Our much esteemed principal, Mr. W. K. Tibert, is spending a few days vacation hunting the monarch of the forest. His place is being ably filled by C. C. Copeland.

Mrs. F. W. Benson and daughter, Beulah, returned to their home on Monday in Boston. The latter, who has been in the Homeopathic Hospital for the last three months, is much improved in health.

What might have been a fatal accident happened here on the 11th inst., when the three year old child of Mr. Charlie Stuart, while trying to locate a lost doll, fell to the bottom of a thirty-five foot well which contained two feet of water. The frantic cries of the mother brought Mr. Chauncey Parker to the scene, and he at once descended and after groping around in the water found the apparently lifeless body of the child on the bottom of the well. He administered first aid to the drowning and after a short time saw signs of life in the child, when he at once made his way to the surface with the child under one arm. Medical aid was summoned and at the time of writing the child was out of danger. We cannot speak too highly of Mr. Parker's presence of mind in rendering first aid even under the most difficult circumstances, as the child probably would have been dead before he reached the surface.

### PRINCE DALE

Sept. 20

Mr. Leon Wright of Bear River East, spent Sunday at his home here.

Mr. and Mrs. Elder Fraser spent Friday in Deep Brook.

Mr. and Mrs. George Wright spent Saturday in Annapolis.

Miss Feener of Lake La Rose, is visiting her cousin, Miss Jennie Feener.

Miss Florence Patterson of Caledonia, Queens County, is visiting at Mrs. George Wright's.

Mr. Eustace Wright had the misfortune to hurt his hand quite badly on Thursday.

Mr. and Mrs. I. Turpin of Massachusetts, are visiting at Mrs. Albert Fraser's.

Miss Laura Ditmars who has been visiting at Mrs. Elder Fraser's, returned to her home in Deep Brook on Friday.

Mrs. J. C. U. Ditmars, Mr. Harold Ditmars and Miss Laura Ditmars of Deep Brook, spent Sunday at Mrs. Elder Fraser's.

Minard's Liniment Cures Garget in Cows.

### CLEMENTSPORT

Sept. 20

Mrs. Boss of Springhill is a guest of the Misses Jones.

Mr. Wesley Lowe of Salem, Mass., is at present the guest of Mr. and Mrs. Harry Lowe.

Mr. and Mrs. A. Berry of Boston, were guests of Mr. and Mrs. Forbes Tupper during last week.

Mr. William Ritchie of Salem, Mass., is the guest of Mr. and Mrs. Charles Ritchie, and will be for a time.

Several of our Nimrods, from the village, are now trying their luck in capturing moose. We wish them success.

A picnic social was held here recently by the ladies belonging to the Red Cross Society at which the sum of \$54.00 was realized.

Mr. and Mrs. William Letteney of New Haven, Conn., arrived here recently, and will spend their annual vacation among friends.

Our schools have opened for the term with Miss Minnie Whitman as principal, and Miss Estella Jones in the Primary Department.

Miss Minnie Berry, who is at present residing in the United States, has been spending a few weeks with her parents, Mr. and Mrs. J. N. Berry.

The Rev. Little and family from New Ross, where Mr. Little has had a church, moved here lately and are occupying a part of the residence of Mr. Forbes Tupper.

Mrs. M. Ditmars, who has been stopping with friends in Annapolis Royal for a time, arrived home last week, and will now reside in her own home for an indefinite period.

Mr. Herbert Hicks, who has been taking a motor trip through parts of Nova Scotia and New Brunswick, with friends from Bridgetown, has returned and speaks of an enjoyable time.

Mr. and Mrs. Griffin and daughter of Portland, Maine, accompanied by friends, arrived here by motor car last week, and were the guests of Capt. and Mrs. Elias Rawding. Mrs. Griffin is a sister of Mrs. Rawding.

Mr. Isaac Ditmars and daughter of New York, were visiting friends here on Friday of last week. Mr. Ditmars accompanied by his wife and daughter, are stopping at the Sea Breeze House, Deep Brook, for a few weeks.

Schr. Mercedes, Capt. Fred LeCain, cleared from this port recently loaded with wood and piling for Boston. We are sorry to state that business along this line is rather slow this summer. Owing to this, one of our vessels, Emma E. Potter, Capt. Walker, has hauled up for a while.

### DEEP BROOK

Sept. 20

Very hot weather last week. Better air since Saturday.

Our farmers are harvesting abundant crops of grain.

Mrs. Robert Spurr spent last Friday with Miss Ogden, Smith's Cove.

Mrs. Murdoch and son of Malden are visiting Mrs. Cleveland Harlow.

Mrs. Brooks left for her home in Roxbury, Mass., on Tuesday, 4th inst.

Mr. and Mrs. Ditmars of New York are late guests at the Sea Breeze House.

Mrs. Scott Chute and daughter, Miss Ethel, are guests at the home of J. M. Nichols.

Mr. and Mrs. Campbell of Lawrence, Mass., are guests at the home of C. V. Henshaw.

Capt M. F. Spurr is in Bear River overseeing bridge repairing and painting there.

Mrs. Betts and children and Mrs. Barkhouse and son, left for Boston last Friday.

The Plus Ultra S. S. Class intend holding a corn supper in Union Hall on Tuesday evening.

Mr. and Mrs. Chartier and daughter Elizabeth, of Roxbury, have been visiting Mrs. Sherman.

Dr. Ross Vroom and family of Hingham, Mass., lately spent a few weeks at the home of Mrs. Edward Bartheaux.

Major Purdy and party returned on Saturday evening with a moose; also Frank Ditmars and party. Thanks for steak.

A number from here attended the Cantata, "The Holy City," given in the Baptist Church, Bear River, last Sunday evening.

The new lamps placed in the Baptist Church last week are a decided addition and a credit to the donors, the Plus Ultra Class.

It is notorious that the London stock exchange is often better informed of political events than parliamentary circles; so it is interesting to note that bets are freely offered that the Gallipoli Peninsula will be freed from Turks and the way to Constantinople opened before the end of October.

There are now 5000 Canadian Hospital beds in England and 5,000 in France.

### EDISON'S "TELESCRIBE"

Mr. Thomas A. Edison, in a machine which he calls the "telescribe," has succeeded in combining the phonograph with the telephone for the recording of telephone conversations. Heretofore in telephoning there have been no records for reference; none of the feeling of security that attends the actual possession of a signed communication or the carbon copy of a letter that has been mailed. But now, by means of the "telescribe," both sides of a telephone conversation can be recorded.

In operating the receiver of the regular desk telephone is removed from the hook and placed in the socket of the telescribe. In this way the accounting connection to the dictating machine is made without danger of criticism from the telephone company, as the instrument is neither mechanically nor electrically connected to the

telephone lines. The user then takes up a small receiver, which is no part of the telescribe, and gives his call to the exchange. Both sides of the conversation and the voice of the central operator making the connection are recorded. After the conversation the dictator may turn to the telescribe and confirm what has been said.

—World's Work.

### PURIFYING AIR

William Bond, a Delaware chemist, climbed into an air-tight box which was submerged in a tank filled with water at ten o'clock one morning recently, and remained there until five in the afternoon, depending for seven hours on his chemical formula for purifying air.

He talked with his friends outside by means of a telephone, the wires of which entered the box through hermetically sealed holes.

A sentry was giving close attention to his post in the neighborhood of a British army camp in England, challenging returning stragglers late after dark. The following is reported as an incident of his vigil.

"Who goes there?" called the sentry, at the sound of approaching footsteps.

"Coldstream Guards!" was the response.

"Pass, Coldstream Guards!"

"Who goes there?" again challenged the sentry.

"Forty-ninth Highlanders!" returned the unseen pedestrian.

"Pass, Forty-ninth Highlanders!"

"Who goes there?" sounded a third challenge.

"None of your business!" was the husky reply.

"Pass, Canadians! acquiesced the sentry.—Omaha World-Herald

Ladies!

Think well of the grocer who handles

# PURITY FLOUR

More Bread and Better Bread

## THE BEAR RIVER BRIDGE

### Construction of the Foundations

(Canadian Engineer, Sept. 2, 1915.)

The building of the Bear River Bridge channel by open dredging caissons involved some construction features which may not be devoid of interest.

The bridge derives its name from the height of land of Nova Scotia, and flowing northerly, empties into Annapolis Basin at a point about six miles east from the town of Digby. The D. A. R. crosses Bear River near the Basin, and due to a 30-foot range of tide, a bridge of 1,700 feet in length was required, and a bridge of this length was built about 26 years ago. The new bridge parallels the old and is of equal length. Work on the sub-structure was begun in the summer of 1912 and by the fall of 1913 the abutments and piers were complete, with the exception of the five piers in the channel. No work had been done on two of these and on three the caissons had been placed and sinking operations started.

The completion of these five piers is the subject-matter of this article. Tidal and climatic conditions were somewhat unusual and severe, and added greatly to the construction problems and difficulties.

The bridge site is at the head of a small wide bay into which the Bear River empties. When winds were from a northerly direction they had a sweep about seven miles across Annapolis Basin, causing rough water at the bridge site. The frequency of high seas, due to these winds, decreased the efficiency of a floating equipment. The tide had a range of 30 feet and the incoming and the outgoing current at the bridge site was about four miles an hour. As previously stated, some work had been done on three of the caissons. These had been sunk so that their tops were only a few feet above extreme low tide, and owing to their being considerably out of plumb the straightening of these was necessarily confined to about 4 hours out of the 24, and required a careful arrangement of schedule, covering the various operations, to avoid very considerable loss of time due to moving the forces from one piece of work to another.

From January to April, 1914, weather was recorded that was exceptional in the annals of the Weather Bureau. Gales were almost of daily occurrence and severe storms were frequent. In February a minimum temperature of 25 degrees F., was reported, making one of the lowest records for 50 years. This extremely low temperature froze ice to a considerable depth on Bear River and in a part of the Basin, and the movement of this ice was a source of some danger to the work and required constant efforts night and day to prevent its jamming and carrying away stages, shoring and other temporary work in the river.

In considering the plan installation, careful consideration was given the hazards of storms and ice action. The principle was adhered to of placing all plant as far as economical out of the reach of rough water and ice. Derricks were mounted on platforms substantially braced and of sufficient height to clear extreme high tides.

The new bridge parallels the old, 50 feet down-stream, and the channel piers of the new are opposite the channel piers of the old. The railroad was operated over the old bridge until the new was completed, consequently, it was necessary to take precautions against impairing the strength of the old piers by the operations in connection with building the new. These operations consisted principally in substantially shoring the old spans with the idea that if the old piers were undermined or damaged the shoring would support the entire load. This shoring was done preliminary to active operations in the new foundations. Each old span was supported by frame bents supported by piles, one bent under each end of the span. Changes in the point of support in the old spans required re-bracing of the trusses.

Bear River is navigable, and the old bridge has a swing span which was kept in commission as long as possible and then shored. Navigation was provided for by cutting through one of the old fixed spans—giving a 33-foot opening. The railway traffic crossed this opening on a temporary lift bridge, hinged at one end and lifted by a derrick at the other end.

Shoring consumed 460 65-foot piles and 200,000 B. M. yellow pine timber. As the shoring was completed the work proceeded on the new piers.

To summarize, in the fall of 1913 the five channel piers were yet to be completed. Pier No. 3 had been built to a height of 63 feet and sunk until its top was a foot above water at extreme low tides. Pier No. 4 had been built up to 58 feet and sunk until its top was about 12 feet out of water at extreme low tide. Pier No. 5 had been built up to 62 feet and sunk until its top was about 8 feet out of water at extreme low tide. Pier No. 6—the caissons had been started but not launched. Pier No. 7—no work had been done at the site of this pier. The general plan of operation was to first straighten the three caissons already in place, Nos. 3, 4 and 5, and then sink to a suitable bearing. While this work was in progress to build caissons for piers 6 and 7 and so scheduling the various operations as to keep the various gangs efficiently employed.

At piers 3, 4 and 5 depths of water and material to sink through were quite similar. Depth of water at low tide varies from 35 feet at pier No. 3 to 30 feet at pier No. 5; the main channel being between these two piers. Borings indicated silt from river bottom down 25 feet; below the silt a compact sand and gravel. It was assumed that if the sand and gravel proved satisfactory, the caissons would be founded on it. Borings at piers 6 and 7 indicated mud from river bottom down 50 feet, then sand and gravel. It was decided to sink the caissons 18 to 20 feet into the stiff mud, then drive piles to a firm bearing.

As the construction problems differ, a brief description of the construction of each pier is necessary to bring out the more interesting features. Piers will take the order in which constructed.

Pier No. 4.—The pivot pier caisson was the open dredging type, square in section, 33 feet on a side, double outside walls filled with concrete. It had been built up 58 feet with 950 cubic yards of concrete in the walls and sunk 12 feet into the river bed, and in the sinking process, came out of plumb to such an extent that there was 8 feet difference in the levels of the southwest and northeast corners. The problem was to at once take precautions to prevent further movement out of plumb and then to bring it back to a vertical position. Dredging on the outside was not considered advisable as the old pivot pier was distant 15 feet and in none too good a condition and shoring not completed and it was imperative to take immediate action. To add some resistance to the settlement, a row of piles were driven 40 feet from Pier No. 4 and a substantial shoring frame built up of 10 x 10 timbers, which, when complete, were floated into position and sunk so as to bear against the row of piles. An even bearing on the piles was made by divers blocking up to the sill of the shoring frame. The unweighted upper end of the bent was placed in position and wedged against the caisson. Provision was made so that jacks could also be placed to assist wedging. A cable sling was placed around the top of Pier No. 4 and two 1½-inch cables run to shore, a distance of 500 feet. These cables were strained by a hoisting engine winding up the cable reeved through a pair of double-sheaved steel shell blocks. Wedges, jacks and the pull on the

(Continued on page 7)

### THE GREAT BLOOD PURIFIER

#### "Fruit-a-tives" Cleans, Purifies, Enriches

Fruit juice is Nature's own remedy. "FRUIT-A-TIVES," the famous fruit medicine, keeps the blood pure and rich because it keeps the whole system free of impurities.

"Fruit-a-tives" improves the Skin Action; enables the stomach to digest food properly; makes the bowels move regularly; and relieves the strain on the Kidneys.

By its cleaning, healing powers on the eliminating organs, "Fruit-a-tives" rids the system of all waste matter and thus insures a pure blood supply.

50c. a box, 6 for 2.50, trial size 25c. At dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

### The Second Battle of Ypres

(Continued on page 3)

to be lost and won again on the following day. On the Friday four hundred casualties passed through our hands—as they were wounded and not gassed, nobody seemed to be particularly depressed—and we were told that Hill 60 had now become untenable for either side.

#### The Close of the Fight

For another week the fight continued, with gradually decreasing intensity, one of the closing episodes being the charge of dismounted cavalry, when their splendid steadfastness in infantry warfare was the salvation of our front. Time and again during this campaign the cavalry have had to take their turn in the trenches and act as infantrymen. Always they have done well, but never better than on Wednesday, May 12th, when so many of them went to their death, but when they "made good," and held their ground. In this war battles do not end with a grand climax; they rather ebb away—die a slow death, and it is always difficult to say on what exact date a particular battle came to an end. The second battle of Ypres ended officially, I believe, on May 13th, but there were several later incidents which, to us, seemed part of the same battle, noteworthy among these being the fourth gas attack on May 24th, when the cavalry especially were the sufferers. I am not going to describe it; enough has already been said to give you some idea of that horror; suffice it to say that in twelve hours 800 cases passed through our hands. But they were not such serious cases as in the previous attacks, for the men had been equipped with respirators which greatly neutralized the effect of the gas, and since that date these have been so improved that now the gas is powerless to touch us.

In the weeks that have followed there has been little real peace in the Ypres salient—mine and counter-mine, attack and counter-attack—but always we have held them, and the German attempts to break through have failed. Twice we have been shelled out of our dressing-station; constantly, whilst the ambulance has performed its dangerous task of collecting the wounded, the tale of our casualties has grown; since coming to Ypres we have lost some sixty men—bearers and motor-ambulance drivers—and of these at least eight have died. Col. G. S. Crawford, who has commanded the ambulance since the mobilization has been promoted to the command of a general hospital, and now only Lieut. Grenfell and myself are left of the officers who mobilized with the ambulance. Whilst gratified that our commanding officer's services should be recognized and rewarded, it was with real regret that we saw him depart, and I personally felt that I had lost a real friend. Our sorrow is, however, tempered by the knowledge that in his successor—Col. Brian Watts—we have a commanding officer under whom all will be proud to serve, and who is likely to add to the laurels of the 14th Field Ambulance.

every Wesleyan chaplain serving with the British Expeditionary Force was the visit of the Rev. J. H. Bateson, secretary of the Wesleyan Army and Navy Board. In the course of his week's stay amongst us he was enabled to visit every part of the line, see almost every Wesleyan chaplain, visit the principal hospitals and base camps, in a measure share the perils of the chaplain's work, and inspire them to yet greater zeal and devotion. To all his visit was an inspiration and encouragement, for it gave concrete proof of the interest in us which is felt by the Church at home. Very memorable was one occasion, when no less than twelve chaplains were able to meet around the Lord's Table, and I think none of us ever partook of that Holy Sacrament with a deeper sense of our high calling and great responsibility.

The coming of the Rev. H. V. Griffiths to the division has greatly strengthened my hands, but we also have had severe losses. Serjt-Major Spratt, R.F.A., has been promoted lieutenant, and will be shortly leaving us to join another brigade. He is one of the most active local preachers in the division, and it will be hard to fill his place. We rejoice in his well-earned promotion, but we are the poorer for his going. Then Serjt-Major Moore, of the King's Own Yorkshire Light Infantry, has been taken from us. I have already written of his passing, as also has Lieut. Grenfell—he died as he had lived, to save others. His loss is irreparable. That God should have taken him of all others is a mystery. He will rank among the greatest of the Methodist soldier-preachers. In all my ministry I never met a man whose work was so rich in "fruits." God help us to live as he lived, work as he worked, and if our ministry be half as fruitful we shall be glad indeed.

I have mentioned the assistance that has been rendered to me in my work of senior chaplain by the loan of motor cars. I am thankful to say that through the generosity of Methodist friends in the Exter and the Ealing and Acton Circuits I have been placed in possession of a car for carrying out my visitation duties. The kindness which has thus equipped me for my work is all the more appreciated in that it was spontaneous, and as far as I myself was concerned, unasked for. "The people called Methodists" are truly thoughtful of those who are called to their service.

#### HOW NERVE ENERGY IS WASTED

So many people needlessly and recklessly waste their nerve energy. They drum the chair or the desk with their fingers or tap the floor with their toes. They hold their hands. They sit in a rocking chair and rock for very dear life. If they go upstairs they make the whole body do the work that was intended only for the legs. If they write or sew they get down to it with a vengeance and contract their brows and wrinkle their foreheads and grind their teeth.

If they have an unusual task to do they screw and contract and contort every muscle of the body, making themselves tense and rigid all over, when the work required but one set of muscles or perhaps the mind only, as the case may be.

Wasting nerve energy. Frittering it away.

Little things to be sure. But little things have a way of adding themselves up into big things.—Medical Talk.

#### A MOTOR CAR BED

A bed for motor cars has been patented by an inventor in Washington. It is intended for automobilists who want to take long trips and sleep in their cars when far away from hotels. The bed is a sort of hammock slung from the support of the top of the car and supported in the middle by the seat cushions. Rods specially designed to fit firmly over the seat supports the cushions.

When not in use the bed can be rolled into a small bundle and stowed away out of sight in the bottom of the car.

### CASTORIA

For Infants and Children  
**In Use For Over 30 Years**

Always bears the Signature of *Wm. D. Giffins*

#### TALKING SHOES

The South Sea Islanders are very proud if they can get hold of a pair of European shoes. They are especially gratified if they acquire a pair that squeak, or, as they call them, "shoes that talk." A story is told of a South Sea Islander, who came into church with shoes merrily a-squeak. He walked proudly to the front and, removing these shoes, dropped them out of the window, so that his wife might also have the pleasure of coming in with "talking shoes."

### THE BEAR RIVER BRIDGE

(Continued from page 6)

cable was now tending to hold the caisson from further movement. High-pressure water jets were then operated by divers with the object of removing the material under the high side. This started the caisson, and by carefully conducted dredging operations with a clam-shell bucket, the caisson was gradually brought to a vertical position. All soft ground was removed from the interior of the caisson and concrete deposited through the water by means of a special type of bucket. The concrete was brought up to the elevation of the bottom of the shaft and allowed to set and the shaft form placed in position. This form was built complete, then launched and afterwards placed in position.

A watertight diaphragm was placed near the top of the form, and sides caulked so that it would float in a vertical position after launching and also to facilitate setting. The shaft form was filled with concrete and reinforced coping built above the top of the form. The form was left on as a guard to the concrete.

**Pier No. 5.**—The caisson for this pier was of the open dredging type double walls, with a cutwater at each end, 34 feet long by 20 feet wide between cutwaters. It had been built up 62 feet, weighted by 600 cu. yds. of concrete in walls and sunk 25 feet into the river bed. It was out of plumb with a decided lean towards Pier No. 4. The difference in elevation between the high and low sides was 2 to 3 feet in a distance of 20 feet, throwing the top 6 feet out of position towards Pier No. 4. At low tide the top was 6 feet out of water. With Pier No. 4 firmly founded and Piers Nos. 3 and 5 leaning towards it, a system of struts was erected between Piers 4 and 5 and Piers 4 and 3. Against 5 and 3 shoring jacks supplemented by wedges 8 feet long and driven by a hammer operated by a hoisting engine arrested further movement of Piers 3 and 5 towards Pier No. 4. The jacking so efficient in Pier No. 4 was repeated and combined with dredging outside on the high side, by carefully dredging. Cutting sides gradually brought the caisson to within an inch of vertical, which was considered satisfactory. At high tide the depth of water inside the caisson was 80 feet. The operation of cleaning out the concrete and placing the shaft form was similar to Pier No. 4, except the forms, being much lighter, were picked up from building stages and set by a travelling crane.

**Pier No. 3.**—The caisson was the same type as Pier No. 5, like dimensions and cross sections. It had been built up 63 feet, weighted with 700 cu. yds. of concrete and sunk 23 feet in the river bottom. The top was about water level at extreme low tide, consequently the work on this was confined to about 2 hours a day. It was caisson leaned towards Pier No. 4. It was 2.7 feet between high and low sides and 7-10 feet between high and low ends throwing the top 7.5 feet out of position. The concrete in the walls was about 5 feet from the top so that the same system of struts used on Pier No. 5, similarly placed, might displace the unfilled wooden walls unless precautions were taken. Vertical 10 x 10 timbers were set against the low side struts set against these and No. 4, provision being made for wedges and jacks to act on the struts. To assist the action of the struts, a sling of 1 1/2-inch cables was placed around the caisson below the top of the concrete. Tackle consisting of double steel sheave and steel blocks was fastened to the sling and run to Pier No. 2 which acted as an anchor. A strain was taken to the full power of a 7x10 hoisting engine. By keeping a strain on the sling, following up the jacks and wedges, and following similar methods to those used on Pier No. 5, jacking and dredging, the caisson was brought to its correct position, interior cleaned and concrete and shaft built, as in the case of Pier No. 5.

**Piers Nos. 6 and 7.**—The caisson for No. 6 had been commenced. The structural steel cutting edge had been removed and utilized in a caisson of somewhat different design. The caisson was 31 feet by 51 feet at cutting edge (outside dimensions) double walls about 7 feet apart for a distance of 20 feet above cutting edge. Single walls of timber from top of double wall to top of caisson. Inside single walls 17 feet by 38 feet. The caissons were built on launching ways, as high as depth of water at ways would permit, and then launched and towed to deeper water, there built up as high as possible and still float in a vertical position. The sites of the Piers partially dredged, the caisson placed in position and weighted by rails and sunk by carefully dredging. Cutting edge was sunk 18 feet below the river bed without accident or interruption and left in correct position. Piles were driven, 152 in all, at all tides; at high tide there was 60 feet of water over the top of the piles. The methods of driving was by means of an apparatus designed by the contractors. This apparatus was suspended in position

### NO ALUM



and piles placed in same and driven, and after a few piles were driven to determine the proper length, all piles were then cut to their own correct length and driven home, thereby avoiding cutting these piles under water.

The piles averaged about 45 feet, about 4 feet above the cutting edge; the tops were left at an elevation of 5 feet above the cutting edge. After the piles were driven the soft mud was taken out and concrete laid under water to an elevation about 12 feet above cutting edge, forming a base 51 feet x 31 feet over piles. At this elevation the bottom of the interior wall was embedded 2 feet in the concrete. After the base was set concreting was continued in the interior wall to the elevation of the bottom of the shaft. This section was 17 feet x 38 feet, completing the base. On the base the shaft was built as in the case of Piers 3 and 5.

All concrete was 1:2:4 mixture; that in the caissons being placed by means of buckets through the water, that in the shafts being laid in the open air as the tides permitted.

A fairly good mixture of sand and gravel was obtained from a nearby beach and this was used without treatment.

The 5 piers were completed between November 17th, 1913, and June, 1914, with about 50 days out for storms, when it was impossible to work, leaving a net working period of approximately five months.

The contract was under the direction of Mr. P. B. Motely, bridge engineer of the Canadian Pacific Railway, and Mr. Hare, chief engineer of the D. A. Railway Company. Contractor for the channel piers above described, The Foundation Company, Limited, Montreal and Vancouver.

The bridge superstructure consists of one 85-foot, seven 103 feet and one 50-foot deck plate girder spans, four 157-foot deck truss spans and a deck truss swing span 141-feet, 10-inch-long centre to centre of bearings. Of these the swing and the 103-foot girders were newly made, the remainder being taken from existing C. P. R. bridges. Floating was adopted as the means of placing both new and old truss spans—all being erected on falsework in one opening and being skidded down a falsework track until they could be picked up on the scows. The superstructure was erected in 1914 by the Dominion Bridge Company.

### SANITATION A FORERUNNER OF HEALTH

Good sanitation is the forerunner of good health. To-day sanitation has done much for the promulgation of human life and even to prolong the great war in Europe. Too much cannot be said in favor of the introduction of new hygienic principles, especially when they have a tendency for the uplifting of the human body. Railway corporations, like municipal corporations, be they great or small, are constantly on the lookout for newer methods of sanitation. The European war, in which Canadian soldiers are playing an important part, is teaching many important lessons for improved sanitary conditions. Iodine, for instance, alone has done a great deal and has been the means of saving thousands of lives. When the Americans took over the building of the Panama Canal, fears were entertained as to its completion, but the introduction of a perfect system of sanitation enabled it to be completed. During recent years great strides have been made towards a perfect system of hygiene for the public, but there is still a great deal more to be done. The dirty, common drinking cups formerly used at the fountains in public squares have now, in many progressive cities, been replaced by the bubbling fountain, which provides the man in the street with a sanitary drink of water. This system has only been recently adopted by the eastern cities, but in the West it has been in vogue for some time. When the lips touch the rim of a drinking cup, a little saliva is invariably left there, which may contain disease germs. These will adhere to the lips of the next user of the cup. To obviate this the railways of the country and other institutions have adopted the system of individual paper cups, which immediately after use are destroyed. Another step towards cleanliness. Then the disappearance

of the common towel in most places has been replaced by the individual. Soap is another important germ carrier. Many hotels and railway companies, to say nothing of smaller concerns, have discarded the use of common soap on this account, and the individual soap has been instituted, while in other places the liquid soap has been experimented with. It has been proved that the latter is not susceptible as a germ carrier and from a sanitary point of view is the best for use in the public toilet room. It is a question which has come under the severe fire of many critics, but the time is fast approaching when it will have reached the perfection point and become of universal use. Speaking of the sanitation of railway cars, which is of so much importance as municipal sanitation, up-to-date companies take special precautions to ensure the health of their travelling patrons, and in some cases at enormous cost employ a special department for the purpose. The desire to keep abreast of the development of sanitary science has resulted in the promulgation from time to time of various rules affecting service procedures. It is often that these emanate from public authorities and sometimes from company officials.

There are so many diseases which have to be guarded against where people congregate together, and the most communicable diseases are caused by minute invisible living plants, called bacteria. They grow in a person's mouth, nose, throat, lungs, hair, or other parts of the body, and cause sickness of various kinds, depending on the bacteria present. These little organisms are thrown out of the body of diseased persons in various ways, and the introduction of perfect sanitation is the only means to prevent the spread of these germs which cause human disease. In order to do this, railway companies insist on certain regulations governing cleanliness. All cars, whether sleepers, diners, first or second class, or immigration cars, are thoroughly overhauled after a journey by a great army of cleaners; sweeping, mopping, dusting, brushing and fumigating being systematically carried out. Even the ice used for the drinking water is handled with tongs, and the ice carried for the purpose in a special bucket. Sleeping cars and trains travelling to certain districts where there are known possibilities of germ carriers being in the vicinity receive special treatment immediately at the end of its destination. It would be invidious to attempt to set forth the details of cleaning which are carried out in connection with the high standard of hygienic principles upheld by the railway of today. But while all these new rules and regulations governing a better standard of hygienism are being enforced, the common hair brush and comb still hold sway in high-class hotels and on railways. This is very remarkable, especially in view of its germ-carrying proclivities. No matter how frequently the brush and comb may be washed and disinfected, it is an utter impossibility to keep them free from carrying germs. Under these circumstances it is astounding that the railway companies who are usually to the forefront in matters of this character, have not discontinued the use of the common hair brush and comb from the hotels and sleeping cars. Furthermore, every day the regular traveller is becoming more and more educated to the principles of hygiene, and nowadays he is beginning to realize that it is safer to carry one's own necessities, especially in this direction, so that the abandonment of the brush and comb would not be very much missed.

### ELECTRICITY ON THE FARM

The last years have brought wonderful changes in the methods of farm management. The advent of electricity on the farm has brought a convenience to the farmer and a comfort to the family not thought attainable only a few years ago. With the pressure of the button enough is accomplished now to make the wizardry of the old magicians seem like child's play. Responding to this gentle press, dark rooms are filled with brilliancy, water is pumped, churn day is cared for without a burden of labor, vacuum cleaners, washing machines, sewing machines and many other contrivances are operated for the greater comfort of the housewife, while at the barn the utilization of this unseen force is contributing to the lightening of many arduous tasks.

There are two methods by which electricity is introduced into the farm storage batteries and through proximity to some distributing line feeding from a source where electric power is developed in enormous quantity. In our section consisting of the countries skirting Lake Ontario, we are connected with the mammoth power plants at Niagara Falls and from this gigantic source is furnished the current for lighting many cities and towns and leaving an abundance of power for the movement of all the street car systems within an area embracing much of western New York. This means that all the towns between Oswego and Niagara Falls have the current generated at the Falls on an "all day service." To get the benefit of this system one needs to reside in close proximity to the line, although there are instances where to connect a group of large farms a special line has been constructed from the main line. This practice has not yet found general application in this section owing to the cost of installing the side line. However a large and constantly increasing number of farmers and orchardists in Wayne, Monroe, Orleans and Niagara counties are being connected for the service.

The other system of using electricity on the farm, by means of the storage battery, is more elastic in that it can be applied anywhere. It has only been within the past few years that batteries of this construction have been perfected to the point where they could be adopted on the farm. The storage system is a low-voltage, 20-volt, equipment is known as 24-volt, 20-volt, 35-volt, etc., while the services received here calls for from 110 to 125 volts.

The gasoline or kerosene engine in use on the farm will serve adequately as the power plant on the farm lighting plant. The equipment needed will be the dynamo, batteries and switchboard with the wiring connections for house or barn. The batteries are charged from day to day by connecting the dynamo with the engine. Usually about two hours a day will make a sufficient run for the engine to store up all the current needed, even for the winter's shortest days. In summer time the batteries will not require recharging oftener than twice a week.

The lighting units in the storage battery system are determined by the number of lamps that the batteries can render incandescent at once. One able to maintain eighteen lights simultaneously is an eighteen unit system. This, however, does not indicate that not more than this number of lamps shall be installed with the system. It merely determines how many may be operated at once. On occasions where a protracted use of all the service is required it will be necessary to maintain the service on the dynamo when a few extra lights beyond the unit strength may be used.

Tungsten lamps are well adapted to low voltage systems. They are made much stronger for all battery systems and give longer service. The good things in electricity are just coming on. The old carbon lamp was thought a wonder in its day but the improved ones are immeasurably superior. Other new ideas are coming into adoption, but the time is already here when the farmer may have the benefits of electricity at his command. May its use spread to the farms of our land. The mystery and subtlety of this force will have its challenge met in the boys of the farm. They will here find a new charm and perhaps unrealized benefits accrue from the awakening of some boy who delves into this most fascinating study.

### MILDREDINA HAIR REMEDY

It never fails to produce the desired results. It enlivens and invigorates the hair glands and tissues of the scalp, resulting in a continuous and increasing growth of the hair. Letters of praise are continually coming in from nearly all parts of the country stating that Mildredina Hair Remedy has renewed the growth of hair in cases that were considered absolutely hopeless. A lady from Chicago writes: "After a short trial my hair stopped falling and I now have a lovely head of hair, very heavy and over one and a half yards long."

Mildredina Hair Remedy stimulates the scalp, makes it healthy and keeps it so. It is the greatest scalp invigorator known. It is a wholesome medicine for both the hair and the scalp. Even a small bottle of it will put more genuine life in your hair than a dozen bottles of any other hair tonic ever made. It shows results from the very start.

Now on sale at every drug store and toilet store in the land, 50c. and \$1.00.

Mildredina Hair Remedy is the only certain destroyer of the dandruff microbe which is the cause of 98 percent of hair troubles. These pernicious, persistent and destructive little devils thrive on the ordinary hair tonics.

It is estimated that the war has cost the life insurance offices in the British Empire \$27,500,000 so far. The number of claims of the British regular life offices are not available, but the claims of the industrial offices now number 46,000, which is 4,000 more than a month ago.

No more Dyspepsia for Us!

There isn't a member of the family need suffer from indigestion, sick headaches, biliousness, fermented stomach, etc., if he or she will take Chamberlain's Stomach and Liver Tablets. They cleanse the stomach and bowels and stimulate the liver to healthy activity and tone up the whole system. Take one at night and you're RIGHT in the morning.

All druggists, 25c. or by mail from Chamberlain Medicine Company, Toronto, 16

### CHAMBERLAIN'S TABLETS

### DOMINION ATLANTIC RY.

"LAND OF EVANGELINE ROUTE"

On and after Sept. 1st, 1915, train service on the railway is as follows:

|                                   |         |           |
|-----------------------------------|---------|-----------|
| Service Daily Except Sunday.      |         |           |
| Express for Halifax (Monday only) |         | 4:13 a.m. |
| Express for Yarmouth              | 12 noon |           |
| Express for Halifax               |         | 2:01      |
| Express for Annapolis (Sat. only) |         | 7:53 p.m. |
| Accom. for Halifax                |         | 7:40 a.m. |
| Accom. for Annapolis              |         | 6:35 p.m. |

### Midland Division

Trains on the Midland Division leave Windsor daily (except Sunday) for Truro at 7:05 a.m. 5:10 p.m., and 7:50 a.m. and from Truro for Windsor at 6:40 a.m. 2:30 p.m. and 12:50 p.m. connecting at Truro with trains of the Intercolonial Railway and at Windsor with express trains to and from Halifax and Yarmouth.

Buffet Parlor Car Service on Mail Express trains between Halifax and Yarmouth.

### St. John - Digby

DAILY SERVICE (Sunday excepted.)

Canadian Pacific Steamship "Yarmouth" leaves St. John 7:00 a.m., leaves Digby 1:50 p.m., arrives at St. John about 5:00, connecting at St. John with Canadian Pacific trains for Montreal and the West.

### Boston Service

Steamers of the Boston and Yarmouth S.S. Company sail from Yarmouth for Boston after arrival of Express train from Halifax, Tuesdays, Wednesdays, Fridays and Saturdays.

P. GIFFKINS, General Manager.

### FURNESS SAILINGS

| From London                     | From Halifax |
|---------------------------------|--------------|
| ABOUT                           | ABOUT        |
| Apenino                         | Aug. 27      |
| Caterino                        | Sept. 7      |
| Shenadoah                       | Sept. 21     |
| Aug. 31 (via St. John's, Nfld.) | Messina      |
| From Liverpool                  | From Halifax |
| ABOUT                           | ABOUT        |
| Tobasco                         | Sept. 11     |
| Durango                         | Sept. 25     |

Above sailings are not guaranteed and are subject to change without notice.

Furness Withy & Co., Limited  
Halifax, N. S.

### H. & S. W. RAILWAY

| Accom. Mon. & Fri. | Time Table in effect January 4, 1915 | Accom. Mon. & Fri. |
|--------------------|--------------------------------------|--------------------|
| Read down.         | Stations                             | Read up.           |
| 11:10              | Lv. Middleton A.R.                   | 16:45              |
| 11:38              | * Clarence                           | 16:17              |
| 11:55              | Bridgetown                           | 16:01              |
| 12:23              | Granville Ferry                      | 15:36              |
| 12:59              | Granville Centre                     | 14:21              |
| 12:55              | * Karsdale                           | 14:05              |
| 13:15              | Ar. Port Wade L.V.                   | 13:45              |

CONNECTION AT MIDDLETON WITH ALL POINTS ON H. & S. W. RAILWAY AND D. A. RAILWAY.

P. MOONEY  
General Freight and Passenger Agent

### Yarmouth Line

**AUTUMN EXCURSIONS**  
September 8th to October 6th  
**LOW FARES! TRAVEL NOW!**  
Yarmouth to Boston and Return \$6.00

Steamships Prince George and Prince Arthur  
Leave Yarmouth Tuesday, Wednesday, Friday and Saturday at 6 p.m. Return leave Central Wharf, Boston, Sunday, Tuesday, Thursday, Friday 2 p.m. Tickets and Staterooms at Wharf Office.  
A. E. WILLIAMS, Agent  
Yarmouth, N. S.  
Boston and Yarmouth S. S. Co., Ltd.

PARADISE

Sept. 20 Capt. and Mrs. Archibald Gillis welcomed a little daughter on the 12th...

LAWRENCETOWN

Sept. 21 Miss Durling of Massachusetts is a guest of Mr. and Mrs. Wilbur Banks...

WEST PARADISE

Sept. 20 Preaching service in the Hall next Sunday, 26th, at 7.30 p. m.

GRANVILLE CENTRE

Sept. 20 Miss Eleanor Bent of Lynn, recently visited relatives in this place.

BELLEISLE

Sept. 20 Mr. Wilder Goodwin of Boston is visiting his sister, Mrs. Frank Bent...

CENTRELEA

Sept. 21 Mr. Albert Brooks spent Sunday with his parents.

OUTRAM

Sept. 20 Mr. Avarad O'Neal has enlisted for overseas service.

PORT LORNE

Sept. 21 Mr. Ernest Ray is home from sea for a short time.

DALHOUSIE LAKE

Sept. 20 Mr. and Mrs. John Barteaux visited relatives in this place on Sunday last.

KARSDALE

Sept. 20 Curtis Anthony returned to Lynn on Saturday.

PARKER'S COVE

Sept. 20 Schr. Lloyd, Capt. W. H. Anderson, sailed for St. John the 20th, with a load of dry fish and herring.

ST. CROIX COVE

Sept. 20 Preaching service Sunday, October 3rd, 3 p. m.

INGLEWOOD

Sept. 20 Miss A. Jackson spent a week visiting at the home of her friend, Miss Lou Brothers, Granville Ferry.

ROUND HILL

Sept. 20 Miss Edna Healy is visiting friends in Windsor.

HAMPTON

Sept. 20 Miss Annie Chute has gone to South Hants to attend a school.

CLEMENTSVALE

Sept. 21 Miss Etta Long is visiting her cousin Mrs. Reg. Long at Deep Brook.

PARRSBORO SHIPPING NEWS

(Morning Chronicle) There are now two four-masted and two three-masted barques and two steamers loading deals at Parrsboro Roads and several more are due this fall.

SEPTEMBER WEDDINGS

BANKS-MILLS A very pretty wedding took place Saturday, Sept. 4th, at the home of Mrs. C. E. Cook of Forest Hills, Mass.

McMAHON-RUFFEE

A very quiet but interesting event took place on Saturday afternoon, September 11th, at 2.30 in St. John's Church, Cornwallis, when Grace, only daughter of Mrs. George Ruffee, of Wolfville, and J. W. McMahon, of the Bank of Montreal, were united in holy matrimony.

FLASHLIGHT DIVISION PICNIC Flashlight Division No. 617 of Hampton held their annual picnic at Hillside Cottage, Port Lorne, on Sept. 1st, which was enjoyed by all present.

A MEMBER. This is to certify that I have used MINARD'S LINIMENT in my family for years, and consider it the best liniment on the market.

NEW FALL GOODS 2 Cases Ladies', Misses' and Children's Underwear in White and Natural from the best makers in Canada 3000 yds. Flannelettes One Special Line of Imported White Saxony Flannelette, 27 inches wide 9 cents per yard or 12 yards for \$1.00

RED ROSE TEA "is good tea"