The Weekly Monitor

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The Weekly Monitor
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THE WILL

Wherever's a will there's a way, my lad,
If the will have the strength to serve;
But the goal is not reached in a day, my lad,
And the winning takes patience and nerve.
It's a long, long way and a hard, hard road
And a lifetime is hardly enough;
But you'll win if you stick
To the roadway you pick
And your heart is the right kind of stuff.

Oh, a bit of a song will help my lad,
And a grin will ease many a pain.
The coward goes down with a yelp, my lad,
Get up and go at them again.
It's a long, long way and a hard, hard road
To the thing that you're longing to do,
And the key to the game
Is to stick to your aim,
And courage will carry you through.

Yes, many a path leads out, my lad,
From the road to the thing that you want,
And they're pleasnat to travel no doubt, my lad,
And it's hard to know that you can't.
It's a long, long way and a hard, hard road
And you haven't the time to rest
So pick up your load
And stick to your road,
You will win if you give it your best.

REMOUNTS WANTED

British Government Will Purchase Artillery Horses in Nova Scotia if Available.

General Neill and Colonel Chaplin representing the British Romount Commission, interviewed Principal Cumming, Secretary for Agriculture, at Truro this week in re the possibility of purchasing artillery horses for the British Government in the Province of Nova Scotia. General Neill stated that the British Government could get all the horses they needed in the United States, and secure them there easier than in Canada. None the less he said that they would prefer to buy in Canada.

As a result of this interview, it was arranged that in about three weeks' time a purchaser and inspector will come to Nova Scotia and buy horses at certain points, provided it is ascertained that a reasonable number of horses of the class required can be obtained.

At the present time the British Government is purchasing two classes of horses both for artillery purposes as follows:

ARTILLERY HORSES
Height, 15.1 to 16 hands.
Weight, 1200 to 1350 lbs.
Age, 5 to 9 years.
Color, any color except light greys or whites and washy or buck-skin colors.
Price paid, $185.00.

2. HEAVY ARTILLERY HORSES
Height, 15.2 to 16.1 hands.
Weight, 1500 or over.
Age and color same as above.
Price paid, $215.00

All horses must be sound and free from blemish, and goodmovingactive horses in good condition.

Gen. Neill stated he did not care to send a purchaser to any one centre in the province unless there was a possibility of getting together not less than fifty horses of the classes described.

Principal Cumming would like to get word from any communities in the province of Nova Scotia where it was thought 50 horses of the classes described could be gotten together. It is not likely that arrangements can be made for more than 10 depots in Nova Scotia, and as there are a good many communities in the province where there are few, if any horses of the weight called for, it would seem that the area, in which buying can be done, must be limited. Interested parties should communicate with Principal Cumming at the earliest possible date so that the schedule can be drawn up and arrangements completed with the British Remount Division for the purchase of these horses.

Halifax Never More Attractive

Censorship forbids the going into details but this much can be said, one of the biggest attractions of the Provincial Exhibition this year, from September 12th to 20th, will be Halifax itself. Without violating the strict rules of the censor, it can be said that Halifax was never as interesting as it is at present. It has been made a port of examination by the British Admiralty, and acres upon acres of ships belonging to every maritime nation have been taken into Halifax Harbor and given the closest scrutiny so that nothing may get to the Huns.

So great has been the volume of shipping that not only the harbor but also Bedford Basin has been alive with ships of all shapes, sizes and kinds.

Halifax is today an Empire Port with all the significance, importance and picturesqueness that the name implies. Her streets are thronged with the sailors of many nations, jolly Jack Tars from Britain's mighty fighting ships, soldiers garrisoning the city, soldiers completing their training and eager to board the troop ships for France, and soldiers back from the front wounded and covered with decorations.

All this life, activity and picturesqueness will be heightened to a whirl of wonderful attraction when the thousands pour into the city to see the big show from September 12th to 20th. It promises to be one of the biggest throngs ever,, for the fair in Halifax will be the only Exhibition this year in the Maritime Provinces with the exception of that in Charlottetown later.

And Manager Hall is keenly alive to the situation.

He has made a tour of the larger shows of the United States, and secured the biggest Midway attractions that can be bought; the prize list for the live stock branch has been boosted twenty per cent; al other branches will be made greater yet.

"Bigger, brighter, busier, better yet" is the slogan of the Provincial Exhibition.

WESTERN N. S. BOARD of TRADE

ANNUAL MEETING HELD IN BEAR RIVER, TUESDAY, JULY 31st, WAS WELL ATTENDED

Committees Appointed to Prepare Memorial For Food Controller—To Press Needs of Yarmouth Harbor—To Secure Signs For Country Roads and Other Matters of Importance

The annual meeting of the Western Nova Scotia Board of Trade was held at Oakdene Hall, Bear River, Tuesday, Geo. E. Corbitt, Annapolis, presided. The Boards represented, were: Annapolis, Bear River, Digby, Kentville, Middleton, Bridgetown and Yarmouth.

The day was somewhat foggy in the early part, but when the sun burst through and dispersed the mist, the glory and beauty of the charming situation of the village was apparent. The pretty houses on either side of the river rise like Swiss chalets, and the glow of the summer sunshine supplied that touch of contrast to the green of the trees and the thrifty crops that constitute which accentuates the picturesqueness of the "Switzerland of Nova Scotia." Although it was "cherry time" and in ordinary years the village would have exhibited the luscious ripe fruit in profusion, few indeed were to be seen, and these only of inferior quality, as the season for cherries is a poor one.

The town, however, was prettily trimmed with bunting and as the delegates were heartily greeted by the genial citizens the scarcity of cherries was soon forgotten.

President Corbitt called the meeting to order and after a few remarks read the following address:

This is our last quarterly meeting which closes the year that the Western Nova Scotia Board of Trade has been in existance.

You are aware our first meeting to organize was held in Kentville, May 15th, 1916. At that meeting By-Laws were suggested and recommended, subject to the approval of the local Board of Trade.

Our first regular meeting was held at Digby, N. S., July 7th, 1916, when officers were elected and the By-Laws as suggested passed and adopted, and I had the honor of being selected as your President.

The first subject taken up was to provide for our returned soldiers, and also prepare for immigrants after the war.

The next meeting was held at Yarmouth, Oct. 6th, 1916, when a resolution was passed, requesting the Council of the Western Nova Scotia Board of Trade to petition the Provincial Government to appoint a Commission to enquire and report upon the feasibility of dividing up farms and allotting them under Government control to new settlers, either immigrants or returned soldiers, on such easy terms as to make it practicable for a poor, but industrious man to secure a home in Western Nova Scotia.

On Oct. 27th, 1916, a special meeting of the Council was held at Annapolis Royal. A committee was appointed, consisting of the President, Vice-President, Mr. F. C. Whitman and Mr. W. G. Clarke. The above Committee have done a lot of work in the matter of returned soldiers. In fact we have had two meetings with the Government at Halifax, and Mr. Whitman, who is chairman of the Committee, will make a full report of the proceedings to date.

Our next quarterly meeting was held at Bridgetown, Jan. 12th, 1917, when many matters were brought up, particularly the question of permanent highways in the Province of Nova Scotia. This subject was very ably discussed by Mr. W. G. Clarke, of Bear River, which was both interesting and instructive, and was the means of many of our Board joining the Good Roads Association, and in my opinion a canvass should be made of our Province, when many good men could be induced to join the above Association which would give us greater influence with the Government and in the end reach the goal we are after.

The next quarterly meeting was held at Wolfville, April 24th, 1917, when many matters of importance were brought up, discussed, and resolutions passed.

We are now holding our last quarterly meeting in the beautiful village of Bear River, a place noted not only for its cherries, but for its lumber and shipping industry. I visited this village many times both day and night when I was in the steamboat business and am satisfied that this meeting will be as successful as all the others.

I think the Western Nova Scotia Board of Trade has done good work for the first year of its existance, and I believe with the co-operation of the different Boards of Trade in the western part of Nova Scotia it can be a great help to this part of our Province.

We have great facilities that kind Providence has blessed us with. We have both the product of the farm and the sea. We also have the transportation facilities that no other part of Nova Scotia is favored with. We can reach Montreal, via Digby to St. John, in eighteen hours, and from Yarmouth to Boston in thirteen hours, and we are promised as soon as the war is over, greater transportation facilities.

The question of harbor improvements at Yarmouth will be brought up at this meeting, and I hope you will give it your consideration and support, as a good harbor at Yarmouth means much for the whole Province, as it is the shortest route by sea from Nova Scotia to the New England States. Wishing the Board every success.

I remain yours respectfully,
GEO. E. CORBITT, President.

The report was received with applause.

F. C. Whitman, chairman of the committee on fuel supply, reported progress to date and on the motion of L. M. Fortier, it was decided to ask the committee to continue the work and prepare a memorial in detail for the fuel controller.

G. E. Graham suggested that the attention of mill owners be called to the amount of waste of refuse lumber constantly going on and thought the question of fuel saving should include the wood refuse.

H. T. Warne said many of the saw mills were too far from the railway to enable mill owners to transport refuse lumber at any profit to themselves and whilst the waste might be criminal it was inevitable.

The following is a copy of the report on immigration and employment of returned soldiers:

This committee was appointed at a special meeting held at Annapolis Royal, on the 27th of October, 1916.

A report of progress was made at the general meetings held at Bridgetown and at Wolfville.

The committee had first a meeting with the Premier, Mr. Murray, and after a discussion of what was the better thing to do, it was considered best to make use as far as possible of the Departments and officers of the Government, rather than to have a Commission.

A second meeting followed shortly after this, with the Government. The Premier occupied the chair, and the Government was represented by members of the Council, and Professor Cummings, Mr. Barnstead and others. Besides the committee the meeting was attended by delegates from several of our Boards of Trade, the Halifax Board of Trade, and members of the Commercial Club.

The whole situation was discussed, and the Government expressed a desir to help in every possible way, and if necessary to make better terms than had already been offered for advances or loans to settlers. Also to aid in the housing proposition, more particularly to make provision for farm help and their families.

It was decided that the committee should follow up the matter by organization of the Boards of Trade. So far the committee has had replies from four Boards.

If it is the intention to go on with this work, and in order to make it in any way effective, it is necessary that the other Boards in our Association should become interested and the organization along the lines adopted completed, or put in shape to lay before the Provincial Government.

F. C. WHITMAN, Chairman.

The above report brought forth a very warm discussion. Only a few Boards had replied to the committee's questions, and it was felt that the work of tabulating farms and industries in the western part of the province was a very difficult one.

The committee had endeavored to obtain information so that the agent general for Nova Scotia in London might be supplied with particulars respecting farms and industries and the committee were asked to continue their work, the province needing settlers and newcomers.

It was proposed by W. G. Clarke and seconded by F. W. Harris that the Western Nova Scotia Board of Trade views with satisfaction the fact that the federal government has lately declared the old French fort at Annapolis Royal with its grounds a national park under the name of Fort Anne, by which it has been known during the last half century. The Board expresses the hope that this property, so valuable for its historic associations, will be made exceedingly attractive to students of history and tourists.

Before passing this resolution, which was carried with much enthusiasm, the following paper was read by Mr. L. M. Fortier:

National Park at Annapolis Royal

"The first "Board of Trade" in these parts was the band of adventurous spirits assembled on the deck of a little French exploring ship which entered our great Basin, and named it "Port Royal"—the Royal Harbor—on a summer's day 313 years ago, as we their successors are assembled here today. They had no George Corbitt at their head, but a man of almost equal energy and optimism, one de-Monte, of whom we have heard. And not many years passed before this pioneer Board had developed the fur trade, the fisheries, lumbering, mining—even ship building in a small way, and various other lines of business on which the country still relies for its wealth.

There was an apothecary among them, one Herbert, and your river was named after him. The name in later British times became changed into "Bear River"—certainly an odd development in nomenclature! Herbert did not remain long at Port Royal, but went to the St. Lawrence, and attained distinction there as founder of the first family circle in Canada; and his descendants are now very numerous in the Province of Quebec.

But among the actors in the drama of Port Royal was one Poutrincourt, whose personality always appeals to me most strongly. I wish his name was not so long and so awkward for the English tongue to pronounce, for it ought to be perpetuated. He had a poet's soul, which thrilled to the natural beauty scenes now so familiar to us, and found in them its proper habitat. With all that he was our first farmer and showed the practical side of his character by making a test, and a very successful one, of the agricultural capabilities of the country, and it is interesting to know that he did this on thesite of our present town of Annapolis Royal.

The name Poutrincourt personifies the warm-hearted enthusiast who is yet practical—the man who dreams dreams and takes measures to have them come true. It is therefore to be honored—I know of none more so in this nighborhood—for I verily believe that the man who bore that name, or title, had more to do than any other with the permanence, if not with the begining of the settlement of this part of Nova Scotia.

And then there was the grand Champlain! It is pleasant to think that he too was one of our founders and intimately connected with our early history. He was also, as we know, the founder of Quebec, but his work here was prior to that.

I cannot name them all. Some day, when the world is at peace again, we must have a pageant, and call back in living picture the deeds and the men—Frenchmen and Britons—who were the makers and builders of Acadia and Nova Scotia.

Meanwhile we do well to remember that we have about us here the stage on which they played their parts, and this certainly is a great possession. And the central feature of it all is undoubtedly the old fort at Annapolis Royal. This is one of the most interesting historical relics in Canada. The British flag has floated over it since 1710, but little care was taken of the fort and its surroundings after the withdrawal of the garrison in 1854. It therefore soon fell into decay and became prey to various forms of vandalism but in course of time men arose who knew what a great thing was being allowed to slip away, and they took steps to check the calamity before it had gone too far.

They induced the Government to spend some money on the property, to beautify the grounds and to save what remained of the historic structures. And finally certain of these gentlemen, styling themselves, "The Annapolis Park Commission," procured a lease, by the terms of which they undertook to improve and beautify the property as a public park and place of resort, but in such manner as not to efface the historic nature of the Fort and its surroundings. The parties to this were: Judge Savary and Messrs. A. M. King, H. A. West, George E. Corbitt, G. A. Hawkesworth and F. W. Harris. Their action was the culmination of efforts begun by men like Mr. John Whitman, the late Frederick Leavitt, E. D. Arnaud, J. M. Owen, W. J. Shannon and Richard J. Uniacke; and the "park" idea thus introduced and very successfully developed in succeeding years, the way was prepared for the larger idea of a National Park, to which effect has now been given.

But as a Board of Trade, and not a mere coterie of sentimentalists, we naturally ask, "What is there in all this for us?" On this point the report of the Commissioner ofDominion Parks for 1914 is very illuminating. Dealing with the various functions of national parks, and turning to their commercial value, the Commissioner quotes figures compiled by Mr. W. T. Robson, organizer of the Canadian Travel Association, showing that the value of the tourist traffic in Canada (before the war) took fourth place in respect of revenue from the country's national resources, ranking ahead even of the fisheries. Mr. Robson's testimony is that the figures he has been able to compile "are calculated to emphasize the tremendous commercial potentialities of the tourist traffic and that nothing attracts tourists like national parks."

Therefore, he adds, naional parks provide the chief means of bringing to Canada a stream of tourists, and a stream of tourists' gold.

That is a very encouraging view of the matter for us, and we may hope that in the future more and more of this traffic will come our way as a result, partly at least, of the action that has so lately been aken by he Government, in giving us a National Park in our old Fort Anne."

The members of the Board warmly applauded the reading of this paper by Mr. L. M. Fortier, who has so ably taken an active interest in the scheme.

The president introduced the question of Yarmouth harbor and pointed out the necessity for making this a magnificent one as it was the natural gateway of the province.

G. E. Graham and Mr. Eakins were nominated to prepare a memorial from the Board for Ottawa setting forth the needs for furher harbor accommodation.

The advisability of placing signs along the principal highways showing routes and distances was discussed, also the necessity for having a uniform rule for cars passing on the highways, the numerous tourists using the American method which differed from the provincial.

Mayor A. L. Pelton, of Kentville, and O. S. Dunham, of Bridgetown, were appointed a committee to arrange for signs on the highways.

The following officers were elected:

President—Geo. E. Corbitt, Annapolis.

Vice-President—Geo. E. Graham, Kntville.

Secty.-Treas.—O.S.Dunham, Bridgetown.

Auditors—H. B. Hicks and J. W. Salter, Bridgetown.

Upon invitation of Mayor Pelton and Prof. W. S. Blair, the Board will hold its next meeting at Kentville three months hence.

An address on root crops by Prof. Blair and others, on spraying by Professors Brittain and Saunders and a few remarks from E. B. Elderkin, representing the Farm Labor Exchange Department of Industries and Immigration, Halifax, at the evening meeting brought the session to a close, after which the delegates were pleasantly entertained by the officers and members of the Bear River Board.

The delegates present from Bridgetown were Messrs. H. B. and E. A. Hicks.

Warning to Farmers

THE STALK BORER

For the past three years complaints of an injurious insect boring in various farm and garden crops have reached the entomological laboratory at the Agricultural College. Specimens of the insect were receivd infesting potatoes, corn, rhubarb and, in one case, a sugar beet. A serious attempt to study the pest was made in the summer of 1915 with the result that the identity of the insect was discovered and the manner of its work determined. The great increase in the number of gardens planted this yearhas resulted in a like increase in the numbers of this insect found in gardens. Consequently a short account of our findings may be of interest.

FOOD PLANTS

In England, from which country this pest was apparently introduced, it is known as the potato stalk borer, but is also known to attack dock, horse tails and other plants. It has been found boring in corn stalks in Ontario. In addition to these we have, as already stated, found it attacking rhubarb and beet. The rhubarb plantation at the College was severely injured two years in succession and reports of serious injury to potatoes in Yarmouth and vicinity have reached us during the past few seasons. This season its depredations particularly to potatoes and corn, appear to be serious.

LIFE HISTORY

The insect winters as an egg attached to couch grass or other weeds and hatches early in June. The young caterpillar makes its way to the plant it is to attack and bores in to it and continues boring in the middle of the stem until it reaches full size in about six or eight weeks later. The full grown caterpillar is about one and one half inches long, strongly segmented, pinkish in color and with a cinnamon-brown head. The larvae enter the ground and transform to pupae, remaining in that state for about three weeks, when the moth emerges. The eggs are then laid in the situations described and the life cycl is complete. The moths keep emerging during the greater part of August and on into September.

CONTROL

It is obvious from the foregoing that nothing can be done to combat the insect after it has found its way inside the stock, for there it is protected from any poison that might be applied. Only preventative measures can, therefore, be used. Land that is to be planted to garden crops should be ploughed in the fall and well cultivated to destroy any eggs that may have been deposited. Plants that are attacked should be gathered and destroyed and clean culture practiced through August and September so as to give the insect no chance to deposit its eggs.

Do not hesitate to send specimens of insects to the Agricultural College for determination. These will be promptly attended to and if possible, a remedy will be prescribed.

W. H. BRITTAIN
Provincial Entomologist.

Agricultural Improvements.

Entomologist Sanders has been quite gratified with the way the people in Digby and Yarmouth counties are taking up the spray system and the favorable influence of the clergy in that section in appreciating the advantages of such agricultural improvements. Thirty per cent greater demand for spray material this year, he says, augurs well.

A Poet From The Railway

Mr. C. J. Dennis and his home in the bush at Toolangi, Victoria, N.S.W.

THE dangers of the Mediterranean route between Australia and England have induced a large number of Australians to pass through Canada, who otherwise might never have known this country, and have brought Australia into closer sympathy with the Dominion than ever before. Canadians also have learned to appreciate the Anzacs, and the increasing trade between these two junior partners of the British Empire, as shown in the record traffic of the Canadian Australasian service, is one of the bright sides of this war. There are many points of common touch—both are vast countries anxious for greater population and both are on the whole still mainly agricultural. The comparative absence of cabled news from Australia in Canadian papers is, however, a handicap against the knowledge of each other's social problems and progress, and Australian authors are as little known in Canada as Canadian writers are in the Antipodes.

One poet of Australia is, however, making headway here and deserves to be even better known—so vivid a picture does he give of the Australian larrikin in the terse vernacular of Adelaide, "Doreen and the Sentimental Bloke," which in its own country has run into the hundred thousands and has been put into a pocket edition for the soldiers in the trenches, threatens to rival even Robert Service (who like himself owes much to Kipling) in the affections of the Canadian reader, and though "The Moods of Ginger Mick," which has made a tremendous hit in Australia, has not yet been published in this country, stray copies pass from hand to hand and are greatly treasured. Ginger Mick is a peddler of rabbits who volunteers for the front and dies like a hero at Gallipoli. Dennis' "Backblock Ballads," descriptive of the people of the Australian bush and the settled country districts, are classics.

Dennis wrote "Doreen" in the bush at Toolangi, Victoria, in a log cabin which he built himself after he had grown tired of being a Government official and a newspaper editor.

Just as the early days of construction of the Canadian Pacific Railway attracted men of all classes, some of which, such as Morley Roberts and Frederick Niven, have since made their mark in literature, so the building of the Australian railways provided a job at one time of his career for C. J. Dennis, who as a man handy with the axe and saw was able afterwards to draw pay as a carpenter. His father was a retired sea captain and a hotelkeeper with small appreciation of poetry. At one of the rockiest periods of his career the poet wired the publican "Send ten pounds, going Broken Hill," to which his father replied "Sending nothing, go to Hell." In spite of this lack of sympathy, Dennis became editor of the "Adelaide Critic," which he left to establish the "Gadfly," a saucy paper on the lines of New York "Life." This paper was once accused by a correspondent of sectarian bias. Dennis replied that the paper was controlled by an Anglican, a Roman Catholic, a Weslyan Methodist and an Atheist, and gave it as his opinion that the Atheist was "the most religious man of the lot."

TELEPHONE SUPERINTENDENT

What the Monthly Telephone Bulletin Says About Geo. F. Freeman, of Middleton.

Sherlock Holmes wrote a treatise concerning the varieties of tobacco ash.

There is opportunity for a work on the different ways of smoking a pipe.

Each way has its significance.

Take G. F.'s way! He keeps his pipe in a state of mild activity. It does not become eruptive as the pipes of some, but functions calmly, placidly, calumet-wise. It is significant of nothing so much as deliberation.

Now, curiously enough, G. F. is nothing if not deliberate.

In his bright lexicon is no such word as "hurry." He is leisurely in his methods not by chance, but on principle.

The wisdom enshrined in the proverb "the more hurry the worse speed" is incarnate in him.

rayeth him.

In that respect his speech, too, be-

There is nothing of the madly swift, the volcanic, in his utterance. His words fall from his lips clear cut, detached, distinct. They are indicative of the deliberate thought behind them.

G. F.'s pipe is not allowed to become extinguished until its uses are exhausted.

Tenaciously he keeps it going until it is empty.

That tenacity is knit into his makeup. George is bad at letting go. He keeps at a project till the end.

Consequently it saves time to let him have what he wants when he wants it.

He'll have the thing wanted for certain eventually; then why not now?

If something is wanted from G. F. it is necessary to show him in a calm, convincing way just why it is wanted.

Rush and shock tactics fail with him. His mind cannot be carried by assault.

The more imaginative may conceive of swaying, or even of overthrowing his not inconsiderable avoirdupois, but attempts to upset or confuse his methodical mental processes are foredoomed to disaster.

Some are deluded by the deliberation of G. F.'s method into a belief that it indicates lethargy.

It is a fatal delusion.

Any one who acts in that belief finds swift and cogent reason to revise his sentiments.

Lethargy and the deliberation of G. F.'s ways are far as the poles apart.

G. F. is as well known in his territory as Blomidon itself, and not only well known but well thought of—a state of things not invariably the case with efficient men.

Of course like all men worth their salt, he has critics.

It is told that on one occasion criticism of G. F. in his professional capacity became so animated, so fisticugular in point of fact, that he dared not face it. A passing freight train on to the rear car of which he clambered relieved him of his embarassment and enabled him to escape his critics.

Criticism of his actions is not often as drastic as that.

And indeed it is rarely that G. F. can be justly blamed on professional grounds; he is at home there; long use has bred familiarity.

It was an Irishman who claimed recognition as an authority on pigs because he had been "raired among thim."

On surer grounds G. F. might pose as an expert on matters telephonic—for he is up to all the twists and twirls, the propensities and the aversions of the electric fluid when in harness as a messenger, and he knows how to coax it and how to curb it. But there, he is not of the posing kind!

He finds in the broad fields of his farm an offset to the intensiveness of the telephone business, and the shrewdness which is characteristic of the modern farmer lies wide-awake behind his aspect of unemotionalism.

G. F. knows a horse when he sees one. He knows how to buy one. When he has one to sell, his prospective purchaser "has got to get up early if he wants to take in" George.

HALIFAX SEPTEMBER 12-20

VISIT
HALIFAX
SEPTEMBER 12th to 20th

PROVINCIAL EXHIBITION DATES

Never in the history of the Province was a visit to the ancient capital more interesting than at present, with the thousands of soldiers, His Majesty's Warships and the scores of Neutral Ship lying at anchor in Bedford Basin. All the leading features that have haracterized the Annual Fair, in the past, will be in evidence, together with many new ones.

Particulars announced later.

RESERVE THESE DATES
HALIFAX SEPTEMBER 12-20

M. McF. HALL
MANAGER and SECRETARY
HALIFAX
P.O. BOX 339.

HALIFAX SEPTEMBER 12-20

THRIFT IN FOREST FIRES

Last year 265 Canadian men, women children perished because of forest fires.

About six million dollars worth of property disappeared from the same cause.

The easiest and best-paying Thrift Campaign for 1917 is to keep the next five months clear of such needless sacrifices.

The neglected camp fire, the tossed-away match and cigarette, the burning of settlers' "slash" has heaped up our national account for wasted life and property.

This is the Programme

If you are a settler—Guard well your clearing fires.
If a hunter, fisherman, camper, prospector—Put that Camp Fire out before you leave it. Put it DEAD OUT. Try a couple of extra pails of water, or shovels of earth.
Never build a fire except in rocks, or gravel, or other safe spot. Keep your fire small. It cooks better and is safer.
Please do not throw away lighted tobacco or matches. It is the trick of the amateur. No veteran, no good citizen, fools with fire.
All the big Conflagrations have started with a wisp of flame. Your lighted match, your cigarette, your camp fire are exactly what is needed to ignite the fuse.

Advertisement inserted at the expense of CLARKE BROTHERS, Ltd.

OUR stock of FOOTWEAR for the Summer time is complete.
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