

TRY THEM TO-DAY

YOU have read letters recommending GIN PILLS. Your dealer keeps GIN PILLS. Why go on suffering from Pains in the Back and Side, Rheumatism, Lumbago, Gravel, Brick Dust Deposits, and Difficult Urination when the remedy is at hand?



THE BEST SHORT COURSE GIVEN AT THE COLLEGE AT TRURO

The short course at the College of Agriculture Truro was completed on Thursday Jan. 10th. She enrolled attendance was 180 and in addition there were several one or two conventions and a very considerable intermittent attendance which would bring the total number who took advantage of the educational work up to about 350.

From the standpoint of the work done and of the interest taken the staff are unanimous in considering the 1918 short course to have been the best yet given at the College. Special attention was given to the matter of the using of the best kind of seed and the improvements of the live stock of the country.

second box and a very considerable better growth. From this illustration the importance of buying it need be a lesser quantity of high class oats instead of a larger quantity of a low class feed oats was urged on every student present and the lesson was applied to every other kind of seed.

Similar ocular demonstrations were given in regard to live stock and many other phases of agriculture. The result was that practically every student left the course having adopted the suggested New Year's Short Course resolution of "No Food Shortage If We can Help it."

This is the fourteenth short course which has been held at the College of Agriculture in Truro. The beginning in 1905 was small but since that time the course has grown in popularity and influence until today it is doubtful if any other single factor contributes more to the advancement of Nova Scotia Agriculture than the Truro short course.

HYPOCRITICAL "FREEDOM OF THE SEAS"

The British Fleet stands today between Germany and the dominion of the world, as the enemy realizes; and hence the phrase "the freedom of the seas" is continually on the lips of the hypocritical exponents of Prussianism. We desire to support every wisely directed effort to co-ordinate and elucidate the war aims of the Allies; but on the matter of our rights—which have nothing to do with war aims, but are the protection of real liberty from the evils of militarism—there can be no compromise.

AUSTRIAN MINISTRY IS FORCED OUT IN CRISIS; STRIKE IS SPREADING

Every Indication That Dual Kingdom is Shaken to Foundation by Peace Movement

Amsterdam, Jan. 21—The Austrian

ministry has resigned, according to a Vienna despatch to the Berliner Morgen Post. Count Von Toggenburg, minister of the interior, has been charged with the task of forming a new cabinet.

Strike Movement Spreads Demand.

London, Jan. 21—The strike movement is spreading throughout Austria-Hungary, and it is associated with a demand for immediate peace, according to despatches received in London from Swiss and Dutch sources. A general strike was declared at Budapest on Friday, when the entire transport system came to a standstill, while form all parts of the Dual Empire strikes and demonstrations are reported.

The food situation and the question of peace were the sole subjects of discussion at the sitting of the budget committee of the Austrian chamber of deputies on Friday. The Socialists, according to the despatches, described the situation as extremely serious and declared that peace could not be postponed.

Food Situation Regarded as Desperate.

London, Jan. 20—A Daily Mail Bern despatch Sunday, says the strikes in Vienna and Lower Austria are becoming startling. As many as 300,000 were out Thursday. In all factories work ceased in Trieste, Ternitz, Pulten and other towns on account of the lack of food. The premier declines to give the mayor of Vienna any reassuring statement with regard to the flour supply. An extremely grave Austrian crisis is believed to exist.

THE KEITH CANN

NEW BAY STEAMER

The new Bay steamer Keith Cann her maiden voyage. The steamer successor to the John L. Cann arrived in port yesterday afternoon on made a pretty sight coming up the harbor and expressions of admiration at her trim appearance and sea worthy qualities were heard on all sides as she docked at Thorne's wharf.

After her arrival her commander Capt. A. L. MacKinnon held an informal reception on board to his water front friends and he was kept busy all afternoon showing people about.

ONE POLLING DISTRICT AT HALIFAX

The devastated area of Halifax, formerly divided into ten polling sub-divisions, has been organized as one polling district for the election to be held there on Jan. 28th. An Order-in-Council making this provision has been passed. The Order-in-Council also provides that the polling in this area may all be held in one building. The King Edward Hotel has been chosen for the purpose. The electoral lists of the sub-divisions have been also incorporated in one list. The returning officer will himself make up this list and certify it.

FOR SALE—get heavy team harness, Apply A. E. Parrish, Lakeville, Billtown. P. O.

MINARD'S LINIMENT CO., LTD. Sirs I have used your MINARD'S LINIMENT for the past 25 years and whilst I have occasionally used other liniments I can safely say that I have never used any equal to yours. It rubbed between the hands and inhaled frequently, it will never fail to cure cold in the head in 24 hours. It is also the Best for bruises, sprains, etc.

Yours truly, J. G. LESLIE Dartmouth.

On a road in Belgium a German officer met a boy leading a jackass, and addressing him in a heavy jovial fashion as follows: "That's a fine jackass you have, my son. What do you call it? Albert, I bet?" "Oh, no, officer," the boy replied quickly. "I think too highly of my king." The German scowled and returned "I hope you don't dare to call it William?" "Oh, no, officer. I think too highly of my jackass."

SIR EDWARD CARSON QUITS WAR CABINET.

Resignation Due Only to Imminence of Irish Report.

London, Jan. 21—Sir Edward Carson, minister without portfolio in the war cabinet, has resigned. This announcement was made officially tonight.

The prime minister has advised the king to accept Sir Edward's resignation.

The correspondence published shows that Sir Edward's resignation was on the Irish question and had nothing to do with the conduct of the war.

INCREASE IN SHEEP

While special emphasis has been laid on the increased production of hogs, more sheep are needed also. The increase in the number of sheep in all Canada this year amounted to 300,000 head, or 15 per cent. There doubtless will be, and should be a much greater increase next year.

1917 1918
13y
Clarice Wynne

The old year goes, silent and slow, With unguished eyes of misery and woe. The roll of drums and sound of marching feet Are in his ears, His hands and garments dyed a crimson hue Upon his head there rests a wreath of rue And in his heart sad memories of war fare grim, And bitter tears, Silent and slow, does the old year go, With his burden of woe.

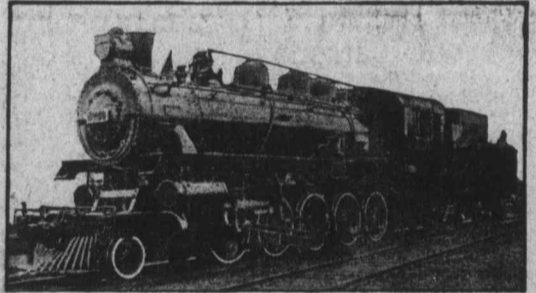
The new year comes, pure as the snow, With timid men and eager fare aglow, From out the strife and din of vanished yesterday, He gently peers, The spottless scroll he carries has no strain Faith, Hope and Patience follow in his train While Peace repulsed, yet lingers, sore beset With doubts and fears, Pure as the snow does the new year come, Ah! the tap of the drum.

FOR SALE. Two serviceable horses, will sell on easy terms, or will exchange for any kind of cattle. Apply to a 4 jns.

GEO. T. PARKER Lower Canada.

NEW OIL-BURNING ENGINE

Lord Shaughnessy Inspects Latest Construction From C.P.R. Shops



A NEW Decapod locomotive, just turned out by the Angus Shops for the Canadian Pacific Railway, has been inspected at

Choppers and Sawyers. Highest wages paid to first-class men. We provide tools, good camp, food, etc., but the men are to supply their own outer blankets and quilts. Come at once prepared to work. Get off the D. A. R. train at Stillwell station, and walk down track toward Halifax about a mile to mill camp siding, then follow sled road to "Camp Comfort" about a mile from siding. Apply to Wm. Armstrong, Foreman or come to C. H. McLane, 4 Jw Mt. Uniacke, Haas, N. S.

Yarmouth Line

WINTER SERVICE

The interior of the cab, which is roomy and well ventilated, has spring cushioned seats which can be moved on a slide, while the sliding arm-rest on the window is also comfortably cushioned. A coat cupboard with swinging pegs takes care of the surplus clothing. The windows are double sashed with storm windows for winter and are constructed with small panes—a great advantage, as they are more easily and quickly replaced and occasion less discomfort if broken. A wind deflector enables the engineer to see the track without hurting his eyes, while a wind deflector on the roof of the cab stops the back draught and keeps the cab free from dust. The cab itself has double ventilators and is pleasantly warmed in winter through having the insulation on the boiler head made in panels which can be easily lifted out. The roof is painted a cool green, and cool green shades cover the lights, while the eyes are further protected by a deflector on the fire door which eliminates the

glare. The water gauge is protected with a screen in case of the glass breaking, and, indeed, every possible device that human ingenuity has so far invented has been provided for the safety and comfort of "the man behind the gun."

A great improvement is the power reverse gear worked by air, as easy to work as the handle of a sewing machine, which eliminates the old heavy hand lever and reduces the physical strain upon the engineer.

So far as the exterior of the locomotive is concerned, this has been designed so that repairs can be made without the men having frequently to go inside or under the engine. One of the old worries of the engine crew is removed by a new type of air trainer, drawing cool air into the sump which requires little or no attention. A noticeable feature of the exterior is the Lefra crosshead, an old type revived because it ensures such excellent lubrication and is easy to maintain. A safety strap is applied to the guide bar to prevent it from dropping. The guide is self-centering and maintains alignment better than the ordinary guide, while the leading driving wheel is flexible with one inch extra sidelay and is provided with wedge play to ensure proper guiding. The engine truck is provided with side resistance procured by a sliding inclined plane, and here again the safety of the engineer is considered in the safety clamp which prevents the tank from sliding forward on to the cab in case of collision.

Twenty-five such Decapods are under order for the Canadian Pacific Railway, and will be in service on the mountain division. Maximum power for minimum weight is the keynote of their construction. The locomotive itself weighs 125 tons, the tender 32.5 tons, loaded, while the tank capacity is 3,200 gallons of oil and 7,000 gallons of water.

Notwithstanding high prices of materials, the Canadian Pacific has continually added to its cars and engines, having built 1,500 cars last year and another 2,000 under construction at the present time.

WHERE A DAY IS FOUR DAYS LONG



Picture taken 12.15 a.m., June 22nd, from White Pass and Yukon route steamer "Casca," on Yukon River at Fort Yukon.

IN Alaska there is a time when a day is four days long. From the 19th to 22nd of June, inclusive, the sun does not set. It is because of this that the vast country on the northwest of the American continent is called "The Land of the Midnight Sun." It fills one with strange thrills to be in the midst of an open country at midnight and then see old Sol look at you with a sleepy eye that peeps just above the horizon.

The far famed loveliness of Alaska is an invitation to the tourist to visit it. Thousands go there annually. Transportation facilities are convenient. Some travel thousands of miles to see this region, but the invigorating atmosphere, the endless variety of mountain, river, lake, waterfall, forest and glacier scenery compensate well for the journey. On many of the plains and valleys the vegetation is rich, and excellent crops are raised.

The voyage along the Pacific coast from Vancouver to Skagway is delightful. The Canadian Pacific runs an excellent service of passenger vessels on this route. Last summer I took the trip. A White Pass and Yukon Route train brought me from Skagway to the town of White Horse on the Yukon River. There I boarded the steamer "Casca" and took a trip into the heart of the country. There were about fifty tourists on the boat. It was the 21st of June, and we were all anticipating the experience of gazing on the sun at midnight. Nearly everybody had a camera in readiness. At 11 o'clock p.m. we were near Fort Yukon, and Sol then appeared to be a little clouded, but it was plain daylight. At midnight the Lord of Light had brushed away the clouds and appeared more like the full moon than the sun we know in Canada. We took many photographs of him as he climbed higher on the stairs of heaven and arrayed himself in his brightest shen.

As we sailed along the banks of the Yukon River we saw some bears and moose patrol the wilds, and the huskies—or big Alaskan dogs that draw the sleighs in the winter—kept the air busy in carrying the sounds of their baying to our ears. Each homesteader keeps a little herd



Huskies in an Alaskan village

of these dogs, and they are as useful to him as horses are to the residents of other countries. We continued our course until we were well inside the Arctic Circle, and while there we did not feel the necessity for heavy overcoats.

The population of Alaska embraces Eskimos and Indians, but it is by the large influx of white settlers that the country is being developed. Lumbering and mining are the principal industries, and they are carried on with profit. The United States paid \$7,200,000 to the Russian Government for Alaska, and the bargain seems to have been a good one for the purchasers, for in recent years immense quantities of gold and other minerals, furs, furs and timber have been produced in the country.

The making of railways is proceeding. Alaska is likely to become a sphere of considerable business activity. For the hunter and tourist the place holds a thousand charms. It is enchanting to look on at all times, but it appears at its best in June when it has that wonderful day of 96 hours in length. J. C. S. B.

Stopped referring by E. Pin...

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