OWES HER LIFE TO "FRUIT-A-TIVES"

The Wonderful Medicine, Made From Fruit Juices and Valuable Tonics.

MADAME ROSINA FOISIZ

29 St. Rose St., Montreal.

"I am writing you to tell you that I owe my life to 'Fruit-a-tives'. This medicine relieved me when I had given up hope of ever being well. I was a terrible sufferer from *Dyspepsia*—had suffered for years; and nothing I took did me any good.

I read about 'Fruit-a-tives'; and tried them. *After taking a few boxes, I am now entirely well.* You have my permission to publish this letter, as I hope it will persuade other sufferers from Dyspepsia to take 'Fruit-a-tives' and get well".

MADAME ROSINA FOISIZ.

"Fruit-a-tives" is the only medicine in the world made from fruit.

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

White Ribbon News.

Woman's Christian Temperance Union first organized in 1874.

AIM.—The protection of the home, the abolition of the liquor traffic and the triumph of Christ's Golden Rule in custom and in law.

MOTTO—For God and Home and Native Land.

BADGE—A knot of White Ribbon.

WATCHWORD—Agitate, educate, organize.

OFFICERS OF WOLFVILLE UNION.

President—Mrs. L. W. Sharp.
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White Ribbon Bulletin—Mrs. Dr. McKenna.
Loyal Temperance Legion—Miss Eaton.
Red Cross Work—Mrs. J. Vaughn.

The Canadian Food Board Says.

Maple sugar and maple syrup production come as the first attack in the greater production campaign for 1918. The call for food of all kinds comes to Canada and all Canada, east and west, to save the situation must produce this year as never before.

The first crop of the year, in Eastern Canada at least, and in parts of Manitoba and British Columbia as well, is secured by tapping the sugar maples. The season is due to open in Essex County, Ontario, the most southerly point in Canada, about March 20, and gradually the spring will creep north and east, spreading across the older part of Ontario into the Eastern Townships of Quebec and on to New Brunswick and Nova Scotia. The sap running season will last in each section until the leaves bud—about three or four weeks. The greatest use a farmer can make of the sap running period, if he has a sugar bush on his farm, is to turn in with all the help he can command or persuade and make a couple of hundred dollars worth of sugar. It will cost him some firewood, it is true, and in some districts of Canada cordwood is getting mighty scarce, but the farmer has to consider that this is an exceptional year. We have had a great world shortage of cane and beet sugars. Canada has not suffered as some countries but the demand for sugar is greater than ever known. Britain is on a sugar ration of two pounds per month, France one and one-tenth pounds per month and Italy one pound per month.

The Canadian market has hitherto readily absorbed 75 per cent of the Canadian sugar maple production. The United States takes all we can send and would gladly take more. Western Canada is a growing market where the pure maple sugar and maple syrup of the East is highly esteemed. In the big cities of Canada it has been hard to get pure maple sugar and syrup, and the demand for the pure products has for years exceeded the supply. The United States offers an unlimited market. And, further the American people have been asked to conserve cane and beet sugars and reduce the consumption of sugar candies. The greatest consumers of candies in the world are forced to find substitutes. Maple sugar is a wholesome substitute and popular wherever introduced.

The people of Britain and France have lately been made acquainted with the Canadian sugar. The Canadian soldiers have introduced it. Thousands of pounds have been sent to the front by the Red Cross, and the knowledge of maple flavor has spread by now into the various countries of Europe where Canadian troops have been stationed. This has created the foundation for a permanent export trade, and Canadian maple producers have now a market opportunity practically without limit.

Maple sugar and syrup have been protected from adulteration by the pure maple sugar amendment to the Adulteration Act, passed in 1915, and the word 'maple, may not be used in branding or offering for sale any but the pure products. Dealers in the Ottawa Valley and the eastern Townships of Quebec are offering prices netting 16 cents a pound to the farmers for sugar and $1.75 per gallon for syrup. These prices are easily double those received five years ago. Every available maple tree should be tapped this spring and every sap bucket, pail and pan pressed into service, whether it is the most up-to-date equipment or the old-time sugar making outfit that has not been used for years. Every little helps. Every pound of maple sugar is wanted.

The Cause of Heart Trouble

Faulty digestion causes the generation of gases in the stomach which inflate and press down on the heart and interfere with its regular action, causing faintness and pain. 15 to 35 drops of Mother Seigel's Carative after each meal cure digestion and relieve the heart by best full and regular.

More Slackers.

By Walt Mason.

I'd hate to be a miser (tightwads there are, to spare!) and try to beat the kaiser by handing out hot air. We don't need long orations, or eloquence profound, to help our allied nations from losing hard won ground. Our premier loudly hollers, but not for phrases fine; he needs a stack of dollars, such bones as yours and mine. He'd visit retribution upon a brutal foe, but high-class election sass singing words don't go. The load, the plunk, the shilling, the kopeck and the yen, will keep the soldiers drilling, and arm-out fighting men. The wheel, the rock, the guilder, for which our premier yips, will help the master-builder turn out some needed ships. The iron man, the washer, as sure as you are born, will paralyze the josher who laughs our might to scorne. But words won't whip a German, or make a Teuton flee; you cannot use a sermon in place of shrapnel. It is the punkest fiction that human lips have said, that you, with stately diction, can break a Prussian head; And so I think him traitor who deals in phrases big, who works his windy crater, but won't consent to dig. The man who gives his nickle is better far than one who does not cease to pickle and salt away his coon.

Disease Comes Through the Blood.

TO CURE COMMON AILMENTS THE BLOOD MUST BE MADE RICH AND RED.

Nearly all the common diseases that afflict mankind are caused by bad blood—weak, watery blood poisoned by impurities. Bad blood is the cause of headaches and backaches, lumbago and rheumatism, debility and indigestion, sciatica and other nerve troubles. It is bad blood that causes disfiguring skin diseases like eczema, and salt rheum, pimples and eruptions. The severity of the trouble indicates how impure the blood is, and it always goes from bad to worse unless steps are promptly taken to enrich and purify the blood. There is no use trying a different medicine for each disease, for they all come through the one trouble—bad blood. To cure any of these troubles you must get right down to the root of the trouble in the blood. That is just what Dr. Williams' Pink Pills do. They make new, rich, red blood. They simply purify and enrich the blood, and the disease disappears. That is why Dr. Williams' Pink Pills have cured thousands of cases after other medicines had failed. Here is proof of the power of Dr. Williams' Pink Pills to cure. Mrs. M. Stills, who resides near the town of Napanee, says: 'I cannot praise Dr. Williams' Pink Pills too highly. I was very much run down in health, suffered from frequent spells of indigestion, billiousness and sick headache. I had an almost constant pain in my head and my housework was a source of dread. In fact I felt so miserable that life held but little enjoyment. I was advised to try Dr. Williams' Pink Pills, which I did, and the result was simply marvellous and can best be summed up by saying that they made me feel like a new woman, and fully restored my health. I would advise every woman and girl who has poor blood or is run down in health to give these wonderful pills a trial. I am never without them in the house.

At the first sign that the blood is out of order take Dr. Williams' Pink Pills, and note the speedy improvement they make in the appetite, health and spirits. You can get these pills through any medicine dealer or by mail at 50 cents a box or six boxes for $2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

The farmer had just caught the young trespasser in the very act.

'Now, then, young man,' he said angrily, 'didn't you see that board when you came trespassing in these woods?'

'Yes, sir,' said the culprit meekly.

'Well, then,' exclaimed the exasperated farmer, 'what did it say?'

'I dunno!' replied the youngster, with a grin. 'I was too polite to read any more when I saw the first word was 'Private'!'

Children Cry
FOR FLETCHER'S
CASTORIA

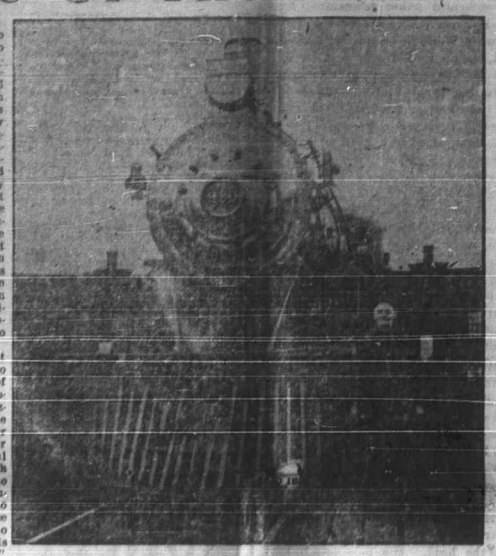
Heroes Of The Road

IN order to give some recognition to men who have done so much to build up its fine record of efficiency, the Canadian Pacific has decided on a new policy which should attract wide interest. Hitherto on this continent railway locomotives have been identified by numbers only—a practice which has prevailed elsewhere except on certain English railways. On the Great Eastern, for instance, one famous engine was called after the chairman of the company "Claud Hamilton." On the Great Western Railway, the shield over the great driving wheel carries a distinctive name—thus the giant of the "Star" class is called "The Great Bear," there is a "Knight" class, in which the "Knight of the Garter" is conspicuous, while one well known engine is named "King Edward." On the London and North Western Railway one of the most powerful locomotives is named after the Greek hero "Achilles."

The Canadian Pacific believes that it is not necessary to go back to ancient Greece to find the names of its heroes. They are among us today, driving through the fierce blizzards of our Canadian winter the freight trains laden with supplies for the Allies, or the lighter but speedier passenger trains on the Imperial Highway which links Atlantic with Pacific. Take for instance Bronco Wilson, one of the most popular engineers on the Western Division, who won his reputation on the old Prince Albert Branch, famous for having no water but lots of snow. Bronco is the cowpuncher of the "iron horse" and would consider it the biggest disgrace out of jail to let an engine die on the road, and if his engine was badly stalled would draw off the fires, put slabs on the top of the hot grates and in spite of the blinding steam caulk the tubes and light the engine up again. Achilles, the greatest of the heroes of ancient Greece, sat sulking in his tent because Agamemnon took one of his slaves. The lack of a maid would certainly not prevent a C. P. R. engineer from driving his locomotive to White River at 60° below zero, with the wind against him blowing fifty miles an hour. "Romance is dead," says the pessimists. "No," says the C. P. R., with Rudyard Kipling.

"All unseen, Romance brings up the 9:15."

It has, therefore, been decided to name certain of the Canadian Pacific locomotives after the engineers, who by meritorious conduct or by acts of special bravery have, in the opinion of the management, earned the right to special distinction. Some of these names may even be taken from the 92 engineers who are on the pension list—men like Ash. Kennedy, who grew up with the west and ran engines when the C. P. R. was still laying tracks across the prairies—a big man physically, mentally and morally, commanding the respect both of the men and of the big officials—the father of the western engineers, and now Assistant Grand Chief of the Brotherhood. Other names may be taken from those who have passed away into the land where there is no longer need of railways—such, for instance, as Dave Bowker, identified particularly with No. 929, who for thirty-four years drove his engine without a black mark against his record. Then again there are heroes like Norman Wight, compelled by ill-health to forsake his engine but prosperous now in another business. See one day a child on the track too late to stop his train, Norman Wight ran along the pilot and by leaning forward lifted it out of harm's way just in time. This earned the medal of the Royal Humane Society, and surely earns the right to name an engine.



The late Dave Bowker.

There are other C. P. R. engineers still on duty who have done good work and whose names may soon be commemorated on some giant high type passenger engine. They are to be found on every division from St. John, N.B., to Vancouver, B.C., men fiercely loyal to their Company and to their President, Lord Shaughnessy whom they know as the man who always gave the Brotherhood a square deal. The names of these men may not be known to the general public, for often the engineer's best record is to be never heard of, and they themselves are the last men to seek the limelight. Take, for instance, Jack Hartley, so skillful in starting that the passenger does not know the train is moving till he looks out of the window. Jack Smith, on the run between Ottawa and Montreal, is another notable character. In the days when the C. P. R. and the Grand Trunk used to race between these two cities Jack always claimed that he never raced, but at the same time that he was never left behind.

On the other side of the Continent are Alf Solloway, a veteran who joined the C. P. R. thirty years ago and knows Cascade Canyon like a book; Lew Patrick, the safe man of the Selkirks, who in the old days before Rogers Pass was tunnelled, when the C. P. R. in winter did sometimes have slides, was said to be able to smell a slide ten miles away; Willie Armstrong, another mountain man with eyes that hardly needed the headlight to see through the dark canyons and Dan Murphy, of the Crow's Nest, a big man in a big locality. On the prairies, besides such men as Bronco Wilson, there is Con Leary, nicknamed the President—openhanded, big hearted and always on time; and John Pascoe, 100% efficient as an engineer, never known to have an engine failure, the man who made the success of the Cross Plough. Billy Woods is further east, a sky pilot in overalls with strong moral influence on his fellows. Alph. Bibbie and George Leach are railway leaders in Ontario, each of them steady as a clock. In Quebec there is Arthur Charlebois—known as the Snow Man—who can buck a snowdrift when no one else can. Mate to him is Harry Leclerc, known as Bronze Buck, a French-Canadian worthy of his race and always on time.

Over two thousand locomotives run in the Canadian Pacific service, with over two thousand engineers. It is not the intention to name every locomotive at once, but only those in passenger service, and to keep each name as a privilege and a reward. The idea is one which should appeal to every man who knows the value of personality in good railroading. It appeals to the C. P. R. because it will make for efficiency and encourage that *esprit de corps* which is the keynote of the whole Canadian Pacific System. The engineer does not think of his locomotive merely as a machine. It is something almost human to him. "She's a good engine" you hear one call to a passing conductor, "but full of hard luck." It takes an engineer months to master the peculiarities of a new locomotive, and for that reason he is not much in love with any pooling system, preferring to have one engine at any rate "assigned" to him—an engine that he can almost call his own. Were he to know that his favorite engine would eventually bear his own name, surely he would take greater pride than ever in work well done.

Complete Service to Ford Owners Everywhere

COURTEOUS attention to your needs wherever you may travel is something you appreciate, and being a Ford owner you can get it. You are always "among friends".

There are more than 700 Ford Dealer Service Stations throughout Canada. These are always within easy reach of Ford owners—for gasoline, oil, tires, repairs, accessories, expert advice or motor adjustments.

The cost of Ford Service is as remarkably low as the cost of the car itself. Nineteen of the most called for parts cost only $5.40. Just compare this with the cost of spare parts for other cars and you will realize the advantage of owning a Ford.

Ford
THE UNIVERSAL CAR

Touring	$595
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F. O. B. FORD, ONT.

F. J. Porter, Dealer, Wolfville

Minard's Liniment Co., Limited

Have used MINARD'S LINIMENT for Croup; found nothing equal to it; sure cure.

CHAS. E. SHARP,
Hawkshaw, N. B., Sept. 1st, 1905

'If I eat eggs I think about the chickens they would have produced,' says the troubled philosopher, 'and if I eat chickens I think about the eggs they might have laid; and it's becoming difficult for me to enjoy anything.'

Minard's Liniment Cures Deafness.

Use Printer's Ink.

Remember that every added subscriber helps to make the paper better for everybody. And every live advertiser is a boon to this town. He may not think so, but it is true, nevertheless. If a person out of town picks up the local paper and sees but a few firms advertising, he will quickly come to the conclusion, that it is a dead town. Use printer's ink, use it wisely and well and see your business grow.

An elderly German and his wife were much given to quarrelling. One day, after a particularly unpleasant scene, the old woman remarked with a sigh, 'Well, I wish I was in heaven.'

'I wish I was in a beer garden,' shouted her husband.

'Ach, ja!' cried the old wife, 'always you trying to pick out the best for yourself.'

The richest woman in Japan is said to be Mme. Hone Suzuki, sole head of a shipping company that has made more than $100,000,000 since the war.

DR. A. W. CHASE'S CATARRH POWDER 25c.

Is sent direct to the diseased parts by the Improved Blower. Heals the worst cases of Catarrh in a few days, clears the air passages, stops dropping in the throat and permanently cures Catarrh and Hay Fever. 50c. a box, blower free. Accept no substitute. At dealers or Edmanson, Bates & Co., Limited, Toronto.

Better an ounce of today than a pound of tomorrow.

CASTORIA
For Infants and Children.
Mrs. Winslow's Soothing Syrup
The Kind You Have Always Bought

Proof that Some Women do Avoid Operations

Mrs. Etta Dorion, of Ogdensburg, Wis., says:

"I suffered from female troubles which caused piercing pains like a knife through my back and side. I finally lost all my strength so I had to go to bed. The doctor advised an operation but I would not listen to it. I thought of what I had read about Lydia E. Pinkham's Vegetable Compound and tried it. The first bottle brought great relief and six bottles have entirely cured me. All women who have female trouble of any kind should try Lydia E. Pinkham's Vegetable Compound."

How Mrs. Boyd Avoided an Operation.

Canton, Ohio.—"I suffered from a female trouble which caused me much suffering, and two doctors decided that I would have to go through an operation before I could get well.

"My mother, who had been helped by Lydia E. Pinkham's Vegetable Compound, advised me to try it before submitting to an operation. It relieved me from my troubles so I can do my house work without any difficulty. I advise any woman who is afflicted with female troubles to give Lydia E. Pinkham's Vegetable Compound a trial and it will do as much for them."—MRS. MARIE BOYD, 1421 5th St., N. E., Canton, Ohio.

Every Sick Woman Should Try

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Before Submitting To An Operation

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

Railway Rates and Production

Mr. Grant Hall Compares Prices of Farm Produce and Cost of Carriage.

"Will an increase in railway freight rates discourage greater production of food stuffs in Canada?" was the question put to Mr. Grant Hall, Vice-President and General Manager of the Canadian Pacific Railway. In reply he said:

"Why should it? With present prices prevailing all one has to do is to compare the present and the past prices for farm produce and the cost of carriage in the past and at present.

"In 1914 the average price for No. 1 northern wheat at Fort William was 90.2 cents. For the price of one bushel we carried 16.3 bushels from Brandon to Fort William, a distance of 552 miles. In 1917 the price of same bushel of wheat at the same market was $2.21. In 1917 we carried 26.3 bushels from Brandon to Fort William for the price of one bushel.

"In 1914 hogs were selling for $7.75 per hundred. For the price of one hundred pounds of hogs we carried 4,640 pounds from Minnedosa to Winnipeg, a distance of 135 miles. In 1917 hogs sold for $14.95 per hundred and we carried the same distance 5,370 pounds for the price of one hundred pounds.

"In 1914 cattle sold at $6.88 per hundred. For $6.88 we carried 3,931 pounds from Souris to Winnipeg, 149 miles. In 1917 cattle sold for $9.08 per hundred, and for that amount we carried 5,320 pounds from Souris to Winnipeg.

"In 1914 butter sold for 26½ cents per pound. For 26½ cents we carried 120 pounds of butter from Carberry to Winnipeg, 106 miles. In 1917 butter sold for 38½ cents and we carried 146 pounds for the price of one pound.

"In order to make my point more clear it can be stated that if a farmer sold one bushel of wheat locally in Brandon to pay for railway carriage he could ship nearly twice the amount for the price of one bushel in 1917 than he did in 1914.

"You know the story of the Kansas farmer who complained to the dealer about the rise in the price of a buggy? Yes, it was true the price of buggies had advanced but the last time he bought a buggy he paid for it with one load of grain. Now for the one he got a buggy and the balance in cash, or in lieu of cash he would throw in a kitchen range, cooking utensils, and to make good measure he would give him a pair of overalls and a pair of gloves.

"Recently a man in Vancouver was talking to me about the high freight on dressed beef between Calgary and Edmonton and Vancouver. What do you think would be a fair rate for that haul I asked him. He thought three cents per pound would be about right. If that man can get a rate of three cents on beef from Edmonton to Vancouver this company will haul all the beef he can offer, give him back two cents per pound and then get more than it does now.

"I sometimes wonder if the people who make the biggest noise whenever a great national question appears, would make just as much if they were sure their noise would not appear in the public press. You know it says some place in the Bible that when a man prays he should go to the inner chamber. That advice must have been inspired, for a close study of human nature will soon tell one that if nobody is present except the man and his God he won't say a thing only what he thinks; he won't try to put over any bunk because he hopes it will be read the next day; he won't try to deceive himself. It is when a man prays in public and he knows people are listening that he generally prays the loudest.

"What I would like is to have the people of the west make somewhat of a study of the economics of the question. Did you ever stop to consider how very little the cost of transportation really enters into the cost of the everyday existence of the average citizen? Do you know that it costs more to send a letter from Montreal to Winnipeg than it does to carry your hat the same distance by freight? Did you ever stop to consider that the pair of shoes you are wearing, and which has doubled in price very recently, was loaded into a car and hauled 1,400 miles for one-fifth of what the barber charges for a shave?

"In view of some of the facts that I have given, do you wonder that burdened by increased wages; increased cost of capital and increases of from 100% to 500% in the cost of fuel, oil, material and supplies, that the railways are seeking relief through the medium of fifteen per cent raise in freight rates.

"Let us just compute what such an increase would mean. On a suit of clothes, a hat or a pair of shoes from Montreal to Winnipeg; 50 dozen eggs from Poplar Point; seven pounds of live beef from Calgary, the total fifteen per cent increase is equivalent to one red street car ticket in Winnipeg—three cents."

WILL YOU BE ONE?

Thousands of thoughtless people neglect colds every winter. A cough follows; they get rundown—then stubborn sickness sets in. This can be prevented easier than it can be cured. If you will give your system the benefit of a few bottles of

SCOTT'S EMULSION

you will find your whole system strengthened. It will fortify your lungs and throat and enrich your blood against rheumatism. Scott's is powerful concentrated nourishment without drugs or opiates.

Don't neglect taking *Scott's*—*commence today.*

Scott & Bowne, Toronto, Ont. 17-17

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BOSTON & YARMOUTH STEAMSHIP CO., LTD.

Even If War Is On You Must Have Clothes
And we are well prepared to serve you in this line.
Our work in
MEN'S CLOTHING OF ALL KINDS
Is winning us a reputation. We use the best materials, employ the best workmanship and our styles are always right.
We shall be pleased to show goods and quote prices.
A. E. Regan, Wolfville

COAL! COAL! COAL!
Carefully Screened and Promptly Delivered.
Springhill, Albion Nut and Old Sydney.
GIVE US A TRIAL.
Burgess & Co.

NOW IS THE TIME!
To Get Your Furniture Upholstered.
Carpenter work is slack at present, and I am prepared to do Upholstery of all kinds of Furniture, also Carriage and Sleigh Seats, will also repair Furniture of all kinds.
I have had a large experience in this work and can guarantee satisfaction.
J. C. Bishop, - Wolfville.