

THE WONDERFUL FRUIT MEDICINE

Thousands Owe Health And Strength To "Fruit-a-tives"

"FRUIT-A-TIVES", the marvellous medicine made from fruit juices—has relieved more cases of Stomach, Liver, Blood, Kidney and Skin Troubles than any other medicine. In severe cases of Rheumatism, Sciatica, Lumbago, Pain in the Back, Impure Blood, Neuralgia, Chronic Headaches, Chronic Constipation and Indigestion, "Fruit-a-tives" has given unusually effective results. By its cleansing, healing powers on the eliminating organs, "Fruit-a-tives" tones up and invigorates the whole system.

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

TRAVELLERS' GUIDE

Dominion Atlantic R'y

OCTOBER 1st, 1917
Service Daily, Except Sunday
Express for Yarmouth.....12.09 p.m.
Express for Halifax and Truro
.....2.08 p.m.
Local to Yarmouth.....7.00 a.m.
Local from Yarmouth.....7.05 p.m.

ST. JOHN - DIGBY

DAILY SERVICE
(Sunday excepted)

Canadian Pacific Steamship "Empress" leaves St. John 7.00 a. m. arrives Digby 10.00 a. m.; leaves Digby 2.00 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 trains from Halifax, Wednesday and Saturday.

R. U. PARKER,
General Passenger Agent,
GEORGE E. GRAHAM,
General Manager

H. & S. W. RAILWAY

Accom. Wednesdays only	TIME TABLE IN EFFECT Sept. 17, 1917	Accom. Wednesdays only
Read down	STATIONS	Read up
11.10 a.m.	Lv. Middleton	Ar. 4.30 p.m.
11.41 a.m.	"Clarence	3.58 p.m.
12.00 m.	Bridgetown	3.50 p.m.
12.32 p.m.	Granville Centre	3.13 p.m.
12.49 p.m.	Granville Ferry	2.55 p.m.
13.12 p.m.	"Karsdale	2.35 p.m.
13.30 p.m.	Ar. Port Wade	Lv. 2.15 p.m.

Connection at Middleton with all points on H. & S. W. Railway and Dominion Atlantic Railway.

W. A. CUNNINGHAM,
Div. F. & P. Agent.

Yarmouth Line

WINTER SERVICE

Leave Yarmouth Tuesdays for Boston
Return, leave Central Wharf, Boston, Thursdays.

For tickets, staterooms, and additional information, apply at Wharf office.

J. ERNEST KINNEY,
Superintendent,
Yarmouth, N. S.

BOSTON & YARMOUTH S. S. Co., Ltd.

MINIMIZE THE FIRE DRILL BY USING

EDDY'S

CHEMICALLY SELF-EXTINGUISHING

"Silent 500's"

the matches with "no afterglow" EDDY is the only Canadian manufacturer of these matches, every stick of which has been treated with a chemical solution which positively ensures the match becoming DEAD wood once it has been lighted and blown out.

LOOK FOR THE WORDS "CHEMICALLY SELF-EXTINGUISHING" on the box

CLASSES WILL RE-OPEN

Wednesday
January 2nd,

and we hope to be able to show ourselves worthy of the very generous patronage we are receiving. Catalogues showing Tuition Rates, etc., mailed to any address.

S. KERR,
Principal.

A MEMORY OF EARL GREY



The famous pass in the Purcell Mountain Range. Earl Grey in seat.

An interesting point has never yet been decided as to the permanent name to be given to the pass which leads over the Purcell Range between Lake Windermere and Argenta on the Upper Kootenay Plateau. The late Earl Grey, who had a hunting cabin half way up the pass on Toby Creek crossed the pass on one occasion, with the result that the geographers named it after him. The original discoverer of the pass, however, was a prospector named Wells, and Earl Grey, who was always a thorough sportsman, wrote saying that he thought it a hardship to deprive Wells of the right to the old name of Wells Pass. To-day, however, the name of Earl Grey's Pass is still current, and remains in most of the maps. The British Columbia Government commenced to build a road over it, which, however, was badly damaged in the great washouts of 1915. This summer two venturesome tourists made the crossing, though at considerable hardship, owing to the condition of the trail at Hammill Creek, on the western side. The following account of the trip appeared in the "Kootenian," of Kaslo, B.C.:

"After a trip that they will not forget in a hurry, Dr. R. N. Carter of Rossland, and Henry Cody of this city arrived in town on Wednesday of last week, after a somewhat dangerous jaunt across Earl Grey's Pass, and through Hammill Creek canyon. They had left Wilmer in East Kootenay about ten days before and made their way up the Toby Creek wagon road to the summit, and put in about one day, exploring the huge Toby Creek ice field. Mr. Cody was well acquainted with the country up there, having mineral claims on the East Kootenay side, upon which he has been doing assessment work for years. The ground was not new to him, but it was virgin territory to the doctor. The latter stated that he had never before seen such magnificent mountain scenery. Having travelled a good deal over the surface of

Earl Grey at his hunting cabin near Lake Windermere, B.C.

the globe, he is in a pretty good position to judge as to what constitute the real thing in the line of mountain scenery.

"He found the Toby Creek glacier a particular inspiring and wonderful spectacle. They spent a day on top of this huge lake of ice, and only had a look over one corner of it. They started out in the early morning to promenade upon it, and walked for four hours steady, the going being rather good, except for working around some of the crevasses, and in the four hours' stroll arrived at the conclusion that they had not gone half way across it. So they returned to the camp. Beyond the risk of falling off a precipice or looping the loop down the side of a mountain, there was not a great deal of danger to the trip until they worked their way down on this side of the pass and began to come down Hammill Creek. The trip from the pass down was made in a driving rain, with the bushes soused with water, so that they were soaking wet in a few minutes after leaving the timber line. The trail in places was so overgrown that it could scarcely be followed. A number of new slides had come down lately and piled the bottom of the valley with various debris, so that progress was at times necessarily slow. They managed to get through to the Argenta Mines compressor building and camped at that point

over night. The following day was one of hardship, and extreme peril at times. Between the point on the Hammill Creek road where the trail to the St. Patrick group branches off, and the Argenta Mines compressor, all semblance of a road was wiped out entirely in places through the depths of the ferociously savage Hammill Creek canyon. Several times they had to improvise bridges to cross the roaring stream, said bridges being nothing but a convenient tree, which was felled with an axe. As Hammill Creek varies all the way from forty to eighty feet wide, and as the fallen trees sometimes sagged down into the teeming torrent, the peril of such crossings can be better imagined than described, more particularly in view of the fact that both men had heavy packs on their backs, that of Cody's weighing some sixty-five pounds.

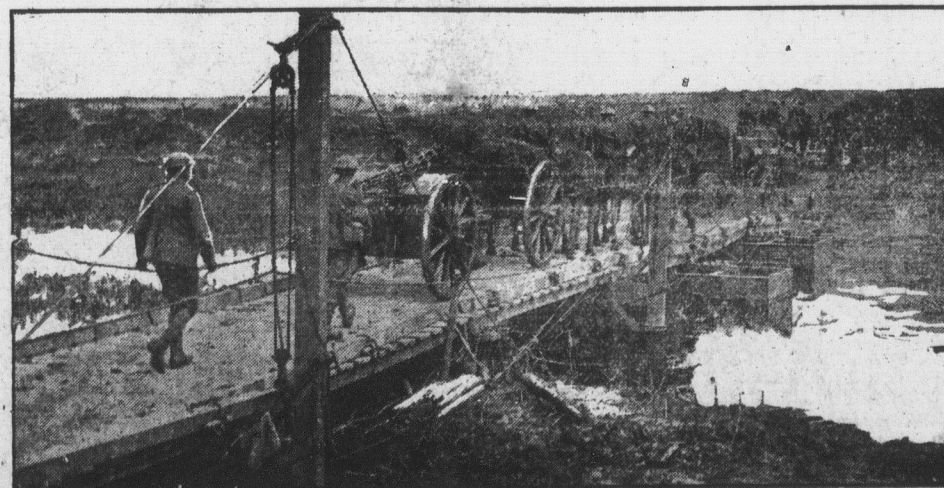
"At last, however, they gained the point on the canyon road where the trail branches off to the St. Patrick group, and from there on, comparatively speaking, the going was like unto that of a paved street. In due time they reached Argenta, and from that point were rowed over to Lardo, where they connected with the barge "Empress" and came to town."

THE BATTLE OF FLANDERS

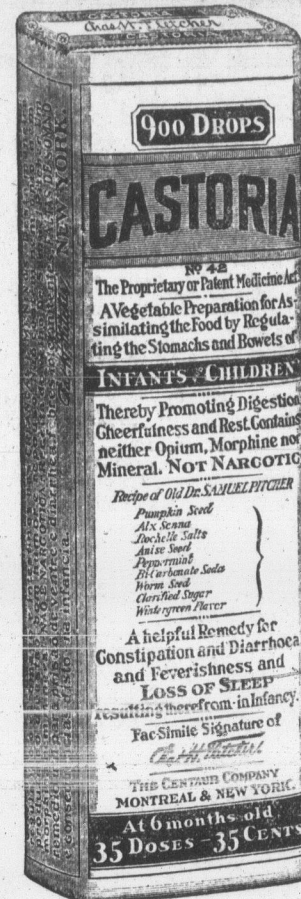


Just out of the trenches.—Some sleep whilst others play cards.

—Photo by courtesy of C. P. R.



—Artillery crossing the Yser. —Photo by courtesy of C. P. R.



Exact Copy of Wrapper.

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Mothers Know That Genuine Castoria

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Thirty Years

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REGAL FLOUR

Ensures Bread that is Fine and Porous of Texture and Full of the Nourishment for which Manitoba Hard Wheat is Famous. Equally Satisfactory for Pastry, Cakes and Puddings.



Poultry Feeding

(Experimental Farms Note)

The problem of economical production, with feed at the present prices, is a question that has been worrying producers during the past few months. The question of what to feed is one that requires more careful consideration than ever before. Feed is high, therefore the flock should be culled closely and nothing but the most vigorous birds retained. They should not only be fed heavily, but should be fed such feeds as will give results. For this purpose it is necessary to supply cereal, animal, vegetable and mineral feeds.

Cereal or grain feeds should form the principal part of the ration and for best results a certain proportion should be ground. The question is, what are the best and most economical feeds to use. During ordinary times, a mixture of corn, wheat and oats is popular, but under present conditions, milling wheat should be conserved for human food and only the lower grades used for stock feed. Lower grade wheat, oats and corn, buckwheat and barley. These are all feeds that may be used to advantage. The extent to which each is used, will depend on prices.

For ground feed, "Buckwheat screenings" may be used to advantage, also mixtures containing bran, cornmeal, ground oats or other similar grains.

Vegetable or green feed is absolutely necessary to keep the flock in thrifty condition. For this purpose, sprouted oats is one of the very best. It is not only supplies succulence, but grain feed as well. Mangels, turnips, cabbage, small potatoes or other similar waste products may all be used to advantage.

Animal or meat feed is a form of food that poultry keepers frequently neglect supplying. It is not possible for a hen to produce eggs profitably on all-grain ration. Sour milk is usually available on farms and no animal feed will give better results, as it not only supplies the necessary feed, but is also keeps the birds in good tone. If milk is not available, beef scrap, blood flour, green cut bone

or similar feeds must be supplied to take the place of the grubs and insects which the birds get on range.

Mineral feed. Lime for the egg shells and mineral salts for the growth of bone must be supplied. Small quantities may be obtained from such feeds as clovers, but it is necessary to feed oyster shells or something similar to supply lime in sufficient quantities for a heavy egg production.

SAMPLE RATION

Morning. A light feed of mixed grains scattered in a deep litter. Noon. Green feed, mangels, vegetable parings or sprouted oats. Night. Full feed of scratch grains.

The scratch grains should be a mixture such as lower grade wheat, oats and corn,—barley, oats and corn,—barley, oats and buckwheat,—or whatever grains are cheapest at the time. So far this season, oats have been the cheapest grain food, so it is advisable to use them to as great an extent as possible.

The present indications are, that corn will be greatly reduced in price. When this happens, it should be used extensively, as, supplemented with a high protein feed such as sour milk or beef scrap, it is one of the most valuable of feeds.

Besides the foregoing, a hopper of dry mash, such as ground buckwheat screenings, three parts, blood flour or beef scrap, one part, is kept constantly before the flock, also hoppers of oyster shell and beef scrap. If sour milk is available, the beef scrap may be omitted or green cut bone may be supplied in place of either. A good time to supply this, is at the noon feed when a mash made from the kitchen scraps in which is mixed the green cut bone, at the rate of about one half ounce per bird and dried off with the meal mixture, may be fed.

Because feed is high in price, don't stint the flock. It takes a certain amount of feed merely for maintenance. It is only the feed over and above this amount that can be used for production, therefore feed and water liberally.

The wise man spends money right; the spend thrift, right and left.