

TRAVELLER'S GUIDE
Dominion Atlantic Railway

Time Table Revised to April 1st, 1919

GOING WEST			
Station	Express Daily	Express Daily	Mail Daily
Middleton	11:37	8:10	8:20
Bridgetown	11:44	8:18	8:30
Lawrencetown	11:51	8:25	8:40
Paradise	11:58	8:32	8:50
Bridgetown	12:09	8:43	7:15
Tupperville	12:20	8:54	7:05
Round Hill	12:29	9:03	8:05
Annapolis	12:42	9:20	8:45
Up. Clements	12:53		9:00
Clementspoint	12:59		9:10
Deep Brook	1:05		9:25
Beaver River	1:18		9:45
Imbertville	1:31		9:55
Smith's Cove	1:42		10:20
Digby	1:57		

GOING EAST			
Station	Express Daily	Express Daily	Mail Daily
Digby	12:00	1:27	1:50
Smith's Cove	12:15		
Imbertville	12:19		
Beaver River	12:23		2:05
Deep Brook	12:33		2:20
Clementspoint	12:43		2:35
Up. Clements	12:53		2:45
Annapolis	1:05	5:15	3:00
Round Hill	1:19	5:28	3:35
Tupperville	1:29	5:37	3:50
Bridgetown	1:40	5:48	4:05
Paradise	1:51	5:59	4:45
Lawrencetown	1:58	6:06	5:00
Bridgetown	2:05	6:13	5:20
Middleton	2:12	6:20	5:30

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

H. & S. W. RAILWAY

Accom.	TIME TABLE	Accom.
Wednes-	IN EFFECT	Wednes-
days only	Jan. 5th 1919	days only
Read up	STATIONS	Read up
11:10 a.m. Lv.	Middleton Ar. 5:00 p.m.	11:10 a.m. Lv.
11:41 a.m. Lv.	Lawrencetown Ar. 4:28 p.m.	11:41 a.m. Lv.
12:00 m. Lv.	Bridgetown Ar. 4:10 p.m.	12:00 m. Lv.
12:32 p.m. Lv.	Granville Centre Ar. 3:43 p.m.	12:32 p.m. Lv.
12:49 p.m. Lv.	Granville Ferry Ar. 3:25 p.m.	12:49 p.m. Lv.
1:12 p.m. Lv.	Karsdale Ar. 3:05 p.m.	1:12 p.m. Lv.
1:39 p.m. Ar	Port Wade Lv. 2:45 p.m.	1:39 p.m. Ar

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

H. C. MacFARLANE
District Passenger Agent
Halifax, N. S.

Dominion Atlantic R'y
To BOSTON, MONTREAL

and all points in
WESTERN CANADA and UNITED STATES via DIGBY and CANADIAN PACIFIC LINES

at Lowest Rates

For fares, sleeping accommodation and other information telephone or write to

R. U. PARKER
General Passenger Agent
117 Hollis Street, HALIFAX, N. S.

TUITION FEES

Which are payable in advance are as follows:

ALL DAY	
1st Quarter	\$42.00
2nd Quarter thereafter	35.00
3rd Quarter	35.00
4th Quarter	35.00
1st, 2nd, 3rd Month, each	15.00
Each Month thereafter	12.50
PARTIAL DAY	
Mornings	9.00
Afternoons	7.00

No Summer Vacation

MARITIME BUSINESS COLLEGE
HALIFAX, N. S.
B. KAULBACH, C. A.

CASH MARKET

Prime Beef, Fresh Pork, Lamb, Chicken, Hams and Bacon, Sausages, Headcheese, Pressed Beef, Mince Meat, Corned Beef and P.-E. Salt Meats, Boneless Co.
Fresh Fish every Thursday.

Thomas Mack

The Oldest Business College in Eastern Canada

Trys hard to be the BEST. Send for New Rate Card.

S. KERR, Principal

FREE OF TERRIBLE KIDNEY TROUBLE

After Three Years of Suffering, "FRUIT-A-TIVES" Brought Relief

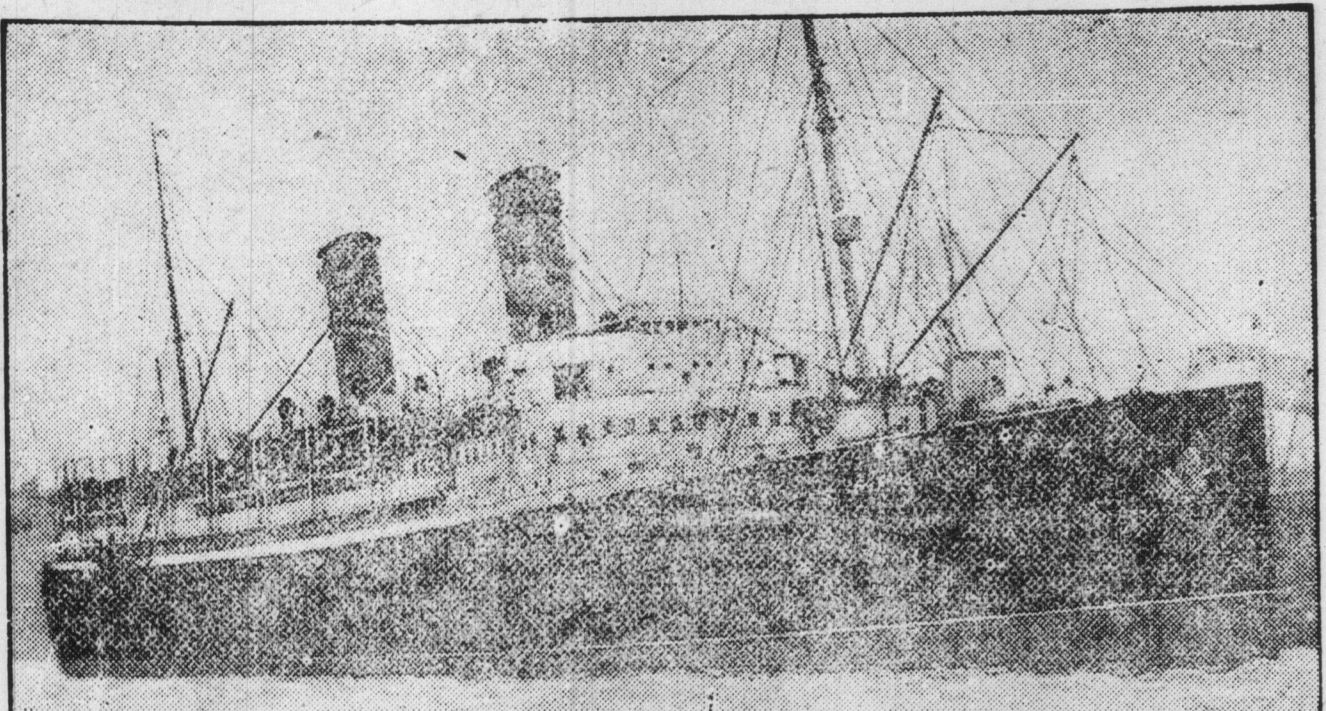


MADAME HORMIDAS FOISY

621 Champlain St., Montreal.
"For three years, I was ill and exhausted and I suffered constantly from *Kidney Trouble and Liver Disease*. My health was miserable and nothing in the way of medicine did me any good. Then I started to use 'Fruit-a-tives' and the effect was remarkable. I began to improve immediately and this wonderful fruit medicine entirely restored me to health. All the old pains, headaches, indigestion and constipation were relieved and once more I was well. To all who suffer from indigestion, Constipation, Rheumatic Pains or great Fatigue, I advise the use of 'Fruit-a-tives'."

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

ARMED CRUISER RECONDITIONED



(1) C. P. O. S. Empress of France. (2) A Corner of the First-Class Card Room.

The latest addition to the great fleet of C.P.O.S. Steamships which ply between Canada and practically all the important ports of call in the world is the "Empress of France," before the war popularly known as the SS. "Alsatian" and one of the ocean grey hounds between Canada and Liverpool. The vessel has been reconditioned since the war ceased and recently completed her maiden trip to Quebec under her new name. The photographs here reproduced give an adequate description of her interior arrangements and fittings, and will compare favorably with the great Leviathans in this respect. The "Empress of France" has a length of 600 ft.; beam 72 ft.; depth (to D deck) 54 ft. 6 in.; and a tonnage of 18,000 gross. A striking peculiarity is the cruiser's stern, which imparts a warlike appearance to the vessel. Her war record is one to be proud of.

The "Empress of France" as the SS. "Alsatian" was requisitioned for war purposes under Royal Proclamation immediately on her arrival at the port of Liverpool, midnight on the 8th August, 1914. After completion of discharge, the entire removal of all passenger accommodation and other woodwork, she was armed with 8-1/2 in. guns, commissioned and manned by a naval crew under the command of Captain V. Phillimore, D.S.O., and was attached to the 10th Cruiser Squadron on northern patrol duty, sailing from Liverpool on August 15th, at which port she has been based during the entire period of her commission. From August to December, 1914, she remained as above stated, but in December she was made Flag Ship of the Squadron to which she was attached, and Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., hoisted his flag, which flew up to March, 1916, when he was succeeded by Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., who was succeeded in November, 1918, by Rear-Admiral C. W. Keighley Pease, under whose flag she terminated her commission as an Armed Cruiser. The Squadron to which she was attached, and later became Flagship of, consisted of 24 vessels, the majority of which were Armed Mercantile Cruisers. The duties of the Squadron consisted of the stopping of vessels, boarding them and examining their papers, and should on examination they prove to be at all of a suspicious nature, a Naval Officer was placed in charge and they were taken into a United Kingdom port for closer examination. This similarity applied to any members of the passengers or crew, as each and everyone had to give a satisfactory explanation as to their nationality and business. Available records show that in all the Squadron intercepted some 16,000 vessels, but it is impossible to state how many of these proved to be engaged in work hostile to the Allies' interests. In the early part of 1918, circumstances permitted of the 10th Cruiser Squadron being considerably reduced in numbers, and vessels so engaged being allocated to Convoy Protection duty, the "Alsatian" figuring amongst the number and being stationed on the North Atlantic route in such capacity. While so engaged she escorted nine convoys of about 20 vessels each, carrying an estimated number of troops per convoy of 30,000, principally Americans. While engaged on Convoy Escort duties the "Alsatian" also carried troops and cargo, the number of former per voyage being about 600, and the weight of cargo per voyage between 2,000 and 3,000 tons. She made her last voyage on Government Service in November, 1918, sailing from Liverpool on the 14th, and re-docked at that port on December 11th, 1918, having steamed a total distance on Government Service of 266,741 miles and consumed 170,571 tons of coal. On January 17th, 1919, she left for Glasgow, having been placed in the hands of her Builders—Messrs. Beardmore & Co.—by the Admiralty, for reconditioning, being re-delivered to the C.P.O.S. at the Port of Liverpool on Thursday, September 25th, and sailed for Quebec on Friday, September 26th. Captain Outram, her captain when war broke out, was given the rank of Commander R.N.R., and acted in that capacity, which was of an advisory nature, under both Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., and Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., and was granted the D.S.O. for services rendered, being succeeded by Captain Cook at the same time as Admiral Tupper was succeeded by Rear-Admiral C. W. Keighley Pease. Captain Cook was appointed Flag Captain, and granted a commission as Captain R.N.R., and now commands the vessel.

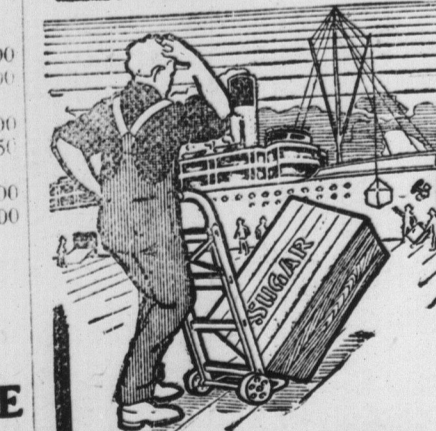
THE EMPLOYER

(WALT MASON)

The man who owns the posthole works gets sympathy from none; we sympathize with all his clerks, who say they need more money; and with the artisans we sigh, when they tell the story, of how their children wait for pie and oysters on the shell. But for the owner of the place no pity can we spare though furrowed is his weary face, and graying is his hair. His grievances inspire no one, his troubles are a bore, though he's the man who bears the load, the man who walks the floor. He is the man who stands the gaff, who wrestles with despair, and while his merry workmen laugh, he tears his scanty hair. The toilers work eight hours a day and leave the factory door, and close around and sing and play, but he works twenty-four. Oh, with the taxer we ween when he his woes has traced, whose limousine is poor and cheap, his diamonds mostly paste. And to the man who keeps the books, we all in pity draw and hear his tale, and says, "Gadooks. There ought to be a law!" But pity seldom is bestowed on him who needs it more, upon the man who bears the load, the man who walks the floor.

ANOTHER GOOD FISH STORY

Workmen who have just broken up a sewer man hole of solid concrete which was constructed at Lodi, California, seven years ago say that a frog which had been lying dormant in the concrete took an hour's sun bath after being released, and then hopped away.



Muscles Mean Nothing

when the nerves fall down. The nerves control the muscles. The stomach feeds both.
HAWKER'S NERVE & STOMACH TONIC has no equal as a nerve food, a blood maker and invigorator. It is an excellent remedy for depression and despondency. Head what Mr. E. L. Rising, of the well known St. John from of Waterbury and Rising, has to say: "I have used Hawker's Nerve and Stomach Tonic in my family for years, and consider it has no equal as a blood builder and appetizer. It was especially beneficial to my children after an attack of fever. Yours truly, E. L. RISING."

Sold by all druggists and general stores at 50c. The same price everywhere, None genuine without Company's name.
HAWKER'S TONIC AND CHERRY BALSAM IS A SAFE AND SPEEDY CURE FOR ALL COUGHS AND COLDS. HAWKER'S LITTLE LIVER PILLS CURE ALL STOMACH ILLS.
THE CANADIAN DRUG CO., Limited, ST. JOHN, N. B.



The Prince at Vernon, B. C.



The Prince Visits Agricultural College at Guelph.

Children Cry for Fletcher's

CASTORIA

Fletcher's Castoria is strictly a remedy for Infants and Children. Foods are specially prepared for babies. A baby's medicine is even more essential for Baby. Remedies primarily prepared for grown-ups are not interchangeable. It was the need of a remedy for the common ailments of Infants and Children that brought Castoria before the public after years of research, and no claim has been made for it that its use for over 30 years has not proven.

What is CASTORIA?

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

In Use For Over 30 Years

THE CENTAUR COMPANY, NEW YORK CITY

BUILD NOW

The Demand

For buildings of every kind was never greater than it is today. Overcrowded housing is the condition in all parts of the country.

Conditions

Are as normal now as they will be for some time. Let us get busy with the construction that the war halted.

Build now and bring prosperity to our country and contentment to yourselves. Consult us either for the stock you need or the finished job.

J. H. HICKS & SONS

Manufacturers and Dealers in Lumber
BRIDGETOWN, N. S.

How to Sell Your Place

A wide awake Real Estate Agent gets in touch with practically all the available buyers. So to have your property put before the largest possible number of intending buyers get the **livest** Real Estate Agency you can find to handle your place. We have a list in our office of over 400 intending buyers. A successful Real Estate Man is a good salesman. Now selling any article, as every one knows, calls for a specialized knowledge of the line sold, and of how to handle the class of buyers encountered. Our manager has a first hand knowledge of farms, himself being a farmer—and we evidently know how to suit men who want farms, as our books show that we have sold 47 places for over a quarter of a million dollars since April 1st this year. An honest Real Estate Man will list your property with an agreement that protects you as well as himself. We beg to call your attention to our new listing form which protects the seller against unearned charges by the Agency.

The Valley Real Estate Agency, Wolfville, N. S.

Battery Service Station

Now is the time to think about having your battery cared for by experts during the winter. One of the VITAL parts of the car is the battery and should be treated scientifically. Talk it over with our agent
FRED E. BATH, Bridgetown.

Willard Battery Service Station
HALIFAX, N. S.

NOTICE.—Returned Discharged Soldiers

Returned Soldiers requiring FREE treatment apply to Dr. L. B. Braine, Medical Representative of the Soldiers' Civil Re-Establishment for Annapolis, N. S., Asst. Dir. for N. S. and P.E.I.