

WRITING TO HIS FATHER

a corporal of the Royal Canadian Dragoons says:

"What we need mostly is 'eats' and Zam-Buk. Sores are awfully slow in healing up here, but Zam-Buk can heal nearly anything."

For sore feet, also, Zam-Buk is invaluable, as illustrated by an extract from the "War Office Times," which reads: "A large percentage of the British Army suffer with sore feet, but we are overcoming this serious handicap by the use of Zam-Buk."

Soldiers also need Zam-Buk for cuts, abrasions, barbed wire scratches, burns and stiff muscles. Don't let your soldier friends be without. All dealers, 50c box.

Zam-Buk

POISON SHIP RACES WITH HUN U-BOAT.

Gas Enough to Wipe Out German Army Saved.

A Paris despatch says:—A poison ship is the strangest vessel that has come out of America to help beat the HUN. The tale of its voyage of thrills has come from an American naval base at a French port.

Several thousand huge steel drums, containing gallons of the most deadly poison gas ever made, were on board.

The drums of death held enough poison gas to kill the whole German army.

What if a torpedo struck the ship or submarine's shell ripped a hole in one of those drums? The imagination cracks under the strain.

So on board the poison ship there was a gas mask drill daily. Thousands of miles from the trenches, in the midst of the ocean, there was the strange sight of a gas mask drill.

Every member of the crew and every officer had been taught how to sling the flat bag over the shoulder; how to snatch it around and hook it under the chin at the first warning of danger; how to snap the "clothespin" closing both nostrils; how to grip the mouthpiece between the teeth, and how to breathe through the tube.

THEN COMES THE DANGER

They had a drill like that three times a day. And on the tenth day there was engine trouble and the poison ship had to drop behind. Then, just at the end of the evening gas mask drill, came a submarine, 9000 yards astern!

The poison ship was limping along at six or seven knots, and the U-boat was coming to the surface and manning its guns. The captain of the poison ship shouted orders to open fire with the stern gun, to S. O. S. for help and to tell the chief engineer the crippled engines would have to respond immediately or the poison ship was done for.

Shots fell astern. The submarine was gaining. Shells came whining nearer. And the shots from the defense guns were falling short.

Then came wireless word that a destroyer, just over the horizon, was speeding to the rescue. Every man on the poison ship had his gas mask hooked under his chin, in the "alert" position. And every one was praying that no German shell would dent one of the drums of death.

ENGINES RESUME DUTY

Suddenly a miracle happened. The starboard engines came to life! The poison ship shot ahead. From seven knots she jumped to ten and to eleven and to twelve.

It was just in time. Shells from the approaching submarine were falling only 20 yards astern. In another five minutes they would have been rattling among the drums of death.

It was a race now between the poison ship and the U-boat. For 15 minutes it was a dead heat, the shells of the poison ship's stern gun and of the U-boat just barely missing the respective targets. Then the smoke smudge of a destroyer appeared on the horizon. The destroyer was streaking to the poison ship's aid at 30 knots an hour. And she came just in time; too late, though to get the submerging U-boat.

The Pope Hopes President Wilson Will Succeed.

Rome, Monday, October 14.—(By the Associated Press.) "You may say that the Holy Father is pinning his faith entirely on President Wilson to make a quick and durable peace," Monsignor Corretti, Papal Under Secretary of State, said to the correspondent today. "He is making special prayers to this end—that President Wilson may not deviate from his present course and that nothing may interfere with his purpose and compel a renewal of the war."

CHECKING UP ON CHANCE

How Work is Carried on by Overland Employees.

Overland employees do not have to learn by experience according to officials in charge of the large department which constantly looks after their safety.

Speaking of the importance of this work in the factory, one of the men in charge said, "It is impossible to over-estimate the results we have obtained, in helping men to a better understanding of the need for care in handling their tools and the proper time to discard the worn ones."

"Just now man-power is the fighting strength behind the government and to safeguard this power to the fullest extent and to keep every operator fit and on the job is our constant thought."

"Some of the methods employed at the Willys-Overland plant have been productive of result that are highly satisfactory. One of these has been the erection in various departments of monitor boards. These boards show specimens of tools which have been worn down to the point where they are unsafe for further use. Each one of these tools shows in red paint the worn or defected places which have led to their being discarded. There are in this collection many hammers with the face worn round or chipped off, which a placard beneath shows may lead to nails being hit a glancing blow and accidents resulting."

"This is true of hitting other material and the hammer glancing off."

"In each case the properly designed tools are shown. A hammer with a square face with roughened corrugation on it is said to be the safest kind to use."

"Object lessons are also shown on wrenches of various designs. When a wrench becomes the least bit sprung, or rounded in the jaws, or when the tightening screw on monkey wrenches is worn, the company advocates that they be thrown away immediately so that they are not so apt to slip off the work and smash the hands of the operator."

"Every place where there is line-shafting, specially designed collars have replaced the former type which had a set-screw on the outside. On the new type in use at the Overland plant the set-screw is sunk into the collar so that there is no projection to catch on the clothing of the others or others who get near the revolving shafts."

"A special study has been made on ladder-shoes. The boards show that these are vitally important. All ladders in use have a shoe which is tipped with a hardened point which has a sure grip on almost any kind of material."

"Attention and object lessons are also given on the use of goggles, in certain classes of work."

"At noon time and other periods between work, crowds of men may be seen studying these boards and taking lessons from them. We find many foreign-born men who ask others more familiar with our language to explain the lesson taught in the cards which explains the displayed," said this official. "And it is having a great effect in teaching our men that good mechanics deserve good tools and that own safety is a matter of personal concern."

Newspaper Reading.

(Toronto Globe)

A Provincial health officer warns the public not to become excited over what they read in the newspapers concerning the Spanish influenza. One of the learned Chief Justices of Ontario, who doubtless demands his morning newspaper at breakfast, says that nobody believes what is in the newspapers nowadays. It would be foolish on the part of newspapers to claim infallibility, which Lord Morely says only is another term for impudence, but warnings against newspaper reading may be carried too far. Many who do not read newspapers or are not attentive to what they read in them pay the penalty. They blow out the gas. They are taken in by the first smooth confidence man they meet. They sell their Victory Loan bonds at a loss. They hide money in places where thieves break through and steal. In the United States they still vote for Andrew Jackson, and in Nova Scotia for Joseph Howe. They have an idea that this present war is a fence-line quarrel in Europe with which they have no concern. They also miss the bargains in the stores by not reading the advertisements, but most of the non-readers of newspapers have few needs. They wear a yard or two of cotton and eat what nature provides from day to day, if they have outgrown the custom of dining on one another.

MAKE PERFECT BREAD

ROYAL YEAST CAKES

ROYAL YEAST CAKES

MADE IN CANADA

EVANS & COMPANY LIMITED

It Pays to Finish Poultry

(Experimental Farms Note)

Even with the present high price of feed no one can afford to sell birds and especially cockerels, in a thin condition. The good prices received for poultry meat more than pay for the extra feed, and if there ever was a time when birds should be finished, it is now.

As a war measure the marketing of thin chickens should be prohibited. The most expensive part of the bird to produce and that, which is of the least value for food is the flesh. The cheapest weight for the feed fed is the flesh as it is all edible, the necessity of putting this flesh on is evident.

The most profitable weight at which to finish cockerels is when they weigh about 4 pounds, but even earlier birds may be fed with profit, as several experiments conducted at the Experimental Farm this summer go to prove.

Poultry meat of all kinds has been a good price. Hens have been selling as high as roasters and broilers have paid well. Leghorn cockerels at the Experimental Farm have been sold at about 2 pounds each, and because of being especially finished on milk, brought good returns and paid well for extra feed. Four different lots marketed in August, 152 birds, weighed 280 pounds, they were fed for about ten days during which time they gained 60 pounds, weighing at the end of the feeding period 340 pounds. They consumed 180 pounds of mash and 24 gallons of buttermilk. The mash was composed of 2 parts cornmeal, 1 part middlings, and 1 part buckwheat screenings.

The cost of feed was 180 lb. at 4c per lb., \$7.20, and 24 gal. milk at 5c per gal., \$1.20, making a total of \$8.40 for feed and milk. Add to this the value of the birds at the start 280 lbs. of thin chickens that would bring 35c per lb., \$98.00, and it makes a total cost for thin chickens and feed of \$116.40.

The weight of the finished chicks was 340 lbs. having gained 60 lbs. in the 10 days feeding. The value per lb. was increased because of the flesh to 50c per lb., making the total value of the birds \$170.00.

This meant a revenue of \$54.00 for the care of 152 birds for less than two weeks. It also showed that for every pound increase on the birds it took 3 lbs. of mash and 4 lbs. of milk or an average cost of 14c per lb. of gain.

To Avoid Influenza.

(Suggestions of the Provincial Health Officer.)

1. Walk to work if possible.
2. Make full use of all available sunshine.
3. Wash your hands before eating.
4. Do not use a common towel. It spreads disease.
5. Avoid the person who coughs or sneezes.
6. Should you cough or sneeze, cover nose and mouth with a handkerchief.
7. Keep away from houses where there are cases of influenza.
8. Keep out of crowded places. Walk in the open air rather than go to crowded places of amusement.
9. Sleep is necessary for well-being. Get enough to rest you thoroughly. Keep your bedroom window open.
10. Eat good, clean food.
11. Avoid draughts and chilling. Try not to be overheated.
12. Should you get wet, change to dry clothing at earliest opportunity.
13. If sick, no matter how slightly, see a physician.
14. Should you have influenza, stay in bed until your doctor says you can safely get up.

Began Steamship Career at Annapolis Royal

The National War Council of the Y. M. C. A. at New York has called into its Transport Service J. Smith Carder, a well known steamship man of Boston and a native of Queens County, Nova Scotia. His father is R. A. Carder of Medford, Mass., who for a quarter of a century was engaged in steamboating in Nova Scotia.

Mr. J. S. Carder began his steamship career at Annapolis, where he was representative for a number of years of the Bay of Fundy Steamship Co., operating the ill-fated steamship "City of Monticello" between that port and St. John. He has been representing the Eastern Steamship Lines at Boston for many years.

He has many friends throughout New England, and they feel assured he will render most efficient war service.

Be Not Deceived.

(From the Cleveland Plain Dealer.)

Let no one be deceived by the suggestion that the war is nearly over, that peace is close at hand, and that no further effort on our part is required. Such a suggestion is either German propaganda or a product of dense ignorance. Buy Bonds. Buy to the limit. Don't let the Kaiser or the Kaiser's agents inveigle us out of the hard won triumph to be achieved when peace terms shall be dictated to the Hun on the Hun's own soil.

Middle Aged Women

Are Here Told the Best Remedy for Their Troubles.

Freemont, O.—"I was passing through the critical period of life, being forty-six years of age and had all the symptoms incident to that change—heat flashes, nervousness, and was in a general run down condition, so it was hard for me to do my work. Lydia E. Pinkham's Vegetable Compound was recommended to me as the best remedy for my troubles, which it surely proved to be. I feel better and stronger in every way since taking it, and the annoying symptoms have disappeared."—Mrs. M. Goddard, 925 Napoleon St., Fremont, Ohio.

North Haven, Conn.—"Lydia E. Pinkham's Vegetable Compound restored my health after everything else had failed when passing through change of life. There is nothing like it to overcome the trying symptoms."—Mrs. FLORENCE LELLA, Box 197, North Haven, Conn.

In Such Cases

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

has the greatest record for the greatest good

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

Epidemic Influenza.

(Issued by the Department of the Public Health, Nova Scotia.)

The situation in respect to this disease; in this Province generally, is not such as to cause undue alarm. It is present to epidemic extent in only a few localities. Nevertheless our safety lies in prevention, and everyone should endeavor by all possible means to prevent the disease obtaining foothold.

It has been reported that boarding house keepers have been refusing to render attendance upon boarders ill with the disease, for fear of infection. Such fear is quite unnecessary if two simple precautions are adopted: (1) wear a strip of four thickness of gauze across mouth and nose while rendering a service to the patient, (2) wash hands thoroughly after every service or after handling dishes, clothing, etc., used by the patient.

The gauze mask should not be worn a second time without being sterilized by boiling for at least five minutes, nor should a mask be worn continuously for more than two hours without being sterilized. Should a mask become wet by the vapour of the breath, it should be replaced by a fresh one. Several masks should be in readiness, so that a fresh one will always be available.

Thus far, practically all deaths in our province have resulted from complications, and especially from pneumonia. As perfectly healthy people may be pneumonia "carriers", the wearing of such a mask by attendants may prevent the development of this complication.

The especial prevalence of influenza in young adults is doubtless due to the fact that they are especially likely to be exposed to the infection of the disease.

It is quite likely that the increased mortality in the later stages of an epidemic may be due, in part at least, to complications, and not wholly to increased virulence of the infective germs.

The Cafeteria System For Hogs.

Much of the drudgery is taken out of hog feeding by the use of the self-feeder. According to investigations carried on at the Experimental Farm at Ottawa, hogs, after they have reached a certain age, do better when fed in this way provided the proper mixtures are used. Strange to say, when properly handled, dangerous and wasteful over-feeding is not so likely to occur with the self-feeder as when meals are given at stated hours. It has been shown that the hogs are the best judges of when they should take food. The feeder is fully described in Special Circular No. 15 obtainable at the office of the Publications Branch of the Agriculture at Ottawa. This bin-like receptacle is easily made at a cost of about \$10 even when new lumber is used in its construction.

Minard's Liniment cures Garget in Cows.

Influenza!

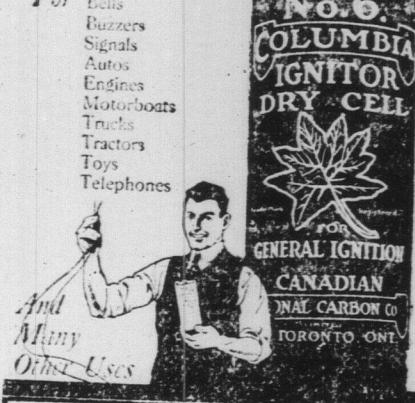
should be carefully guarded against. A mild spray and gargle mixture of water and

JOHNSON'S Anodyne LINIMENT

for the nose and throat with an occasional dose taken internally may safeguard you from serious results and halt the evil in its first stage. This famous old physician's prescription is an

Enemy to Germs

Columbia Dry Batteries



Ever-Ready Flash Lamps

Electric Lanterns

Electric Lamps and Batteries

Cold Blast Lanterns \$1.00

DRY CEDAR SHINGLES
Just Received, one car of Cedar Shingles, from \$1.90 per M up.

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BRIDGETOWN, N. S.

Hardware : Stoves : Ranges, etc.

FALL AND WINTER 1918 & 1919

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BUY VICTORY BONDS!

SUFFERED TERRIBLE AGONY

"Fruit-a-tives" Alone Him Quick Relief

Buckingham, Que., May
"For seven years, I suffered from Severe Headaches and Stomach, and I had chronic indigestion. I tried many remedies, but nothing did me good. A friend advised 'Fruit-a-tives'. I took this grand fruit medicine and it made me well. To every has miserable health with indigestion and indigestion, I say take 'Fruit-a-tives', will get well." ALBERT V.

50c. a box, 6 for \$2.50, trial at dealers or sent postpaid by Fruit-a-tives Limited, Ottawa, Ont.

TRAVELLERS' GUIDE

DOMINION ATLANTIC RAILWAY

TIME TABLE REVISED TO SEPT. 29th, 1918.

GOING WEST

Station	Time
Middleton	11:55
Lawrencetown	11:57
Paradise	11:57
Bridgetown	12:08
Tupperville	12:18
Roundhill	12:28
Annapolis Royal	12:42
Upper Clements	12:53
Clementsport	12:59
Deep Brook	1:06
Bear River	1:15
Imbertville	1:18
Smith's Cove	1:22
Digby	1:37

GOING EAST

Station	Time
Digby	12:05
Smith's Cove	12:20
Imbertville	12:24
Bear River	12:28
Deep Brook	12:37
Clementsport	12:44
Upper Clements	12:53
Annapolis Royal	1:07
Round Hill	1:22
Tupperville	1:25
Bridgetown	1:45
Paradise	1:56
Lawrencetown	2:03
Middleton	2:20

R. U. PARKER,

General Passenger Agent.

GEO. E. GRAHAM,

General Agent.

H. & S. W. RAIL

Accom. TIME TABLE IN EFFECT March 10, 1918

Read down	STATIONS	Time
11:10 a.m.	Lv. Middleton	Ar. 5
11:41 a.m.	*Clarence	4
12:00 p.m.	Bridgetown	4
12:22 p.m.	Granville Centre	3
12:49 p.m.	Granville Ferry	3
13:12 p.m.	*Karsdale	3
13:30 p.m.	Ar. Port Wade	Lv. 2

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

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23rd

Eat less Bread