

Tues., Mar. 7, 1918.

us activities of the

and Meat Substitutes. lean meat; fresh fish; salt fish; eggs; cheese; dried beans or split

2. Fats. butter or oleomarine; cooking fat.

3. Milk. whole milk.

4. Sugars. sugar; corn syrup, molasses honey.

Cereal Products. flour; cereals in other

Fresh Vegetables. potatoes; other fresh vegetables.

7. Fruit. according to season.

ment Cures Garget in Cows

MORE BULBS.

n. Netherlands, Feby. longer will the famous Haarlem present an untended vista of flowering when spring comes. The sinness, which has been hit by the war, offers or prospects that many have partly abandoned and have taken tables raising instead. ive vegetables drying have arisen alongside the where in previous years of multi-colored tulips acanthus for drying the So far, the facilities for vegetables, especially as and carrots, are limit- about 600 tons a week.

PORT BOY RETURN-

Early Two Years Service Front.

aller George W. New- son of J. H. and Mrs. mbe, returned home Sat- evening and his many giving him the glad George was in Halifax, year with the C. A. D. nt to France April, 1916, ssed and suffering from tis was sent to Dunstan try Hospital, Northamp- ng. He has been in- d home and expects to sanitorium. ge was surprised one day ce to meet his father, and ooked well. — Journal.



Wales might be n business. "To tury merchandiz- realizes that it is morals, to render e tells you about


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HARBORVILLE.

That er old ground hog, sure did kno his bisnes, when he craleed inter his hole a few weeks ago, and pulled the hole in arter him, fur he hev sur hed sum rel winter wether fur the past two weeks, it was down Zero, and we hed lots of snow and gales besides. It was so derned cold, thet I culdnt write you nuthin at all last week, fur it tuk me all ther time to get enuf wood to keep ther women frum freezen ter deth. You knu figer it out yurself, thet it must hev been sum cold, when Harborville didnt hev no dance at all, and they was halen wood across ther old bay frum cumberland county, es the bay was chuck frize over, and made cilled fired good sledden. I hev since herd, that the above what I hev writ abote sledden wood over ther bay was ded rong, as it was jest a lot of stuff in ther ice what looked like a team drawn wood, es I was at Parkes been froze up, so they aint no good. Now we hev a whul lot of millioners round here, sum uv em hev made ther money keepin store, sum made it as Sea Captains, and others hev made it Fishin fur salmon and Lobsters, and inother ways, and we hev eny amount of grate wurkers, so thet we hev nary er excuse fur not bidden one.

Uv curse, Ed Curry is bidden a little schooner all by himself, but es his Millionair uncle, what is a Cenator, and a few uther things hes not put eny munny inter it, it is taken Ed a long time to get it built, but if he lives long enuf he will get ther, fur he is a regulas cuse fur hangen on.

Our boys round here air gettin sum scared es they hev herd thet the Military officals is goin to get after all the fellers what was exempted as farmers, and thet havent been ner a farm since apple picken time, nor dun anything else wurth mention. Sum uv em is so scared thet they wuld be willin I guess to wurk fur sum farmer fur nuthin just now, jest to be safe ontar a farm befur the 15th, uv March.

A former resider uv this place Mr. Boardman Margeson who is now helpin Balcom bild ships to Margeritville was spendin sunday here with his friends.

I here Fred Wagstaff is goin to leave Berwick, and seek his fortune sumwhere else, where his famerly ken have more of the pleasure and cumfurts of life I was wondern what Mr. Morse whid do, es Fred is a darn good man, and they air mighty scarce round here.

Mrs. Emma Conner, what hes been spendin the winter in Boston and other places has got es fur es Waterville on her way home. Shecaught a cold ther and hes to stay a while till she gets over it.

Edson P. Wood, managed ter sch ontar a sweet old cold smewher between here and Berwick so now he hes to stay to hum and cant drive ther male.

There was a new preacher to

town on Saturday and is stoppin up to Mr. Jacksons. He was goin to hold er meetin on Sunday afternoon and nite, but fur sum unnone reson the Lord sent us another blizzard sunday, and s other was no chance to hold mutch uv a meetin as ther folks wuldnt cum out in the storm. I never seed a soul all day exceptin Boyd parker goin to the barn ter feed and milk his cow.

The Ruby L. was to cum in Monday fur the first trip this yere, but I guess she will hev to be like the ground hog, and will hev to crawl in her hole fur another spell or so.

I hev been wondern why the dickens we dont build a vessel uv our own around here. Last fall they culdent find vessels enuf to haul away ther Pertaters, so thet a whul pile uv em hed to be put away in frost proof (But they wusent) cellars and now when maybe we will hev spring in a few months, they is looken them pertaters over, and they find most uv em hes been froze up, so they aint no good.

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GERMANY CALLS HER BOYS OF 16—

Despite constant assurances to the contrary on the part of German propagandists, there is proof sufficient that Germany is finding it difficult to maintain her armies at anything like full strength. From Amsterdam comes a despatch stating that Germany is planning to force boys of 16 and 17 years into the Army. In an appeal appearing in the Essen General Anzeiger, the boys are urged to join the Juvenile Corps. "This great struggle between the nations," says the newspapers "will necessitate those who are now 16 and 17 being called up at no very remote date for army service."

STOP REFRESHMENTS AT SOCIALS.

There is a decided objection by many of the citizens of Truro that the serving of refreshments at socials, connected with churches and other organizations, also afternoon teas, etc., should be promptly stopt during these war times.

It certainly does not look well to the men at the front or to the Government, when they learn that at socials, teas and other enjoyable occasions our people are eating, drinking and making merry, when the people of other countries are on rations.

Let there be less "Eats."—Truro News.

UNCLE SAM AND MISS CANADA.

Remember that time when Bill Taft with his mighty bosom swelling with tariff reciprocity, sparked Miss Canada, and got the mitten so's all the world saw it? Well, the haughty maid has relented. There's a soft glad hand at her front door and room on the parlor sofa for Uncle Sam with lights turned low.

Since April last, Miss Canada has sent into the United States over 14 million bushels of wheat duty free. On April 16, she removed her import duty on wheat and this act automatically broke down the tariff wall.

A common disease makes neighbors akin. After Uncle Sam doffs his khaki get a bath and shave and dons his old reliable boiled shirt, watch him perk up to Miss Canada once more.—Detroit Times.

DR. RAND OF HARVARD TO SPEAK IN HALIFAX.

Arrangements have been made by the Canadian Club Executive with Dr. Benjamin Rand, of Harvard University, to deliver his address, "Within the War Zone," in Halifax during next month, April. Dr. Rand has been abroad

every year since the war began has been a guest of the British Foreign Office, has visited the trenches, Grand Fleet, and hospitals. He will also lecture in St. John, N. B., as well.

TWO SOLDIERS DIED AT AMHERST.

Of Spinal Meningitis and the Barracks Has Been Placed Under Quarantine.

Canadian Press. AMHERST, March 11—Private Charles P. Knocton, of South Intervale, Guysboro Co., N. S., and Private L. Beecher Perry, of Cape Negro Island, Shelburne County, N. S., died from spinal meningitis at the Highland View Hospital yesterday. Both men are drafted under the Military Service Act and members of the Depot Battalion quartered in this town. The barracks are under strict quarantine.

Minard's Liniment Cures Dan-druff.

50,000 POUNDS FROM AUSTRALIA.

OTTAWA, March 8—A cable has been received by the Minister of Trade and Commerce from the Canadian Trade Commissioner at Melbourne, Australia, Government has granted £50,000 (\$250,000) to the Halifax Relief Fund.

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 of the Garter" 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 would crawl 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 and blowing fifty miles an hour. "Romance is dead," says the pessimist. "No," says the C. P. R. with Rudyard Kipling.

"All unseen, Romance brings up the 2-16." 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 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 former 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. 320, who for thirty-four years drove his engine without a black mark against his record. There exists there another hero, Norman Wright, compelled by ill-health to forsake his engine but whose name now in another



The late Dave Bowker.

late to stop his train, Norman Wright 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 Jack earns the right to name an engine after an 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 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 but far 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 Hartney, 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 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 the A.M. Solloway, a veteran who left the C. P. R. thirty years ago and knows Canada Canyon like a book; Lew Patrick, the safe man of the Selkirk, who in the old days bore the heavy load of the engine; and the C. P. R. in winter that sometimes have slides, was said to be able to snuggle side ten miles away; Willie Armstrong, another mountain man with eyes that hardly needed the headlight to see through the dark canyons and Dan Murray, of the Croft, a big man in a big locality. On the prairies, besides such men as

Bronco Wilson, there is Con Leary, nicknamed the President—open-handed, 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. Bille 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 Ledere, 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 engine months to make the best of a new locomotive, and for that reason he is not much in love with any new engine at any rate "as long as" he has 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.

Minard's Liniment for sale everywhere.