

DOMINION ATLANTIC RAILWAY

—AND—
Steamship Lines
 —TO—
 St. John via Digby
 —AND—
 Boston via Yarmouth
 "Land of Evangeline" Route.

On and after Jan. 1st, 1911, the Steamship and Train Service on this Railway will be as follows (Sunday excepted):

Accom. from Annapolis 7.50 a.m.
 Express from Halifax 12.21 p.m.
 Express from Yarmouth 1.46 p.m.
 Accom. from Richmond ... 5.40 p.m.

Midland Division

Trains of the Midland Division leave Windsor daily, (except Sunday) for Truro at 7.30 a.m., 5.35 p.m. and 6.45 a.m. Mon., Tue., Thurs., and Sat., and from Truro at 6.50 a.m., 3.18 p.m. and 12.00 noon Mon., Wed., Fri., and Sat., connecting at Truro with trains of the International Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

Boston Service

SERVICE IN EFFECT DEC. 12th, 1910.

The Royal and United States Mail Steamship "BOSTON" will leave Yarmouth Wednesday and Saturday on arrival of Express from Halifax, arriving in Boston next morning. Returning leave LONG WHARF, BOSTON, at 1.00 p.m. Tuesday and Friday.

St. JOHN and DIGBY

ROYAL MAIL S. S. YARMOUTH. Daily Service (Sunday excepted). Arrives in Digby 10.45 a.m. Leaves St. John 7.45 a.m. Leaves Digby same day after arrival express train from Halifax.

F. GIFFKINS, General Manager.

FURNESS, WITBY & CO., LTD.

STEAMSHIP LINERS.

London, Halifax and St. John, N.B.

From London.	From Halifax.
Shenandoah Jan. 25	Jan. 25
Jan. 17th Rappahanock Feb. 8	Jan. 25
Jan. 21st Kanawha Feb. 22	Jan. 25

LIVERPOOL, ST. JOHN'S NEWFOUNDLAND SERVICE

From Liverpool.	From Halifax.
Steamer,
Jan. 7th -Durango Jan. 25	Jan. 25
Jan. 21st Tabasco Feb. 8	Jan. 25
Feb. 4th Almeriana Feb. 22	Jan. 25

FURNESS WITBY & CO., LTD., Agents, Halifax, N. S.

H. & S. W. RAILWAY

Accom. Mon. & Fri.	Time Table in effect Oct. 1910.	Accom. Mon. & Fri.
Read down.	Stations	Read up.
11.25	Lv. Middleton Av.	10.25
12.51	* Clarence	15.54
12.08	Bridgetown	15.36
12.35	* Granville Centre	15.07
12.51	Granville Ferry	14.50
13.00	* Kavadale	14.24
13.30	An. Port Wade Lv.	14.10

* Flag Stations. Trains stop on signal. CONNECTIONS AT MIDDLETON WITH ALL POINTS ON H. & S. W. RY. AND D. A. RY.

P. MOONEY General Freight and Passenger Agent HALIFAX, N. S.

PURITY FLOUR

If that name is on the sack you can buy with confidence

More bread and better bread

WESTERN CANADA FLOUR MILLS COMPANY
 A PERFECT FLOUR
 TRADE MARK
 MANITOBA HARD WHEAT

Always in Stock

A complete line of WALL PAPERS in all the latest and leading designs, samples sent to any part of the country. CREAM SEPARATORS, SEPARATOR PARTS and high grade SEPARATOR OIL always in stock. A few high grade CARRIAGES to clear sold on reasonable terms Phone 19.

F. B. Bishop - Lawrencetown

Sureka Underwear

is the ONLY kind made of ALL Nova Scotia Wool—it is absolutely unshrinkable—there are no irritating fibres—no wear tempting dropped stitches—it is well and suitably finished—exceptional value—in heavy weights at medium prices. Compare it with others—there's the test.

Begin the New By Buying at Year RIGHT . . . the Right Place

While Stock taking GREAT BARGAINS in all lines. Call and be convinced.

Hayward Clothing Store
 Cor. Queen and Granville St. Bridgetown

The Queen

Still the Leader

A full assortment from \$3.50 up. Heating Stoves of all kinds. Ranges and Cook Stoves at the lowest prices. Hot Air and Hot Water Heating and Job work promptly attended to.

R. Allen Crowe
 PHONE 1-2

Kindly Mention Monitor-Sentinel When Purchasing from our Advertisers.

Apples of Nova Scotia Will Become a Great Money Asset

We are Here in Close Touch with the Greatest Market in the World and Balancing up the Disadvantages and the Advantages, the Expert's First Choice is this Province--The Industry will Develop the Ideal Type of Canada

(By A. McNeil, chief of the Fruit Division of the Department of Agriculture, in New Year's issue of Morning Chronicle.)

There is nothing so dangerous as posing as a prophet with reference to purely mundane matters. Printers ink and paper form almost an enduring record to rise up and perhaps confound the soothsayer. Nevertheless, I would hazard some predictions, accompanied by the usual warnings, and perhaps some few admonitions after the way of orthodox prophets. Making no pretensions to any supernatural gifts, I am obliged to rely upon the experience of the past and my knowledge of present conditions in foreign and domestic markets, and with reference to the soil, climate and people of Nova Scotia.

NOVA SCOTIA'S COMPETITORS.

And now arises the question, how will Nova Scotia fair in this competition? British Columbia looms up large, and for the first time in the apple industry has sent to other Provinces an appreciable amount of good fruit. The States of the Pacific Coast are in the midst of what might be called an "apple mania," and orchard lands and apples are symbols of wealth and distinction. They, too, this year have seriously invaded the northwest markets. Ontario is experiencing a widespread revival of interest in orcharding; and even Quebec is incorporating orchard companies of moneyed men who are planting by the hundred acres, not for the purpose of dividing the property into small lots, but for the purpose of securing a revenue from the fruit. Coming farther east, we find New Brunswick posing as a fruit Province, and anyone who saw the magnificent display at St. John this year will agree that her claims are well founded. Of the several varieties, namely, Wolf River, Alexander, McIntosh Red, Wealthy, and Bishop Pippin, the Province in the Dominion could show better samples. Prince Edward Island grows some splendid fruit, and is going to grow more. Under the circumstances, it is only wise that the fruit growers of Nova Scotia should take stock, and note the advantages, if there be any, Nova Scotia has as a fruit growing Province.

SOME DISADVANTAGES.

Following the plan of the small boy who is earnestly desirous of getting through his work, let us take the disagreeable side of the question first, and mention some of the disadvantages, under which the Nova Scotian fruit grower follows his occupation. First, in the matter of varieties. He is limited at the present time practically in the winter months, and his season is correspondingly shortened. It is very true that some of the earlier varieties occasionally yield splendid returns, but the careful apple grower in Nova Scotia is cautious with reference to early varieties, principally because the best markets and the larger markets are not yet open to him. The transportation facilities from Halifax to Great Britain are only fairly good for early fruit at the present time; and Gravestones, the most luscious fruit that ever tickled the palate of the epicure, are in danger of being a mass of decay before they reach Convent Garden. This, of course, is not always the case; but a really large commerce cannot be built up on conditions that are little better than a gambler's chance. The markets of the United States are barred against us, and until the foolish people on both sides of the line can see the absurdity of obstacles to trade, these are likely to remain so.

NOT ALTOGETHER HOPELESS.

The large cities of the Eastern Provinces, even if they did not have

a large home supply, are inaccessible on account of freight rates. Hence, one cannot take a very optimistic view of the early apple trade in Nova Scotia; nevertheless, I do not consider the case altogether hopeless. Co-operative cold storage plants at the shipping stations where the fruit can be pre-cooled before it is twenty-four hours off the tree, will enable the fruit to reach Convent Garden, even with the present transportation facilities, in good condition. The American markets may be opened to us, when the Americans and Canadians take a saner view of trade relations; and these two markets would absorb all the early apples that Nova Scotia can produce. I am confident enough to think that cold storage plants will be established in the Annapolis Valley at the orchard centres; and that the Gravestines, with better modes of culture and the help of cold storage at initial points, will again be the characteristic apple of Nova Scotia. So much for the early apple.

THE FERTILIZER BILL.

In winter apples there are not so many limitations in the matter of reaching markets, but there are perhaps, other elements that deserve mention in a comparative statement. The soils of Nova Scotia, generally speaking, can be characterized as fertile, but only relatively so. The fertilizer bill of the really good fruit growers in the Annapolis Valley would cast a gloom over the life of the Ontario fruit grower. That it pays the Nova Scotia fruit grower to use commercial fertilizer goes without saying. They would not use it in such enormous quantities if it did not pay. Nevertheless, it is a tax upon the industry, and when competition becomes keen, as it will in the future, these considerations must be taken into account. The fertilizer bill of the British Columbia apple grower, the Ontario apple grower, and also the Quebec apple grower is a mere bagatelle. May it not be possible to have a system of mixed farming, with apples as a "cash crop"? In this system the number of animals would be strictly limited to what will furnish sufficient barnyard manure to maintain the fertility of the soil; and instead of buying fertilizers concentrated animal feeds would be bought. This is a problem, however, for Professor Cumming can't his most competent staff. We can trust them, if they give this matter attention, to get at the truth of it and tell us whether Nova Scotia fruit growers will always be obliged to pay a heavy tribute to the fertilizer manufacturers.

A FASHION IN VARIETIES.

There are also limitations in varieties. There is a fashion in varieties as there is in ladies' hats, and when one particular style has a world-wide advertisement it is only shrewd business to keep this style in stock, if possible, inasmuch as it can be sold practically without cost for advertising and may help to advertise other goods. Perhaps the best advertised varieties in the apple markets of the world today, are the Baldwin and the Northern Spy. Yet for some reason, that I will not attempt to explain, Nova Scotia does not excel or even come up to the standard of Ontario in these two varieties; and this must be considered a handicap, however slight.

CLIMATE AND INSECTS.

In climate Nova Scotia has some drawbacks, but as the same incurable and not greater than, though different, from that of the other Provinces, they need not be dwelt upon. It is too obvious to say that of course, the winter fruit grower will take the rainfall and the winter and summer temperatures into consideration when he is planting his orchard.

After La Grippe

"I had suffered several weeks with La Grippe. Had pains in my head and eyes. It felt as though there was a heavy weight on the top of my head, until it seemed that my brain would burst. I was so nervous that I could not rest or sleep. When I dozed off I would awake with a sudden jerking of my whole body. Dr. Miles' Nerve, Heart Remedy and Nerve and Liver Pills cured me. A number of friends have since realized the same benefits."

MRS. ALVIN H. LOCKS, Seabrook, N. H.

The after effects of La Grippe are often more serious than the disease, as it leaves the system in a weakened condition that invites more serious troubles, such as pneumonia, etc.

Dr. Miles' Restorative Nerve should be taken for some time to thoroughly restore nerve strength.

Price 50c at your druggist. He should supply you. If not, send price to us for forward preparation.

DR. MILES MEDICAL CO., TORONTO.

BEING SHORT OF STATURE.

Many a man short of stature is long on brains. Many a man short of stature is broad in his views. Many a man short of stature is high on the road to riches. Many a man short of stature is way up in happiness.

In fact, there are many distinct advantages in being short of stature, tall men to the contrary notwithstanding.

GOOD ROADS.

The government of Quebec is about to enter upon a systematic and scientific method of road improvement throughout the province. The system proposed is to purchase a large supply of road-making plant, probably one stone crusher for every county and to lend the necessary equipment to parish, which wish to use it for the improvement of the roads. It is along with this equipment, the government should supply competent road engineers and instructors, it would not be long before a marked improvement would be seen in the great provincial highways. There is a vast amount of labor and money wasted and worse than wasted in the present methods of road-making generally. At the time when our roads are most needed, farmers are too busy engaged with their spring work to attend to their "statute labor." Then when the roads settle down and become fairly passable, road-work begins. This generally consists in ploughing out the drains and throwing the clay into the middle of the road, to be turned in to mud when the rains come. If a portion of the leading highways of our province were properly built each year, with road material, in a few years we would have large stretches of permanent good roads, and the attractiveness of life in the country would be increased ten-fold. We commend the action of the Quebec Government to the legislatures of all our provinces.—Exchange.

CO-OPERATIVE SELLING.

Here, I think, Nova Scotia is a head of any of the provinces. The plan of co-operative selling in Nova Scotia was slow in starting for reasons that will readily appear to anyone familiar with the district; but having once started, the conditions are such that nowhere else can the principle be applied so easily and so economically. I confidently look to the time in the near future when seventy-five per cent of the Valley apples will be sold co-operatively. It is easily a gain of twenty-five cents a barrel and in the end, I think, fifty cents would be nearer the mark, to be able to sell through a well organized, co-operative association.

WOULD CHOOSE NOVA SCOTIA.

If I had my first choice, therefore, between rich land and a general climate, with isolation, as against the conditions such as I find in Nova Scotia with her prospects for successful co-operation, I would choose Nova Scotia.

WHOM GOD HATH JOINED.

We have sipped the cup of sorrow,
 Thou and I;
 We have awaited a tomorrow,
 Thou and I;
 We have watched beside a bed,
 Crushed beneath a weight of dread,
 Thou and I.

We have owned our helplessness,
 Thou and I;
 We have sought God in distress,
 Thou and I;
 We have shed a common tear,
 When no other help was near,
 Prayed together in our fear,
 Thou and I.

Shall we break the ties that bind us,
 Thou and I?
 Shall we put those days behind us,
 Thou and I?
 God has wed with grief and pain,
 Shall we prove that union vain.
 Shall we go our ways again,
 Thou and I?

Sound as a Dollar

That's the only way you can afford to keep them, because any lameness means less work and less profit to you.

Spavin, Splint, Curb, Sweeney, Ringbone, Swelling or Lameness need not prevent your horses from working. Simply use Kendall's Spavin Cure.

It works while the horse works—takes away the pain—reduces swellings—makes legs and joints sound and strong—leaves no scars or white hairs because it does not blister.

Kendall's Spavin Cure

has been the horseman's standby for 40 years and is used all over the world.

Burns, Ont. Sept. 10th 1909.
 "I have used Kendall's Spavin Cure and it cures Old Shabaz Case."

WILLIAM H. DOWD,
 Keep your horses sound as a dollar. Get Kendall's today and you will have it tomorrow if needed, \$1 a bottle—6 for \$5.

When you buy, ask for free copy of our book "A Treatise On The Horse" or write us.

Dr. R. J. KENDALL CO., Eschberg Falls, Vt.