

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 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

Table with columns: Accom. Wednesdays only, TIME TABLE IN EFFECT Sept. 17, 1917, Accom. Wednesdays only. Rows include stations like Middleton, Ar. and Read up.

Connection at Middleton with all points on H. & S. W. Railway and Dominion Atlantic Railway.
W. A. CUNNINGHAM, Div. F. & P. Agent.

Yarmouth Line

FALL SERVICE
Leave Yarmouth Wednesdays and Saturdays.
Return, leave Central Wharf, Boston, Tuesdays and Fridays.

Connections made at Yarmouth with the trains of the Dominion Atlantic Railway and Halifax and South Western Railway.
For tickets, staterooms and further information, apply at Wharf office.
J. EARNEST KINNEY, Superintendent, Yarmouth, N. S.

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

THIRTEEN WEEKS

In either our Business or Short-Hand Departments or for an elective course from each for \$35 is what we offer. You cannot combine your training in any other school in this city. We have many more calls for help than we can supply.
Enter any day at

MARITIME BUSINESS COLLEGE

HALIFAX, N. S.
E. KAULBACH, C. A.

THE FIRST WEEK IN SEPTEMBER

Is the beginning of our busy season, but you can enter any time.
Send for new catalogue containing tuition rates and full information.

S. KERR, Principal.

EXECUTRIX'S NOTICE

All persons having legal demands against the estate of John W. Ross, late of Bridgetown, in the County of Annapolis, Esquire, Deceased, are requested to render their accounts duly attested to within twelve months from the date hereof, and all persons indebted to said estate are requested to make immediate payment to Margaret C. Ross, Bridgetown, Nova Scotia, Executrix.

Probate of Will dated May 21, 1917. Dated at Bridgetown, Nova Scotia, May 21, 1917.
Chas. R. Chipman, Proctor for Estate.

EXECUTOR'S NOTICE

All persons having legal demands against the estate of William Riley Brooks, late of Centrelea, in the County of Annapolis, deceased, are requested to render the same duly attested within one year from the date hereof, and all persons indebted to the said estate are requested to make immediate payment to Chas. R. Chipman, of Bridgetown, in the County of Annapolis, executor.

Probate dated 25th day of June, 1917. Dated at Bridgetown, N. S., this 25th day of June, A.D., 1917.
WALTER SCOTT.

NOTICE

MY STORE will be open every day excepting Wednesday, during October, November and December. Please cut this out for reference.
26-11

STRICKEN IN THE STREET

Completely Restored To Health By "Fruit-a-lives"

382 St. Valer St., MONTREAL.
"In 1912, I was taken suddenly ill with Acute Stomach Trouble and dropped in the street. I was treated by several physicians for nearly two years, and my weight dropped from 225 pounds to 160 pounds. Then several of my friends advised me to try "Fruit-a-lives". I began to improve almost with the first dose, and by using them, I recovered from the distressing Stomach Trouble—and all pain and Constipation were cured. Now I weigh 208 pounds. I cannot praise "Fruit-a-lives" enough". H. WHITMAN.
50c. a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

WORK OF BRITISH NAVY

Half of Germany's Submarines Sunk Since War Began.

Between forty and fifty per cent of the German submarines operating in the North Sea, the Arctic and the Atlantic since the beginning of the war, have been sunk, said Sir Eric Geddes, First Lord of the Admiralty, in the House of Commons.
"During the last quarter, the Germans lost as many submarines as they lost in 1916," said Sir Eric. "The output of merchant shipping in the first nine months of this year was 123 per cent higher than in the corresponding period last year. The Admiralty has decided that four new national shipbuilding yards would be necessary."

The First Lord of the Admiralty, in his maiden speech, said he regretted it had not been found possible to arrive at a basis for publication of British tonnage losses by submarine action, without giving information to the enemy.
"The losses on merchantmen in October," he said, "were very slightly worse than in September. Enemy submarines were being sunk to an increasing extent, but the Germans were building faster than they had done hitherto."

"In September," Sir Eric continued "there was afloat on the high seas an increase of 20 per cent in numbers and 30 per cent in tonnage of British ships, as compared with April." Sir Eric announced the Government's intention of appointing an additional civil Lord of the Admiralty. He said the attendance of the First Sea Lord would be devoted wholly to naval staff matters. Standard ships, aggregating 1,000,000 tons, had been arranged for, and more than half of them were under construction.

"A reduction of 50 per cent in German merchant shipping," Sir Eric continued, "had been caused by the sinking of ships, or by their passing into the hands of Germany's enemies. "We must lay plans for a long war," said Sir Edward Geddes. "I see no signs of it being a short one. All by their economy, can help the Royal Navy and the navies of the allies to defeat the submarines. In September," he continued, "the Royal Naval Air Service carried out 64 raids behind the enemy lines in Flanders, dropping 2,734 bombs."

The Slacker.

She was stout, middle-aged and weary-looking, and when she entered the crowded Toronto surface car a slender youth sprang from his seat. For a moment she gazed disdainfully at the civilian garb, looked belligerently at the boyish figure—right hand stuck in pocket and left hand wandering over the embryonic moustache—then in a loud voice she told her sentiments in regard to slackers.

She talked long, and her sarcasm was sharp and unfeeling. Finally, her breath failing, she closed her tirade with an emphatic refusal to accept a seat from a slacker. The young man meantime had not changed his attitude—in fact from his easy posture, hand in pocket, one might have thought he was trying to show insolent disregard. Then he spoke: "Madam, have you anyone fighting over there?"

She heatedly replied that she had—brother, two nephews and a brother-in-law. "Do you write to them?" the young man inquired. It was none of his business, she retorted. Then she admitted that she did write "frequently."

Crawling for Penance.

A Buddhist priest who has been eight years on the way to Lassa expects to arrive there eight years hence. He started from the northeast of Peking, and when met by an English missionary he had completed over 2,000 miles about half his journey. He does not walk, he crawls, or, rather, he combines both methods. On his hands he wears pads. He lies full length upon the ground; then, getting up, walks to where his fingers had reached, then prostrate himself and measures ahead. He is under a self-imposed vow, and believes that if he crawls in this manner to the Tibetan holy city his sins will be forgiven and honors bestowed upon him by Buddha.

Frank Lank, of Campbello, S. C., pounded a sack of salt vigorously to break the lumps, and when he poured out the contents found a stick of dynamite which had been crushed by his blows.

Minard's Liniment cures Garget in Cows.

Silos In Western Canada



Up-to-date Silo and Barn in the West.

FOR many years Western Canada has not been thought of as a silo country. The enormous areas of unoccupied land, on which cattle roamed at will, or the settler cut his year's supply of native hay, to a large extent met the fodder problems of the country. With closer settlement and more intensified agriculture, however, a change is coming about. Particularly on account of the rapid advance of the dairy industry the farmers are becoming more interested in the various means of caring for their herds, especially during the winter months. The silo has been found to solve one problem, and is making its appearance in many parts of the country.

From experiments that have been undertaken at the various experimental farms it would appear that the silo method of feeding dairy stock is one of the very best. Superintendent G. H. Hutton, of the Dominion Experimental Farm at Lacombe, Alberta, claims that winter silage is one of the best means of keeping the farm stock well fed during the winter and has solved the problem of securing succulent feed for the dairy cattle.

In his report Mr. Hutton says that many objections, among them being the high cost of labor and the difficulty of storing. Where these difficulties can be overcome roots add very materially to the rations for the dairy cow and are a means whereby the milk production can be increased in its first flow after freshening and maintained at a higher daily

Canadian Railways Co-operate For National Defence

AS a result of suggestions made by the Government that during the period of the war, there should be closer co-operation between the railways in Canada, an association has been formed by these railways corresponding to the States War Board in the United States, with the object of securing greater co-operation not only between the railways themselves but also between the railways and the public.

Although Canada need fear no comparison with other countries as to the speed and efficiency with which munitions equipment, foodstuffs and men have been moved to the front, it was realized that a still more intensive effort might be made to speed up such movements and no private interest has been allowed to stand in the way of public benefit. It is expected that through heavier loading of cars, elimination of unnecessary train service, the co-operative use of all facilities, etc., to the best advantage the country's needs may best be served. Much can be done to achieve these results through closer co-operation between the public and the railways.

Very shortly after Great Britain became involved in the war, the British Government sent for the General Managers of all the railways and made arrangements by which the railways would be guaranteed the same dividends and a proper depreciation for the period of the war as they were before, and advised the General Managers to form a council amongst themselves to conduct the railways as one, and to devote to eliminate competition and devote the railways to essential transportation solely.

When the United States came into the great war, the executives of the various railroads met and arranged amongst themselves to form a committee to operate the full value of their transportation facilities and eliminate competition. The Canadian Government, having on several occasions expressed a wish that there should be closer co-operation between the railways of Canada, an Executive Committee was formed, consisting of the Presidents of the following roads: Canadian Pacific, Lord Shaughnessy, K.C.V.O.

Grand Trunk, Howard G. Kelley. Canadian Northern, Sir Wm. Mackenzie. American Lines in Canada, Alfred Smith.

By their direction, a subsequent meeting was held in Montreal, on 23rd October, at which the private and government roads operating in Canada were represented, and an Administrative Committee was formed, consisting of: U. E. Gillett, Grand Trunk, Chairman. C. A. Hayes, Canadian Government Railways. D. B. Hanna, Canadian Northern. E. D. Bronner, Michigan Central. F. P. Backus, Toronto, Hamilton & Buffalo.

J. H. Walsh, Quebec Central. Sir George Bury, Canadian Pacific. A resolution has been adopted by all the railways in Canada that, realizing the national need of co-ordinating all industrial activities towards the prosecution of the war, and desiring further co-operation with each other to render the most efficient possible service to the national cause do hereby agree to establish for the period of the war an organization to be known as the National Railway Association for National Defence, which shall have general authority to formulate in detail, and from time to time a policy of operation of all or any of the railways, which policy when it is announced by such organization shall be accepted and made effective by the several management of the individual railway companies.

The Canadian Railway Association for National Defence determined to open an office in Montreal at once, and appointed a Secretary. A Car Service Committee, consisting of the following, has been named: W. A. Kingsland, Canadian Northern. W. N. Rippey, Canadian Government Railways. A. E. Locke, T. H. & B. Railway. J. E. Duval, Grand Trunk. J. A. Hutton, Canadian Pacific. W. A. Griffin, T. & N. O. Railway.

Sub-committees reporting to the Administrative Committee will be established in each province, and these will be added to from time to time.

CASTORIA For Infants and Children. Mothers Know That Genuine Castoria Always Bears the Signature of Dr. J. C. Hatcher. In Use For Over Thirty Years CASTORIA. Exact Copy of Wrapper.

ONE CARLOAD OF TERRA COTTA SEWER PIPE Just arrived. 4, 5, 6, 9 and 12 inches. It is a good idea to look after your Drains before Winter sets in. WE HAVE ALSO A CAR OF Quebec Cedar Shingles to arrive shortly. FOR SALE LOW FROM CAR. See our fine lines of Heating Stoves and Ranges, Stove Boards, Pipes and Elbows. We have our usual complete stock of Crushed Oyster Shells, Beef Scraps, Royal Purple Calf Meal, Rock Salt, Liverpool and Dairy Salt. Shelf and Heavy Hardware. KARL FREEMAN BRIDGETOWN. QUEEN STREET

Roofing Materials CEDAR SHINGLES From Quebec, New Brunswick and British Columbia. SPRUCE SHINGLES, PINE SHINGLES Galvanized Eastlake Steel Shingles THE BEST AND MOST QUICKLY LAID We have five carloads of the above in stock and rails to put them on. Just Received Carload of Cement ALSO IN STOCK Paroid Roofing, Wall Board Drain Pipe, Selenite, Brick J. H. HICKS & SONS Bridgetown, N. S.

Save that spoonful Four and often five spoonfuls of ordinary tea do not go any further than three of Red Rose Tea. Less Red Rose is required because it consists chiefly of rich, strong, full-flavored Assam teas. Use Red Rose Tea and save that extra spoonful. Kept Good by the Sealed Package. RED ROSE TEA is good tea.