

**THE loaf that never varies. The same yesterday, today and tomorrow—the "REGAL" loaf.**



**REGAL IS GOOD FLOUR**

**Canadian Railway Situation**

The following interesting statement by Lord Shaughnessy on the Canadian Railway Situation appears in the Annual Financial Survey of the Toronto Globe.

**A**FTER forty months of this great world war, the railway situation in Canada presents a very different face from that of peace times, when the chief problems to solve were the problems of development and construction necessary to keep pace with a huge immigration.

An indication of the difference in conditions is shown in Canada's trade balance, which has been converted from a heavy "minus" to a substantial "plus," the exports for eleven months of 1917—exceeding those of a similar period in 1915 by over a billion dollars. As the total import and export trade for that period in 1913 was itself less than a billion dollars (to be exact \$994,467,990) the increase in traffic-moving effort may be realized. That transportation energy and increase of traffic have been coincident with a growing shortage of labor, a higher cost of living, necessitating higher wages, and immense increase in the cost of material necessary for maintenance and repair of roadbed and equipment, so that the added traffic has meant not increased profit but increased anxiety for the carriers. The labor shortage may be illustrated from the records of our own Honour Roll, which show that up to December 6th, 7,021 employees of the Canadian Pacific had enlisted for active service.

The satisfactory features are the efficiency with which the Canadian railways have done their part under such trying circumstances, and the remarkable absence of congestion that has been so noticeable on the railroads of the United States since our great neighbor to the south entered the war and faced identical problems elaborate networks of railways Canada has fewer ports and a much less sea has solved its war-export problems with infinitely less confusion. From the beginning of August, 1914 to November 30th, 1917, the Canadian railways have handled for the Imperial Government over 6½ million tons of supplies, exclusive of horses and mules, most of which may be considered as supplementary to normal traffic, but so admirably has the movement been timed with the arrival and departure of steamers that not a cent has been earned by the ships as demurrage.

The burden of financing such movement of traffic under such conditions has, however, proved too serious for some Canadian railways and were it not that the Canadian Pacific is more than a mere transportation system and holds extraneous assets of great value that have proved an unexpectedly large source of income, we might have had difficulty in finding the very considerable sum that we have invested in war loans to the British and Canadian Governments not to mention the dividends that our shareholders and the financial world at large have become accustomed to expect.

The efficiency and absence of congestion with which our enormous war traffic has been handled might well be taken to heart by our American friends who, if I may venture

the suggestion, are looking too hopefully to the centralized effort of an overworked Government when they should depend more on the trained enterprise of the individual industrial units that have been so efficiently developed during times of peace, because any form of control that will have the effect of lessening the sense of keenness and responsibility on the part of these units, is sure to be disastrous in its results. If they are not too proud to profit by our experience in Canada, they should solve their traffic problem by placing under Government control not the railroads but the shippers, leaving the railroads with their trained operating staffs, untrammelled by political considerations, to find out how to carry the maximum traffic to given ports at a given time, over a given route, and helping these railroads to secure on fair terms the funds for necessary maintenance and equipment. A Government Controller of Shipments, corresponding to our Director of Overseas Transport, is needed, not a Government Controller of Railroads. It is folly to send out an S. O. S. call for Government control or ownership of the railroads themselves, a control which experience has shown to be fatally opposed to economy and efficiency.

Realizing that the interests of localities stand second to the interests of the nation as a whole, the Canadian railways have agreed to reduce competitive services wherever possible, so that train crews and equipment should be released for the one vital effort, namely, the efficient transportation of war supplies, and for this purpose the Canadian Railway Association of National Defence has been formed, comprising the executive heads of the leading railways. They are doing this with the unqualified support of the Board of Railway Commissioners without disturbing—in deed, they are furthering—the admirable work of that body which, under its statutory position has semi-judicial rather than administrative powers. In this way the railways themselves are doing efficiently, economically, and without political interference what might have been done inefficiently and expensively under Government control. They are working together harmoniously because they are inspired by the same patriotic spirit, and the absence of friction with which their economies are being received by the public shows that the public has confidence in their judgment. Under such guidance the Canadian railways are in a position to maintain their present efficient operation of a very large volume of traffic, and, indeed, to relieve the congested American railroads of traffic which appears to be becoming too much for them. Our only real handicap is the difficulty of financing the operation of our railroads at the old rates, when cost of labor and cost of material keep mounting up. With a reasonable increase of rates corresponding to this increased cost of production, the Canadian railways are well able to face even severer traffic problems than those which they have already so admirably solved.

**FOR KING'S COLLEGE**

St. John, Friday Jan 18  
At a meeting of the board of governors of Kings College, Windsor held here yesterday, it was decided to inaugurate a vigorous campaign in New Brunswick to raise a share of \$125,000 funds for the institution. It was decided to commence the campaign in St. John about the middle of March. President Dr. T. S. Boyle presided at the meeting.

A committee composed of Archbishop Worrell, President Boyle, Professor L. A. Forsythe, Dr. M. A. B. Smith, W. L. Payzant, and Capt. Reginald Harris was appointed to offer suggestions a-

long this line. It was stated at the meeting that eighty per cent of the students in King's College had enlisted and that there was not now one student at that institution who came under the military service act.

**NO LONGER A FAD. (Kingston Whig.)**

During this year of war the government might well introduce daylight saving as a national measure—the only way it can be made effective. Advancing the clocks one hour from May to October would result in saving of fuel and light. Daylight saving is no longer a fad.

**VICTORY LOAN FIGURES**  
Complete Official Returns Were Given Out for Publication Thursday.

While the Victory Loan books closed officially December 1st, of last year returns were received by the county Committee from outlying districts for two or three days after and applicants who signed undertakings to pay cash were given until the 19th to make payment which had taken place in Halifax, it meant. When the complete returns had been received by provincial headquarters, owing to the wide-spread interest taken in the terrible disaster, which had taken place in Halifax, it was not considered advisable to publish these figures. Shortly after this, the Dominion executive requested all provincial headquarters for certain other information which made it necessary for them to request county headquarters to review their transactions with the banks. His took considerable time. Since then, provincial headquarters have been busily engaged checking up these returns, however, the final figures have been arrived at and are publishing below:

	No.	Total
Halifax city	7,656	\$ 4,592,500
Hx. County	1,472	533,200
Total	9,128	5,125,700
Annapolis	1,418	497,350
Antigonish	1,218	430,000
Cape Breton	11,251	4,208,100
Colchester	2,294	1,003,500
Cumberland	3,065	2,137,800
Digby	844	292,850
Guysboro	1,079	377,900
Hants	1,460	527,300
Kings	1,817	586,150
Inverness	920	324,900
Lunenburg	1,236	570,250
Pictou	5,679	2,073,750
Queens	638	258,150
Richmond	638	164,500
Shelburne	679	317,400
Victoria	429	161,600
Yarmouth	1,115	457,450
Total	45,438	\$19,515,250

The total of 45,438 subscribers compares with 2,427 for the last loan, nearly twenty times as many. The number of subscribers to the Victory Loan for the province of Nova Scotia totals more than that for the whole Dominion to the last loan, which was 40,800.

**LATE IN WAR PREPARATIONS**

Theodore Roosevelt steadily confronts his fellow-citizens with the fact that they have been slow and late in their war preparations. He says: "We must speed up the war. Ships, guns, auto rifles and airplanes must be built with the utmost speed. Our past lamentable failure in the speedy building of the indispensable implements of modern war, and of the great transport fleet which alone will enable us to utilize our giant strength after we have developed it, must merely spur us on to efficient action in the present and the

future. To refuse to see and to point out these failures is both silly and unpatriotic; for we cannot possibly correct evils unless we acknowledge their existence, and to permit them to go uncorrected is to play the German game in the most effective possible."

**LARGE YIELD OF POTATOES IN ENGLAND.**

From Report of Trade Commissioner.  
LONDON, Eng., Dec. 19, 1917.  
The Board of Agriculture now officially announces that potatoes in England have practically all been harvested, except in some western districts, and that with the same exception they are generally sound. The total production on farms is returned at the very heavy figures of 3,339,993 tons from 807,987 acres, an average yield of 6.57 tons, as against 2,504,516 tons from 427,958 acres last year, when the average was 5.83. Consequently the yield this year is no less than about 835,000 tons, or 33 per cent more than in 1916, and the largest crop raised since returns were first collected in 1885.

**LETTER FROM IOWA.**

The following is a letter from Rev. Elmer Stevens to his uncle, Mr. Arthur Turner, New Minas, Mr. Stevens was a son of Jacob Stevens of New Minas or Canaan and studied several years at Acadia.  
St. Louis, Iowa, Dec. 18, 1917.  
My Dear uncle Arthur:

Mother wrote me recently that you lost one of your boys in the war. I am sorry for your loss but I also congratulate you and your wife on the supreme sacrifice you have made for the freedom of the world. You gave your best not only for your country but for all that is worth living for in the whole world.

As for the boy, he could give no more. Jesus: "greater love hath no man than this, that a man lay down his life for his friends," and this is just what your son has done. May God bless you both, your family, and keep you.

I have studied this war, its causes, the preparation the Germans made for it, their aims and ideals, and I am persuaded that if they win out, the world is not a fit place for a freedom loving man and family to live in. I'd rather be a dead man than be forced to submit to their domination. This is the way it grips me.

I may be too old to go to the front but I am ready when I am wanted. I have two boys not yet old enough to enlist. But if the war continues two or three years more Elmer will have to go, and he has the right stuff in him to make a willing soldier. They now believe they either ought to fight or raise food to feed the nation. About 20 fine fellows have gone out from our Church, and more will follow. The end is not yet.

I have been here over 10 years and expect to stay a while longer till we build a fine new church home.

We voted last week to accept the final plans of the Building Committee and proceed to the business of building. It will take another year at least.

Are you still in the building business? I never forgot to pound nails. Summer before last put a new roof on a barn in Vermont. I bought a place there so we could have a place to go to when the time comes for me to get out of the preaching business. Most churches will not consider a minister who unfortunately reaches (hearse of 45 or 50, and I am all of that now since my last birthday. I suppose you remember me when I was a very small kid.

You may wonder why I choose the East and Vermont in particular where to buy. I don't like the West unless it is may west to the coast. The land here is too high priced for a preacher to buy. It can't be bought now less than 200 dollars an acre—that is good stuff, and lot of this is nearer 300 dollars an acre.

I have confidence that the eastern farms will come back. They can be made good again. The markets are near by, the climate is fine, water's good, and the timber alone will pay for the place. I have a lot of it on mine. I am satisfied with the bargain I made three years ago, and the whole family likes it.

I suppose you know I have quite a family—wife, two boys and two girls. The boys are in high school, and Elizabeth's will be ready for high school this coming fall. The baby is past 6 years and is going to school too. She is in the first grade. This is the way kids grow. I want you to see them some day.

We feel very sorry for the people of Halifax. That was a terrible accident! I wonder if any of our folks were in it? I haven't heard from Wat and Nancy for years.

Kindest regards to aunt Nettie—hope I haven't forgotten your wife's first name—it sounds to me like that. And I remember Archie very well. Let me hear from you. I want to go East next summer, but I may not be able to scrape up the cash to make the trip. Some day I shall do it. Love to you all.

As ever yours,  
**ELMER**

According to a statement issued at Ottawa, claims for exemption under the Military Service Act have been registered as follows:—

Ontario	118,128
Quebec	115,707
Nova Scotia	23,831
New Brunswick	15,629
P. E. Island	4,176
Manitoba	20,858
Saskatchewan	44,203
Alberta	25,069
British Columbia	12,824

There is, population considered, says the Montreal Gazette, a sort of agreement in these figures. "Some of the outside assertions, based on claims for exemption from military duty, to the effect that Quebec wanted to get out of the war, look like stones thrown from glass houses."

Two street cars jumped the track at Halifax on Tuesday evening at the junction of Spring Garden road and Barrington street, crashing into the front of the academy of music and seriously injuring one passenger, two motormen and a woman conductor. The academy was slightly damaged, and the audience somewhat alarmed, but was quieted in a few minutes.

Toronto, Jan 19—One million dollars was granted by the city council yesterday afternoon to the Patriotic Fund on the understanding that it was last appeal to be made to the city for this fund. One half is to be put in the tax rate this year, and the other half next year.

**Monuments**

in Niagara, New Brunswick and Aberdeen Granite

Cemetery Work  
Lettering, Etc., Promptly  
Attended to

**A. A. Rottler**  
Kentville

FOR SALE—A pure bred Shorthorn cow 5 years old and calf 2 days old also 5 sheep. David Kinsman, Caban.

**Genuine Butter Parchment**

We have a shipment of Genuine Butter Parchment due to arrive this week. Book your order with us now for a **5 or 10 Pound Lot** at a saving of Ten to Twenty per cent. Sold in whole sheets or cut to order for 2 lb., 1 lb. and half lb. prints.

**Printed Parchment**

We can supply the Printed Parchment stamped "Choice Dairy Butter" according to the requirements of the law, in all sizes.

**Special Prices For**

Individual Printing in Five Hundred and Thousand lots with your name, address and name of Farm

**The Advertiser Print**  
Kentville, N. S.

**For Sale**

In order to do late M. P. WOOD, formerly occup 156 acres of land. Said farm on dyke and orchard and the land, this is on farms in Kings stage in our farming is so offers to the rig opportunity to n sold it can be r purchasing. T a bargain. Ap

**C. A. CAMERON**  
Port William



**HORSE**  
If every gen found here. Th missing what Everything n barn and harne ed. Every a (gathered with you will not aмпials about W. B. REAGAN

**MINARD'S LIN**

Sirs I have ARD'S LINIME years and while ally used other I ly say that I h equal to yours. I rubbed betw inhaled frequen to cure cold in It is also the sprains, etc. Yours

**WANTED—** a with considerab erred. Apply at Adv

**FIRST CALL CO**

Notices were met day to all the men are to serve under the Military Ser them to report for Depot Battalion at Monday, February 5 days.

Although the the men in Nova knows whether, called in Halifax have to report. T referred to the au whose decision will beived.

The 1st Depot Bat the command of C the staff consists returned officers w vice at the front, further overseas se instruct the men he was being made res explosion, which d ing considerably.

Because of the fell Halifax on Dec ing of the men in the for the first draft as undecided date been received that February 4th and s

**SEIZED GERMAN**

Washington, Janu German ships seize that country enter been chartered by ment for war purp represented an aggr 600 tons.

Threshor Machin wood saw and thro how. Apply to Canaan.