

THE ACADIAN.

WOLFVILLE, N. S., APR. 30, 1909.

A Chat With Our Delinquent Subscribers.

The editor of the Bear River News gets after his delinquent subscribers in the following breezy manner:—

Is your subscription paid to the end of 1909? If not please attend to it at once, as it takes money to run even a small paper like this. There are quite a number who have allowed their subscriptions to lag behind, to these we would say don't do it, for you will die one of these fine days and your family will expect a column obituary published free, and then again perhaps you have a daughter who is soon to be married and you will expect this paper to give her a half-column write-up at least, and all free. Now if you paid up date marks ahead instead of behind it will give us more heart to do it and we can say nice things without any trouble. It always pays to be prompt in paying your subscription to the local paper. Honest! We don't need money ourselves but the fellow we owe wants his and you can help us to make him

happy by paying up your subscription. Now don't flare up and say you are tired of this darning for you had paid up your account before to do and you don't dislike it any more than we do and those who have paid don't mind it a bit for they know it is not intended for them. And then there are a few who may say I never subscribed for the paper, but you have been taking it from the office and the newspaper law says that any person taking a paper from the office shall pay for it and we expect you to do just as the law says you shall. And if you don't want the paper any longer pay up and say so and it will stop coming your way all right, for we would rather have 200 prompt pay subscribers than 2000 who never paid or from whom the price had to be extracted by force. We hope it will not be necessary for us to refer to this again but if so we will in the near future publish a list of those who are in the arrears. A word to the wise should be sufficient.

What Dominion Atlantic Does for Long Distance Travellers.

R. M. S. "PRINCE ARTHUR" GOING INTO COMMISSION.

For the benefit of our readers who may have in contemplation a visit to distant parts of the American Continent we copy the following from an exchange:—

Those who intend journeying to Boston, New York, Jacksonville, Chicago, Seattle, San Francisco or Dawson City, in fact to any city or town in America, should be aware that the principal cities of the Dominion Atlantic are equipped to ticket them to destination. Passengers to remote points are not merely supplied with an exchange order, which perhaps gives trouble midway endeavoring to locate where the exchange is made, but if journeying over a number of lines, you will receive a ticket as long as your arm, providing for every mile from start to finish. In addition to arranging sleeping accommodation, you will be supplied upon request with a neatly prepared itinerary of the entire trip, showing all the railroads and water lines to be travelled over, time of arrival and departure from the principal cities en route, even showing where dining cars will be attached to your train; last but not least in checking your baggage through, in the event of their being places where transfers for safe are requested, transfer tags can be furnished which obviates the necessity for any further effort or care on your part till the end of your trip is reached, and then if you wish the baggage can be checked right to your hotel.

It is a matter of record with the General Passenger Department at Kentville, that 5000 mile itineraries prepared there have been carried out to the minute, the passenger reaching destination to the tick of the watch. Such care and willingness to give information so valuable to every traveler has been the means of bringing to that office hundreds of requests for rates and information from all parts of the province.

The growth of this system from a local rail line 130 miles a few years ago, to one of the important trunk lines of the country, is little short of marvellous. Its splendid train service is now operated in connection with a fleet of crack steamships which have no equal on the Atlantic Coast, its lines by sea and land comprise nearly a thousand miles. The through service between Halifax, Truro and Boston and St. John, N. B., are regularly operated on a schedule which rivals the all rail combinations.

General Manager Offices announce as the Company will shortly place their R. M. S. "Prince Arthur" in commission to protect the increasing Spring travel to and from Boston via Yarmouth. This ship has recently returned from cruising to Bermuda and in West Indian waters with a party of U. S. Naval Reserve people.

Delicate Little Children Made Well and Strong.

The little ones are frail. Their hold on life is slight. A slight disorder may become serious if not promptly attended to. At the very first symptom of trouble Baby's Own Tablets should be given. This medicine promptly cures indigestion and all stomach troubles, constipation, diarrhoea, and brings the little teeth through painlessly. You can give the tablets with equally good results to the new born baby or small grown child. Mrs. R. G. Frawell, Uxbridge, Ont., says:—I have used Baby's Own Tablets and find them a perfect medicine for stomach and bowel troubles. It is a box from the Dr. Williams' Medicine Co., Brockville, Ont.

Reward.

A reward of FIFTY DOLLARS is offered for the recovery of the body of the late M. J. DeWolfe, who was drowned in the Cornwallis River at Kentville on Sunday last (April 25th). It is thought the body may be found in the lower part of the Cornwallis River or in Minas Basin.

Odds and Ends.

Of all the kinds of business in which a town or country can engage in, the one that is of superlative importance is the boy business. No matter what our lack of recognition and responsibility concerning the matter, it is nevertheless true that Wolfeville, and every other town, in this or any country, should be daily, actively engaged in this business. It demands our attention and may not be wisely disregarded.

Without full and intelligent recognition of our being in this business, and the responsibilities that it implies, we are making a wonderful mistake. The man who is engaged in business, and does not comprehend the importance of this question will be later on wondering why citizenship profits are so small.

It must be remembered that the quality and degree of our civic success depends more upon this question than upon all other activities. What other enterprises we may successfully conduct, and whatever may be their glittering returns, it is not by these that we will be ultimately judged. The supreme profit is found in the ability or character that characterizes our citizenship. The highest and most profitable product of our civic activity is found in the worth of each human life that has grown up in our town from boyhood to its strong, honest, truthful, square manhood.

The importance of this particular business is quite beyond the power of expression. In comparison with it all other business is a mere bagatelle, its worth trivial, its assets artificial, its success the superficial shimmering over of real failure. The town that is more interested in cash, selling groceries, and other merchandise than in character, and in stock, than in fifteen-year-old boys and younger, is on the sure road to ultimate smash. The boy business claims first attention.

This must be recognized as being really a business matter. It is not something that may be allowed to shift for itself, without attention and management. Neglect of it is unexcusable. It must be carried out systematically and wisely, and it is any cost. The wisest thought of our town must be given to this business, because of its supreme value and importance.

The time is coming, it is bound to, when every town and city will have its boy business department, conducted by the experts, the best that can be produced, to look after the development of our boy citizen. All possible chance will be given to him to cultivate the qualities of good citizenship. It will guard him with watchful care against the influences that tend to lower his ideals or destroy his impulses. The town will guard its boys with the same care that a bank exercises over the wealth in its vaults.

And why not? Every boy is a gold mine of character. His worth depends upon his development, and his development depends largely upon his treatment by the civic guardians. If he is forced upon the streets, or made to spend time in questionable resorts, instead of being given a town play ground and gymnasium, under watchful guardians and leaders, it is to the everlasting discredit of the town.

We have our street department, the duty of whom it is to keep our streets in good condition. The Board of Trade has its park department, to keep beautiful this open space, and prevent its disfigurement or despoliation, it is the duty of this department. We have a finance department, to look after and keep safe monetary matters connected with the town, and to see that no black leg shall gain access to the town cash without being properly watched. But we lack that most important of all departments, the boy department, whose task it shall be to see that every boy in the town is kept in at least as good condition as the streets, and whose character is made and kept as beautiful as the park, and his worth to the town supreme of civic treasures, is guarded at least as carefully as the civic treasury. Until that is done, the less we talk about our wisdom, electric light services, automobiles, new church buildings, paved streets, or boast of our good sense the better.

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MITCHELL'S SHOE STORE.

WOLFVILLE, N. S.

An Oregon Marriage.

IN WHICH WOLFVILLE IS INTERESTED. The marriage of Miss Winifred Higgins, youngest daughter of Mr. James E. Higgins, of Astoria, formerly of this town, took place on the 15th inst. The following account is taken from The Astorian.

The wedding of Lieutenant Richard Park and Miss Winifred Higgins yesterday afternoon was one of the most noteworthy social events of the year in Astoria, and the reception that followed the ceremony was attended by hundreds of the leading people of the city.

At 1 o'clock in the afternoon the wedding ceremony took place, at the home of the bride's parents, Mr. and Mrs. J. E. Higgins, the Rev. C. C. Rarick, pastor of the First Baptist church, officiating. The home was prettily adorned for the occasion, and the wedding was beautiful in all its details.

The reception that followed was from 2 to 5 o'clock, and the guests came by the score. The best man was Lieutenant Joseph P. Park, of Fort Stead, South Dakota, a brother of the groom; the matron of honor was Mrs. S. Stokes, sister of the bride; and the bridesmaids were Misses Laddie Beckwith, Maudie Beckwith, of Portland, cousins of the bride, Mrs. C. R. Higgins and Mrs. George Warren assisted at the reception, and during the wedding ceremony Miss Margaret Taylor presided at the piano while Miss Irene Simington sang.

One of the prettiest features of the affair was the part taken by the members of the Wike-Wike Club, who formed a flower chain and marched in, carrying a chain of smilax and primroses. The young ladies in the flower chain were: The Misses Lois Parker, Maudie Van Dusen, Winifred Van Dusen, Leta Drain, Mary Gregory, Carrie Short, Freda Poard, Ada Burke, Hazel Robb, Frances Eates, Irene Simington, Fay Hall, Laura Pastaband, Caroline Benson, Barbara Erika, Caroline Benson, Millicent Hanson, Margaret Taylor, and Mrs. W. C. Smith.

The wedding ceremony itself was attended only by the immediate relatives, the fellow officers of the groom and the members of the Wike-Wike Club. The decorations were noticeably tasteful and beautiful, and one of the striking features was the adornment of the parlor and hall exclusively with American flags brought down for the occasion from Vancouver barracks. The flags covered the walls and even the ceilings and gave a very pretty effect. The dining room was prettily decorated with palms.

Fellow officers of the groom were present as follows: Captain E. J. Dint and Lieutenants F. F. Coon, C. R. Pettis, H. H. Hayden, all from Vancouver Barracks; Lieutenant J. P. Keeler, of Fort Stevens, and Lieutenant J. D. Park, of Fort Meade.

Last evening Lieutenant Park and bride went down to Seattle in an automobile, and after a short wedding trip they will take up their residence at Vancouver Barracks, where Lieutenant Park is connected with the engineering corps.

A Perilous Voyage.

Capt. Burgess and the crew of the schooner Advance had a thrilling experience on a voyage to Halifax. The vessel was four months reaching Halifax from Florida, with 250,000 feet of hard pine and cypress wood, consigned to the Sillitoe Car Works. She left Florida on December 10th, for Halifax. On the 22nd of December, during a heavy storm, she plunged down on her beam ends, smashing boats and windows, and sending the sails. Part of the deck load was washed overboard, and a collision with a wreck badly damaged the vessel. Frederick Hanson, one of the crew, was swept overboard, and with the greatest difficulty was rescued. The vessel was leaking badly, and for twenty-four hours the men worked steadily at the pumps, without one moment's sleep.

The schooner set her way to Bermuda, on December 20th, reaching that port. After making repairs she left Bermuda on January 24th, but on the night of the 26th a hurricane sprung up, which lasted continuously until February 2nd. One of the men landed to life when he dashed against the mast, and was almost killed.

The vessel became unmanageable, and by January 27th was driven back to Barbadoes, having sustained heavy damages, and lost 16,000 feet of valuable lumber.

Repairs were made at a cost of \$3,500, and on the 30th of March she left for Halifax, and arrived there after an awful four months' voyage. —The Mail and Empire, Toronto.

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WOLFVILLE, N. S.

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