

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 about 5.00, connecting 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

Accom.	TIME TABLE	Accom.
Wednesdays only	IN EFFECT	Wednesdays only
Read down	STATIONS	Read up
11.10 a.m.	Middleton	Ar. 4.30 p.m.
11.41 a.m.	Clarence	3.58 p.m.
12.00 p.m.	Bridgetown	3.40 p.m.
12.32 p.m.	Granville Centre	3.13 p.m.
12.49 p.m.	Granville Ferry	2.55 p.m.
13.13 p.m.	Paradise	2.35 p.m.
13.20 p.m.	East W. 1/2	2.25 p.m.

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 & YARMOOUTH S. S. Co., Ltd.

THIRTEEN WEEKS

For our Business or Short-term or for an elective each for \$35 is what we cannot combine your any other school in this we can supply.

day at

ARITIME LESS COLLEGE

HALIFAX, N. S.

E. KAULBACH, C. A.

FIRST WEEK SEPTEMBER

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

S. KERR,
 Principal.

EXECUTRIX'S NOTICE

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

Tested and Will dated May 21, 1917, Bridgetown, Nova Scotia, 1917.

Chipman, Proctor for 6 mos

EXECUTORS NOTICE

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

dated 25th day of June, 1917, Bridgetown, N. S., this 25th day of June, A.D., 1917. 14-261

NOTICE

will be open every day during the month of September and October. For further information apply to WALTER SCOTT.

RHEUMATISM WAS MOST SEVERE

Terrible Pains All The Time Until He Took "FRUIT-A-TIVES".



MR. LAMPSON
 Verona, Ont., Nov. 11th., 1915.
 "I suffered for a number of years with Rheumatism and severe Pains in Side and Back, from strains and heavy lifting.

When I had given up hope of ever being well again, a friend recommended "Fruit-a-tives" to me, and after using the first box I felt so much better that I continued to take them, and now I am enjoying the best of health, thanks to your remedy."

W. M. LAMPSON.
 If you—who are reading this—have any Kidney or Bladder Trouble, or suffer with Rheumatism or Pain In The Back or Stomach Trouble—give "Fruit-a-tives" a fair trial. This wonderful fruit medicine will do you a world of good, as it cures when everything else fails. 50c. a box, 6 for \$2.50, trial size, 25c. At dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

SUNDAY SCHOOL CONVENTION

Report of Annual Meeting Held at Paradise.

The 44th annual convention of the Annapolis county S. S. Association, was held in the Baptist church, Paradise, on Thursday, Sept., 20th.

The morning session opened with a devotional service, conducted by Jas. N. Jackson, of Bridgetown, after which the president, L. C. Sproule, presided.

There were 56 delegates present, seven of whom were clergymen, five pastors, six superintendents and quite a number of teachers.

The morning session was occupied with reports of the department superintendents and district presidents.

Mrs. C. S. Balcom, Supt. of the Elementary work, reported good work done by nearly all the schools of the county. Mrs. Balcom has had charge of this department for a number of years and we hope she may be permitted to enjoy it many years hence.

Mrs. Frail, Supt. of I. B. R. A., reported this work not so encouraging as in former years.

The sec'y-treas. report was then called for. This report showed that nearly one hundred dollars is needed to meet our pledge to the provincial work, and we have no reasonable excuse whatever to offer for this deficit. I wonder if the Lord is pleased with the flimsy excuses we often make in regard to this most important work.

The afternoon devotional was led by Rev. I. A. Corbitt. Rev. A. F. Baker, new Field Secretary, was present and joined in the exercises.

A blackboard exercise by R. J. Messenger, a paper subject, "The Cradle Roll," by Mrs. C. S. Balcom, and an address by Rev. Frank Beals, were interesting features of the afternoon and were enjoyed by all present.

Evening service opened with a song service.

Addresses by Rev. Mr. Brindley and Rev. A. F. Baker were especially interesting and helpful.

Music by the choir also added to the enjoyment of the evening.

Officers for the coming year:

President, I. J. Whitman, Torbrook.

1st Vice, Rev. J. A. Smith, Granville Ferry.

2nd Vice, Rev. David Grant, Middleton.

Sec'y-Treas., Mrs. A. L. Saunders, Nictaux Falls.

Rec. Sec'y., Mrs. Amos Frail, Clementsport.

Supt. Elementary Mrs. C. S. Balcom, Lawrencetown.

Supt. Secondary Division, Chipman Morse, Nictaux West.

Adult and Home, L. C. Sproule, Clementsville.

I. B. R. A., Mrs. Amos Frail, Clementsport.

Missionary, Mrs. W. E. Banks, Lawrencetown.

S. S. Education, Rev. S. J. Boyce, Lawrencetown.

Temperance, Rev. I. A. Corbitt, Paradise.

Representative to Prov. Con., I. J. Whitman, Torbrook.

Delegate to Prov. Con., Mrs. A. L. Saunders, Nictaux Falls.

(MRS.) ANNIE L. SAUNDERS,
 County Sec'y-Treas.

Coal \$13 Ton in St. John.

It was announced at a meeting of the city council, St. John, last week, that one thousand tons of hard coal of a two thousand ton order had been secured in the United States for the city for sale to the citizens. It will cost the citizens \$13 a ton delivered.

The railway mail clerks will shortly receive an increase in salary. No men in the Canadian service are more entitled to it. Their work is hazardous and exacting.

What mankind needs is a collar button that will transform itself into a searchlight when it rolls under the dresser.

Mipard's Liniment Cures Dandruff.

Labor Conditions Following The War

ONE of the most serious problems which Canada must face at the close of the war is the re-arrangement of our affairs upon the basis of normal civil life, with the incidental question of labor unemployment.

Labor conditions in Canada today are, in many respects, very similar to those which prevailed in the United States during their Civil War and the re-construction period. Our labor conditions immediately previous to the war had the same chaotic aspect. The start of the war first brought depression in industry, followed by a rapid return in the demand for labor as manufacture of munitions and other war supplies extended, and today in Canada there is little if any unemployment and skilled labor is in strong demand.

At the close of the Civil War, the United States had a population of about 33,000,000. The Union Army at the time of Lee's surrender numbered slightly more than 1,000,000. It was estimated that another million men and women were employed in the Northern States in the manufacture of munitions. During the four year period of the Civil War, immigration had fallen off, and re-recruiting had depleted the workers on the farms, and drawn largely from the laboring classes in the cities. The call for munition workers was supplied from other branches of industry, with the result that ordinary enterprises were compelled to run short-handed or pay a high premium for labor.

Compared with this situation, we find Canada's army of about 400,000 drawn from a population of about 2,900,000. It is estimated that some 290,000 men and women are now engaged in munition work. Only 12% of our army, however, has been enlisted from the farms and more than half of the total has been recruited from among the skilled and manual laborers. The comparison shows the same situation regarding the scarcity of labor for ordinary enterprises, because of the drain through the army for overseas forces and munition workers.

During the Civil War period, wages gradually increased. Prices of commodities also advanced. The laborer, however, skilled or unskilled, was placed at a disadvantage because his wages did not advance in proportion to the prices of necessities. Even better than among the mechanics and skilled people, whose incomes did not advance in proportion to the increased price of living.

When the Union Army started to muster out in 1865 at the rate of about 300,000 per month for the three summer months, there was for a time a glut of the labor market. This was but temporary, however, as 1866 witnessed an active industrial and agricultural revival. The returning soldiers, a large percentage of whom had volunteered from the farming districts, went back to producing in the newly opened Mississippi Valley States. This wholesale homesteading brought demands for new railroads; more than 15,000 miles of rails were laid in the west during the five years directly following the war. This railway work took up quantities of labor from the eastern centres and assisted to marked degree the settlers who had gone into the new country without sufficient funds to tide them through the breaking and growing seasons of the first year.

The first annual report of the United States Commissioner of Labor published in 1886, summarizes the re-construction period, as follows: "The year 1867 can hardly be called one of financial panics or industrial depressions, although hard times apparently prevailed. The stimulation to all industries resulting from the war, the speculative enterprises undertaken, the extension of credits, and the slackening of production, necessarily caused a reaction, and a consequent stagnation of business; but the period was hardly spoken of by business men as one of any particular hardship. People for a while began to be conservative; but the impetus gained during the war could not be overcome, and it was not until the crash of 1873 that the effects of undue excitement in all branches of trade and business were thoroughly noticed."

"The five years following the Civil War saw the organization of the first labor unions. These had been started in a local way during the last two years of the war. In 1866 the first

National Congress of Labor met at Baltimore. The slogan of the labor organizers of the period was the necessity for organization so as to protect American labor against invading foreigners, who were immigrating in large numbers during the five years following the war.

The plants established for the manufacture of munitions for the Northern Army during the war marked the beginning of the factory system, and the centralization of industry in the larger cities. A continuation of this system after the war had a further influence in bringing about labor organizations.

Canada has since the opening of the war, increased her manufacture of staples and reduced her imports. Industry has been given an impetus that should mark a great era of development. We have demonstrated that many new lines can be profitably manufactured in Canada. We face the same dangers, however, that culminated in the crash of 1873 in the United States—the danger of speculation and over-production, without properly developed markets.

A general survey of the labor situation in Canada indicates that about 150,000 more men will be required after the war than are now employed in Canada. This would about take care of the proportion of returning soldiers which will require employment after the war. The problem then arises as to what we will do with our munition workers—an estimated detail of about 200,000 being employed in this work at present, fully 75% of which number will be called upon to find other employment when the war is over.

We will also have the problem of finding employment for those immigrants seeking work, because it will be difficult to restrict immigration to those who wish to engage in agriculture. Our greatest need today is more farmers and greater agricultural production, as will readily be recognized from the fact that our population is half urban and we consume more than we produce. There will be great opportunity and a crying need for farmers and farm laborers all through Canada after the war, but unless proper governmental plan is worked out to direct our immigration into that channel, we face the danger of a flood of unemployed in our cities and towns, while our farms remain undeveloped.

Next in importance to the problem of increased agricultural production is that of the development of our vast natural resources through the extension of existing and promotion of new industries. We must replace the munition plants by utilizing them in extending our present lines of manufacture and promoting the introduction of new lines. Canada should prepare for increased participation in export trade after the war and should grasp the opportunity now to extend in every possible way her industrial development to enable the opportunity to be taken advantage of.

The problem of capital is always closely related to that of labor. Statistics show that Canada has always been able to absorb immigration in direct proportion to the amount of foreign capital it has been able to secure. It is estimated that during the six years preceding the war, Great Britain invested \$1,500,000,000 in Canada. After the war, the Mother Country will have her own financial problems to solve and we will be compelled to look elsewhere for our capital. So far we have been able to obtain large sums from the United States and they will probably be willing to be our bankers after the war. They have the money—and it should be only necessary to educate them as to our resources and opportunities; when we will be able to obtain the capital we require.

Available information shows that more than one-half of our overseas forces were recruited from among skilled workers. Some plan must be put into operation for returning these men to civil life gradually so that they will not glut the labor market; otherwise we can count upon serious labor congestion at many points. If, on the other hand, we begin to grapple with these future conditions; to employ every effort of our governmental, financial and commercial organizations to handle the problems of re-organizing our industrial life, Canada will be able to grow by great strides and occupy a prominent place among the nations of the world.

(Signed) J. S. DENNIS.

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over thirty years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

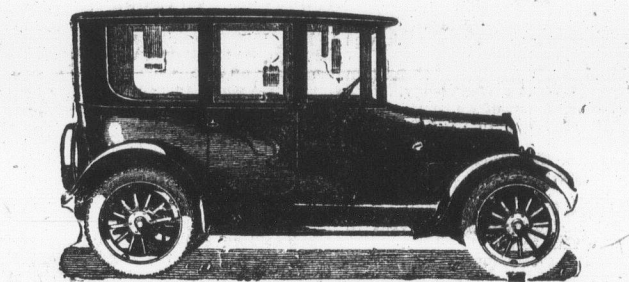
What is CASTORIA
 Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of *Chas. H. Fletcher*
 In Use For Over 30 Years
 The Kind You Have Always Bought



Light Four Touring Sedan



Open Car Comfort—Closed Car Protection

The Overland Light Four Touring Sedan was designed to meet the growing demand for a popular priced car of the convertible body type—one that would give to its owner all the comforts and advantages peculiar to this type of motor car, without pulling too hard on his purse strings.

The top and window pillars are permanent. The side windows are adjustable and can be dropped into special spaces provided in the body and doors.

Open car comfort is yours in clear weather and closed car protection for stormy days.

The Overland Light Four Sedan is suitable for all weather conditions and all occasions.

BRIEF SPECIFICATIONS

- Five Passenger
- Divided Front Seats
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- Brewster Green Body—Black Top
- 4 Inch Tires
- 106 Inch Wheelbase
- Auto-Life Starting and Lighting

BEELER & PETERS LOCAL DEALERS BRIDGETOWN, N. S.

Willys-Overland, Limited
 Willys-Knight and Overland Motor Cars and Light Commercial Wagons
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One car Cotton Seed Meal, One car Seed Oats
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EXPECTED DAILY

One car Five Roses, Robin Hood, Kings Quality, On hand Royal Household Flour

J. H. CHARLTON & CO., MIDDLETON NOVA SCOTIA

For a Kicker's Breakfast!

Most men are critical about coffee. They travel around among the best hotels and taste coffee prepared by expert chefs.

Now Red Rose Coffee was produced especially to meet the critic's keen, educated taste. It is a blend of the richest coffees, and is crushed—not ground.

Some men, whom we know to be real kickers, have been kind enough to say that the flavor is equal to that of any coffee they have ever tasted.

If you are a kicker, have your wife make you a cup and then tell us what you think of Red Rose Coffee.

The same price as it was three years ago.

