

### 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., Tues., Thurs., and Sat., and from Truro at 6.50 a. m., 3.20 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.

P. GIFFKINS, General Manager.

### FURNESS, WITBY & CO., LTD.

### STEAMSHIP LINERS.

London, Halifax and St. John, N. B.  
From London From Halifax  
Dec. 20th -Kensaw's Jan. 11  
Nov. 19 (via St. John's, Nfld.)  
Shenandoah Dec. 14  
Dec. 6th -Happahannock Dec. 28  
Jan. 3rd -Shenandoah Jan. 25

LIVERPOOL, ST. JOHN'S NEWFOUNDLAND SERVICE  
From Liverpool From Halifax  
Steamer  
Jan. 7th -Durango Jan. 25  
Dec. 24th -Almeriana Jan. 11  
Dec. 10th -Tabasco Dec. 28

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	Station	Read up
11.35	Lv. Middleton Ar.	10.25
12.06	* Clarence	10.54
12.23	Bridgetown	11.36
12.59	* Granville Centre	12.07
13.06	Granville Ferry	14.50
13.24	* Karadale	14.34
13.45	Ar. Port Wade Lv.	14.10

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

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

**An Absolutely Safe Paint**

**ENGLISH LIQUID PAINT**

There should be no mystery about paint. No one, manufacturer or dealer, should ask you to take their judgment on paint and ask you to back their judgment with your own money. You don't run your farm or your business in that way.

Buy your paint on your own judgment. You are told frankly how "English" Liquid Paint is made and what it is made of.

There is a guarantee formula label on every can. You know that it is made of 70% pure white lead, 30% pure zinc white, pure linseed oil, pure turpentine and drier. You know that it is free from adulterants. You know it is an absolutely safe paint.

**BRANDRAM-HENDERSON LIMITED**  
MONTREAL - HALIFAX - ST. JOHN - TORONTO - WINNIPEG.

### MOST SUITABLE GIFTS

Shoes are the most attractive and sensible presents to give. They are always needed.

Slippers for Men, Ladies and Children in many different styles, from 30c. to \$2.00 per pair

Do not fail to see my new line of Ladies' Gun Metal Button Shoes, very stylish and popular, price \$4.00

SKATING BOOTS  
A full line of Hockey Boots for Men and Boys.

PRETTY SHOES FOR CHILDREN  
A large assortment of all kinds which make it easy to choose just what you want at any price

**C. B. LONGMIRE GRANVILLE ST.**

**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 old or unsalable teams.

Phone 19.

**F. B. Bishop - Lawrencetown**

**WE** extend the COMPLIMENTS OF THE SEASON and wish all a HAPPY AND PROSPEROUS NEW YEAR.

Thanking our patrons for a steady increase in business during 1910, we promise in the coming year to endeavor to meet their wants with the best that the market offers in...

### Gentlemen's Furnishings

and at prices that will give them satisfaction.

**J. HARRY HICKS**

Kindly Mention Monitor-Sentinel When Purchasing from our Advertisers.

## The Future of the Annapolis Valley

The Advent of the C. P. R. and the Transportation Problem of Land and Water to be Solved-- Greatest Need is Population not only Working Men but Buyers of Land--Mouths to Feed-- Hands to Work

(F. C. Whitman in the Halifax Chronicle)

The province of Nova Scotia is fairly well served with railways, and whilst fault may be found with the location of some parts of the roads it would seem that the intercolonial in the east and the Halifax and South Western, and the Dominion Atlantic Railways in the west will cover the transportation for some time to come. Speaking of the railways in the western end of the Province, one a new railway, much can be done to improve the roads the service, provided of course that there is a reasonable outlook for increased traffic. It is likely that within a short time certain changes will be made that will economize expenditures and increase the business and profits.

A feeling of relief and satisfaction was expressed by the public when one of these western roads, the Dominion Atlantic Railway was taken over by the Canadian Pacific Railway. It meant the linking up of an independent road to the railway system recognized the world over as the standard, and set Nova Scotians thinking of what it might mean and what effect it would have on the trade and traffic of the Annapolis Valley in particular, as well as the Yarmouth end of the road and the Truro branch.

HAS DONE WELL.

Looking back over the forty years of the operation of the Dominion Atlantic Railway and during the time it practically dominated the country through which it ran, smoothly has gone along pretty smoothly. A very large part of the traffic of apples and potatoes, both perishable freight, and shipped for the most part in winter weather. On the whole these special crops have been handled to the satisfaction of the shippers. In other business such as lumber, the same satisfaction has been expressed by exporters. As a rule rates have been satisfactory. Accidents have been few and not serious. Trains have been run on regular times with little detention when it is taken into consideration that three steamer lines at different points had to be waited upon. But the Dominion Atlantic Railway has been a pioneer road and to a certain extent it still is in that position, and to meet the promised expansion of business entailing a large expenditure for renewals was apparently beyond the resources of the company. The relief expressed when it was known that the C. P. R. had taken over the D. A. R. system was the feeling that it could not run successfully under its past management and needed a strong and resourceful company to take charge.

THE WATER SERVICE.  
There seems to be a distinction between running a railway and a steamship service. The combination has not been altogether successful under railway management. The C. P. R. and the D. A. R. however are two companies that have found it necessary to try, and obviate the distinction and run a system covering rail and water carriage. In the present instance there is a good deal more than the operation of a railway from Yarmouth to Truro to be considered. The water routes more than equal the railway route and are essential to the proper running of the system and vital to the interests of Nova Scotia shippers. Even if we do not have reciprocity with the United States, a good trade is going on all the time, and with the possibility of the United States reducing its tariff is likely to increase. Then there is the problem of the Bay of Fundy service requiring a daily service for passengers, mail and freight with very close connections in New Brunswick and Nova Scotia.

No company no matter how wealthy it may be going to put money into schemes that are simply expensive and no profit. I think it is generally believed that the Dominion Atlantic Railway Steamship lines were not as profitable as they should have been, and that the company had to grin and bear it. The Canadian Pacific Railway Company are not likely to grin and bear it, if the steamship service or the railway (D. A. R.) itself cannot be made to pay, a corporation so vast as the

C. P. R. might treat it like a country merchant with a bad debt, and wipe it off the slate.

SOME OTHER PROBLEMS.

Here are some more problems. To construct a steamer equally good for passengers and freight will stand the pounding of the Bay of Fundy and the Yarmouth-Boston trip. To take care of a tourist travel of something like 75,000 to 100,000 people in the short time of two months of the year. To move 1,000,000 bushels of apples and potatoes in the coldest part of the season. To adjust a freight tariff for almost exclusively an export business which means low rates and plenty of good cars. It must be understood that most of the Nova Scotia shipments go beyond the seas and have to compete with world-wide consignments sent to the same markets. Outside of these speculations it is evident that the new management intended to improve roadbed and bridges, reduce grades and be prepared to handle heavier trains of passengers and goods. Probably within a short time an engine will be able to handle double perhaps treble the present train load. The question is when the time comes will we have the freight to offer and accommodation for a larger influx. It would be a poor prospect if could not get our hands and wait to see what the C. P. R. can do. That company is not likely to raise our crops and house all our visitors. Where we can help is to make the country attractive, to have, if possible, a longer tourist season for one thing. Trout and salmon fishing in the spring and hunting in the autumn if properly looked after should be more remunerative than the July and August tourist travel. As to the crops first raise the crop and the Canadian Pacific Railway will move it to any known spot on earth.

NEED OF POPULATION.  
In the annual reports that are published in the papers it is frequently noticed that the needs and wants of places are specifically set forth, but when the matter is seriously considered our greater need is population, and we want it pretty badly. It would seem to me better for the country if there was a proportion of one man for every barrel of apples grown and if we could keep to that ratio our wants would be met and our needs less pressing.

The Dominion Atlantic Railway, formerly the Windsor and Annapolis Railway, was said to have been financed on the prospects of the Gravenstein apple, but to my mind the road was not maintained on its apple shipments, and that it was the local passenger travel that built it up. Here is where the Canadian Pacific Railway can help. Let them use the same means that has been used in the west and help populate the Annapolis Valley, and they will be am-

ply repaid for any outlay on the Dominion Atlantic Railway.

WANT BUYERS OF LAND.

The Province can only consume a definite quantity of four which is one of the larger imports; should the C. P. R. be prepared to bring in double the quantity at a reduced cost laid down in Nova Scotia there would be little benefit to the consumer and no benefit to the railway. This applies in many ways not only to our receipts but also in production, for it is very apparent that with full crops the farmers are handicapped to gather the harvest. We want not only working men but settlers, buyers of land that will take the same place as the homesteaders of the west.

The Dominion Atlantic Railway was particularly happy when in the late winter and early spring it conveyed thousands of the better class of workers we had to the "Boston States." In the summer to bring back a thousand tourists to be passed through the country as quickly as a train could carry them, and out again. In the autumn a few disconsolate ones of the spring exodus came back to spend the winter with the old folks and try their luck in the spring. There was naturally a limit to this and the Dominion Atlantic Railway Company achieved that much; they reached the limit.

When settlers come to Nova Scotia nothing will discourage them more than to find when desiring to purchase that sellers will not hold their speculative values on property. The advent of the C. P. R. does not add one dollar of real value to land until it produces something and to get that production we should have a larger farming population.

The railway problems to be solved and the work necessary to be done can be safely left to the competent judgment and ability of the Canadian Pacific Railway Company, but we can join hands with them and our government in building up the country and trade by adding mouths to feed and hands to work.

F. C. WHITMAN

Constipation is the cause of many ailments and disorders that make life miserable. Take Chamberlain's Stomach and Liver Tablets, keep your bowels regular and you will avoid these dealers. For sale by all dealers.

Canada is the Twentieth Century Country, and Nova Scotia is going to be the Twentieth Century Province. She has contributed more than her share in men and money to the building of the Dominion. She has done all this cheerfully and ungrudgingly. Now is the time to do something for herself. Let us start nation-building at home, and make Nova Scotia a bigger factor in the Dominion--Exchange.

BEGIN IT.

If you have a task to perform, a habit to break, an enemy to forgive, or a friend to make, begin it: "Lose this day loitering, 'Twill be the same story Tomorrow, and the next more delay; True indolence brings its own delay. And days are lost lamenting over days. Are you in earnest? Seize the very minute! When you can do, or think you can, begin it; Boldness has genius, power and magic in it. Only begin it, and the mind grows heated. Begin it and the work will be completed."



### SHORT and SNAPPY

The secret of the success of our Want Ads. is that they are short and snappy. People like a plain business story told in a few words and if they want anything they refer to the place where they will find it with the least trouble. viz, the Classified Want Ads. is your business represented there.

### PREMIER ASQUITH MAY RETIRE.

The rumor mongers are whispering that Mr. Asquith will retire in favor of David Lloyd-George, and enable Winston Spicer Churchill to become Chancellor of the exchequer. Another swarm of gossip re-claims the impending dissolution of the coalition forces over home rule, and witnesses the probabilities of a fatal amendment by Mr. Redmond reducing the term of the suspensive veto and the equally troublesome proposal by the opposition for either a joint session or the referendum as a remedy for a deadlock between the two houses.

The most ingenious prophet on the unionist side is unable to convert the minority into a majority; hence it remains well nigh certain that the majority of one hundred and twenty-six will suffice for the passage of the veto bill through the house of commons before the coronation.

With the issue of the upper house dependent upon the royal action, the monthly reviews and the conservative press disclose an unmistakable trend of opinion against another election on the constitutional question and a reversion to home rule as the best issue for the restoration of the unionist to power after breaking up the coalition forces.

The Liberals are also forecasting an expansive reference to home rule in the King's speech and the speedy introduction of a bill for the payment of members of the house of commons at the rate of £500 (£2,500) a quarterly instalment.

When buying a cough medicine for children bear in mind that Chamberlain's Cough Remedy is most effective for colds, croup and whooping cough and that it contains no harmful drugs. Sold by all dealers.

### NO MERCY NOW FOR SPITTERS.

(Boston American.) No quarter to sidewalk spitters is the order. Regardless of age, sex or condition in life is the order under which from today on the police will conduct the anti-spitting crusade inaugurated by Commissioner O'Meara. The four hundred and fifty-nine prosecutions for this offence the last seventeen days were more in the nature of a public warning to all that the police are determined to strictly enforce the law.

### RECIPE FOR PEANUT BRITTLE.

Roll a cup each of brown sugar and molasses and two tablespoons butter until a little dropped in cold water is brittle. Then add a cup of peanut meats. Remove from fire, add one-half teaspoon soda, heat, and pour into buttered pans.

**PURITY FLOUR**

"More bread and better bread"

Makes just the kind of biscuits you like to make