

BELGIAN PLAN ACCEPTED BY THE ALLIES

New Proposals Made For Settlement of the Reparations Problem

PARIS, Oct. 14—The British Government's acceptance of the suggestion of the Belgian Foreign Office for a reference of the Belgian reparations plan to the Inter-Allied Reparation Commission as the basis of a concrete plan in the impending negotiations for a settlement of the question of German reparations was received at the Foreign Office today.

This completes the general accord by all the Allies—Italy having given her assent to the proposal Saturday—and the Reparation Commission will proceed officially to study the Belgian plan with a view to ascertaining whether it can be used as the basis for a solution of the problem of reparations when the negotiations concerning them are resumed.

The Belgian document, which was an outgrowth of many months of investigation by Belgian technical and financial experts in Germany, has been officially before the Reparations Commission for some weeks. The French, British and Italian members of the Commission have been conversant with its contents but up to the present there has been no official discussion or an exchange of views of it.

The broad outline of the plan provides for a minimum of 50,000,000,000 gold marks as Germany's indemnity to which is added 82,000,000,000 marks in bonds. The plan notes that the first is recognized as being moderate; that it has been adopted by all the Allies and even admitted as fair by the last international Socialist Congress held in Hamburg.

The plan gives 3,000,000 gold marks as the amount in yearly payments Germany can make, it gives the figures as arrived at, together with all technical documents. By reorganization of the German railways along the lines elaborated according to the plan they could be made to yield one billion gold marks alone while other monopolies, such as tobacco, wines, beer, mineral waters, sugar, salt, matches and coal, if managed as the experts advise would provide an additional 1,500,000,000 gold marks.

To these figures, the plan asserts, may be added 500,000,000 gold marks as the fruits of eventual participation by the Allies in German industrial enterprises.

The Belgian Government further suggests that as soon as the Reparation Commission has taken full official recognition of its plan, a meeting of the heads of the Allied Governments be called.

French official circles deprecate the suggestion made in some circles that Belgium's latest reparations move is not meeting with favor at the French Foreign Office and that it is an attempt by the Brussels Government to inaugurate a policy of its own. It was stated here today that the Belgian proposal meets with the full and complete assent of the French Government, which was the first of the Allies to send an affirmative reply to Brussels. It was added that while the French Government is unwilling to negotiate with Germany until Germany has proved her good faith, it is always ready and anxious to discuss with its Allies all questions at issue.

SAFTY RULES FOR STOVES AND FURNACES

1. Place stoves, furnaces and pipes far enough from walls and woodwork to avoid overheating.
2. Cover the nearest wooden surfaces with sheet asbestos, sheet iron or tin; if iron or tin is used, leave an air space behind it.
3. Where stovepipes or heating pipes pass through walls, enclose the pipes in galvanized iron, doublewalled, vented thimbles at least twelve inches wider than the diameter of the pipes.
4. Protect the floor beneath the stove with sheet metal, and have it extend forward at least twelve inches directly beneath the door of the ashpit.
5. Surround the base of the furnace with brick, stone or concrete.
6. Make sure that all pipes are free from rust, and that all joints and connections are sound and tight.
7. Fix a guard about the pipe in the attic so that nothing may be stored against it.
8. Never pour coal oil into a coal or wood stove, even when the fire is out.
9. Never put ashes into wooden boxes or barrels, have a strong metal can.
10. Study the drafts and dampers.
11. Do not let the stove or pipes become red hot.
12. Keep stoves, furnaces, flues and chimneys clean.
13. Inspect the chimneys and flues to be sure that they are sound.
14. Do not dry wood in an oven.
15. Do not hang wet clothing too near to a stove.
16. Keep curtains away from stoves and pipes.

AGRICULTURAL EDITOR'S POEM

(Sam Walter Foss.)

I would flee from the city's rule and law,
From its fashion and form cut loose,
And go where the strawberry grows on its
straw,
And the gooseberry grows on the goose;
Where the catnip tree is climbed by the
cat,
As she crouches for her prey—
The guileless and unsuspecting rat,
On the rattan bush at play.

I will watch with ease the saffron cow,
And the cowlets in their glee,
As they leap from bough to bough
On the top of the cowslip tree;
Where the musical partridge drums on
drum,
And the woodchuck chucks his wood,
And the dog devours the dogwood plum
In the primitive solitude.

Oh, let me drink from the mossgrown
pump,
That was heven from the pumpkin tree.
Eat mush and milk from a rural stump
(From form and fashion free)
New-gathered mush from the mushroom
vine,
And milk from the milkweed sweet,
While luscious pineapple from the pine—
Such food as the gods might eat.

And then to the whitewashed dairy I'll
turn,
When the dairymaid hastening hies,
Her paddy and golden red butter churn
From the milk of her butterflies;
And I'll rise at morn with the early bird,
To the fragrant farmyard pass,
Where the farmer turns his beautiful herd
Of grasshoppers out to grass.

HANTSPORT WOMEN'S INSTITUTE

The October business meeting of the Hantsport Women's Institute was held on Friday afternoon at the home of Mrs. Asaph Newcombe with an unusually large attendance. The president Mrs. W. K. Sterling presided. The regular Secretary being absent, Mrs. A. B. Dickie was appointed Secretary pro tem. Excellent reports were tendered by the various committees, showing that a great deal has been accomplished particularly in regard to the renovation of River Bank Cemetery, which is very much improved in appearance. Under the direction of the Women's Institute the cemetery has been transformed from a place of weeds and bushes to one of beauty. Mrs. James Lyon, convener of this committee, has been most faithful in discharging her duties in this respect, having written over twenty five letters in connection with this work. After the usual routine of business Mrs. B. Davison gave a reading entitled, "The Glory of the Garden", by Rudyard Kipling. A paper, "The Power of Song", was also read by Mrs. W. A. Bradshaw. The subject of the November meeting will be "Thanksgiving".

CLEAN GASOLINE STRAINER MONTHLY

Make it your practice at least once a month to remove the strainer in the gasoline and clean out all foreign matter that has lodged there. In spite of the best care some dirt is constantly getting into the gasoline tank and it always stops at the strainer. This will eventually clog it, shutting off the gasoline and stopping the engine. As this is a troublesome occurrence it is best to avoid it by cleaning the strainer occasionally. There is one where the feed pipe enters the vacuum tank and sometimes another one where the gasoline enters the carburetor.

When going up a steep hill do not crowd the engine to see if you can possibly get to the top without shifting gears. When running very slowly (laboring) the sudden blows of the explosion, acting against the resistance of the slow-moving crankshaft tend to flatten out the bearing, shortening their life, wearing them out and making the engine knock long before it should under proper use. As it is an expensive matter to fit new bearings this is an important detail to attend to. A relief cock with a handle that is up when the valve is closed is apt to work open if the plug loosens through wear or the spring breaks. The best remedy for such a trouble is to buy a new one with the hole set in the proper direction, so that it is closed when the handle is pointing downward. Another method is to fill the hole in the plug with a piece of brass carefully fitted and to drill a new hole in such a position that the handle will be pointing downward when the hole is closed.

A Berlin scientist claims to have been successful in making food from air. He talks as if he had been trying the stuff.

Before starting on a long tour the tool equipment should be checked up and any tools that have been lost, replaced.

This is the age of substitutes, but none as good as the original.

Travelling by auto is one of the healthiest forms of recreation.

Subscribe For The "Acadian"

BAPTIST CHURCH NOTES

A Young Peoples' Rally will be held in the vestry, Friday, Oct. 19th, 7.45 p.m., for the purpose of organizing a campaign on the lines of Religious Education. Mayor Murray will give a talk on "The Relation of our young People to the Town" and the Rev. J. W. Prestwood will speak on "The Relation of Young People to the Church". Refreshments will be served. The young people of the congregation, and all interested in them are invited.

ABOUT BOOKS

(By THE ACADIAN'S REVIEWER)

Not a few of the older, worth-while Canadian books hitherto not readily available because rare or out-of-print, are being reprinted in an attractive form by McClelland and Stewart, Toronto. One of the best of these is "Stories of the Land of Evangeline", by Grace McLeod Rogers. The author has a very keen sense of the dramatic value of heroic action in extremely difficult situations, and knows how to construct a skillfully-articulated plot to lend up to such situations. The setting is the Nova Scotia of the struggle between the French and the English, with the Indians as participating characters. The skilful plotting and the use of historical events and actual places make these stories read like transcripts from life.

Another good book reprinted is "Roughing it in the Bush", by Mrs. Susanna Moodie, one of the talented and cultured Strickland family of Reydon Hall, Sussex, England. With keen power of observation, which had been manifested in successful fiction while she was still living in England, she readily notes and charmingly records the contrasts between the scenes and characters of her native and her adopted home. Her representation of pioneer scenes, events, and characters is not only of great historic value but also of permanent literary interest. Witness her descriptions of the journey from Grosse Isle to Quebec and of various journeys through unsettled tracts of Ontario; her accounts of the charivari, the logging bee, the fire, the whirlwind; her character sketches of Tom Wilson, Uncle Joe and his family, John Monaghan, and Brian. One of the charming features of the book is the manner in which it shows how thoroughly Mrs. Moodie, the cultured English woman, became a patriotic Canadian.

This last is equally true of her gifted sister, Mrs. Catharine Parr Traill, whose very readable book for children, "Canadian Crusoes", is another reprint. What Mrs. Traill does in this story is to make it plausible that a girl and two boys, twelve and fourteen years of age when the story opens, could get lost in the woods and, by means of ingenious use of the natural resources of Canada and a few lucky finds—including a young Indian girl, could live comfortably for more than two years, and that without either the parents or the children discovering the fact that the lost ones were not very far from their own home. Mrs. Traill has not the narrative skill of her sister, but

this weakness is offset by her enthusiasm for the natural beauties and resources of her new homeland.

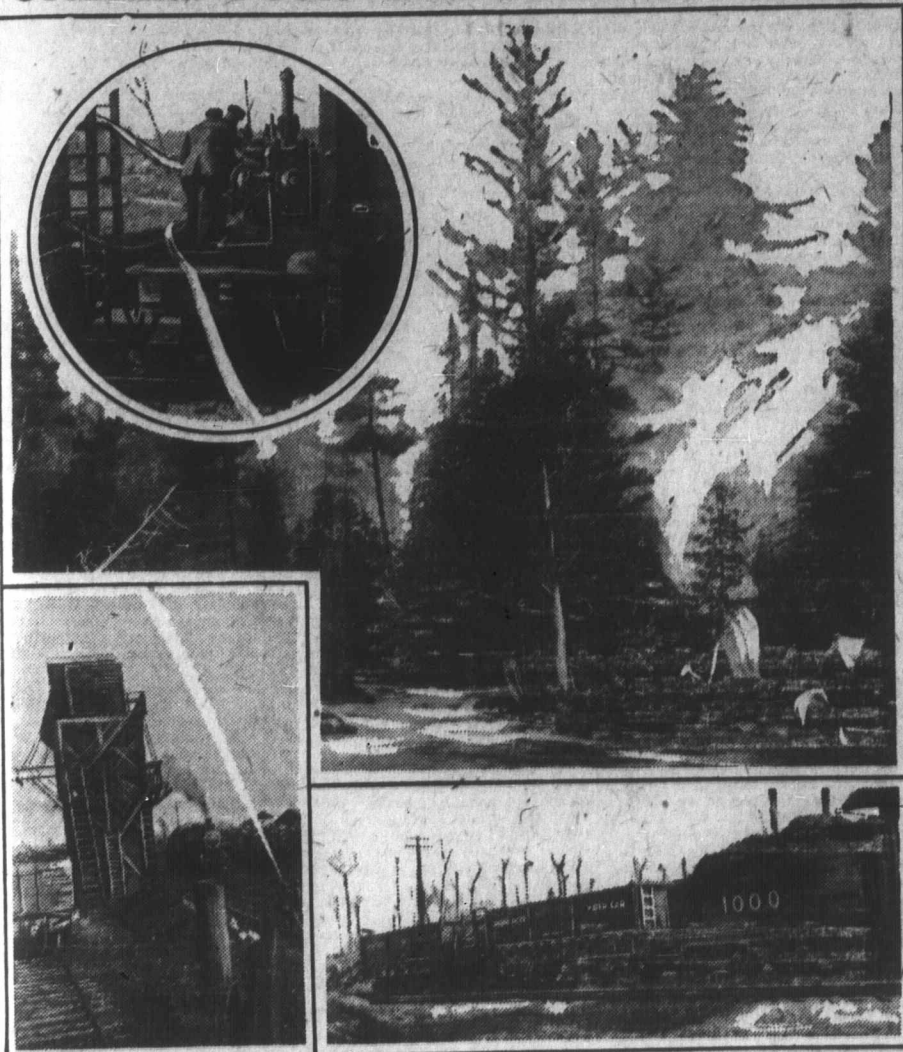
Another worthy reprint is Richardson's "Wacousta", one of the greatest and most thrilling of Canadian romances. It is an historical romance the action of which centers around Pontiac's attempt to capture Fort Detroit in 1763. The

author builds up dramatic—and melodramatic—situations with a master hand. As in romance general, the emphasis is on plot rather than on characterization, but no one who reads the book will ever forget such dramatic personae as Wacousta, the DeHaldimars, and Oucanasta. All of these reprints are attractively bound and illustrated, so that in content

and format they are highly desirable possessions for the private libraries of all who have a healthy interest in the best Canadian books, past and present.

Backing the car a little and then suddenly plunging forward in low gear causes the most severe strain that can be forced on a rear axle or drive gear.

Criminal Fools and Canadian Forests



A beautiful stand in the Nipigon district, near which a Canadian Pacific Bungalow Camp has been erected. Imagine the result if this camp fire should be neglected.

Below—Canadian Pacific tank car built on the road.

Left—Showing the pumps and how they throw a stream high over a 90 foot tower.

LOOK at the boards at your feet, the walls which surround you, the roof over your head, the chair in which you sit, and your furniture. All are products of the Canadian forests, and practically everything you come into contact with in the day depends on the forest for one or more of its component parts. Then take the foods you eat, the paper you read by the wood fire at night; the food is produced by Canadian farmers who depend on the forest for a regular supply of moisture, the paper is composed largely of wood pulp. It is almost beyond comprehension—the amount of lumber used by Canadian industries each day, and the amount used in construction and in the development of the country each year. Canada's prosperity, her whole future, is one with that of her forests.

Ontario alone gives employment to 17,000 men in the bush; pulp and paper mills in the same province employ 8,000 men, and the amount of capital invested in the two industries amounts to over \$150,000,000. Yet, for every tree that is felled, for every log that helps to keep the wheels of industry moving, for every board that is used in construction, twelve are destroyed in the forest by fire. This means that forest fires consume twelve times the amount of the lumber which is the life of Canadian industries, and that each year fire is depopulating the forests which should hold back the rain fall so as to ensure throughout the year the moisture which is the life of the farm. Five hundred thousand acres of forest are burned over in Ontario each year, and the government of this province is burdened with a forest fire protection organization which costs \$3,000 a day.

Why is the country put to such a loss? Because there are no means of segregating the criminal fools and careleses! Take the fire which in October last took forty-four lives, rendered thousands homeless, and destroyed property valued at eight million dollars in the vicinity of Hailybury, the ter-

rrible fires in 1916 around Matheson, and in 1911 around Cochrane. These, like the majority of other fires, were the result of criminal carelessness. Settlers allow their slash fires to grow beyond control, the sportsman builds his camp fire in a mossy place and forgets to extinguish it, a lighted cigarette or match is thrown away carelessly and originates a small blaze which may soon develop into a holocaust beyond control of man.

Years ago the railways were, perhaps, responsible for many conflagrations, but not so today. Although one half of the Canadian Pacific Railway right-of-way lies in forest areas in the east and is flanked by forests for hundreds of miles in both Ontario and British Columbia, this railway has long since ceased to be a factor in the destruction of the forests. In order to eliminate the possibility of fires being started by passing trains, all Canadian Pacific locomotives are examined at the end of each trip and great care is taken to see that ash pans and front ends are in perfect condition. Engineers and firemen are given explicit instructions not to dump live coals or to throw waste upon the right of way, and should an engine crew notice a blaze, by a series of whistles the section men and fire patrol are notified, and the nearest dispatcher takes steps to secure whatever additional men are required.

The Canadian Pacific maintains a regular and efficient force which patrols the right of way in forest areas after the passing of trains and which cooperates with the Dominion, Provincial and other fire prevention organizations to the fullest extent. Also at various points along the line are kept a number of fire tank units, each unit consisting of two tank cars, each of 7,000-gallon capacity, equipped with powerful pumps, and approximately one mile of hose. This equipment has proved valuable not only in fighting forest fires but in fighting fires which have occurred in forest and rail side towns.

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