

DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective Feb. 1st 1917. (Service daily except Sunday)

LEAVE

Express for Halifax... 6:00 a.m.
 Express for Yarmouth... 10:24 a.m.
 Express for Halifax... 4:05 p.m.
 Accom for Middleton... 3:05 p.m.
 Accom for Kingsport... 4:10 p.m.
 Accom for Kingsport (Sat. only) 6:20 p.m.

ARRIVE

Express from Halifax... 10:14 a.m.
 Express from Yarmouth... 3:56 p.m.
 Express from Halifax... 6:15 p.m.
 Accom from Windsor... 2:15 p.m.
 Accom from Kingsport... 8:55 a.m.
 Monday, Wednesday and Saturday daily except Saturday.

Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro at 6:40 a.m. and connecting at Truro with trains of the Intercolonial Railway and at Windsor with express trains to and from Halifax and Yarmouth.

Buffet parlor cars run daily (except Sunday) on express trains between Halifax and Yarmouth.

Canadian Pacific Railway

St. John and MONTREAL (via Digby) Daily Sunday excepted

S. S. EMPRESS leaves St. John 7:00 a.m., arr. Digby 10:00 a.m. Leaves Digby 2:00 p.m. arr. St. John 5:00 p.m. Making connections with the Canadian Pacific trains at St. John for Montreal and the West

Trains run on Atlantic Standard Time

BOSTON SERVICE

Steamers of the Boston and Yarmouth S. S. Co., sail from Yarmouth for Boston after arrival Express train from Halifax and Truro, Wednesday and Saturday.

R. U. PARKER, Genl. Passenger Agent
 GEORGE E. GRAHAM, General Manager

Yarmouth Line

Steamship Prince Arthur leaves Yarmouth Wednesdays and Saturdays at 5 p.m. (Atlantic time)

Return: leaves Boston Tuesdays and Fridays at 1:00 p.m.

Connection made with trains of the Dominion Atlantic Railway and Halifax and South Western Railway to and from Yarmouth.

Tickets and Staterooms at Wharf Office.

Boston & Yarmouth S. S. Co., Ltd.

A. E. WILLIAMS, Agent, Yarmouth, N. S.

Something to Think About

(From the Wall Street Journal)

Under the title "Attention, Married Boozers—Fighters," the following pithy paragraph appears in the bulletin of the University of Arizona Bureau of Mines.

To the married man who thinks he cannot get along without his drink the following is suggested as a solution to the bondage of his habit: First—Start a saloon in your own house—Second, be the only customer, and you'll have no license to pay. Give your wife \$2 to buy a gallon of whiskey, and remember, there are 69 drinks in one gallon. Third—buy your drinks from no one but your wife, and by the time the first gallon is gone she will have \$8 to put in the bank, and \$2 to start business again. Fourth—Should you live ten years and continue to buy booze from her and then die with snakes in your boots, she will have money enough to bury you decently, educate your children, buy a house and lot, marry a descent man and quit thinking about you.

Minard's Liniment Cures Colds, etc.

A Double Sorrow

At New Ross, Lunenburg Co., the whole community is saddened and every heart goes out in sympathy to the mourning ones. Benjamin Sydney Master has been plunged into the deep waters by the death of his wife and son. At four o'clock Sunday morning, Feb 11th, Edgar St. Clair, his second son, a promising young man of 24 years of age, passed to the great beyond, leaving a young widow and infant son to mourn their loss. On the 13th, he was followed to his last resting place by a large concourse and Oddfellows of Sunshine Lodge, No. 8339, I. O. O. F., M. U., of New Ross. The remains were met at the Church portal by Rev. Mr. Plummer, Deacon in charge of the parish, where the first portion of the burial service was read, an address to the mourners and brethren and the solemn rendering of the hymns "When our Heads are Bow'd in Woe" and "On the Resurrection morn".

The cortage then proceeded to Christ Church Cemetery, where the committal took place. Tenderly the hymn, Peace, Perfect Peace was sung, after which the ceremonies of the Oddfellows took place, Bro. Elmer Brown, N. G., and Brother Edward Corbin, Chaplain, officiating.

On returning to the house they found the beloved wife and mother sinking, and at 15 minutes to six o'clock a.m., February 14th, she too, bid adieu to earth and joined her four children gone before. She was 56 years of age and leaves to feel their loss besides a sorely stricken husband, the following sons: Gordon St. Elmo and Clayton D. Ver., at home; Charles Michael, in the Home Guards, Halifax. The daughters are: Laura E. wife of Henry Brown; Eva; H., wife of Edward Sherry, New Ross; Ida A., wife of Kepton Lantz, of Port Williams; Annie E. wife of William Israel, of Wainam, Mas.; Gladys E., and Leah G., at home and 12 grandchildren. She leaves also 3 brothers, Alexander and Geo. H. New Ross, and Nathan W. Kiddy, of Berwick, and sisters, Susie, wife of James C. Corkum; Linda H. wife of Postmaster O. S. Elliott, of New Ross, and Mary R. wife of S. W. Bligh, of Berwick.

The funeral took place at 5 p.m., Feb 15th, and was the largest seen in New Ross. The same hymns were used with one added that which she was very fond of singing while at her work, "By Cool Silvan's Shady Rill". She was a devoted wife, mother and grandmother, a friend to the needy, hospitable to travellers, and a faithful member and untiring worker of the church she loved so dearly.

— Bulletin.

No Embargo on Potatoes

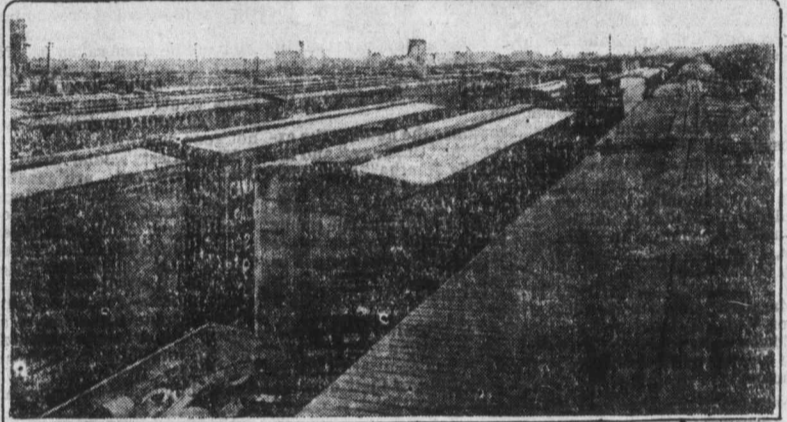
Ottawa, March 2—Members of the Cabinet declare that there is no truth in the story published today to the effect that the Government would put an embargo on the export of potatoes. The question has not yet been considered by the Department of Agriculture. It is stated that there is no serious shortage in Canada. The present shortage is local rather than general, and attributed to the transportation tie up of last month. In a few weeks, as soon as available supplies in Western Canada and in the Maritime Provinces can be moved by freight, it is predicted that the famine at some points in central Canada will be relieved, and prices will drop to something like normal.

Minard's Liniment Cures Diphtheria.

THE MINISTER OF FINANCE
 REQUESTS
 THE PEOPLE OF CANADA TO
 BEGIN NOW
 TO SAVE MONEY FOR THE
 NEXT WAR LOAN

JAN. 6, 1917
 DEPARTMENT OF FINANCE
 OTTAWA

A. B. C. OF RAILWAYS



A Scene in the C.P.R. Yards at Winnipeg.

THE FULL CARLOAD

A great deal of progress has been made recently in bringing about co-operation between railways and their patrons and one way in which this has been manifested is the general endeavor to reduce if not entirely eliminate the waste of freight cars. The benefits which accrue to the shipping public as well as to the car owners by refraining from using equipment unduly for storage purposes is generally understood and appreciated but the increased efficiency which can be derived by loading every car to its maximum cubic or carrying capacity seems to be frequently overlooked.

The full loading of cars has a direct bearing on car supply and particularly at this time, when a serious car shortage exists in certain parts of the country it is desirable that in no case should two cars be used where one would suffice. Some of the larger shippers have issued bulletins to their customers pointing out the methods by which better loading may be obtained and were these suggestions adopted generally the benefits which would accrue to all concerned would be great and immediate. The average railway car has a carrying capacity of about forty tons but the average load per car

is only twenty-three tons. Many shippers and consignees are in the habit of ordering only sufficient freight to equal the minimum prescribed by tariff when they could as well order a full carload or if convenient to do so could arrange to have their consignments consolidated with others of a similar nature travelling to the same destination, thereby saving at least or, perhaps, more cars. Consignees would find by adopting methods such as this their freight would be shipped more promptly as the shippers would have more equipment at their disposal and the annoying delays attributed to "waiting cars" would be largely a thing of the past.

SHEEP PROTECTION

It may not be known to sheep owners that the Nova Scotia law dealing with the killing of dogs is the most drastic in force in Canada. Chapter 61 of the Revised Statutes of 1900, "The Sheep Protection Act," was amended in 1908, so that now any person may kill (a) any dog persisting or wounding, etc. and sheep, (b) any dog being at large and without a collar or which the name of the owner is marked, (c) and dog straying from any farm where any sheep is kept. In the other Provinces, clause C is qualified by the words "between sunset and sunrise," but in Nova Scotia there is no limit set. The only exception to the above regulation in Nova Scotia is in the case of a dog belonging to the occupant of the next adjoining premises.

However, there has developed, especially during the past few years with their very high prices for mutton and wool, a more insistent demand than usual for a dog tax that will reduce the number of dogs running at large in the Province. At the last meeting of the Nova Scotia Farmers' Association a unanimous resolution was passed favoring legislation for this purpose.

At present under the Provisions of "The Municipal Act," two municipalities in the Province have imposed a tax on dogs and two other municipalities within the past five years

attempted to put on a tax but have repealed the tax regulation because of its unpopularity and lack of support.

In Ontario in 1916 a dog tax was made compulsory over the whole Province, whereas formerly it was left optional with the municipalities.

At the Nova Scotia Farmers' Association, held in Amherst in January of the present year, Mr. O'Brien, of the Live Stock Division, Ottawa, threw out a suggestion that was highly commended by a member of those present, namely a policy of placing a high tax on female dogs. If such a tax would prove effective in reducing the number of females it would ultimately reduce the dog population to a minimum and accomplish all that the most drastic law could accomplish. An Act embodying this principle will likely be introduced in the Legislature this winter. This Act will also provide that the taxes collected to set aside in a separate sheep compensation fund to pay losses of sheep either killed or injured by dogs, the owners of which are not known. While this measure will probably be introduced, it is not likely to pass unless it receives general public support. The Secretary for Agriculture for the Province of Nova Scotia will be glad, therefore, either through the columns of this paper or through private letters, to hear public criticism of this proposed legislation.

TRAINS TO POPPY LAND

The first train leaves at 6 p.m. For the land where the poppy blows; The mother dear is the engineer. And the passenger laughs and crows.

The palace car is the mother's arms; The whistle, a low, sweet strain; The passenger winks, and nods, and blinks, And goes to sleep in the train! At 8 p.m. the next train starts For the Poppy Land afar, The Summons falls on the ear "All aboard for the sleeping car!" But what is the fare to Poppy Land? I hope it is not too dear. The fare is this, a hug and a kiss, And it's paid to the engineer! So I ask of Him who children took On his knee in kindness great Take charge, I pray, of the trains each day, That leave at six and eight, "Keep watch on the passengers" thus I pray For to me they are very dear; And special ward, O gracious Lord, O'er the gentle engineer! —Edgar Wade Abbott.

Minard's Liniment Cures Diphtheria.