

DOMINION ATLANTIC RAILWAY

Steamship Lines

St. John via Digby

Boston via Yarmouth

"Land of Evangeline" Route.

On and after January 1, 1909, the Steamship and Train Service on this Railway will be as follows (Sunday excepted):

FOR BRIDGETOWN.

Express from Halifax, ... 12.11 p. m. Express from Yarmouth, ... 1.54 p. m. Accom. from Richmond, ... 5.20 p. m. Accom. from Annapolis, ... 7.20 a. m.

Midland Division

Trains of the Midland Division leave Windsor daily, (except Sunday for Truro at 7.40 a. m. and 5.35 p. m., 6.40 a. m. and 3.15 p. m., connecting at Truro with trains of the Intercolonial Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

Boston Service

Commencing Monday, October 19th the Royal Mail S. S. Boston leaves Yarmouth, N. S., Wednesday and Saturday, immediately on arrival of express trains from Halifax, arriving in Boston next morning. Returning, leaves Long Wharf, Boston, Tuesday and Friday, at 1.00 p. m.

St. JOHN and DIGBY

ROYAL MAIL S. S. YARMOUTH.

Daily Service (Sunday excepted.)

Leaves St. John, ... 7.45 a. m. Arrives in Digby, ... 10.45 a. m.

Leaves Digby same day after arrival of express train from Halifax.

P. GIFFINS, General Manager.

ARRIVING THIS WEEK

200 m. Cedar and Spruce Shingles, 40 Casks and Bbls Lime (Morrrows), 70 tons Basic Slag, 10 " Provincial Bone, 10 " Mixed Fertilizers

We have in stock—5 tons Muriate Potash, 75 Bags Coarse Salt

J. H. LONGMIRE AND SONS

March 29th, 1909

Shelf Hardware

Have added a line of Shelf Hardware to our stock. Carrying in addition, Paints, Oils, and an extra fine line of Wall Paper samples.

A. R. BISHOP.

SKIN TROUBLES



YOUR SKIN REFLECTS YOUR HEALTH!

JUST as your skin is, so is your health. If the pores of your skin are not acting properly, the wastes of your body are not getting away as they should, and this means that your kidneys, liver, lungs, and heart have to take on extra duty. Your skin requires periodical cleaning, just as the housewife knows that the stove requires periodical shaking down to make it burn brightly.

If you have any skin disease, scrofulous sore, festering ulcer, or an outbreak of pimples and eruptions, apply Zam-Buk. Apply it freely at night. Let its healing essences sink well in! You will be surprised at its wonderful healing power.

HOW ZAM-BUK REMOVES SKIN DISEASES.

Mrs. S. Jeans, of Queen Street, St. James, Winnipeg, says:—"Some time back pimples and sores broke out on my forehead, and spread over the whole of one side of my face and neck. Small red pimples, joining up into a kind of red rash, which discharged and then became very sore, was the form the disease took. The irritation from this was terrible, and whenever I went out of doors it was very painful. I consulted the family physician, who gave me a lotion to use. This only seemed to irritate the disease the more, and to cause more pimples to appear, so I left off using the lotion and began applying Zam-Buk. In a wonderfully short space of time this proved effective, and every pimple was removed from my face and neck, leaving my skin clear and smooth as before. I have had no return of this disease since, so I believe the cure is permanent. I have also used Zam-Buk for an open running wound on the calf of my right leg, which had troubled me for some time, and it cleared away all the foul matter and healed the wound up nicely."

Mr. William Purser, of 1385, Elgin Avenue, Winnipeg, Man., says:—"As a cure for skin diseases I do not think there is anything to equal Zam-Buk. Last year pimples and sores broke out all over my face, and defied various remedies which, from time to time, I applied to them. Not only were these sores unsightly, but they were very painful. For over two months I was afflicted in this way, until I was advised to try Zam-Buk. I found this balm was entirely different to the ordinary remedies. It reduced the irritation and the smarting pain. The sores, from first being anointed with the balm, grew less and less angry, and then began to dry off. With perseverance I was able to clear my skin entirely from all the sores and eruptions. I highly recommend Zam-Buk to all who suffer from any skin disease."

Zam-Buk cures cuts, burns, bruises, sprains, piles, festering sores, ulcers, scalds, blood-poisoning, eczema, scabs, chapped hands, cold cracks, chilblains, ringworm, scalp sores, bid. leg, diseased ankles, and all other skin diseases and injuries. All druggists and stores sell at 50c. box, three for \$1.25, or post free from Zam-Buk Co., Toronto, for price.

FREE BOX. Send this coupon, name and date of paper, and 1c. stamp to the Zam-Buk Co., Toronto. A free box will be mailed you. Zam-Buk

FISH FOR FAST DAYS MEAT FOR EVERY DAY

Choice Meats, Fresh and Pickled Fish, Hams and Bacon, Sausages of our own make.

MOSES & YOUNG, GRANVILLE ST. PHONE 57

Bridgetown Boot and Shoe Store EASTER FOOTWEAR

Complete lines for the Easter trade in Ladies, Patent Boots, Shoes, Slippers and Tan Oxfords at all prices. Our range in Ladies' Fine Slippers is the best for price and quality we have ever had. Also a complete line for Men, Vici, Kid, Patent, and Tan in Bals and Oxfords.

Rubbers for everybody, from the baby up. You can't be stuck to find what you want in our new Spring Stock.

E. A. Cochrane, Murdoch Block, Granville Street.

WALL PAPERS FOR 1909

We have just opened 5000 rolls of Wall Paper from the largest Manufacturers in Canada.

THE WATSON-FOSTER CO.

This line is confined to us here and we must say they are the finest line of Papers that will be shown in town this year. These goods are never peddled from door to door at our prices. The people who go from door to door get as high as 50 per cent commission, why not save that and ask to see our samples.

EVERY PATTERN GUARANTEED

We carry in stock from 100 to 500 rolls of each pattern we show. All bordering same price as the paper.

JOHN LOCKETT AND SON

Seaman's Rules in Rhyme

When the passenger lies awake in his luxurious berth on board a modern ocean greyhound and vaguely wonders how the captain on the bridge manages to steer his way in safety through the pitch blackness of the night, he little thinks that he owes his peace of mind to the kindly efforts of a poet long since dead. Yet such is the case. Collisions at sea would be far more frequent than they are, had Thomas Grey, C. B. M. not lived and penned certain lines of rhyming verse.

As everybody knows, it is much easier to remember a fact which is stated in rhyme than one which is stated in prose; and schoolmasters have taken advantage of this by composing rhymed lists of the dates of British Kings and rhyming rules of Latin genders.

Mr. Thomas Grey realized that the same dodge might be adopted in teaching seamen, so that at a crisis, instead of having to use their brains in an effort of reasoning, they could fall back on the aid of an unforgettable jingle. For the peculiarity of a good rhyme is that once you have got it into your head you cannot get it out again. It comes back to you quite unasked, even if it has not been remembered for years.

Now the safety which the passenger enjoys on board ship is mainly due to the existence of what is called the rule of the road at sea. Just as when you are bicycling you have no fear when you meet another machine coming in the opposite direction, so in travelling by sea. On a cycle you know with absolute certainty that the man you are meeting will keep to his right. If there were no such law, to venture on a highway would be to risk your life. Similarly, if there were no rule of the road at sea, no sane man would ever embark upon the billows.

But obviously, at sea, there is no actual "road," so that the rule cannot be merely "keep to the left," or

YOU have to buy hats on faith, at best. Seems wisest, then, to buy a make that justifies all the faith you can show. That is the kind labelled like this:

WAKEFIELD LONDON

It pays to find the hat-store that sells them.

A. A. ALLAN & CO., Ltd., TORONTO Wholesale Distributors for Canada



"Keep to the right." That would be too vague because as often as not a ship would be neither to the left nor to the right, but crossing your bows at right angles. The sea road rules, then, have to be more complicated, and for this reason might be harder to remember in a moment of excitement, than the one simple rule which suffices on land.

Probably the experienced captain after years of piloting his ship, in crowded waters and through every sort of weather, acts on the sea rule instinctively, without definitely repeating Mr. Grey's lines; but there can be no doubt that the young captain, almost losing his head in a serious situation when a collision is imminent, often steadies his nerves and reminds himself of his duty by repeating one of the following verses: When both side lights you see ahead, Port your helm and show your red.

That is to say, if both the red and green lights of an approaching steamer are visible, the steamer is coming straight on to you; by porting your helm you will clear it.

The second rhyme deals with the situation when two steamships are passing each other: Green to green, or red to red. Perfect safety—go ahead!

The third of Mr. Grey's rhymes is to be recalled when in the most dangerous position of all—that is, when two steamships are crossing. Mr. Grey's remarks: "There is nothing for it but a good look-out, caution, and judgment," and the rule, such as it is, runs as follows: If to your starboard red appears, It is your duty to keep clear. To act as judgment says is proper. To port or starboard—back, or stop her!

But when upon your port is seen A steamer's starboard light of green, There's not so much for you to do. For green to port keeps clear of you.

Finally there is a last piece of advice based on the essential rule that all ships must keep a good look-out, and steamships must stop and reverse if necessary—obviously because there are steamships and not dependent on the comparatively feeble and uncontrollable sails:

Both in safety and in doubt, Always keep a good look-out. In danger with no men in turn, Ease her! Stop her! Go astern!

How many lives these rhymes of Mr. Grey's have saved it would be impossible to calculate; but the recent accidents to naval vessels manoeuvring with "masked lights" give some hint of the appalling state of affairs which would ensue if the rule of the road at sea were left to the whim of each separate sailor.

Don't Paint the Floors

It seems that the womenfolk have been right all along in their prejudice against painted floors and their preference for polished hardwood. The doctors say now that any painted floor catches and holds dust about as badly as a carpet; and dust is known to be the vehicle of many diseases and therefore a menace to health, especially during winter. Dust can be practically excluded from any room, however, by coating the floors with Floorglaze, an ideal floor-finish which gives indoor or outdoor woodwork a beautiful, durable and glossy surface, in any of ten handsome shades. A floor finished with Floorglaze cannot harbor nor hide dust, and can be washed thoroughly clean in a very few minutes.



Floorglaze is an economy, because it will not show wear in many years, even under hard usage. Anybody who can use a brush can easily put it on right, and it will dry hard overnight. This perfect floor finish comes in tins, the sizes ranging from a pint to the gallon can that will cover 600 square feet. Dealers in almost every paint store sell Floorglaze, as well as the other first-rate paints and finishes made by Imperial Varnish & Color Co. Ltd., of Toronto, who send free a readable booklet you ought to request.

Recommended and for sale by K. FREEMAN

McKenzie and Mann's Position on the H. & S. W. Railway.

(Toronto Mail and Empire.)

Mr. William MacKenzie was seen with regard to the Halifax despatch in yesterday's Mail and Empire, which stated that Premier Murray, of Nova Scotia, was in a quandary because of the failure of the Halifax & South Western Railway, which runs from Yarmouth to Halifax, to earn enough money to pay the interest on its bonds, guaranteed by the Nova Scotia Government.

Mr. MacKenzie was asked whether it was true that Mr. Murray was tired of the Premiership, and replied: "I don't know anything about Nova Scotia politics, but I should think Mr. Murray is all right where he is."

"Is there any truth in the statement that the bondholders, whose interest was guaranteed by the Government, are demanding payment from the Government?"

Mr. MacKenzie said: "There are no bonds for interest. The position is this—We built the road, expecting it would take some time to make it pay. The money was loaned by the Provincial Government on terms that, if the net earnings of the road for the first three years after its completion did not prove sufficient to pay the interest on the capital, the company would not be in default, but the interest would be added to the capital, and interest would be charged on it, till the loan was paid off. The road hasn't been completed two years yet. The loan is secured by a mortgage to the Government covering the whole road. Owing to the falling off in lumber shipments, the net earnings last year were not sufficient to pay the interest. But there is no default. The interest would be added to the capital, and interest would be charged on it, till the loan was paid off. The road hasn't been completed two years yet. The loan is secured by a mortgage to the Government covering the whole road. 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