

Railway & S. S. Lines

Dominion Atlantic Railway

Steamship Lines
St. John via Digby
Boston via Yarmouth
Land of Evangeline Route

Midland Division

Trains of the Midland Division leave Windsor daily...
Truro via Digby

Boston S.S. Service

Boston-Yarmouth Service
The Royal and United States Mail Steamship BOSTON sails from Yarmouth on Wednesday and Saturday

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.

Furness, Withy & Co., Ltd.

STEARSHIP LINERS
LONDON, HALIFAX & ST. JOHN, N. B. SERVICE.
From London. From Halifax

H. & S.W. RAILWAY

Table with 4 columns: Acconn. Mon. & Fri., Time Table effect Oct. 6th/1911, Acconn. Mon. & Fri., Stations. Lists routes to Middleboro and other stations.

Stongly Opposed to Old Age Pensions

St. Richard Cartwright Declares That the Introduction of Such a System in Canada Would Destroy the Spirit of Thrift Among the Working Classes.

Ottawa, Feb. 6.—Payment of railway men's wages, the question of old age pensions annuities, and the Civil Service Commission were among the things to which the Senate paid some attention today.

Sir Richard Cartwright moved for a return of the number of annuitants who purchase annuities to February 1st, 1912. He said his object was two fold, first, to correct a mistake in Commons as to the amount of business, and in the second to call attention to the principle underlying the Annuities Act, passed three years ago, and the desirability of Canada setting her face against the mischievous project of introducing old age pensions.

In the Commons, by mistake, no doubt, the Minister of Trade and Commerce said that annuitants numbered 314 whereas they numbered nearly 9,000 who had paid in cash to the treasury of about \$1,250,000 for annuities purchased.

Sir Richard Cartwright said before he introduced his annuities bill that he had ascertained how age pensions worked out both in Australia and New Zealand, and a very considerable number of the best informed persons in these colonies, and no considerable number of the working class in regard to the action taken and all a need that no scheme could be devised more likely to destroy the spirit of thrift and providence among the working classes than by assuring them that whether a man was prudent or not, he would be equally provided for in his old age by the State.

He did not consider old age pensions proper federal work. He declared that in this matter Canada stood at a parting of the ways and would either be called upon to spend very small millions to provide old age pensions, or may spend a few thousand dollars a year in educating the people, and in encouraging habits of thrift. The motion for papers was adopted.

NOVA SCOTIA APPLES IN ENGLAND

Ottawa, Ont., Feb. 6.—The Canadian high commissioner in a report issued by the dominion department of trade and commerce states:—

"The reports recently appearing in the newspapers that a million barrels of apples have been received in the United Kingdom this season from Nova Scotia appears to be substantially correct, and it is estimated that another 3,000,000 or 4,000,000 barrels remain to be shipped. The condition of these already received has not been uniformly good, the keeping qualities having been below the average, owing to it being thought, to the fruit having ripened too quickly. The huge quantity combined, with the disappointing quality, has had an adverse effect on prices."

The Tourist Business

(By F.P. Rockwell, Wolfville in New York Herald Tribune.)

"F. P. Rockwell, of Wolfville, who is one of the enterprising pioneers in tourist traffic, says: 'During the past three or four years the tourist travel has left in Wolfville some \$30,000 each summer. Digby and surroundings claim \$20,000 per year. Halifax must take a large sum. As to the general benefit of tourist business it is far-reaching. To my mind there is no other industry like it. A large bunch of foreign money landed into our country and in such a manner that everybody gets a slice. We think of markets for our products. Where is an outside market brought in and set up right on the ground as it were. The people come here and consume our products. I don't know just how one could come to actual figures by the amount of beef, lamb, poultry and farm products generally consumed by tourists is enormous. I believe that reliable figures along this line would make people sit up and take notice. As to increasing our attractions, one of the most important and effective moves would be road improvement. We want better roads more than anything else. Our present system of country roads making 'a keeping' people out of the province. The greatest thing in Nova Scotia and the biggest investment for the country would be a permanent road from Yarmouth to Halifax. Tourist travel for the next ten years is going to be largely by automobiles. If our roads are good we will have them in swarms. If not they won't come at all. The greater part of this touring travel is a class that has not been coming to Nova Scotia—the money class."

An average touring car party leaving in Yarmouth and making a tour of the province will leave from \$300 to \$600. There is no limit to this business. I have talked with a number of men, some of the big ones in the American Auto Association, and there is no doubt about it at all, that given good roads to Nova Scotia they will come. Before we come to permanent roads we can be done to improve the present ones. As it is now the custom our roads are left until the first of June or first of July and then they are gone over with a road machine which scrapes off the ruts and sods from the ditches and puts them on the middle, leaving the roadway for automobiles and at just the time when the first travel is coming down."

You can judge the results. Were this work done in every May by the time the tourist travel began the roads would have become passable. This is a matter for our Halifax Board to take up with the Legislature. Another very important thing would be to have sign boards on all our principal roads giving the direction and number of miles to different places. There should also be a detailed road map of the province. We are always behind the times. Nature has given us everything, but our people will not avail to our possibilities."

Do you know that more real danger lurks in a common cold than in any other of the minor ailments? The safe way is to take Chamberlain's Cough Remedy, a thoroughly reliable preparation, and rid yourself of the cold as quickly as possible. This remedy is for sale by druggists and dealers.

The loss to the insurance companies by the destruction by fire of the Wood-side sugar refinery in Dartmouth is \$300,000. It is stated that new and more up-to-date refinery will be erected on the site of the burned site of the burned concern.

Kings County Board of Trade Held Interesting Session

The Annual Meeting of the Kings County Board of Trade was held in Y.M.C.A. Hall, Kentville, on Tuesday afternoon, Jan. 30th.

President A. S. Burgess was in the chair and in a brief, practical address, referred to the deep interest in the affairs of the county as shown by the large attendance at the meeting. He drew attention to the alarming increase of the brown-tail moth pest and spoke approvingly of the efforts made by both the federal and local governments, in combatting and trying to rid the country of the pest. He forcibly emphasized the necessity of co-operation between farmers' fruit growers and the government inspectors, if this threatened danger would be averted.

The matter of asking the Government to define the apples packed as "No. 2," was a subject which should be discussed. "No. 1's" and "2's" are definitely described, but a number three seems to be almost anything. The President urged that some legislation respecting potatoes should be graded and marked the same as apple. More attention should be given to the growing of potatoes when last year they paid, quite as well in proportion, as apples. The price \$1.50 per barrel, being maintained the entire season and in some cases increasing to \$1.75 and \$2.00.

Inspection should be appointed whose duties would include enforcement of authorized regulations. He said a change in the method of handling the apple shipments during transportation was urgently needed and referred to a recent shipment from Halifax, of which some of the apples had been either frozen or badly bruised. He suggested the construction of sheds at Halifax, by the government, into which apple cars might be placed while awaiting shipment.

President Burgess went on to say that he approved of the "single tax" or tax on land system of assessment and believed that the adoption of this method would increase the prosperity of this banner country of Kings. Mr. Cox expressed himself in favor of giving the single tax system a trial. The President's address was a long and practical and well received by the Board.

Vice-President J. Howe Cox, said he had seen the cargo referred to while undergoing inspection and many of the apples were badly frozen and he heartily endorsed the suggestions of the President in respect to a radical change in the method of handling apples. He approved of the erection of suitable sheds for the cars at Halifax. He thought however that the "unif. fr. barr." agitation was a "no. r. m."

Mr. Peter Innes said he doubted much that the building of sheds at Halifax would, alone remedy the evils complained of. The government should compel fruit shippers, that received a subsidy, to arrive at Halifax, during a portion of the year, at least, before the apples were sent from the warehouses, thus insuring proper storage for the fruit on arrival at the port of shipment.

Mr. Innes thought that our system of making assessments was wrong and that we ought to do as they do in the "Old Country" and have an assessor who would give his whole time to the work. He agreed with the former speaker's remarks in respect to potatoes.

Coun. A.N. Griffin and Mr. George L. Pines addressed the meeting in respect to the system of assessment. Mr. H. Stairs cited instances where good packing of potatoes for shipment materially increased the selling price. He blamed the speculators for inferior packing. He further said our assessment system was wrong and suggested something like the German System, where the assessment was levied according to the crop produced. Mr. William Craze, himself a native of England and a large purchaser and shipper of our apples, for well known and reliable English firms, was called upon and said: "London has taken three-quarters of our present apple crop—but will not in the future, as the increased output will go to Liverpool and Glasgow. His discussion principally hinged on the 145 lbs vs the 125 pound barrel. The English buyers are very keen and it takes but two or three shipments for a man's name to become known, and his name as a packer established. The markets in the North of England from Birmingham up, prefer the larger barrel."

"The letter the fruit the better the package," is usually the truth with Southern fruit, and so there with our apples he had noticed that the most careful grower was usually the best packer. A better looking barrel not rough, and with flat hoops, was what was required in the English market. Mr. Peter Innes said: "Our barrel (90 quart) he stated, is based on international scientific principles, while there is nothing to defend the barrels (112 quarts) used in Ontario. We are making money by using this smaller barrel, he said, instead of losing it, as so many claim we are doing. He created much laughter in saying that London had become educated to our barrel, and it was ignorance on the part of the north of England that they did not appreciate it. Mr. Innes introduced a motion to the effect that the Kings County Board of Trade oppose any change in the size of the barrel used in Nova Scotia.

W.W. Pines, who has been in the barrel business for twenty years, gave some very practical remarks, and told of a visit paid to a barrel factory in New York State, where he found that our barrels were better than anything turned out. Flat hoops were not any better than round ones and there were no better barrels made for marketing purposes than in Nova Scotia. He would even go so far as to suggest the cranberry barrel of eight quarts. He thought the name of both the barrel maker and the packer should appear, plainly, on each barrel and when the same fell short of the standard, heavy fines should be imposed.

Swept to Death by Waters of Niagara

HEROIC EFFORT OF TWO MEN TO SAVE LIFE OF WOMAN. ALL THREE PERISHED.

Niagara Falls, Feb. 4.—The great ice bridge that has choked the river channel between the cataraict and the Falls per steel arch bridge below the Falls for the last three weeks, those of its anchorage just at noon today and went down the river, taking with it their death a man and woman said to be Mr. and Mrs. Eldridge Stanton, of Toronto, and Burrill Heacock, 17 years old of East 117 St. Cleveland, Ohio. The bridge was considered perfectly safe. For weeks the great fields of ice had been coming down the river piling up against the barrier until it was some six to eight feet thick and under the influence of zero weather the great mass had become firmly anchored to the shore. The dam was about 1,000 feet in length and in some places a quarter of a mile in breadth.

For two weeks it had offered safe passage to the hardy, and today an immense crowd of excursionists came to view the water wonder of the river. Had the accident happened an hour later in the day hundreds would have lost their lives, for the crowd was moving down from Prospect Park in the elevators that run down to the cliff for the purpose of venturing out upon the ice.

On the bridge at the time it tore free from the shore besides the three were Munro Gilbert of No. 1108 Grove Avenue, this city, Ignatius Roth of No. 2114 Fulton Road, Cleveland, Heacock's companion; Wm. Hill, an old riverman, who had a shack on the ice. Wm. Labeland gave the warning that safety lay in that direction. Gilbert and the Italian followed their lead, but the others became alarmed. By the time they regained their composure, the bridge was moving fast down the river.

The man and woman started first towards the American shore but they were stopped by a lane of open water. Back they ran towards the Canadian side, turned about and made for the American shore. When hardly more than fifty yards from the rocky shore the woman fell on her face utterly exhausted.

"I can't go on, I can't go on," she cried. "Let us die here." As the woman fell, the man strove to get her to her feet again, and tried to drag her along the ice, calling for assistance to Roth and Heacock, who were nearest. Heacock turned back to the couple and helped the woman. This cost him his life. Roth struggled along over the hummocks of ice getting close to the open stretch of water at the Canadian end of the jam. There were men on shore ready to give him assistance.

Roth was afraid to trust himself in the icy waters. Labeland jumped out to the field of ice with a rope and half carried and dragged the boy ashore. After getting Roth safely ashore the men made an effort to reach the other three on the ice floe. But at a point about 500 feet below the upper steel arch bridge the ice field broke into two great fields, one section went towards the American shore and anchored on a great rock near the Hydraulic Power house.

The moving field with the three help less beings passed slowly down the river. Meantime the fire department truck had been called out and a general alarm of fire on the Canadian side called out the men there. They took station with ropes along the shore, but the floe was far beyond their reach. The Niagara Avenue firemen were sent to the lower steel arch bridge, and there took station with ropes down from the Cantilver bridge, which is about 300 yards above the construction. Just above the old Mill of the Mill Landing, a quarter of a mile from the whirlpool rapids, the floe on which the three were borne broke into two sections, each about 200 feet square, the man and woman on one, Heacock on the other.

Heacock saw the ropes dangling from the bridge and made ready to catch on. Very coolly he took off his overcoat and pressed himself on the tossing floe. In his course there dangled one rope, and a second was moved toward him. He caught that held by Officer Patrick Kelly of the Ontario police force and a company of about twenty railroad men, caught it and jumped free of the ice. The sag of the rope at that great drop of two hundred feet, let him into the chilly water up to his waist. And he was clear of it he was frantically battered by three successive waves of plunging ice. Not content with the effort the men above

draw him up, he tried to assist himself as he hand overboard. The line was 1:10 o'clock and the hour or more that the toy had been on the ice and the effects of the icy locking had sapped his strength. He stopped trying to pull himself and hung limp on the rope which spun him around like a top. Kelly and his men pulled steadily. Ten feet, twenty-five, thirty-five, up it came. The great crowd on the bridge cheered, those that were not weeping. Grizzly the boy tugged on, trying always to get his legs wound about the rope. Then his hands began to slip. He sought to get hold of the rope with his teeth, but could not.

HUNDREDS VIEWED WONDER

THE BRIDGE BROKE

WOMAN FELL EXHAUSTED

FIREMEN TO RESCUE

BOY'S BRAVE EFFORT

DEAF MUTE KILLED BY TRAIN

SHIN BONE GRAFTED INTO MAN'S SPINE

Five-Inch Strip Taken From Patient's Leg to Replace Diseased Vertebrae

Rather than go through it with hump back, John Ainess, twenty-five years old, who has softening of the spine, submitted to one of the rarest operations known to surgery at Spokan Sacred Heart Hospital and now lies in his cot with five inches of his shin bone grafted into his back. The operation is believed to be the third or fourth of its kind.

Ainess began to suffer with spinal trouble a year ago. He had the alternative of going through life as hump-back or taking the lighting chance offered by science.

An incision was made in the back and the bones were exposed. Dr. Ainess and sult four of the vertebrae. He then opened the left leg and split a strip from the patient's shin. This was laid into the cavity and bound over with other muscular tissue. The operation was successful, and Ainess is recovering.

For a sprain you will find Chamberlain's Liniment excellent. It always the pain, removes the soreness, and soon restores the parts to a healthy condition. 25 and 50 cent bottles for sale by druggists and dealers.

A Steel Range for \$35.00



This is a good, heavy range, well made of polished sheet steel plates, and has good, smooth castings, nicely trimmed with nickel, and has oven 18 in. x 19 in. x 12 in. Each one is guaranteed to cook and bake perfectly, and to be economical on fuel. We will be very pleased to mail a full descriptive circular to any address on receipt of request.

By reason of a special arrangement which we have made with the manufacturers for the purchase of a certain quantity of these ranges, we are able to offer them while they last at a very low price, and we will have this range shipped freight paid to any address in this Province, fitted with both wood and coal linings, and with a good heavy copper reservoir, and high closet with teapot stands and rolling door, for the sum of \$35.00, or if required to burn wood only, for which purpose the firebox is 25 in. long, the price is \$33.75.

In order to secure these special prices CASH MUST ACCOMPANY ORDER. Send your order early as the quantity is limited.

Bridgetown Foundry Co., Ltd.