

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 5.15 p.m. and from Truro for Windsor 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. Leave 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.

Great Success in the West—Canadians Again Win Grand Honors—Entomb Lots of Huns.

Special Despatch to Daily News With the British Armies in France,

... Via London, Feb. 15
 The past thirty hours have witnessed three of the British raids, which are carried out daily and nightly with the object of making life unbearable to the Germans in the front line-trenches. Two of the raids were conducted by the Canadians, who really invented the practice of trench-raiding when has now spread throughout the British army. These raids, added to the steady progress by the British on both sides of the Ancre are evidences that the coldest weather of the war on this front has not stopped the constant worrying pressure that the British seek to exert upon the Germans.

Our soldiers say that there is nothing quite so valuable as these minor operations for keeping the troops in fighting trim, while nothing is so depressing and injurious to the morale as the constant defensive, which the Germans have endured all winter, opposite the British lines. In this respect the British are very unlike the French in their methods of winter warfare. Gen. Haig's has been one of the unceasing bombardments punctuated by

daily raids and minor attacks; which brought in a constant stream of prisoners and inflicting a heavy toll of casualties on the Germans.

The French on the other hand prefer lying quiet in their trenches for long periods and then attacking suddenly on a wide front, in a sharp fierce combat.

The British have not the same appreciation of the dramatic as the French, but believe implicitly in the efficacy of the steady grinding down process, which they are carrying out.

In their biggest raid the Canadians captured 47 prisoners of the Eleventh Bavarians, who only came into the lines yesterday.

The Canadians remained in the German trenches for more than an hour and left them completely wrecked. The most important work was probably the blowing in of four mine-shafts by which they sealed in living tombs scores of Germans who were tunnelling toward the British lines. The Germans tried to cut off the Canadians with a double barrage fire and then attacked but they only succeeded in inflicting a few casualties.

Judge Grierson Honored at Digby—Was a Native of Kentville

The regular session of the County Court opened in Digby Tuesday. It being Judge Grierson's first official visit, he was presented with the following address:

To His Honor John Arthur Grierson, Judge of the County Court for the District No. 3, in the Province of Nova Scotia:

We, the high sheriff, clerk, members of the bar, and officials of the court desire to offer our hearty congratulations to you on this your first official visit to Digby since your elevation to the bench.

Your long experience as a member of the Digby County bar and in the other public offices held by you, eminently fit you for the duties of the high and honorable office which you now occupy. It is very gratifying to us that a member of the Digby County bar has been selected to fill the position of county court judge for district No. 3. Your predecessor lent an ability, grace and dignity to the office, which gave it a high standard among judicial bodies in the Province, and we are sure that in you that high standard will be maintained, and we trust that you will be spared to grace the office for many years. Dated at Digby, Feb. 13, '17. Henry A. P. Smith, High Sheriff, W. B. Stewart, Clerk of Court, F. Jones, K. C.

Harry L. Dennison, K. C. E. Hart Nichols, Barrister, Frank W. Nichols, Barrister, Alfred Boden, Court Crier.

His honor expressed his thanks and appreciation, and said it was twenty four years in May next since he hung up his shingle in Digby County and during that time great changes and improvements had taken place.

Mr. Jones was the only member of the bar practising now who was then engaged in law in Digby. Messrs Shreve, Copp and Monroe had gone to their reward. Their venerable clerk was still as a boy amongst them. He realized that Judge Pelton was thoroughly versed in law and had none of his decisions reversed. The surroundings were different today the old court house had given place to what was conceded to be the best in the Province. He was sure that the most cordial relations between the bench and the bar would continue to exist.—Ex.

v Digby Courier says: Last week was a busy one in fishing circles in Lockeport. Probably 400,000 pounds of fish were landed there by the boats of the Lockeport fleet, the sales amounting to fully \$16,000. This is no small amount of cash to be earned by the fishermen of that town in one week, says the Shelburne Gazette.

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

JAN. 9, 1917 DEPARTMENT OF FINANCE
OTTAWA

WESTERN CANADA'S CROPS

Farmers Enabled to Pay The Original Cost of Their Land

ONE outstanding fact in connection with the wonderful crops that have been harvested in Western Canada is that the prices obtained for the crops have in hundreds of cases enabled farmers to pay the original cost of their land. Many instances have come to note of farmers who bought their lands twelve months ago, and with their first crop were enabled to pay the whole cost of the land and still have sufficient left to carry them through the year until another crop. Land that was bought for from \$15 to \$30 per acre has produced crops worth from \$40 to \$75. The prevailing high price of wheat particularly, and other grains as well, has of course been responsible for this to a great extent.

When it is known that many farmers produced an average of over 60 bushels of wheat to the acre it will be easily understood how they made such vast profits this year. These high averages were not confined to any one area but were reported from all over Alberta and many parts of Saskatchewan. The yield of C. S. Noble of an average of 54 bushels 22 pounds of wheat to the acre for 1,000 acres is doubtless a world's record for a tract that large. Mr. Noble a few days ago purchased another 2,000 acres a few miles west of the city of Calgary, and contemplates making it the best stock farm in the West. He never does things by halves and when it is known that he expects to purchase as well-some of the best breeding stock obtainable it will be seen that the livestock industry of Alberta will receive no little impetus from Mr. Noble's entry into the business.

Stories are common of farmers who have more than paid the original cost of their land from the proceeds of this year's crop. Many of the automobile firms are unable to get sufficient cars to supply the demand, as practically every farmer is buying at least one of the smaller cars and many of them are purchasing the larger cars. One firm in Calgary sold \$200,000 worth of cars during one month of this year, which was a record. Almost every small town now has its garage where all repairs can be made and new parts bought. This, and the general prosperity which it indicates, instigate considerable building activities, and carpenters and builders have been unable to keep up with the amount of

work ordered. A great many new elevators are being built this year and this of course has also had its effect on the building trade.

An instance is given of one farmer in the southern portion of Alberta who paid \$3,800 for his farm last year. This year he harvested 3,500 bushels of wheat alone, and after his crop was taken off he received an offer of \$5,000 for the farm, which he refused. He also realized over \$1.50 per bushel for his wheat, or \$2,000 more than the total cost of his farm.

Flax has been particularly good, one man in Southern Alberta having a yield of 37½ bushels per acre. This is an exceptional yield, even in Alberta, but on the whole with flax worth \$2.25 per bushel it can readily be seen that it is an exceptionally profitable crop.

Yields of 50 bushels and over of wheat were frequent, most of which graded one northern or two northern, and netted \$1.50 or over per bushel, according to how early in the season it was sold. Farmers who held until late in the year have reaped the benefit in considerably higher prices for their grain than those who sold during September or October.

Last year Western Canada crops were even better. During 1915 and 1916 the rainfall was considerably heavier than in average years, and this fact has directed attention to the irrigation districts of the province where the same results can confidently be expected every year. The Canadian Pacific Railway Company, which has developed about 800,000 acres of irrigable land in Alberta, is very optimistic as to the future of irrigation farming in that province. The bank of savings, which are a pretty good business barometer, have increased in some cities as much as 100 per cent over those for the same period last year, and all the western cities and towns show big increases. The result of all this is that the Canadian West is at present experiencing prosperity—prosperity of the solid kind, that has a real foundation, and is not merely the result of speculation or borrowed capital. It is a prosperity of the farmer, the backbone of the country, and when the farmer is prosperous it is merely a matter of time until the money reaches all classes in the land.

Says Amethyst Fought Three Raiders

Rio Janeiro, Feb. 15—An officer of the British cruiser Glasgow has confirmed the reports of a recent naval battle off Fernando de Noronha, 125 miles off the east extremity of Brazil according to the newspaper Rue. The Glasgow, however, took no part in the engagement. Her commander received a report of the fighting only on the following day, through a wireless message from the British cruiser Amethyst, which alone gave battle to the German raiders.

Before six o'clock in the evening the Amethyst sighted some steamers, which she signalled to come nearer. They did so. Then it was seen that the vessels not as first supposed, but three large steamers, were manoeuvring and clearing for action. Almost immediately they opened fire. Night was falling. The Amethyst returned the fire and steamed toward the enemy, whereupon the German raiders took to flight in the direction of Fernando de Noronha, but continued firing, with the Amethyst in pursuit. The real fight occurred near Fernando de Noronha. One of the raiders, seriously hit, was observed to be sinking. The others succeeded in making their escape. Night prevented the Amethyst from ascertaining to what extent they had been damaged. That they had been damaged, however, is considered probable. One raider is believed to have been beached in a battered condition. The Amethyst suffered slight damage and had a few wounded and one man killed.

Allies Win on West—5 More Vessels Sunk—One American Steamer—Approaching War in United States

British win further victories in France; capture enemy strong point southeast of Grandcourt and also win northeast of Arras reaching third line of German defences and penetrating enemy's line for distance of two hundred yards.

French carry out surprise attack in section of Prosnès, east of Rheims.

German air bombs kill civilians in Dunkirk; Huns also bombard city of Nancy.

U. S. Government to start something! President Wilson probably will ask Congress for authority to protect American lives and property.

Teutons sink 5 more vessels including schooner with no contraband aboard Government still preparing for any eventuality.

Count von Bernstorff leaves country and may be at Halifax for a week or more.

Germans regard United States as tempting fate! Berlin expresses surprise that American vessels should clear for allied ports in face of Germany's warning.

A Cuban rebel general slain.

Minard's Liniment Cures Diphtheria.



Scene from "Charley's Aunt" which comes to the Pastime Theatre, Wednesday and Thursday this week direct from His Majesty's Theatre, Montreal with the entire star cast of players and scenic production.

Glengarries Prohibited

London, Feb. 15—The issue of Glengarries to Canadian Highland units going overseas is now prohibited the Highlanders being served with Balmorals instead.

Canadian Aviator Killed

London, Feb. 16—Sub-Lieut. Walter Holden Legge is just reported to have been accidentally killed while flying in England. He belonged to Okanagan, B.C.