

INDIGESTION AND CONSTIPATION

Quickly Relieved By "Fruit-a-lives"

Rochon, P. Q. "I suffered for many years with terrible indigestion and constipation. A neighbor advised me to try 'Fruit-a-lives'... I did so and to the surprise of my doctor, I began to improve and he advised me to go on with 'Fruit-a-lives'... I consider that I owe my life to 'Fruit-a-lives' and I want to say to those who suffer from indigestion, constipation or headaches—try 'Fruit-a-lives' and you will get well!" CORINE GAUDREAU.

TRAVELLERS' GUIDE

DOMINION ATLANTIC RAILWAY

Change of Time January 7th, 1918

For information and new orders apply at nearest ticket office.

R. U. PARKER, Gen'l. Passenger Agent

H. & S. W. RAILWAY

Accom.	TIME TABLE	Accom.
Thursdays only	IN EFFECT Jan. 13, 1918	Thursdays only
Head down	STATIONS	Read up
10 a.m. Lv.	Middleton Ar.	5.00 p.m.
11 a.m.	*Clarence	4.28 p.m.
12 p.m.	Bridgetown	4.10 p.m.
12 p.m.	Granville Centre	3.43 p.m.
12 p.m.	Granville Ferry	3.25 p.m.
12 p.m.	*Karsdale	3.05 p.m.
12 p.m. Ar.	Port Wade Lv.	2.45 p.m.

Connection at Middleton with all lines on H. & S. W. Railway and Dominion Atlantic Railway. W. A. CUNNINGHAM, Div. F. & P. Agent.

Yarmouth Line

WINTER SERVICE
Leave Yarmouth Wednesdays and Saturdays for Boston.
Return, leave Central Wharf, Boston, Tuesdays and Fridays.

For tickets, staterooms, and additional information, apply at Wharf office.
J. ERNEST KINNEY, Superintendent, Yarmouth, N. S.
BOSTON & YARMOUTH S. S. Co., Ltd.

The Safest Matches in the World Also the Cheapest

Eddy's "Silent 500's"
SAFEST, because they are impregnated with a chemical solution which renders the stick "dead" immediately the match is extinguished.

CHEAPEST, because there are more perfect matches to the sized box than in any other box on the market.
War time economy and your own good sense will urge the necessity of buying none but EDDY'S MATCHES.

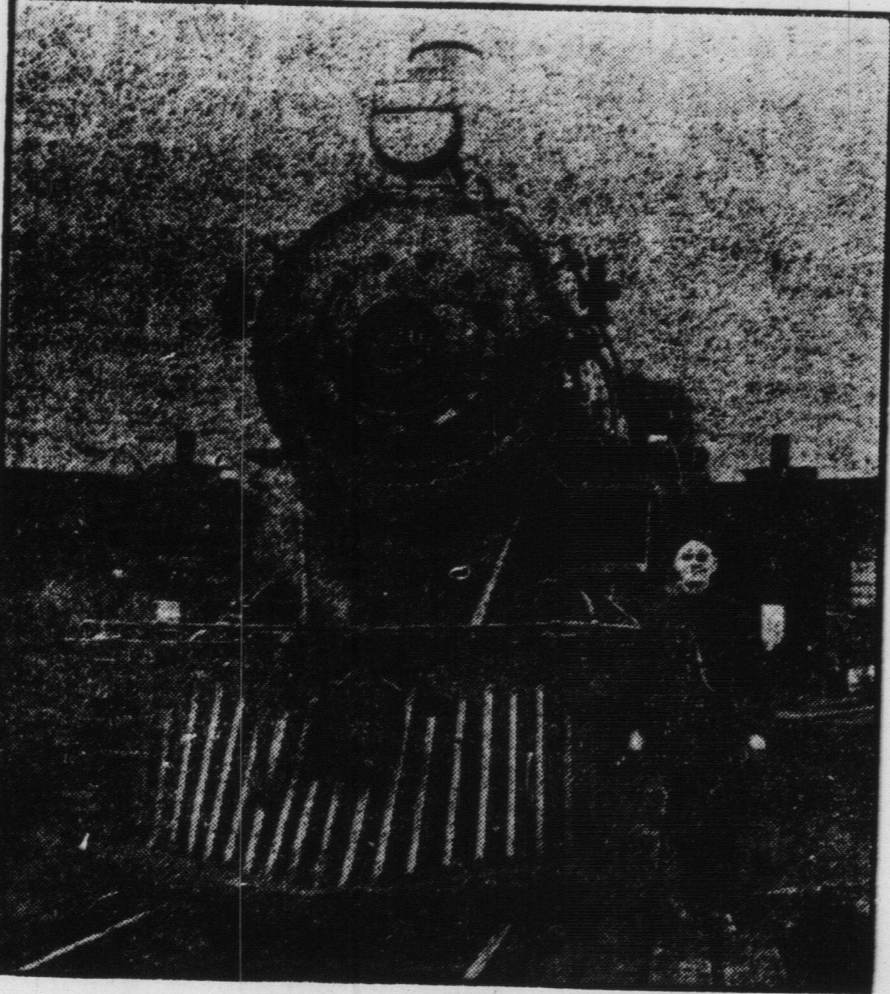
THIRTEEN WEEKS

In either our Business or Short-course from which for \$35 is what we offer. You cannot combine your training in any other school in this city. We have many more calls for help than we can supply.

Enter any day at
MARITIME BUSINESS COLLEGE
HALIFAX, N. S.
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Heroes Of The Road

In order to give some recognition to men who have done so much to build up its fine record of efficiency, the Canadian Pacific has decided on a new policy which should attract wide interest. Hitherto on this continent railway locomotives have been identified by numbers only—a practice which has prevailed elsewhere except on certain English railways. On the Great Eastern, for instance, one famous engine was called after the chairman of the company "Claud Hamilton." On the Great Western Railway, the shield over the great driving wheel carries a distinctive name—thus the shield of the "Star" class is called "The Great Bear," there is a "Knight" class in which the "Knight of the Garter" is conspicuous, while one well known engine is named "King Edward." On the London and North Western Railway one of the most powerful locomotives is named after the Greek hero "Achilles."



The late Dave Bowker.

The Canadian Pacific believes that it is not necessary to go back to ancient Greece to find the names of its heroes. They are among us today, driving through the fierce blizzards of our Canadian winter the freight trains laden with supplies for the Allies, or the lighter but speedier passenger trains on the Imperial Highway which links Atlantic with Pacific. Take for instance Bronco Wilson, one of the most popular engineers on the Western Division, who won his reputation on the old Prince Albert Branch, famous for having no water but lots of snow. Bronco is the compuncher of the "Iron horse" and would consider it the biggest disgrace out of jail to let an engine die on the road, and if his engine was badly stalled would draw off the front put alone on the top of the hot grate and in spite of the blinding steam caulk the tubes and light the engine up again. Achilles, the greatest of the heroes of ancient Greece, met his end in his last hours. A gasman took one of his lives. The lack of a maid would certainly not prevent a C. P. R. engineer from driving his locomotive to White River at 60 below zero, with the wind against him blowing fifty miles an hour. "Romance is dead," says the pessimist. "No," says the C. P. R., with Rudyard Kipling.

"All unseen, Romance brings up the 9:15." It has, therefore, been decided to name certain of the Canadian Pacific locomotives after the engineers, who by meritorious conduct or by acts of special bravery have, in the opinion of the management, earned the right to special distinction. Some of these names may even be taken from the 32 engineers who are on the pension list—men like Ash, Kennedy, who grew up with the west and ran engines when the C. P. R. was still laying tracks across the prairie—a big man physically, mentally and morally, commanding the respect both of the men and of the big officials—the father of the western engineers, and now Assistant Grand Chief of the Brotherhood. Other names may be taken from those who have passed away into the land where there is no longer need of railways—such, for instance, as Dave Bowker, identified particularly with No. 320, who for thirty-four years drove his engine without a black mark against his record. Then again there are heroes like Norman Wright, compelled by ill-health to forsake his engine but presently now in another business. See "one day a child on the track too

late to stop his train. Norman Wright ran along the pilot and by leaning forward lifted it out of harm's way just in time. This earned the medal of the Royal Humane Society, and surely earns the right to name an engine. There are other C. P. R. engineers still on duty who have done good work and whose names may soon be commemorated on some giant high speed passenger engine. They are to be found on every division from St. John, N.B., to Vancouver, B.C., men fiercely loyal to their Company and to their President, Lord Shaugnessy, whom they know as the man who always gave the Brotherhood a square deal. The names of these men may not be known to the general public.

for often the engineer's best record is to be never heard of, and they themselves are the last men to seek the limelight. Take, for instance, Jack Hartney, so skillful in starting that the passenger does not know the train is moving till he looks out of the window. Jack Smith, on the run between Ottawa and Montreal, is another notable character. In the days when the C. P. R. and the Grand Trunk used to race between these two cities, Jack always claimed that he never raced, but at the same time that he was never left behind. On the other side of the Continent are Alf Solloway, a veteran who joined the C. P. R. thirty years ago and knows Cascade Canyon like a book; Lew Patrick, the safe man of the Belkirk, who in the old days before Rogers Pass was tunneled, when the C. P. R. in winter did sometimes have slides, was said to be able to smell a slide ten miles away; Willis Armstrong, another mountain man with eyes that hardly needed the headlight to see through the dark canyons, and Dan Murphy, of the Crow's Nest, a big man in a big locality. On the prairies, besides such men as

Bronco Wilson, there is Con Leary, nicknamed the President—open-hearted, big hearted and always on time; and John Pascoe, 100% efficient as an engineer, never known to have an engine failure, the men who made the success of the Cross Plough. Billy Woods is further east, a sky pilot in overalls with strong moral influence on his fellows. Alph, Bilbe and George Leach are railway leaders in Ontario, each of them steady as a clock. In Quebec there is Arthur Charlebois—known as the Snow Man who can hack a snowdrift when no one else can. Mate to him is Harry Leclerc, known as Bronze Buck, a French-Canadian worthy of his race and always on time.

Over two thousand locomotives run in the Canadian Pacific service, with over two thousand engineers. It is not the intention to name every locomotive at once, but only those in passenger service, and to keep each name as a privilege and a reward. The idea is one which should appeal to every man who knows the value of personality in good railroading. It appeals to the C. P. R. because it will make for efficiency and encourage that esprit de corps which is the keynote of the whole Canadian Pacific System. The engineer does not think of his locomotive merely as a machine. It is something almost human to him. "She's a good engine" you hear one call to a passing conductor. "Full of hard luck" it takes an engineer months to master the peculiarities of a new locomotive, and for that reason he is not much in love with any pooling system, preferring to have one engine at any rate "assigned" to him—an engine that he can almost call his own. Were he to know that his favorite engine would eventually bear his own name, surely he would take greater pride than ever in work well done.

Daring Aviator Won Over Death

British aviators at the front are recounting with pride the achievements of "Big Bill" Davidson, until his death the best pilot in the aero squadron the one man who bore the reputation of never having failed in a mission. Recently he was sent on a trip to obtain information, his commanding officer stated, "at any cost." The air trip, so Davidson was informed, was to a section of the country from which few air travellers ever returned. "I'll bring my old bus home all right," declared Davidson, as

he took his seat. An instant later he was on his way. All day long his companions watched with anxiety for signs of his return. The hush of night fell and still they watched. The commanding officer mingled with the men assembled about the hangars. "Can you hear his engine?" he kept asking them. He must be out of petrol by this time, he said. Suddenly a black shadow loomed big over the hangers. It was only thirty feet from the ground. It scarcely cleared the top of the sheds and silently touched the earth. The machine was Davidson's. The pilot had performed a fine feat in volplaning, the experts

whispered to themselves as they rushed to the shed to congratulate the daring aviator. As lightly as a bird the aeroplane had taken to the ground and stopped a few feet in front of the huge doors. "Great God!" It was the commanding officer who uttered the exclamation. He had started forward with the others, but had drawn himself up in wonder. Never before had any of them seen a plane come home in such condition. It looked as if a madman had gone over it with a pickaxe and sledge. From end to end it was riddled, slash and hammered. The cross stays of the centre-section had not a dozen strands left among them. The bomb racks were empty. The mission had been accomplished. The pilot, who had never failed, had brought his machine back home as he had declared he would do. But at the price he had expected sooner or later, for in the pilot's seat sat the lunched up figure of Big Bill Davidson. He was dead. "Dead for some time," was the doctor's opinion. With his ebbing strength Davidson had headed his aeroplane for the distant aerodrome, jammed the rudder bar with his feet, locked the control lever between his knees and closely clutched hands, so that when soul departed the course had not been altered. Under his dead control the aeroplane had returned home. On the page in his notebook the commanding officer found the information "Big Bill"

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RENNIE'S SEEDS For Better Gardens

"EVERY back yard should be used for the cultivation of fruits and vegetables"—says the Food Controller's Bulletin. Market Gardens must be worked to capacity. But all this effort is wasted unless the seeds sown are capable of producing sturdy, vigorous plants. Plant Rennie's War Garden Seeds and insure a full crop!

	pkt.	1/2 oz.	1/4 oz.	1/8 oz.	1/16 oz.	1/32 oz.
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LOOK FOR THE STARS

Our 1918 Catalogue should be in your hand by now. It is your patriotic duty to consult it at every opportunity. Our Government insists we must produce more. Start right, then, and be sure and sow good seed—RENNIE'S SEEDS. Look for the special star border bargains in our Catalogue—it will pay you to do so.

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had been sent to obtain at any cost."

CONDITIONS IN NORWAY

Shipment of Silver-Black Foxes Safely Delivered.
Mr. J. Walter Jones, B. S. A., M. A., has returned from a trip to Norway, says the Charlottetown Guardian. He went to Norway to deliver 10 pairs of silver-black foxes, which are now owned by the Novsk Pelt Industry (Norway Pelt Industry) and which are ranches 20 miles from Christiania. The foxes left Prince Edward Island on January 2nd and ten days later started on the dangerous voyage to Norway, on the steamer Bergensfjord, the only ocean steamer now running regularly between the United States and neutral European countries. The foxes were confined in their crates over 28 days, but were in the pink of condition on arrival. Regarding food conditions in Norway, Mr. Jones says the people, rich and poor alike, are all on a bread ticket allowance, the amount for each person being approximately 2 1/2 slices, or 1/4 lb. of bread, made from rye and barley with little wheat—a coarse, black bread that is not very appetizing. Eggs sell for \$1.80 a dozen—when you can buy that many. No grains can be fed to horses or cattle and hay costs \$120 a ton. Beef costs dealers 50c. a lb. and is rapidly going up. Pork is high and the people are now also eating whale meat and reindeer. Potatoes are sold by farmers at 3c. a lb., oats \$3 a bus., codfish sells for 30c. a lb. The slaughter of laying hens is forbidden and old hens are much sought after at 80c. a lb. Draft horses demand around \$700 each and those who desire the cup that cheers must pay \$10 to \$12 a bottle for it. Norway has not yet gone "dry." Kerosene is on the allowance basis also, and each family may use only 1 pint a week. Gasoline is practically unobtainable, and the motorists use a coal gas for fuel, one of the peculiar sights daily seen on the streets being the motor cars rolling by with a balloon of coal gas soaring above the hood of the car, from which the motor gets its fuel. An old horse, aged 18 years, broken down at the knees, too old and unfit for work, was sold for \$160 and immediately killed for human food. Though living is expensive, there is much money in evidence and the average wages are very high, common laborers getting from \$9 to \$10 per day.

Pointed Paragraphs

Jealousy before marriage means suspicion afterward.
Some men are never satisfied unless they are on the wrong side.
No man should complain if measured with his own yardstick.
"G" is always in the midst of laughter, and it makes ghosts of hosts.
Shake the political plum tree and you dislodge a lot of grafters.
The man who wins is the man who works, and the man who fails, is the man who shirks, generally.
Every time man slams the door, it lets the recording angel out of making a dash in the book.
"An empty pocket maketh a full heart," according to the proverb. Yes, but how about the stomach?

LIKE AN ELECTRIC BUTTON ON TOES

Tells Why a Corn is so Painful and Says Cutting Makes Them Grow
Press an electric button and you form a contact with a live wire which rings the bell. When your shoes press against your corn, it pushes its sharp roots down upon a sensitive nerve and you get a shock of pain. Instead of trimming your corns, which merely makes them grow, just step into any drug store and ask for a quarter of an ounce of freezezone. This will cost very little but is sufficient to remove every hard or soft corn or callus from one's feet. A few drops applied directly upon a tender, aching corn stops the soreness instantly, and soon the corn shrivels up so it lifts right out, root and all, without pain. This drug freezezone, is harmless and never inflames or even irritates the surrounding skin.

Got Two Years

The boy arrested for burglary of a store at Dalhousie, was sentenced by Judge Grierson to two years in the Industrial School at Halifax and was taken there on Monday by Sheriff Edwards.

CASTORIA For Infants and Children

In Use For Over 30 Years Always bears the Signature of Dr. J. C. Ayer
Discovery of ground glass in two hundred pounds of candy shipped from a Boston factory for use of the naval aviation station at Pensacola, Florida, on Friday, caused the supply to be held up for further investigation.

The CORRECT TREATMENT FOR COLDS

Colds are contracted when strength is lowered and the inflammation easily develops bronchitis or lung trouble, while gripe and pneumonia frequently follow. Any cold should have immediate treatment with

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The National Strength-Builder

which first builds up the forces by carrying rich nourishment to the blood streams and creates real body-warmth. Its cod liver oil is the favorite of physicians for correcting bronchial disorders and chest troubles.
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