THE ACADIAN.

WOLFVILLE, N. S., JAN. 11, 1918.

Editorial Brevities.

In another place will be found the balance-sheet of the town for the year 1917. The showing, considering the abnormal conditions which prevail is a most creditable one and shows that the affairs of the town are being well looked after.

....

From California there will be shipped to France 2 million and a half French prune trees to restore orchards destroyed by the Germans. More than sixty years ago the prune was introduced into California from France.

....

Last year a Pittsfield, Mass., man was given a Christmas necktie by his wife, but he cast it aside because the color did not suit him. The wife laid the tie away, and quietly presented it again this season. This time the husband accepted the gift in blissful ignorance of the fact that he had once spurned it.

Sir Robert Borden and Union.

Amid the general rejoicing following the triumph of union and patriotism, let not the nation forget tribute to the men whose vision, courage and perseverance made victory possible.

It is easy to extol the virtues of union; it was less easy to perceive its advantages six months ago. And the truth is—let's all frankly admit it, says the Ottawa Journal—that so far as the active politicals in both parties were concerned, Sir Robert Borden, when he first conceived the idea of Union, was a voice crying in the wilderness. On the one hand, he was assailed as a traitor, callously bent upon betraying and deserting the Conservative party; on the other hand he was vilified as an arch conspirator intriguing for the disruption of the Liberal party. Thus assailed by friend and foe, it was an almost insuperable task which the Prime Minister undertook when he determined to storm the battlements of entrenched partisanship, and create a united public sentiment for the prosecution of war.

Only when the story of the union negotiations is written with clearness and authority, will the public adequately appreciate the almost insurmountable obstacles that stood in the Premier's path. Difficulties and discouragement that would have crushed the spirit and killed the enthusiasm of less courageous men, were encountered at every turn. But through it all, at times when prospects of success were darkest, Sir Robert remained undaunted and undismayed. Unalterably convinced that the course he was pursuing was for the national good, and with an abiding faith in the patriotism and common sense of the Canadian people, he toiled on unceasingly at his task until, finally, the goal of his determination was achieved.

Only the future can rightly appraise at its true value what such a consummation meant. But whatever be the verdict of the future, we know that the course of Canadian history has been changed mightily by the fact that Sir Robert Borden was Prime Minister in this momentous period of the nation's life.

And, regarding the course of men and events in Canada during the past three years, no Canadian who comprehends the crisis through which the Dominion has passed, and the mighty problems and sacrifices that confront it in the future, can be other than profoundly thankful that piloting the nation through the storm and stress of these times, is a statesman of the courage and strength of character of Sir Robert Borden.

It was the good fortune of the United States in the Civil War that if had Lincoln for President, all of whose principles evidenced unshakeable faith in the cause of the North, and in the unity and patriotism of its people. So in Canada, have we the good fortune to have at the head of the nation a statesman, free from the posturing arts of the demagogue, but with a constant faith in the people and with the ability to translate that faith into organized effort. To-day Canadians may rejoice that they started upon the final stages of this terrible conflict under a leadership that knows no ulterior purpose—a leadership that is wise and courageous and self-restrained, and that will safeguard British institutions as the most precious possession of mankind.

The Only Medicine the Baby Needs.

Baby's Own Tablets is the only medicine a mother needs for her little ones. They are a gentle but thorough laxative which instantly relieve all stomach and bowel disorders thus banishing all the minor ills of little ones. Concerning them Mrs. Joe Leveque, St. Simon, Que., says:—"Baby's Own Tablets are a marvelous medicine for little ones. They never fail to cure stomach and bowel troubles and neither my sister-in-law or myself would use any other medicine for our little ones." The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

The Guatemala Earthquake

The redeeming feature of the terrible earthquake at Guatemala is the statement that only a few persons perished and about 100 were injured. Every house is uninhabitable and all are prohibited from remaining inside of any building.

New Year Resolutions.

It is difficult to remember when the resolutions made at the begining of the New Year and broken in its first week were not the subjects for numerous jokes throughout newspaperdom. Some of the resolutions survived, however, and the keepers thereof were more or less heroic in the small unnoted way in which ordinary men and women who carry on daily are more or less heroic. It is very easy to resolve to do certain things, to be sacrificing and generous and patient and kindly, and to observe this or that, the observing of which will make for the better development of the community in which one lives, during the Christmas and New Year's seasons, when living is on a more exalted plane and the thoughts of men are directed toward these virtues that make for charity toward all. The test comes when, after a few days, life resumes its normal conditions and when, in addition to the usual daily round, there are a multitude of interests, dropped for the moment, to be picked up and carried to a definite conclusion. Life is not normal nowadays, and the worries and cares of men have been increased a thousand fold by the demands of the war. No one is free from the obligations of the war. Few there are who are not saddened by a personal sorrow; the majority are torn with anxiety for the sons and brothers overseas. The year that is just opening is already burdened with heavy responsibilities regarding the food, both for those at home and those at the front. The demands from the hospitals are and will be exceedingly heavy, as will be the demands for relief from all over Europe. This year the world has to learn a new word—Thrift, and learn it thoroughly. The year will demand all the patience and courage, all the strength and love that men have accumulated in those happy, plenteous and careless years before the war. The resolutions made in the name of the Red Cross or for the relief and comfort of the soldier—the assistance promised in any or all of the patriotic organizations are not to be lightly regarded. The regular business of living has to be carried on to the best of the individual and national ability that is a duty owed to the nation and to the men who in going overseas have left with those at home an increased responsibility. But with the war additional duties were assumed, and the war as it continues has brought with it imperative calls for the care of the men overseas and for those left at home. It is a difficult time, and it needs the greatest courage, the utmost patience and a charity toward one another such as has never before been demanded of mankind. The resolutions made on the advent of the New Year will need to be renewed each week if at the close of the year those at home are to stand shoulder to shoulder in a firm spirit of achievement with the men in the trenches.

Intrepid "Fighting Pilot."

Double D. S. O. Winner.

Acting Flight-Commander Robert Alexander Little, R. N. A. S., of Melbourne, has by his daringly successful work on the Western front and in England won the equivalent of a double D. S. O. and a double D. S. C., a unique honour for a 22 year old aviator. Acting Flight-Commander Little is a Scotch College boy, who left here in July, 1915, to study aviation at Hendon, England, the expenses of the trip and the cost of tuition being born by himself. After graduating at Hendon, he obtained a commission in the Royal Naval Air Service, and once he reached the Western front, promotion and military honours followed in rapid succession. The first decoration was the Distinguished Service Cross, and then came the French Croix de Guerre. A bar to the D. S. C. followed, equal to winning it twice, and when Flight-Commander Little brought down his thirty second German flying machine, he was awarded the D. S. O. He was subsequently transferred to England, where he was engaged in highly important defence operations, for which he has now been awarded the bar to the D. S. O. The young officer is what is known as a 'fighting pilot'—that is, he pilots his machine and does his own fighting. His intrepid and skilful work has been warmly referred to by his commanding officer in letters which have been received by the aviator's father, Mr. James Little, of the Centreway, Collins street.—The Argus.

(This brilliant young officer is a nephew of Mrs. Oscar Chase, of Church Street.)

Among the magazines on the news stands during the holiday season the January number of Rod and Gun, with its list of contents depicting outdoor life, makes a special appeal to the sportsman, whose activities at this season are limited in the field of sport and who is therefore dependent upon written experiences for his enjoyment. Among the contributors to this number are Bonnycastle Dale, H. G. Maddon, M. A. Shaw, Edward T. Seattis, George R. Belton, Robert Page Lincoln and many others. The usual departments are well maintained. Under The Trap department appears a write-up of the Grand International Tournament at St. Thomas recently, while The Kennel section contains an illustrated record of the recent Canadian National Field Trials held at Ojibway. Rod and Gun is published at Woodstock, Ont., by W. J. Taylor, Limited.

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Canadian Railway Situation

The following interesting statement by Lord Shaughnessy on the Canadian Railway Situation appears in the Annual Financial Survey of the Toronto Globe.

AFTER forty months of this great world war, the railway situation in Canada presents a very different face from that of peace times, when the chief problems to solve were the problems of development and construction necessary to keep pace with a huge immigration.

An indication of the difference in conditions is shown in Canada's trade balance, which has been converted from a heavy "minus" to a substantial "plus," the exports for eleven months of 1917 exceeding those of a similar period in 1913 by over a billion dollars. As the total import and export trade for that period in 1913 was itself less than a billion dollars (to be exact $994,467,000) the increase in traffic-moving effort may be realized. That transportation energy and increase of traffic have been coincident with a growing shortage of labor, a higher cost of living, necessitating higher wages, and immense increase in the cost of material necessary for maintenance and repair of roadbed and equipment, so that the added traffic has meant not increased profit but increased anxiety for the carriers. The labor shortage may be illustrated from the records of our own Honour Roll, which show that up to December 6th, 7,021 employees of the Canadian Pacific had enlisted for active service.

The satisfactory features are the efficiency with which the Canadian railways have done their part under such trying circumstances, and the remarkable absence of congestion as compared with the congestion that has been so noticeable on the railroads of the United States since our great neighbor to the south entered the war and faced identical problems, elaborate networks of railways Can-With fewer ports and a much less area has solved its war-export problems with infinitely less confusion. From the beginning of August, 1914, to November 30th, 1917, the Canadian railways have handled for the Imperial Government over 6½ million tons of supplies, exclusive of horses and mules, most of which may be considered as supplementary to normal traffic, but so admirably has the movement been timed with the arrival and departure of steamers that not a cent has been earned by the ships as demurrage.

The burden of financing such movement of traffic under such conditions has, however, proved too serious for some Canadian railways, and were it not that the Canadian Pacific is more than a mere transportation system and holds extraneous assets of great value that have proved an unexpectedly large source of income, we might have had difficulty in finding the very considerable sum that we have invested in war loans to the British and Canadian Governments—not to mention the dividends that our shareholders and the financial world at large have become accustomed to expect.

The efficiency and absence of congestion with which our enormous war traffic has been handled might well be taken to heart by our American friends who, if I may venture the suggestion, are looking too hopefully to the centralized effort of an overworked Government when they should depend more on the trained enterprise of the individual industrial units that have been so efficiently developed during times of peace, because any form of control that will have the effect of lessening the sense of keenness and responsibility on the part of these units, is sure to be disastrous in its results. If they are not too proud to profit by our experience in Canada, they should solve their traffic problem by placing under Government control not the railroads but the shippers, leaving the railroads with their trained operating staffs, untrammelled by political considerations, to find out how to carry the maximum traffic to given ports at a given time over a given route, and helping these railroads to secure on fair terms the funds for necessary maintenance and equipment. A Government Controller of Shipments, corresponding to our Director of Overseas Transport, is needed, not a Government Controller of Railroads. It is folly to send out an S. O. S. call for Government control or ownership of the railroads themselves, a control which experience has shown to be fatally opposed to economy and efficiency.

Realizing that the interests of localities stand second to the interests of the nation as a whole, the Canadian railways have agreed to reduce competitive services wherever possible, so that train crews and equipment should be released for the one vital effort, namely, the efficient transportation of war supplies, and for this purpose the Canadian Railway Association of National Defence has been formed, comprising the executive heads of the leading railways. They are doing this with the unqualified support of the Board of Railway Commissioners without disturbing—indeed, they are furthering—the admirable work of that body which, under its statutory position has semi-judicial rather than administrative powers. In this way the railways themselves are doing efficiently, economically, and without political interference what might have been done inefficiently and expensively under Government control. They are working together harmoniously because they are inspired by the same patriotic spirit, and the absence of friction with which their economies are being received by the public shows that the public has confidence in their judgment. Under such guidance the Canadian railways are in a position to maintain their present efficient operation of a very large volume of traffic, and, indeed, relieve the congested American railroads of traffic which appears to be becoming too much for them.

Our only real handicap is the difficulty of financing the operation of our railways at the old rates, when cost of labor and cost of material keep mounting up. With a reasonable increase of rates corresponding to this increased cost of production, the Canadian railways are well able to face ever severer traffic problems than those which they have already so admirably solved.

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AND FIND OUT,

JUST TO SAVE YOU THE TROUBLE THE

Give Service Girls

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Help them out by having your quarter ready on the Hall Table.

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JANUARY 11

And The Object

TO HELP WIN THE WAR.

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To all our Friends and Customers:

We extend Sincerest Greeting of the Season.

We are deeply grateful for the friendship and support given our store in the past, and are thankful indeed for the opportunity we have had to satisfactorily serve you.

We will look forward to a continuation of your friendship and patronage, and will try to serve you to your satisfaction always.

Yours very truly,

A. V. RAND, - Wolfville Drug Store.

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Seven Reels. **'Idle Wives'** Seven Reels.

Produced by P. Smalley and Louis Webber.

Is your home the home you dreamed it would be?

Are you thinking you would be happier away from home?

The Rev. P. B. Gregory, New York's famous Militant Pastor, says: "Idlewives" is a sociological study of unusual strength and preaches a sermon greater than any that was ever heard in a pulpit

The New York Evening Journal writes: Idlewives has startled all New York. A sermon in every scene. Every man and woman in this world should see this wonderful play.

See article on another page.

2 Shows Each Night. 2

at 7.30 and 9 p. m.

Prices: Children, 15c; Adults, 25c. We pay the War Tax.

Wednesday and Thursday, Jan. 16-17

Lillian Walker, Famous for her Dimples, in Comedy Play, "THE KID."

Friday and Saturday, Jan. 18-19

"JOAN THE WOMAN."

Also: "PATRIA."

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We now have a full line of Rubbers in stock. Also a full line of

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Just the boot for every day wear in Men's, Boys' and Youths' and little Gents.

REPAIRING A SPECIALTY.

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THE FIFTH ANNUAL

KINGS COUNTY POULTRY SHOW

IS TO BE HELD IN WOLFVILLE

JANUARY 16th, 17th and 18th,

A new feature at this Show is a winning whistle.

Prize lists are now ready can be had by applying to

W. Piant, Secretary, Kentville,

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WALL PAPERS!

Our Spring Stock of Wall Papers is Now Complete!

We also have the sample books of all the big manufacturers. Call and we will be glad to have you see what we have to offer.

Woodman's Furniture Store,

WOLFVILLE

King Likely to Succeed Laurier.

Montreal, Monday.—It was rumored prior to the arrival of Sir Wilfrid Laurier in this city at noon to-day that he was going to press his resignation as leader of the opposition, but tonight it is understood that those prominent liberals with whom the chieftain held conversation this afternoon and evening refused to consider Sir Wilfrid's resignation at the present time. That Sir Wilfrid may shortly step out of the leadership seems to be generally understood and it is said his favorite choice as his successor is Hon. MacKenzie King. According to the Monitrea Gazette (Conservative) Sir Wilfrid's Quebec Lieutenant Honorable Lemieux, also is in favor of the leadership going to Hon. Mr. King.

What True Liberty Means.

In these days of meddlesome autocracy in every department of life, religious, moral, social, political, it is refreshing to turn away and read the life of Abraham Lincoln, one of God's noblemen, who flitted across the world's horizon for a few brief years, and for whom it is said, by one who wrote his life, that he seemed to have come direct from heaven. Here is one of his gem thoughts very applicable in these days:

"I see for the people of this whole nation doing just as they please to all matters that concern the whole nation; for those of each part doing as they please about matters which concern no other part; and for each individual doing just as he chooses in all matters which concern nobody else."

MILLINERY!

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Greatly Reduced Prices!

All the balance of Hats and Trimmings at half price.

Lot of Travellers' Samples, Felt and Velvet Hats, regular price from $1.50 to $5.00 now 98c. each.

Ladies' Coats reduced from 10 to 25 per cent.

DON'T MISS THIS SALE!

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Wood and Coal

Will Keep Your House Warm.

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Will keep your skin smooth and white

We are Agents for these Celebrated Preparations.

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To Soldier Boys

A REMINDER!

While you are away "doing your bit" your family should have a good photograph of you.

GRAHAM

Is prepared to make this picture for you promptly and in the right style.

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The Cash Grocery

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TO ALL OUR CUSTOMERS AND FRIENDS WE EXTEND BEST WISHES FOR A

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