

# DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective Oct. 2nd, 1916. (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	11:00 a.m.
A. com. 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	4:30 p.m.
Express from Halifax	6:15 p.m.
Accom. from Halifax	2:15 p.m.
Accom. from Kingsport	8:55 a.m.
Accom. from Kingsport	2:30 p.m.
Accom. from Kingsport (Sat. only)	6:00 p.m.

**Midland Division**  
Trains of the Midland Division leave Windsor daily (except Sunday) for Truro at 5:15 p.m. and from Truro for Windsor at 6:40 a.m. and connecting with trains of the Intercolonial Railway and 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, Genl. Manager

**A New Bracer**  
Seth had been trying to cure himself of the alcohol habit by eating, instead of drinking, when the craving came on. One day he met a friend, who asked him how the plan had worked.  
Seth said: "Fine. Whenever I've felt like drinking I've made for a quick luncheon over. Sometimes it's been hard. For instance, the other night in the room next to mine at the hotel a fellow shot himself. It was awful. There was a shot and then the body thudded to the floor. I jumped out of the bed and dashed down four flights and made for the office with just enough breath left to pant to the clerk:  
"My God! the man in the next room has just killed himself—it was awful for God's sake—give me some ham and eggs—and a piece of lemon-pie."  
"See here," exclaimed the irate guest, "one of your infernal waiters spilled a plate of soup down my back." "Don't let that worry you," assured the summer hotel proprietor, "I'll see that it isn't charged on your bill."

Yesterday morning Mr. James Nass was found dead in his bed at his boarding house. As he did not answer the call for breakfast, Mrs. John Conrad with whom he boarded endeavored to arouse him, but getting no response to repeated calls the door of his room was forced open and his lifeless form was found in his bed. He retired the evening previous in his usual health and it was startling to find his lifeless body when his room was opened. The deceased conducted a meat and provision business in the town of Lunenburg for many years and was well known throughout the County. He was a great horse fancier and many times held reins over some of the speediest ones in the Province, and when he was not a participant in races he was always to be found at the track side witnessing the speed contests with interest. He was about 75 years of age. —Lunenburg Progress.

Wanted—At once a book-keeper. Apply Boylan & Gaul, Kentville.

## HIGHLANDERS GREETED BY THOUSANDS AT HALIFAX

**219th Battalion Made Fine Showing**  
(Halifax Echo, Oct 12th)  
With two bands sending them along with a martial swing in the nipping air of October, with the sun glancing brightly on the gorgeous regimental colors, with their fathers, their mothers, their sisters and their brothers striving to keep up to them, the 219th Battalion, Nova Scotia Highlanders, well over a thousand strong paraded through the City today, mingled once again with their friends on the Commons and marched away again to their barracks. Today will long remain a red letter day in the annals of this city, proud of its place in the annals of the Empire.

It was just about ten o'clock when the Highlanders set out from Pier 2 for their march through the City. In the van was a band and close behind them were the recruits of the 246th Battalion with a banner urging others to fall in and join the Halifax Company of the Reserve battalion. And then the long lines of the 219th Battalion, the crack battalion of the whole brigade. Men there were from Halifax, from the farms of Cornwallis and Annapolis Valleys, from the fishing villages of the rock bound coast of the Atlantic. Big, brawny and bonny men with a long swinging stride, rose powerful shoulders and rosy ruddy cheeks. They were in the very pink of condition of health, the very finest product of the Province a breed of many men, a steel tempered in the heat and cold of this tight little Province down by the sea.

Through long lines of spectators they marched, on up to the Commons where they were greeted with more thousands. It is unnecessary to say that fathers and mothers, wives and sweethearts, sisters and brothers were there with arms, loaded with packages. Many were packages of tobacco, doubtless, candy, perhaps some of those molasses cookies "that mother used to make," socks and everything imaginable.  
The men broke ranks at once and mingled with their kin. Some who did not have anyone there to greet them assumed an indifference they did not feel, and stretching out on the grass figured they would have their revenge when they shared in those packages of good things. All too soon the bugle sounded ranks. But 'did they keep good and the boys were again in the order? Well hardly. Mothers and sisters and fathers and brothers walked with their lads to the very barracks. Military discipline was for a time forgotten and all gave themselves over to those emotions that move one most deeply. There was no cheering.

A very pretty wedding and one of much interest to Halifax people, was solemnized quietly last week at the residence of Mr. and Mrs. Harold S. Freeman, Carleton Street, when their second daughter, Natilie, was united in marriage to Lieut. Frederick Herbert Falmer, son of Captain and Mrs. F. C. Palmer of Kingston, Ont., Rev. Dr. Archibald of Acadia University, and uncle of the bride officiated and Rev. Dr. Kempton of Dartmouth, the bride's great uncle, who also officiated at the marriage of her parents.

## WESTERN BOARD HAS IMPORTANT BUSINESS BEFORE IT

(Daily Post Yarmouth)  
The second quarterly meeting of the Western Board of Trade was held in the court house last evening. There were present delegates from every Board of Trade between Kentville and Yarmouth except Bridgetown and Canning. President George E. Corbett occupied the chair. Quite a number of important matters were discussed but owing to the short space of time at the disposal of the delegates

many matters were left over—some of the council and others to the next meeting. The order sheet was as follows:

- 1—Employment for Returned Soldiers.
- 2—Transportation.
- 3—Tourist Travel and Business.
- 4—Motor Boats.
- 5—The Cultivation of Blueberries in the Annapolis Valley.

L. M. Fortier, and B. B. Hardwick, both of the Annapolis board moved a resolution, which afterwards passed, to have the provincial government appoint a commission to consider the advisability of dividing up vacant farm lands into smaller parcels and of placing emigrants or returned soldiers on the land under such terms and conditions as to make it easy for them to make a living for themselves in this section of the Province.

The question of the dredging of Yarmouth harbor was introduced by the local board. The urgent need of the work was pointed out. The rapidly growing freight and passenger business makes it necessary that the present boats be replaced by larger ones and this can not be done until the harbor is dredged.

The request of the local board for the co-operation of the Western Board was unanimously endorsed. It was decided that in the future all local boards should give the secretary thirty days' notice of any business they

wished to bring before the Western Board, and that every delegate be furnished with a programme.

The matter of muffled exhausts on fishing boats was left over for the next meeting.

**Minard's Liniment Co., Limited.**  
Gents.—A customer of ours cured a very bad case of distemper in a valuable horse by the use of MINARD'S LINIMENT.  
Your's truly,  
VILANDIE FRERES

**Notice to Subscribers in Arrears**  
Claims for unpaid accounts are pressing us and it is necessary to raise a large sum of money at once. To pay our accounts promptly and save legal expenses, we must collect all our outstanding subscription and printing accounts.  
All subscription accounts over two years in arrears will be handed over immediately to a magistrate for collection at the rate of \$1.50 per year and his costs. As several bills have been sent out and no notice taken of them by many who are in arrears we cannot add further and added cost remittances due for over two years should be mailed us this week, or a letter or card forwarded to us stating what postage to those accounts. To some further time is required and when account can be paid in full. We will listen to any

reasonable request for time where a distinct time for payment is promised.

The cost of producing our paper has about doubled the past two years and we cannot longer allow subscribers to remain in arrears.

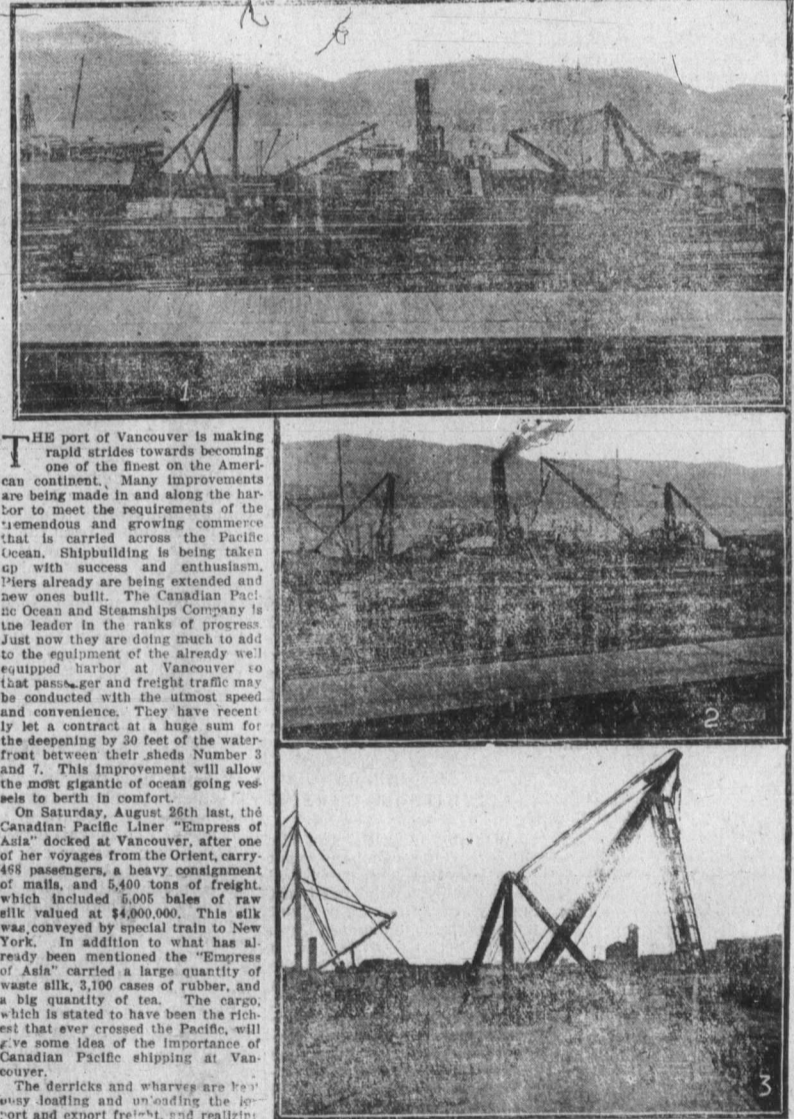
Send Post Office or Money Order to  
H. G. HARRIS,  
Kentville

## SHELTER AND COMFORT

The colder the weather the greater will be the requirement for food to make up for the lack of shelter provided. The dairy cow is more susceptible to the lack of shelter than either the cow being maintained thru the winter or the fattening steer, on account of the small amount of flesh she carries, and the large quantity of water she must consume because of her milk production. There are no exact figures showing just what the loss would be from the lack of shelter, but it is safe to say that it would be great, depending upon the severity of the weather and the amount of milk produced by the cow in the beginning. It would be impossible to maintain a cow at a high level of milk production without giving her protection from the weather.

For Sale—About 500 Hemlock Logs, South two miles from Kentville. Apply John Redden, Kentville.

# HANDLING FREIGHT on the PACIFIC



THE port of Vancouver is making rapid strides towards becoming one of the finest on the American continent. Many improvements are being made in and along the harbor to meet the requirements of the tremendous and growing commerce that is carried across the Pacific Ocean. Shipbuilding is being taken up with success and enthusiasm. Piers already are being extended and new ones built. The Canadian Pacific Ocean and Steamships Company is the leader in the ranks of progress. Just now they are doing much to add to the equipment of the already well equipped harbor at Vancouver so that passenger and freight traffic may be conducted with the utmost speed and convenience. They have recently let a contract at a huge sum for the deepening by 20 feet of the waterfront between their sheds Number 3 and 7. This improvement will allow the most gigantic of ocean going vessels to berth in comfort.

On Saturday, August 26th last, the Canadian Pacific Liner "Empress of Asia" docked at Vancouver, after one of her voyages from the Orient, carrying 468 passengers, a heavy consignment of malleable iron, and 5,400 tons of freight, which included 5,000 bales of raw silk valued at \$4,000,000. This silk was conveyed by special train to New York. In addition to what has already been mentioned the "Empress of Asia" carried a large quantity of waste silk, 3,100 cases of rubber, and a big quantity of tea. The cargo, which is stated to have been the richest that ever crossed the Pacific, will give some idea of the importance of Canadian Pacific shipping at Vancouver.

The derricks and wharves are busy loading and unloading the import and export freight, and realizing the great utility of these machines the Canadian Pacific Company has introduced the latest and best into its system.

Photograph 1 shows a vessel loading. The derrick on the left of the picture has a capacity for lifting 15 tons, and that on the right has a capacity for lifting 50 tons. Both are operated by electrically driven winches. The 15 ton derrick, which has a beam of 50 feet, is capable of taking fifteen ton lifts from the second train track along the wharf to

the vessel's hold. The 50 ton derrick, with a beam of 80 feet, can handle lifts direct from cars on any of the three tracks direct to the vessel's hold. This derrick has been recently installed.

The second photograph shows a 15 ton derrick (on the left) taking a two ton lift out of a gondola car on the second train track. This lift is being taken over a box car. The 50 ton derrick (on the right) is handling an eight ton lift in the case of a

underframe for a Russian box-car. Photograph 3 shows the 50 ton derrick swinging a Russian box-car underframe from car to vessel. Large cases on the dock shown in this picture are made up of cotton linters, which in size average about 32 cubic feet each. From these pictures it will be seen that the Canadian Pacific have provided every possible facility of the most up-to-date type for handling heavy freight at its Pacific terminal.