

Railway & S. S. Lines

DOMINION ATLANTIC RAILWAY

—AND—

Steamship Lines

—TO—

St. John via Digby

—AND—

Boston via Yarmouth

"Land of Evangeline" Route.

On and after Jan. 1st, 1912, the Steamship and Train Service of this Railway will be as follows (Sunday excepted):

Express from Halifax	12.21 p.m.
Accom. from Richmond	5.40 p.m.
Express from Yarmouth	1.46 p.m.
Accom. from Annapolis	7.50 a.m.

Midland Division

Trains of the Midland Division leave Windsor daily, (except Sunday) for Truro at 7.30 a.m., 5.35 p.m. and 7.45 a.m. and from Truro at 6.50 a.m., 3.20 p.m. and 12.45 noon connecting at Truro with trains of the Intercolonial Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

Boston S.S. Service

BOSTON-YARMOOUTH SERVICE.

The Royal and United States Mail Steamship "BOSTON" sails from Yarmouth on Wednesday and Saturday on arrival of Express train from Halifax, arriving in Boston next morning. Returning leave LONG WHARF, BOSTON, at 1.00 p.m. Tuesday and Friday.

St. JOHN and DIGBY

ROYAL MAIL S. S. YARMOOUTH. Daily Service (Sunday excepted).

Leaves St. John	7.45 a.m.
Arrives in Digby	10.45 a.m.

Leaves Digby same day after arrival express train from Halifax.

P. GIVKINS,
Kentville.
General Manager.

FURNESS, WITBY & CO., LTD.

STEAMSHIP LINERS.

LONDON, HALIFAX & ST. JOHN, N. B. SERVICE.

From London.	From Halifax
Steamer.	
—Shenandoah	Jan 4
—Q. Wilhelmina	Jan 18
Jan. 4th—Kanawha	Jan 25
Jan. 11th—Rappahannock	Feb 1

LIVERPOOL, ST. JOHN'S, NFLD., & HALIFAX SERVICE

—Venango	Jan 5
Dec. 23rd—Tabasco	Jan 17
Jan. 13—Durango	Jan 31
Jan. 27th—Almeriana	Feb 14

FURNESS WITBY & CO., LTD.
Agents, Halifax, N. S.

H. & S. W. RAILWAY

Accom. Mon. & Fri.	Time Table in effect October 29th-1911.	Accom. Mon. & Fri.
Read down.	Stations	Read up.
11.30	Lv. Middleton A.R.	16.25
12.01	* Clarence	15.54
12.20	Bridgetown	15.36
12.50	* Granville Centre	15.07
13.07	* Granville Ferry	14.50
13.26	* Kersdale	14.34
13.45	Ar. Port Wade L.V.	14.10

* Flag Stations. Trains stop on sign.

CONNECTIONS AT MIDDLETON WITH ALL POINTS ON H. & S. W. RY AND D. A. RY.

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General Freight and Passenger Agent.

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Bridgetown Foundry Co., Ltd.

THE ST. JOHN'S SUMMER COLLEGE

Last year we thanked the public for the best year we had ever had. This year we give most hearty thanks for a very much better one. Our new term will begin Tuesday, January 2nd, Send for catalogue.

S. KERR, Principal.

NOTICE.

For the information of the general public I wish to state that Mr. Chas. F. Armstrong, Provincial Land Surveyor, late of Middleton, has taken up the surveying practice that I left. Mr. Armstrong is a careful and painstaking surveyor and I trust he may receive a large share of the patronage that was so generously given to me.

J. B. Whitman
Halifax, Dec. 20th, 1911.

JANUARY THIRD 1912

is the day our classes resume after the Christmas Vacation. If you have not a copy of the 1912 Course of Study, send for one. It is yours for the asking. The opening day is the best day to enter the

Maritime Business College
Halifax, N. S.

E. Kaulbach, C. A.
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Clsters	Hitching Posts	Stalls
Dairies	Horse Blocks	Stalls
Dipping Tanks	Houses	Steps
Foundations	Poultry Houses	Tanks
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Feeding Floors	Silos	Walks
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Which?

ADVOCATES A LARGER RECIPROcity PACT

The following paper by Harry J. Crowe was recently delivered to the New York Peace Society:—

In view of Canada's attitude toward Reciprocity with the United States, as shown by the present election and the commercial and political situation now existing in the United States and also in Great Britain, I have thought it an opportune time to call attention to a proposal for reciprocal relations between the United States, Great Britain and her overseas Dominions.

Canada has lately emphatically expressed her attitude toward the Mother Country, and also toward the United States, in the matter of a closer trade alliance, and I wonder if this decision will not tend to remove partially at least, the principal difficulty in bringing about a commercial union between Great Britain, her colonies and the United States. The verdict of the Canadians has reaffirmed their sentiment of loyalty which, I believe, exists also in the sister colonies. In this I am fully in accord. I believe, exists also in the sister colonies. In this I am fully in accord. I believe, exists also in the sister colonies. In this I am fully in accord.

The people of the United States have demanded a reduction in the cost of living, also the preservation of some of their almost exhausted resources. They have placed in power a party pledged to carry out promptly this policy, whether they receive concessions in the tariffs of other countries or not. Now, in view of these facts, would not the United States be justified in allowing free entry from the colonies of such articles as wheat, wool, products of the sea, and forests, etc. without demanding in return any tariff concessions, especially if by so doing they secure an equal preference with the colonies in Great Britain—the greatest consuming market in the world, and in many staple goods, the best market in which to buy.

If there existed a preference between the English-speaking countries, the United States, in her manufacturing industries, would have a great advantage over such countries as Germany and Japan, and would so increase her business, that her foreign laboring and manufacturing classes, who might otherwise not look with favor upon closer relations with Great Britain, would not be inclined to oppose the union. This great advantage to the export trade of the United States would justify her in granting a preference to Great Britain on some of the goods she now imports from other foreign countries, without interfering with her own industries.

It is as important for the United States to prepare to meet the yellow peril—Japan—which now threatens her Pacific coast, as it is for Great Britain to prepare to meet Germany's designs upon the British Empire. It is reported that Japan is in such an impoverished condition that she would not be able to construct a formidable navy, but the fact that she has lately voted seventy-five million dollars for strengthening her navy, is evidence that her poverty, whatever it is, will not stand in the way of her becoming a great naval power.

This proposed commercial union might induce Great Britain to abrogate the Anglo-Japanese Treaty, which has ceased to serve any good purpose in the Mother Country, and is not held in favor by the colonies. Great Britain's alliance with Japan is probably enabling the latter country to prepare for, and look hopefully forward to, the realization of her ambitious dream, namely, the control of the Pacific. But, the annulment of this Treaty, and an alliance of the United States, Great Britain and her colonies, would dispel such hopes, and prevent perhaps half the world coming under the control of the yellow race.

This larger "Pact" would appeal to the colonies, as it would give them a preference in two enormous markets, without discriminating against or lessening the value of their preference to the Mother Country. Canada would be the colony most unfavorably affected by the United States receiving an equal preference with the colonies in the Mother Country, but owing to her geographical position, and possession of an abundance of the resources required by the United States, she would naturally obtain the greatest benefit by the free admission of these articles into that country.

The friendly relations that would exist on account of this promotion of mutual interests would enable the United States to maintain her increasing trade with the British colonies, especially Canada, and by securing a preference in Great Britain, every state and every interest therein would be benefited.

When the English-speaking nations shall have united in a mutual compact, they will then be in a position to offer special advantages to foreign nations in consideration for tariff concessions. These highly protected foreign countries rely so largely upon these English markets, of over five hundred million people, for their surplus exports, that they would vie with each other in lowering their tar-

iffs for a united preference between the Anglo and general tariffs. Thus, they would secure conditions for increasing their foreign trade, that could not be obtained if they were negotiating individually. It would prevent foreigners putting up the English nation against the other, in order to secure tariff advantages, and it would be an efficient force in reducing the tariffs of all highly protected countries, and might eventually bring about the realization of Cobden's dream—universal free trade, or tariffs for revenue only.

The eastern countries are becoming more and more a menace to the English-speaking nations, and the day is approaching when it will be impossible for the latter to compete with countries, where skilled labor demands such a low wage, and where almost everything can be produced at a lower rate than in these English countries. Without the protection of some such union as I have suggested, the only way this unfair competition can be met is to reduce wages and the standard of living to the Asiatic level, to which labor unions would never submit however desirable it might be.

India, with her great wealth and overwhelming population, would be a different country to deal with in a preferential arrangement of this kind but I should think it would be in the interests of all if she occupied the same relation to this union as Great Britain. The preference afforded the colonies and the United States in the market of Great Britain, would also be enjoyed by them in India, the latter country having the same preference in the United States as Great Britain.

The great difficulty in passing tariff measures, particularly in the United States, seems to be in reconciling all interests. In this large commercial union scheme, these difficulties should not be formidable, as the manufacturer, agriculturist, laborer, foreign and native, from the Atlantic to the Pacific, would participate in the benefits of a preference in an enormous market, and receive some protection from unfair competition of goods made in countries where Asiatic labor is employed. In this larger Reciprocity Pact, it will not be necessary to use one argument in one part of the country, and the reverse in another, in order to secure support for the measure, as was the case in the United States and Canada Reciprocity Pact.

If the nations now flying the Union Jack and the Stars and Stripes were held together by commercial bonds, necessary to strengthen one of sentiment only, they would have under their control over thirteen million square miles of the richest territory on the face of the globe, possessing unlimited resources, and every variety of climate. With such rich possessions, and a population of hundreds of millions, they would be absolutely independent of those countries where labor and other conditions could affect their commerce, or lower their standard of living. Having so much in common, in commerce, politics and language, they are the only countries that could enter into such a union to their mutual advantage.

Germany and Japan alone would likely consider their political and commercial interests interfered with by this union of the English-speaking nations. The natural products of France, Russia, Italy, Norway and Sweden, also the South American Republics, would suffer little, if any, by the United States having a mutual preference with Great Britain and her overseas Dominions. Therefore, such an alliance should meet with favor, and have the support of the majority of foreign nations, particularly as it would strengthen their natural ally—Great Britain. It would be clearly seen that it was not an alliance for the purpose of invasion, but for mutual commercial intercourse. It would, therefore, be in the interests of all foreign countries to cultivate friendly relations with such a combination of powers, for commercial as well as political reasons, as it would be the only dominating force making for universal peace. The English-speaking nations would be not only self-sustaining and independent, but with their almost inexhaustible resources, and holding the gateways of the world, would always keep the balance of power, and no ruler or government would be justified in the eyes of their people in continuing the wasteful expenditure of men and money in armaments to attack such a formidable union.

I do not believe the ambition of Germany and Japan for expansion can be satisfied without a war, unless the English-speaking nations unite to check their aggressiveness. I may sound like an alarmist, but I do not think it wise to underestimate the power of a possible enemy, and cry "Peace! Peace!" when there is no peace.

I am of the opinion that Canada's refusal to enter into Reciprocity with

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the United States upon the latter's terms, will facilitate the accomplishment of a commercial union that will include the United States, Great Britain and her colonies. If this union of the English-speaking nations is not within the realm of practical politics at this time, I believe it would be better first to consolidate the component parts of the British Empire, rather than permit the "parting of the ways," by having the colonies entangled in the fiscal policies of foreign countries before an Imperial Union is consummated.

I have the conviction that we shall not require to wait long to see the accomplishment of this Anglo-Saxon Union. When the desired goal is reached, it will increase friendship and trade, not only between English-speaking people, but also with nearly all foreign nations, and the political significance of such a union is of far more importance and value than the merely commercial advantages.

Even such a strong advocate of Reciprocity as Mr. Henry M. Whitney of Boston, who largely represents the opinion of the New England States on this question, in a recent article in the "Atlantic Monthly" says:—

"If a Reciprocity Treaty on broad lines is not possible at the present time owing to the attitude of the Canadians, why should we deny ourselves the advantage that would accrue to us from at once allowing the products of Canada's fisheries, farms, forests and mines, to come here free of duty? These are things that we need, and soon must have from some outside source."

Governor Foss of Massachusetts, is reported as saying that he was not surprised that Canadians rejected the recent Reciprocity Pact with the United States, because the United States should first have reduced her tariff to Canada, and also should have included Great Britain in the Pact, and that the markets of the latter were worth more to the United States than all their tariff bills combined.

It is because of my deep conviction that it was destined by Providence that Great Britain, the mother of nations and parliaments, the greatest colonizer and civilizer of the world, should unite with all her children to bring about peace, and promote the welfare of the human race, that I have ventured at this time to briefly submit this question for consideration.

HARRY J. CROWE.

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