

CONSTANT PAIN AFTER EATING

The Tortures of Dyspepsia Corrected by "Fruit-a-lives"

St. Martin's, N.B.
"For two years, I suffered tortures from Severe Dyspepsia. I had constant pains after eating; pains down the sides and back; and horrible bitter stuff often came up in my mouth."

I tried doctors, but they did not help me. But as soon as I started taking "Fruit-a-lives", I began to improve and this medicine, made of fruit juices, relieved me when everything else failed."

MRS. HUDSON MARSHBANK.
Box a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

TRAVELLERS' GUIDE DOMINION ATLANTIC RAILWAY

TIME TABLE REVISED TO MONDAY, SEPT. 29th, 1918.

GOING WEST		Express	Daily
Middleton	11.35	6.00	
Lawrencetown	11.50	6.25	
Paradise	11.57	6.40	
Bridgetown	12.08	7.00	
Pipperville	12.18	7.35	
Summit Hill	12.28	7.45	
Amnapolis Royal	12.42	3.30	
Upper Clements	12.53	8.45	
Clementsport	12.59	8.55	
Deep Brook	1.06	9.10	
Star River	1.15	9.25	
Sebertville	1.18		
Smith's Cove	1.22	9.35	
Digby	1.37	9.55	

GOING EAST		Express	Daily
Digby	12.05	4.20	
Smith's Cove	12.20	4.40	
Sebertville	12.24		
Star River	12.28	4.55	
Deep Brook	12.37	5.10	
Clementsport	12.44	5.25	
Upper Clements	12.53	5.35	
Amnapolis Royal	1.07	5.50	
Summit Hill	1.22	6.29	
Pipperville	1.32	6.44	
Bridgetown	1.45	7.05	
Paradise	1.56	7.40	
Lawrencetown	2.03	8.00	
Middleton	2.20	8.30	

R. U. PARKER,
General Passenger Agent.

GEO. E. GRAHAM,
General Manager.

H. & S. W. RAILWAY

Accom.	TIME TABLE	Accom.
Wednes-	IN EFFECT	Wednes-
days only	March 10, 1918	days only
Read down	STATIONS	Read up
11.10 a.m.	Lv. Middleton Ar.	5.00 p.m.
11.41 a.m.	*Clarence	4.28 p.m.
12.00 m.	Bridgetown	4.10 p.m.
12.32 p.m.	Granville Centre	3.43 p.m.
12.49 p.m.	Granville Ferry	3.25 p.m.
12.52 p.m.	*Karsdale	3.05 p.m.
12.59 p.m.	Ar Port Wade Lv.	2.45 p.m.

Connection at Middleton with all points on H. & S. W. Railway and Dominion Atlantic Railway.

W. A. CUNNINGHAM,
Div. F. & P. Agent.

Dominion Atlantic R'y To BOSTON, MONTREAL and all points in WESTERN CANADA and UNITED STATES via DIGBY and CANADIAN PACIFIC LINES at Lowest Rates

For fares, sleeping accommodation and other information telephone or write to

R. U. PARKER
General Passenger Agent
117 Hollis Street, HALIFAX, N. S.

RAMEY'S MEAT MARKET

I now occupy the store on the corner of Queen and Albert streets, one door south of B. N. MESSINGER'S GROCERY, where I am prepared to receive the public with all kinds of MEAT, FISH etc., at reasonable prices.

A TRIAL ORDER SOLICITED.

Will send a team through the country districts once a week.

ELIAS RAMEY Proprietor.
Telephone No. 56.

Two Big Railroad Men

Lord Shaughnessy, President of the Canadian Pacific Railway, has issued the following circular, dated August 14th:

"Mr. Geo. M. Bosworth, Vice-President of the Company, will retire Sept. 1st, proximo, to become Chairman of the Canadian Pacific Ocean Services, Limited, and the Directors have appointed Mr. William R. MacInnes, Vice-President, to succeed him.

"Mr. MacInnes will have charge of all matters connected with the Company's Traffic Department and will perform such other duties as may be assigned to him."

(Signed) SHAUGHNESSY.

The new position occupied by Mr. George M. Bosworth is a natural result of the growth of the shipping interests of the Canadian Pacific System, which has now in its owned and chartered ships one of the largest mercantile fleets operated by any single corporation, a fleet which is actually greater today than it was at the outbreak of the war. So great indeed have these shipping interests become that they could no longer be considered a side issue, and Mr. Bosworth, according to an announcement of the Directors of the C. P. R., will henceforth devote the whole of his time to this important branch of this great transportation system.

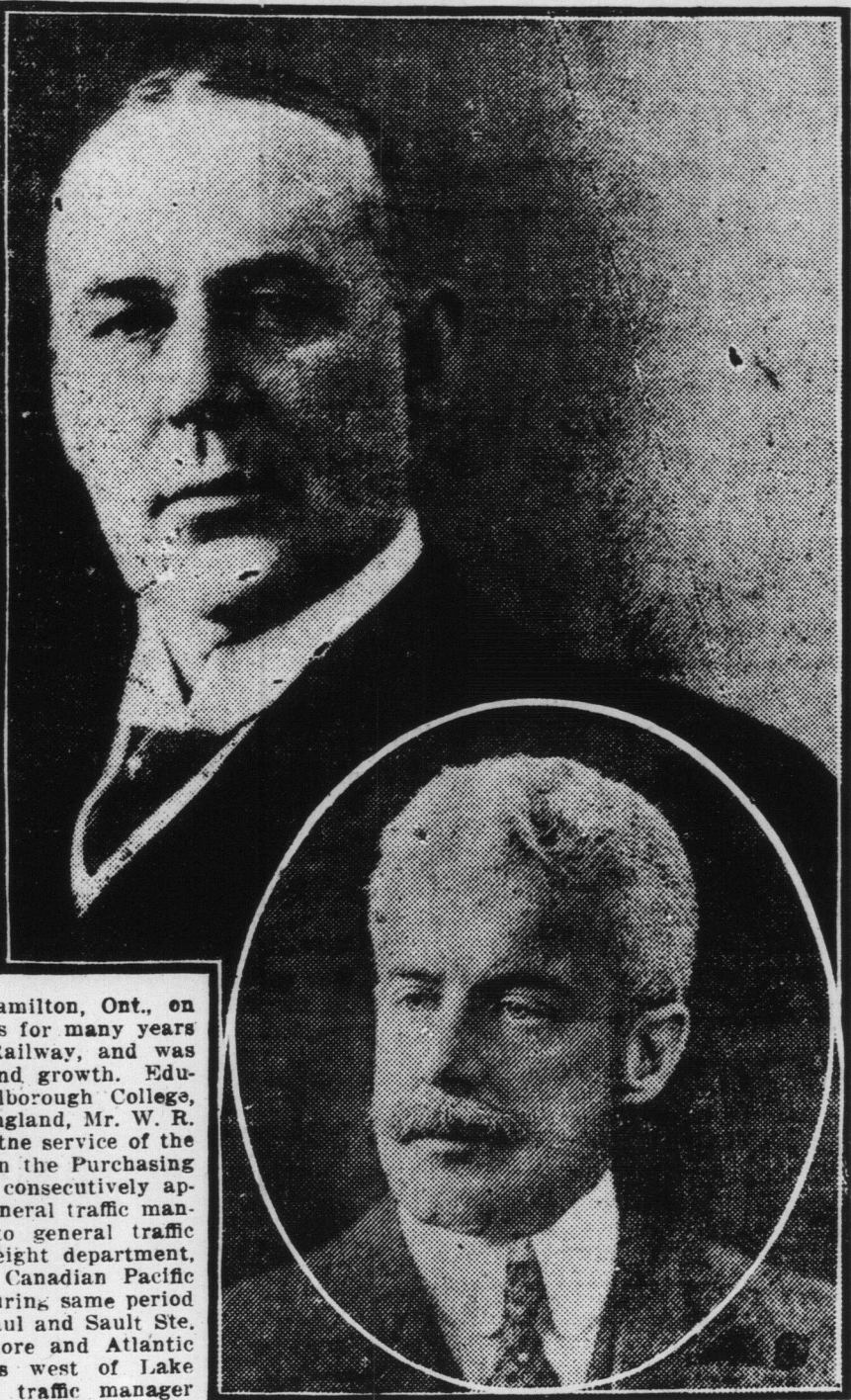
William R. MacInnes, who has been appointed Vice-President of the Canadian Pacific Railway, in charge of Traffic, is a son of the late Senator Donald MacInnes, and Mary Amelia, daughter of Sir John Beverly Robinson, Bart., C.B., and was born in Hamilton, Ont., on June 7th, 1867. Senator MacInnes was for many years a Director of the Canadian Pacific Railway, and was closely identified with its inception and growth. Educated at private schools and at Marlborough College, one of the leading public schools in England, Mr. W. R. MacInnes returned to Canada to enter the service of the Canadian Pacific Railway as a clerk in the Purchasing Department. Since that time he was consecutively appointed; solicitor's office, 1885-1886; general traffic manager's office, 1886-1887; chief clerk to general traffic manager, 1887-1896; general agent, freight department, Canadian Pacific Railway, and agent, Canadian Pacific despatch, Chicago, Ill., 1896 to 1899; during same period he also represented Minneapolis, St. Paul and Sault Ste. Marie Railway and Duluth, South Shore and Atlantic Railway; general freight agent lines west of Lake Superior, 1899-1901; assistant freight traffic manager western lines, 1901-1902. On January 1st, 1903, he was appointed freight traffic manager of the C. P. R. His election as President of the Canadian Freight Association followed two years later, and in all matters pertaining to traffic on the North American Continent his high ability has been widely recognized.

He is a member of the Mount Royal, St. James', Forest and Stream, Montreal Hunt, Back River Polo, Montreal Jockey, Montreal Racquet, Royal Montreal Golf, Winter, Toronto (Toronto, Ont.), and the Manitoba (of Winnipeg) Clubs, and is also a member of the Art Association Society of Montreal.

In October, 1916, the Bank of British North America created a Canadian Advisory Committee, consisting of three members, one of whom is Mr. MacInnes, the other two members being Sir Herbert B. Ames and W. R. Miller.

Mr. MacInnes was married on January 7th, 1895, to Margaret Fisher Cross, daughter of the late Hon. Alexander Cross, Judge of the Court of Queen's Bench in Montreal, and they are the parents of one son, Donald Alexander, and three daughters, Julia Mary, Evelyn Alexander and Emma Strachan MacInnes.

Mrs. Bosworth was born at Ogdensburg on Jan. 27th, 1858, and he was educated there. He entered the railway service of the Ogdensburg and Lake Champlain Rail-



Top picture—G. M. Bosworth.
Bottom picture—W. R. MacInnes.
way in 1875, becoming General Freight Agent of that road in 1881. In 1883 he joined the Canadian Pacific Railway as Assistant General Freight Agent of the Ontario and Quebec Lines. After various promotions he became Freight Traffic Manager of the entire system, and in December, 1901, was appointed 4th Vice-President in charge of Traffic. Since 1910 he has been Vice-President of the Company.
He took a particularly active part in the building up of the shipping interests of the Company, and on the formation of the Canadian Pacific Ocean Services, Ltd., took charge of that subsidiary company, of which he is now appointed Chairman. Mr. Bosworth is a Director of La Banque Provinciale, the Dominion Dry Dock Company, and the Crown Trust Company.
He is also a member of St. James' Club, the Canada Club, the Montreal Hunt Club, the Royal St. Lawrence Yacht Club, the Lachias Boating Club, the Canadian Camp Club, N.Y., and the Century Club, Ogdensburg, N.Y.
Mrs. Bosworth is a daughter of W. D. Birchall, of Montreal.

Fighting German Fires



Fighting the fires started by the Germans.



Funeral of General Lipsett near the line. The cortege passing between men of a battalion which the general brought to France, H.R.H. the Prince of Wales followed the cortege.

Children Cry for Fletcher's


CASTORIA

The Kind You Have Always Bought, and which has been in use for over thirty years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA
Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of
Chas. H. Fletcher
In Use For Over 30 Years
The Kind You Have Always Bought



CANADA

WAR-SAVINGS STAMPS

The Canadian Government offers interest-bearing War-Savings Stamps

Issue of 1919—Payable Jan. 1, 1924

ORDER-IN-COUNCIL P.C. No. 2462 authorizes the issue of War-Savings Stamps for the purpose of assisting in the financing of Government expenditures.

As Sir Thomas White, Minister of Finance, points out, W.-S. S. will provide "an excellent investment for small savings; and a strong incentive to every-day economy."


\$5.00 for \$4.00

Until January 31st, 1919, War-Savings Stamps will be sold by all Money-Order Post Offices, Banks, and other authorized Agencies, for \$4.00 each, and on January 1st, 1924, Canada will pay \$5.00 each for them.

Registration Against Loss

A Certificate is provided for the purchaser of a W.-S. S. On the certificate are spaces to which 10 W.-S. S. may be affixed. A certificate bearing one or more W.-S. S. may be registered at any Money-Order Post Office, fully protecting the owner against loss by fire, burglary or other cause.

The Certificate also shows the Cash Surrender Value of W.-S. S. at various dates before maturity.



SOLD WHEREVER THIS SIGN IS DISPLAYED

The Beef Questions
Owing to the threatened shortage of hay and the already acute shortage in mill feeds, farmers are selling off their young cattle and any other kind of cattle that the butcher will buy, to an unprecedented extent. This is true not only of Nova Scotia but of the whole continent. Many of these animals are not sufficiently finished to command the highest class markets but practically all make very fair beef. As a consequence, the markets are glutted with this grade of stock and sales by farmers are reported as low as 12 cts. per lb. by the quarter.

While this is the situation from the producer's side, consumers in urban districts, many of whom know that the farmer is getting a very low figure for his beef, are still paying extremely high prices. Here is a matter of keen interest to the whole public, which needs the probe of the investigator and affords a fine field for the High Cost of Living Commissioner at Ottawa. In this connection we have seen letters from farmers in different parts of Nova Scotia who have cattle of this class to dispose of and are unable to find a market for them. From certain sources counsel is being given to hold this stock—good advice, provided the necessary hay and other feeds are in sight. Where the farmer is short of feed, however, it is impossible to censure him, even in view of the world shortage, for reducing his stock.

Minard's Liniment cures Garget in Cows.

Cotton Seed and Linseed Feeds
Numerous inquiries are being received by the Dept. of Agriculture from dealers and farmers as to the possibility of cotton seed meal coming to Nova Scotia. The Washington Administration up to date has permitted only a few hundred tons to be exported to Canada all of which went to the mills of Upper Canada to be compounded with other materials in making up the proprietary feeds, with which farmers are now becoming familiar. A communication received by the Secretary for Agriculture from Ottawa this week expresses the hope that export licenses for small quantities may be obtained but this is not yet certain.

In the meantime those who have used cotton seed are using linseed meal of which 100 cars have been sold in the Province since midsummer. Foreseeing the difficulty of obtaining cotton seed, the Dept. of Agriculture, with characteristic decision, secured export license for this substitute. Farmers, Co-operative Associations and the trade generally have purchased some 1500 tons of this excellent feed and the Department is ready to secure further quantities if necessary. Linseed meal is particularly valued in Great Britain, Holland and Denmark and the armistice has already resulted in substantial purchases by these countries. Consequently this feed has increased in price to Canadian buyers through the cessation of hostilities.

Why isn't it genuine sarcasm to call some servants "help"?