

## STRICKEN IN THE STREET

Completely Restored To Health By "Fruit-a-lives"

322 St. Valier St., MONTREAL.  
"In 1912, I was taken suddenly ill with Acute Stomach Trouble and dropped in the street. I was treated by several physicians for nearly two years, and my weight dropped from 225 pounds to 100 pounds. Then several of my friends advised me to try "Fruit-a-lives". I began to improve almost with the first dose, and by using them, I recovered from the distressing Stomach Trouble—and all pain and Constipation were cured. Now I weigh 208 pounds. I cannot praise "Fruit-a-lives" enough." H. WHITMAN.  
50c. a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

### THE CASUALTIES OF GROC

Days Lost in Munition Supply Lengthened Our Casualty List and Prolonged the War How Man Power In Army and Navy Is Reduced by Drink.

(Morning Chronicle)

The campaign for prohibition which has assumed formidable dimensions in the United Kingdom has led to the publication everywhere of facts and figures which shed a peculiarly vivid light on the preudicial effect of the drink traffic on national efficiency. In a very striking series of articles in the Daily Chronicle, Arthur Mee discussed the whole question from the standpoint of the efficient conduct of the war. In the first article, "The Shortest Road to Victory," he said:

"The third year of the war is in sight, and we owe it to our fathers and children to our soldiers and Allies to put on the whole armor of Britain and use every ounce of her strength. We began with halfway steps, we came slowly to conscription, and slowly to our implacable blockade, and slowly to the conservation of our economic powers. We do not give up personal liberty for the state as quickly as men of other lands and so we creep up slowly, but when we go at last the whole world knows we go. We end our second-year of war with all these problems tried and solved, and yet it has to be said that we start another year of war with an enemy force still dragging at our vital powers, entrenched in vital place, checking us and hindering us in every thing but one—we have left free and unfettered a trade that fights against us every hour our men fight for us. It is true beyond all challenge that the greatest private trade in England fights against us; it pays the Government £1,000,000 a week for the right to do it; its power is worth to the Kaiser many divisions of troops."

Summarizing his indictment, Mr. Mee says: "Drink is interfering with the army; it has caused grave delay with munitions, it has robbed the workshops of many millions of days of labor, it hinders good workmen every day by keeping other workmen away."

"It is interfering with the navy; it has caused Admiral Jellicoe grave anxiety by delaying ships placing transports at the mercy of submarines, slowing repairs and congesting docks."

"It is interfering with shipping; it has used up over 60,000,000 cubic feet of space since war began, and it delays the building of ships to replace our losses."

"It is interfering with our food; since the war began it has used up 3,000,000 tons of food, with more sugar than the army."

"It interferes with the treasury; we call in vain for our people's savings, but they pour £500,000 a day into our public houses."

"It interferes with industry, it uses up 500,000 workers, and during the war has involved the handling by road and rail of a weight of 60,000,000 tons."

"It interferes with vital supplies; it uses up 1,000,000 acres of land, and during the war has used 3,000,000 tons of coal."

"And he adds: 'The Big Push at home behind the Big Push in France—that is the only way—we must follow the King to victory. It is an open secret that the King expected prohibition when he led the nation by banishing drink from his palace. It is an open secret that Lord Kitchener believed in prohibition as the shortest way to peace; he would have nothing to do with this thing that he found against him every hour. It is an open secret that Mr. Lloyd George expected prohibition, and meant that it should come. He knew how drink was hindering munitions and how, in hindering munitions it lengthened our casualties and prolonged the war.'

In a second article on the lost strength of Britain, he says: "The

cause of nearly all of our last time is drink. It is not drunkenness, necessarily, it is much more the disinclination to work that comes with drinking."

"Every sane man knows that one man may keep a dozen idle in a work-shop. One day last March a few drunken firemen delayed 1,000 troops a day and a night, and for want of 75 men a great firm was issuing only half its possible supply of machine guns at a time when men were being mown down in thousands for want of them. The labor of small numbers of men is vital in great workshops, and it is minorities of men, and not majorities, against whom the nation needs protection. The loyal majority of a British people are imperiled by a minority of those who love her least."

"Take a week in a shipyard with 8,000 men. On three days over 900 were absent, on two days nearly 900, on Saturday 600 and 1,500 more lost a quarter every day. Out of 50,000 days' work waiting for this yard that week 5,500 days were or will be lost."

"It will be said that that was long ago, that the board of control has been set up and things are better now. Well in November the manager of one of the largest armament works in England reported that there had been no appreciable saving of lost time; and that it was only last month that the figures for lost time in Sheffield reached their high-water mark. The total time lost was over 33,000 hours; it was as if 500 of the best workmen in Sheffield had struck work for a week."

"Without passion and without prejudice it must be stated that drink has robbed this country in her hour of trial of a continuous power equal to hundreds of thousands of men. What would they not have been worth at Loos, in Mesopotamia, or on Gallipoli? What would Lord Kitchener not have given for them on that day last August when he found on his desk in Whitehall a desperate appeal from Sir Ian Hamilton for 100,000 men?"

"If this help could be sent at once," he said, "we could still clear a passage for our fleet to Constantinople." But Lord Kitchener had not 100,000 men to send, though prohibition would have given them to him easily."

### NEW WAR MACHINES

Very few people have any idea of the multiplicity of the instruments of warfare that have been called into being in the present European struggle. In the most recent of previous wars a soldier was considered to have his full equipment when he had his pouch full of cartridges, his trusted bayonet on his hip and his rifle in his hand, while about all support he got was from field artillery, which thundered spectacularly into action, fired a score of rounds or so and then galloped off to some other place, leaving the infantryman to charge forward and complete the work of destroying the enemy with cold steel.

But the modern soldier of the King has a much more complicated task. He has to learn to handle a machine-gun, how to work a bomb thrower, a spring gun, a catapult and many other things. He has to carry strings of hand grenades and bombs about his uniform, a huge gas mask and wear a steel helmet, being altogether so loaded that he is a regular munition store in himself.

And the use of all these things is being taught the members of the Canadian Expeditionary Force now at Valenciennes, training to go overseas. The First Contingent that went over had simply to master the ordinary rudiments of military training—those that have come after are getting the benefit of the experience their comrades in arms gained. Special officers back from the front, either invalided or on special duty, are spending week after week giving of their knowledge to the men who are going across to take their places. Miles of trenches have been constructed on exact models of those in use today in France, scores of dugouts and underground tunnels, observation posts and so on, while there are "forests" of barbed wire entanglements and other obstructions just as things exist in actual warfare.

The special staff photographer of The Star spent a very interesting and instructive time at Valenciennes Camp in the Bomb Throwing area and the Connaught Machine Gun Area, and by courtesy of the Camp Commandant, Major-Gen. E. W. Wilson, and his headquarters staff, was able to get some photographs of the different kinds of bombs and grenades that are being used, and of the machines for projecting them into the enemy's trenches. Some of these instruments are so modern that they have not been actually used at the front yet, although they are now being issued, and when they do get them in use the men of the Canadian Expeditionary Force are pretty sure to be able to use them efficiently.

"The Minister of Finance offers herewith, on behalf of the Government, the above named Bonds for subscription at 97½, payable as follows:

10 per cent on application;  
30 " " 16th October, 1916;  
30 " " 15th November, 1916;  
27½ " " 15th December, 1916.

The total allotment of bonds of this issue will be limited to one hundred million dollars exclusive of the amount (if any) paid for by the surrender of bonds as the equivalent of cash under the terms of the War Loan prospectus of 22nd November, 1915.

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### A TERRIBLE EXPERIENCE

(From Onward)

Some idea of what many of our brave Canadian boys are passing through on the battlefields of Europe, may be gained by the following letter recently received from Corp. H. S. Patton by his father in Toronto.

"I have the heaviest news in the world to send you. Brave, cheerful, manly young Norman has paid the supreme price for his country. The dear kid had been with me less than three weeks when the regiment moved up into the Sanctuary Wood trenches. The Germans opened up with a terrific bombardment on the morning of June 2. Our platoon was in close supports, and during the bombardment we remained in the dug-outs, which were miraculously spared. I was helping during the morning to dress wounded men who took refuge in our dug-out, while Norman sat beside me calmly reading his Bible and a short-story magazine. By this time our front line was blown in and partly abandoned."

"A little after one o'clock, word came to us that the Germans were coming over. We rushed out of our shelters with bayonets fixed, and saw a party of them on the high ground in front of us. We at once opened up fire, while gradually withdrawing into the communication trench for better cover. The Huns were shooting out liquid fire in front of them, and throwing 'potato masher' bombs."

"I knelt down at a corner of the trench to fire another clip of cartridges when there beside me I saw Norman lying down, clean shot through the head. I had hardly raised my rifle again, before a German bullet gouged my upper arm, and another smashed right through the bone of my forearm, while at the same time a flying piece of shrapnel got me in the back. I dropped down beside Norman for a moment, but the poor boy was

past helping, and as I didn't relish being bayoneted by the on-rushing Germans, I got to my feet, and staggered down the trench a bit. I was too weak to go any farther, and dropped into a bomb reserve dug-out off the side of the trench. A few minutes later, I heard some guttural voices outside, and a couple of Germans looked in, one with a revolver, and the other with a bayonet. I told them in German that I was wounded and must be their prisoner; but after satisfying themselves that nobody was with me, they passed on."

"Meanwhile the shells were breaking all around, and presently there was a crash outside, and the dug-out collapsed around me. Without being crushed I was completely vied, with only the lower part of my legs free."

"I lay here for fifteen hours, hoping our men would come up on the counter-attack, or the Huns themselves would pull me out. The dirt was ground right into the wound in my back; my broken arm was, of course, helpless at my side. I nearly croaked with thirst. In fact, I wished that the shells with which the Germans kept the woods dancing would put me out of my pain. At times there seemed to be someone coming and called for help, but the only answer was a crashing shell."

"Somehow after daylight, I managed to shift across my chest a case of bombs which had my head wedged in. Then I gradually pulled the broken arm clean of the bomb that pinned it down, pulled away some of the earth with my good hand, and after several hours of exertion, I succeeded in following my legs into the open. The trench now was almost undistinguishable, being filled with trees and debris so I crawled up into the wood and made my way a few yards at a time. I stopped at a shell hole, and just gulped down the dirty water."



"Presently I saw a soldier moving along a trench ahead of me, and found out there was a dressing station farther along. I picked my way among the dead and wounded men, and crouching Montrealers, who had come up to support us during the night. The medical officer dressed my arm in the open trench, and then I got into the dressing station, where I sat all that interminable day. Big shells broke around us, but by some miracle of mercy the station was not hit."

"After dusk I started out with Corporal Stratford to make our way down to the ambulance station. The trench was simply choked with dead Canadians and Germans, and was almost impassable in places. I could only go a little way at a time, but with Stratford helping me, and by taking regular rests, and an occasional tablet he had with him, we managed to get down to Zillebeke, only to find that on account of the shelling the ambulances were unable to evacuate from there. I lay in a bunk in a ruined building for a while; but as every stretcher bearer was required for the more serious cases; and as the Germans had just started to shell the place with 'tear' shells I got up at daylight, and walked nearly two miles to the Main Road, finding my strength gradually returning. At the dressing station here I got cocoa and bread and jam, was helped into a motor ambulance, and rushed back to Ypres, passed through one or two more clearing stations, then on to the long ambulance train, and to Etaples and by bus to the General Hospital."

where one falls upon the kindest and most skillful care in the world. "Yes, this war costs something. Norm and I had at least the satisfaction of not being picked off in the dark by a stray bullet or flying shell. We got our faces facing the Germans in close and open sight, and getting 'n our shots at them. We got hit side by side, and Norm suffered no lingering pain, I thought temporarily crippled, have not lost my eventual usefulness. Be brave, dear ones, and remember dear Norm as he always was."

A young couple were engaged to be married "Mable, there is something I ought to tell you about myself," said Tom, soberly, as they were strolling in the moonlight. "What is it, Tom?" asked the girl. "Well, Mable—I hate to tell you, but I don't think I have done right not to," and he glanced anxiously at the pale face of his promised bride. "The fact is," he continued, hesitatingly, "Mable—I am a somnambulist," "Never mind, Tom," cheerfully replied the girl, "I am a Congregationalist, but we'll go to your church one Sunday and mine the next."

A lady passing along the street espied a little boy sitting on a doorstep bitterly sobbing. Seeking to comfort him she inquired:—"What is the matter, my little man?" "Boo-hoo, mama's gone and drowned all the little kittens."

"Poor child," she said soothingly, "I am very sorry."

"Yes, an' she promised me I could do it."

He: "Does your father object to my staying so late?"

She: "No; he says it serves me right for being in when you call."

Minard's Liniment relieves Neuralgia.

### DOMINION ATLANTIC RY.

On and after July 1st, 1916, train service on the railway is as follows: Express for Yarmouth, 11.42 a.m. Express for Halifax and Truro, 2.07 p.m. Bluenose for Yarmouth, 12.47 p.m. Bluenose for Halifax and Truro, 12.47 p.m. Accom. for Yarmouth, 7.10 a.m. Accom. for Middleton, 6.55 p.m.

**St. John - Digby**  
DAILY SERVICE (Sunday excepted)  
Canadian Pacific Steamship "Yarmouth" leaves St. John 7.00 a.m., arrives Digby 10.15 a.m., leaves Digby 1.50 p.m., arrives at St. John about 5.00, connecting at St. John with Canadian Pacific trains for Montreal and the West.

### Boston Service

Steamers of the Boston and Yarmouth S. S. Company sail from Yarmouth for Boston after arrival of Express trains from Halifax, daily.  
R. U. PARKER,  
General Passenger Agent,  
GEORGE E. GRAHAM,  
General Manager.

### H. & S. W. RAILWAY

Accom. Time Table in effect: Tues & Fri. April 2nd, 1916. Tues. & Fri.  
Read down. Stations. Read up.  
11.10 Lv. Middleton A.R. 15.45  
11.38 " Clarence 15.17  
11.55 " Bridgetown 15.01  
12.23 " Graville Centre 14.38  
12.39 " Graville Ferry 14.21  
12.55 " Karsdale 14.05  
13.15 " An. Fort Wade Lv. 13.45

CONNECTION AT MIDDLETON WITH ALL POINTS ON H. & S. W. RAILWAY AND D. A. RAILWAY.

P. MOONEY  
General Freight and Passenger Agent

**FURNES SAILINGS**

From London Steamer From Halifax  
Sachem Oct. 3  
Sept. 19 Rappahannock Oct. 14  
Oct. 2 Kanawha Oct. 24

From Liverpool Steamer From Halifax via Nfld. via Nfld.  
Sept. 13 (direct) Dnrange Sept. 28  
Sept. 20 Talasco Oct. 8  
Graciana Oct. 21

Furnes Withy & Co., Limited  
Halifax, N. S.

### WAR LOAN

## DOMINION OF CANADA

Issue of \$100,000,000 5% Bonds Maturing 1st October, 1931.

PAYABLE AT PAR AT  
OTTAWA, HALIFAX, ST. JOHN, CHARLOTTETOWN, MONTREAL, TORONTO, WINNIPEG, REGINA, CALGARY, VICTORIA.

INTEREST PAYABLE HALF-YEARLY, 1st APRIL, 1st OCTOBER.  
PRINCIPAL AND INTEREST PAYABLE IN GOLD.

ISSUE PRICE 97½

A FULL HALF-YEAR'S INTEREST WILL BE PAID ON 1st APRIL, 1917.  
THE PROCEEDS OF THE LOAN WILL BE USED FOR WAR PURPOSES ONLY.

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to principal, or for fully registered bonds, when prepared, without coupons, in accordance with the application. Delivery of scrip certificates and of bonds will be made through the chartered banks.

The issue will be exempt from taxes—including any income tax—imposed in pursuance of legislation enacted by the Parliament of Canada.

The bonds with coupons will be issued in denominations of \$100, \$500, \$1,000. Fully registered bonds without coupons will be issued in denominations of \$1,000, \$5,000 or any authorized multiple of \$5,000.

The bonds will be paid at maturity at par at the office of the Minister of Finance and Receiver General at Ottawa, or at the office of the Assistant Receiver General at Halifax, St. John, Charlottetown, Montreal, Toronto, Winnipeg, Regina, Calgary, or Victoria.

The interest on the fully registered bonds will be paid by cheque, which will be remitted by post. Interest on bonds with coupons will be paid on surrender of coupons. Both cheques and coupons will be payable free of exchange at any branch in Canada of any chartered bank.

Subject to the payment of twenty-five cents for each new bond issued, holders of fully registered bonds without coupons will have the right to convert into bonds of the denomination of \$1,000 with coupons, and holders of bonds with coupons will have the right to convert into fully registered bonds of authorized denominations without coupons at any time on application to the Minister of Finance.

The books of the loan will be kept at the Department of Finance, Ottawa. Application will be made in due course for the listing of the issue on the Montreal and Toronto Stock Exchanges. Recognized bond and stock brokers will be allowed a commission of one-quarter of one per cent on allotments made in respect of applications bearing their stamp, provided, however, that no commission will be allowed in respect of the amount of any allotment paid for by the surrender of bonds issued under the War Loan prospectus of 22nd November, 1915. No commission will be allowed in respect of applications on forms which have not been printed by the King's Printer.

Subscription Lists will close on or before 23rd September, 1916.  
DEPARTMENT OF FINANCE, OTTAWA, September 12th, 1916.

Minard's Liniment cures Colds, etc.

Are here again. We admit students at any time. Tuition counts from day of entrance. The calls for Maritime-trained are much in excess of the supply. Enter now and prepare for usefulness.

MARITIME BUSINESS COLLEGE  
HALIFAX, N. S.  
E. KAULBACH, C. A.

The First Week In September  
Is the beginning of our busy season, but you can enter at any time.  
Catalogues containing Tuition Rates and full information mailed to any address.

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Principa