

CLARKE BROS.

Spot Cash Price List on Rubbers

1915-1916

WHEN asking CREDIT we charge five cents per pair extra on all Rubbers from 42c per pair to \$1.00 per pair, and ten cents per pair on all Rubber Footwear costing over \$1.00 per pair.

DON'T DESTROY THIS LIST. Fyle it in a convenient place in your home. When in need of Rubber Footwear consult this List and send us your orders. We prepay all express charges on orders amounting to \$5.00 and upwards.

RUBBER BOOTS

Men's Cabots, Knee Length	\$3.50 per pair
Red Sole, Knee Length	4.00
White Rubber Boots, Knee Length	4.85
White Rubber Boots, Hip Length	5.95
Storm King, Hip Length	5.50
Vac Brand, Knee Length	5.50

LUMBERMEN'S RUBBERS

Men's Bruce, 1 Buckle	\$1.65 per pair
Prescott, 1 Buckle, Pure Gum	1.85
Wilmot, 2 Buckle	1.80
Sponsor, 2 Buckle, Red Sole	2.50
Spartan, High Lace, Red Sole	2.50
Yukon, High Lace, Red Sole	3.25
Boy's Bruce, 1 buckle, sizes 1 to 5	1.30
Youth's Bruce, 1 buckle, sizes 8 to 13	1.20
Boy's Tacit, Red Sole	1.85
Spartan, Red Sole	2.00
Wilmot, 2 buckle	1.50

MEN'S OVER BOOTS

Men's Yamaska, 1 buckle	\$1.45 per pair
Admiral, 1 buckle	1.65
Four-Buckle Over Boots, best quality	2.75
Manitobas	2.65
Athabasca, 2 buckle	2.00
Douglass, fleece-lined Storm	1.85

WOMEN'S OVER BOOTS

Women's Buttoned Over Boots	\$1.85 per pair
Dolphin, 2 strap and 1 buckle	2.20
Overstockings, with Rubbers	1.50
Misses' Overstockings, with Rubbers	1.25
Children's Overstockings, with Rubbers	1.15

MEN'S PLAIN OVER RUBBERS

Men's Albert Overs	\$.90 per pair
Manor, Nobby Last	1.00
Men's Storm Rubbers	.95
Boy's Albert Overs, sizes 1 to 5	.75
Youth's Albert Overs, sizes 10 to 13	.60

Women's Plain Over Rubbers

Women's Eclipse Ideal	.60 per pair
Etta	.65
Storm Rubbers	.70
Astor Light Weight, best quality	.70
Misses' Eclipse, sizes 11 to 2	.48
Children's Eclipse, sizes 4 to 10½	.42

WOMEN'S GAITERS

Short, Medium and Long Lengths, color Black
PRICES: 50c 65c 90c and \$1.00 per pair

All the above prices subject to change without notice

CLARKE BROS.

BEAR RIVER, N. S., September 1st, 1915.

Bear River

Sept. 13
Mr. Emerson Reade returned from Halifax on Friday.

Mrs. G. W. Peck and daughter Edna, returned from Boston on Saturday.

Mr. and Mrs. Sullivan and family returned from Freeport on Wednesday.

Miss Marion B. Ray left Monday for Meteghan, where she will take up a course of studies.

Mr. Stewart Reade is taking the Lieutenantcy course at the Military school in Halifax.

Mrs. Fred Goldsmith and daughter Ruth, returned to their home in New Haven, Conn., on Friday.

Mr. Douglas B. Jones who has been visiting his parents for the past week, returned to Kentville on Saturday.

Mr. and Mrs. A. Chartier and little daughter are visiting Mrs. Chartier's parents, Mr. and Mrs. Scott Chute.

A patriotic meeting was held on the evening of the 8th inst. Addresses were given by Dr. J. B. Hall, Rev. W. B. Muir, Mr. W. C. Parker and Colonel Parsons. Excellent music was rendered by the Bear River Band. At the close of the meeting seven recruits signed on, viz: Wallace Harris, Chester Morgan, Stephen Kaulbach, William Francis, Floyd Rice, William Thompson, A. W. Peters.

DEEP BROOK

Sept. 12
Mrs. Brooks of Roxbury, Mass., is the guest of Mrs. Sherman.

Mrs. Crawford and daughter Marguerite, have returned to New York.

Mrs. Spiker visited relatives here last week, leaving for Bear River on Saturday.

Mrs. G. L. Benson and daughter Elsie, left last week for their home in Kentville.

Miss Charlotte Sulis, who spent the summer at Argonaut Knoll, has returned home.

Mrs. Sherman and Mrs. Brooks spent Sunday with friends in Bear River.

Miss Marion McLelland who made a good record last year, has returned to school in Bear River.

Mrs. James Dittmars lately spent a few days with her mother, Mrs. Elizabeth Milner, Clementsvalle. We are glad to report Mrs. Milner recovering from her late illness.

The funeral services of the late Silas Copeland held last Wednesday afternoon, 8th inst., was conducted by Revs. J. S. McFadden and L. R. Crandall, and was largely attended. Interment in Bear River.

Capt. F. W. Rice left last week for Sydney, C. B., to take command of a ship plying between that port and Montreal. He was accompanied by his niece, Miss Ethel Spurr, returning to her home in Sydney.

At the annual meeting of the Deep Brook Women's Missionary Aid Society held with Mrs. John Nichols on Tuesday, 7th inst., a good year was reported and the following officers elected: Pres., Mrs. J. D. Spurr; V. P., Mrs. Robt. Spurr; Sec'y., Mrs. L. E. Sherman; Treas., E. A. McLelland. Mrs. C. V. Henshaw and Mrs. J. M. Nichols were appointed delegates to the Maritime Convention to be held in Sussex in October.

CONTRIBUTIONS TO THE RED CROSS WORK AT DEEP BROOK

Mrs. Payson	\$.25
Wm. Curtis, Jr.	1.00
Mrs. B. Clements	.25
Mrs. S. Copeland	.50
Mr. John Purdy	.25
Mrs. Chas. Lent	.25
Mr. B. Spurr	.50
Mrs. Sargent	3.00
Mrs. Slater	.25
Mrs. McLaren	.25
Mrs. W. V. Dittmars	.50
Mr. Walter Purdy	1.00
Wm. Spurr Jr.	1.00
Mr. Chas. Carr	1.00
Mr. C. V. Henshaw	1.00
Carroll Downing	1.00
Capt. John Spurr	1.00
Frank Dittmars	1.00
Edwin Vroom	1.00
Cerbra Barteaux	1.00
Henry Sulis	.50
Rev. J. S. McFadden	1.00
Mr. Chas. Lent	1.00
Pearl Clements	1.00
Fred Sulis	1.00
Mrs. J. D. Spurr	.50
Marion Spurr	.50
Mrs. C. A. Hort	1.00
Miss E. Goldsmith	1.00
Proceeds from ice cream sale	
Mrs. Walter Purdy	4.66
Total	\$29.16

Miss Ada Rice 5 yds. Factory cotton Mrs. George Marsters 5 yds. Cheese cloth.

Mrs. George Adams 1 pr. socks. 25 pr. socks shipped Aug 28 by Red Cross Society.

MRS. C. V. HENSHAW.

PRINCE DALE

Sept. 10
Miss Gladys Wright returned from Smith's Cove on Monday.

Mr. Edwin Lathrope left Tuesday for Caledonia and Lockport.

Mrs. Albert Fraser and children returned from Litchfield, Saturday.

Miss Hattie Cook of Virginia East visited Mrs. Albert Dunn, Thursday.

Mr. and Mrs. J. A. Fraser spent Thursday at Lake Jolly and Bear River.

Miss Edith Mailing of Bear River East is spending the week at Mrs. George Wright's.

Mr. James Mailing of Bear River East, visited his sister, Mrs. George Wright, Saturday.

Mr. and Mrs. Ernest Peters of Wilton, New Hampshire, are visiting at Mrs. Forman Wright's.

Leon Wright of Bear River East, spent Sunday with his parents, Mr. and Mrs. F. S. Wright.

Congratulations to Mr. and Mrs. Harold Fish on the arrival of a daughter on Tuesday, Sept. 7.

Mr. Stanley Fiendal of Upper Granville, Mr. Percy Ruggles of East Waldeck, were Sunday guests at Mr. G. H. Wright's.

LOWER GRANVILLE

Sept. 13
Mrs. Oliver Ernst of Lynn, Mass., is visiting at the home of Mrs. Hannah Hudson.

Mrs. Corkum of Halifax arrived last week to visit her daughter, Mrs. (Rev.) T. F. McWilliam.

We are glad to report Miss Etta Shaffner, who has been seriously ill, now convalescent.

The "Helping Hand" will meet at the home of Mr. and Mrs. Geo. Anthony on Tuesday evening, 14th.

Mrs. Frank Pendleton of Lynn, Mass., who is spending a few weeks with her parents, Mr. and Mrs. J. H. Croscup, went on Monday to Paradise to visit relatives there.

A large number attended the picnic held by the "Island" Sabbath School at Port Wade on Thursday. Games were indulged in, races run and prizes given to those who were the lucky winner.

CLEMENTSPORT

Sept. 11
Mr. and Mrs. Fred Long and family who have been spending a few weeks with their parents, Mr. and Mrs. Harris Long of Clementsport, left for their home in Somerville, Mass., on Friday last.

The Messrs Bert and Norman Long who have been spending a few months as the guests of their aunt and uncle, Mr. and Mrs. Fred Marsters, of Clementsport, left last Friday for their home in Somerville.

The Misses Beatrice and Myrtle Long of Somerville, Mass., spent Tuesday last with their aunt and uncle, Mr. and Mrs. R. C. Long of Deep Brook, and left Friday for their home in Somerville, Mass.

KARSDALE

Sept. 13
Bartis Anthony of Lynn, after an absence of 29 years, is visiting his many friends here.

Rev. Mr. Cook of Granville Ferry exchanged pulpits with Rev. Mr. McWilliams last Sabbath.

Rev. P. P. Greatorex conducted the services in Christ's Church last Sabbath, and was very cordially received by his many friends in this locality.

Dr. J. S. Bogart came from New York last week, and the "Evangelist" is again in commission during his vacation, much to the delight of his many friends who enjoy the excursions to various points of the Basin.

THE SALVATION ARMY ON THE BATTLEFIELD

There are now 20,000 Salvationists engaged in this great European war, both officers and soldiers. Some engaged in fighting while others are acting as stretcher bearers, chaplains, official and unofficial and motor ambulance drivers.

One of the gifts of the army to this war comprises 26 motor ambulances driven by Salvationists. England gave 20, Australia Salvationists gave six and the officers and soldiers of the Canadian Salvation Army are donating five.

A powerful ally is expected soon to come to the assistance of the Russian armies. September 23, the autumnal equinox, usually marks the commencement of the snow season in Russia.

Two hundred thousand soldiers could be concentrated on any given line of defence in Great Britain within forty-eight hours, thanks to its railways.

Every barrel of

PURITY FLOUR

is alike. Always the same. Never changes. When you use it you get

More Bread and Better Bread Buy it and see for yourself.



OUR MERCHANT SHIPS AT WAR

(By Captain George S. Laing)

Never before in the world's history has the mercantile marine service shone with such brilliancy as it does at this moment. In times of peace the warships were looked upon as the complete outfit for the empire's protection, and from that standpoint the nation failed to see much value or importance in merchant ships and merchant sailors.

That the merchant navy is now receiving its meed of recognition is due entirely to the services rendered. Let us note briefly what our passenger and cargo boats are doing.

There is the transport or troopship, which carries thousands of soldiers and thousands of tons of munitions of war. This class of merchant ship may take Canadians across the Atlantic, then load valuable cargo for Australia and return to Europe with part of a contingent of Australian warriors. The men who guide these craft are at home in all the waters of the globe.

The grimy collier is generally allowed a place among a nation's commercial assets, but just at present our collier friend is a very important factor in the tactics of naval warfare. The ensign should be dipped to this craft with due appreciation. Imagine a fleet of warships without coal or liquid fuel! And yet the merchant collier must handle the power-producing commodities before the fighting craft get them.

Then there is the much-abused "tramp steamer," a name which is apt to be a misnomer. In reality, this type of craft is of a general purpose nature, and is willing to take a cargo to any part of the world at a workable rate. At least two-thirds of the Empire's wealth in commercial shipping is represented by the tramp steamers which take miscellaneous freight hither and thither.

Just think for a moment how dependent the Empire is on her merchant fleet. The wide world, in fact, is a complex ball of inter-dependence, and the harmonious working of the system is assured by merchant ships and merchant sailors.

What about the Red Cross vessels? They belong to our merchant fleet. It is unnecessary to comment here on the blessing these are to the sick and dying soldiers and sailors and the real work they do.

The fish trawler with registry initials and number on her bow and quarter belongs to a noble branch of our commercial fleet, and you may read daily of her dangerous duties, performed either in the home waters of Britain or in the Dardanelles. In peace times she might be found at Iceland, Newfoundland, Arctic waters or Doggerbank in the North Sea.

Mine-sweeping, towing and landing small detachments of marines at out-of-the-way places, keeps her busy when working for the Admiralty. This fishing craft plays an admirable part in preparing the way for the leviathan ships that pound with shot and shell the forts looking seaward. The qualities that make the trawler useful in war may be summed up as follows: light draft, fair speed, capability of being easily and quickly maneuvered with helm and propeller, much buoyancy and adaptability for ocean or river, with an enviable reputation for coming through any kind of weather the meteorological man hands out.

The writer has passed through the Dardanelles and the Bosphorus, and also is acquainted with the beautiful anchorage in the Golden Horn at Constantinople, and therefore realizes what a prodigious task is in front of our mine sweepers and warships in those deep, swift and narrow channels.

Turks are accomplished rascals, with absolutely no honor toward Christians, and fair play cannot be expected from them. Even in peace times the lower classes of Constantinople murder and rob the Christian citizens without provocation. Merchant captains and members of crews are frequently "missing" after landing in Turkish ports.

When we look at the possibilities of the troopship, does she not seem a

wonderful craft? Ships of this class are able to carry across the ocean thousands of soldiers, and the fighting equipment and baggage that goes with the unit. When carrying cargo only, the hold capacity of such vessel may easily take care of six or seven thousand tons of merchandise, and perhaps a thousand tons of fuel to feed the furnaces, besides food and water sufficient to appease for several weeks the hunger of a crew numbering a hundred.

The transport makes about sixteen miles an hour, the average speed for such vessels. To keep up higher speed is hardly feasible, as the proportionate consumption of fuel becomes too great, and the cost of the voyage runs up.

What the merchant service is doing for the Empire in this war has only been slightly opened to the public, but the fact that the fighting navy and the merchant navy are welded together with reciprocal duties has been brought to the surface. We will not get opportunities of broadening our knowledge concerning both fleets before the war is brought to a victorious end.

Still another branch of the merchant marine is doing great work under the Admiralty. This is the Yacht Patrol. While the majority of these craft are yachts loaned by the rich for the use of the nation, they are officered and manned by merchantmen, and their duties are of an extremely dangerous character. Reconnoitering escorting and general policing within the coastal waters is no light duty, and many merchantmen in this branch of defence work are adding their names to the death toll of the war. The picture of a boat in the yacht patrol service gives an idea of the beautiful and costly craft that are comprised in this class.

Some two thousand merchant captains and mates now hold commissions in "His Majesty's Ships," and they are at this moment in the various types of craft here referred to. The Royal Naval Reserve has always been an open door for any merchantmen wishing to enter the fighting navy, but many commissions have been granted recently in connection with valuable work carried out by merchantmen engaged in such craft as troopships, mine-sweepers, yacht patrol vessels, etc.

The loom that is unconsciously weaving together the men and affairs of the Grand Fleet with the men and affairs of the Merchant Fleet seems to be lubricated with common sense and fair play recognition. The white ensign of the War Fleet, the blue ensign of the Naval Reserve and the red ensign of the Merchant Fleet are more closely related than ever, and who would not say this is not weaving the strands of union even more tightly within our Empire?

First Dose Ends Indigestion, Heartburn, Or Gas On Stomach

The question as to how long you are going to continue suffering from indigestion, dyspepsia or out-of-order stomach is merely a matter of how soon you begin taking Tonaline Tablets. People with weak stomachs should take Tonaline Tablets occasionally, and there will be no more indigestion, no feeling like a lump of lead in the stomach, no heartburn, sour risings, gas on stomach, or belching of undigested food, headaches, dizziness or sick stomach; and besides, what you eat will not ferment and poison your breath with nauseous odors. All these symptoms resulting from a sour, out-of-order stomach and dyspepsia are generally relieved five minutes after taking Tonaline Tablets.

Go to your druggist and get a \$1. box of Tonaline Tablets and you will go to the table with a hearty appetite, what you eat will taste good, because your stomach and intestines will be clean and fresh and you will know there are not going to be any more bad nights and miserable days for you. Tonaline tabs freshen you and make you feel like life is worth living. Tonaline Tablets cost \$1.00 for a 50 days' treatment. At druggists or mail-order by American Proprietary Co., Boston, Mass.

Russia's Cross of St. Andrew has a remarkable peculiarity attaching to it. All who are decorated with it have the right once to demand a pardon for a Russian subject condemned to death.

POISONING THE CHILDREN

To the Editor:—

The following is from the Ottawa Citizen.

"The sincere temperance advocate has the greatest consideration for people who have used alcoholic liquors more or less all their lives not knowing that the practice was harmful either to themselves or to the children that might be born to them. But the truth in respect to alcoholism must be declared again and again that people may free themselves from the great menace to the individual and the nation.

What is the truth, and where may it be found? Great government commissions in many countries have spoken with no uncertain sound; church conventions of all denominations have spoken and the great employers of labor have spoken and they all agree that alcohol in any form if used frequently is poisonous to the drinker and his offspring.

Read and weigh the following sentences from the report of the French commission and determine for yourself whether the Citizen attaches too much importance to this matter: "Sins of alcoholic parents are visited on the children. If they survive infancy they are threatened with idiocy or epilepsy and many are carried away with tuberculosis. For the health of the individual, for the existence of the family, for the future of the nation alcohol is one of the most terrible scourges."

These are serious words from a source that should command respect; if the newspapers generally would print and reprint them as an antidote to the false statements contained in liquor advertisements which appear day after day, the problem would gradually solve itself. So long as the truth concerning this evil can be kept

from the people the liquor traffic will thrive and the race will degenerate. And it is because this result is inevitable that the Citizen holds that every effort should be made by governments, municipalities, newspapers and other educational channels to spread a knowledge of these facts."

H. ARNOTT, M.B., M.C.P.S.

Among the survivors of the torpedoed Hesperian was Private Stanley W. Chambers of Truro, N. S., who had completely lost the sight of both eyes in the great fight at Langemarck. After the tremendous shock caused by the torpedo into the Hesperian, Private Chambers discovered to his astonishment and delight that he had regained the sight of one eye, according to press despatches.

Minard's Liniment Cures Garget in Cows.