

DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective July 1st, 1916. (Service daily except Sunday)

LEAVE

Express for Halifax 6:00 a.m.
 Express for Yarmouth 9:57 a.m.
 Express for Yarmouth 11:33 a.m.
 Express for Halifax 4:02 p.m.
 Express for Halifax 2:25 p.m.
 Accom for Annapolis 2:45 p.m.
 Accom for Kingsport 11:30 a.m.
 Accom for Kingsport 4:05 p.m.
 Accom for Kingsport (Sat. only) 6:10 p.m.
 Express for Kingsport daily 7:10 p.m.

ARRIVE

Express from Halifax 9:49 a.m.
 Express from Yarmouth 1:53 p.m.
 Express from Halifax 7:01 p.m.
 Accom from Halifax 2:00 p.m.
 Express from Yarmouth 2:05 p.m.
 Accom from Kingsport 8:55 a.m.
 Accom from Kingsport 2:15 p.m.
 Accom from Kingsport (Sat. only) 5:50 p.m.
 Express from Kingsport daily 6:30 p.m.

Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro at 7:05 a.m., 6:00 p.m. and from Truro for Windsor at 6:25 a.m., 1:10 p.m. and connecting at Truro with trains of the Intercolonial Railway and at Windsor with express trains to and from Halifax and Yarmouth.

Buffet parlor cars run daily (except Sunday) on Bitouche trains between Halifax and Yarmouth.

Canadian Pacific Railway

To St. JOHN and MONTREAL (via Digby) (Daily Sunday excepted)

S. S. EMPRESS leaves St. John 7:00 a.m., arr. Digby 10:15 a.m. Leave Digby 1:50 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, daily except Sunday.

R. U. PARKER, Genl. Passenger Agent
 GEORGE E. GRAHAM, General Manager

Splendid Addition to Y. M. C. A. Building at Camp Aldershot

Addresses by Military Officers and Y. M. C. A. Directors. Music and Readings.

The new Annex to the Y. M. C. A. building at Aldershot Military Camp, was formally opened with addresses, music and reading, on Wednesday evening, Mr. J. F. Fraser, chairman of the Maritime Committee of the National Council, Y. M. C. A., presided.

The speakers of the evening were Col. Hayes, A. D. M. S., Col. Day of the 185th Battalion, representing the brigade; Capt. McKinnon of the 219th Battalion, who spoke for the chaplains in camp; Maj. Margeson of the 25th Battalion, Mr. E. B. Newcome, Chairman Maritime Military Committee, Y. M. C. A., Kentville; Mr. A. S. McAlister, Maritime Secretary of the Y. M. C. A., and Capt. S. A. Watt, Secretary in charge at Aldershot. Lieut. Fred Manning of the 219th Battalion and Private A. K. Walker of the 97th, contributed no small part of the program, the former by a baritone solo, and the latter with a reading.

All the speakers touched in a practical and pertinent manner upon the ideals, aims and work of the Y. M. C. A. among the Canadian soldiers in Canada, England and at the front. Maj. Margeson, recently returned from service with the 25th Battalion in France, spoke stirring words in appreciation of the service rendered by the Y. M. C. A. to the men on the firing line.

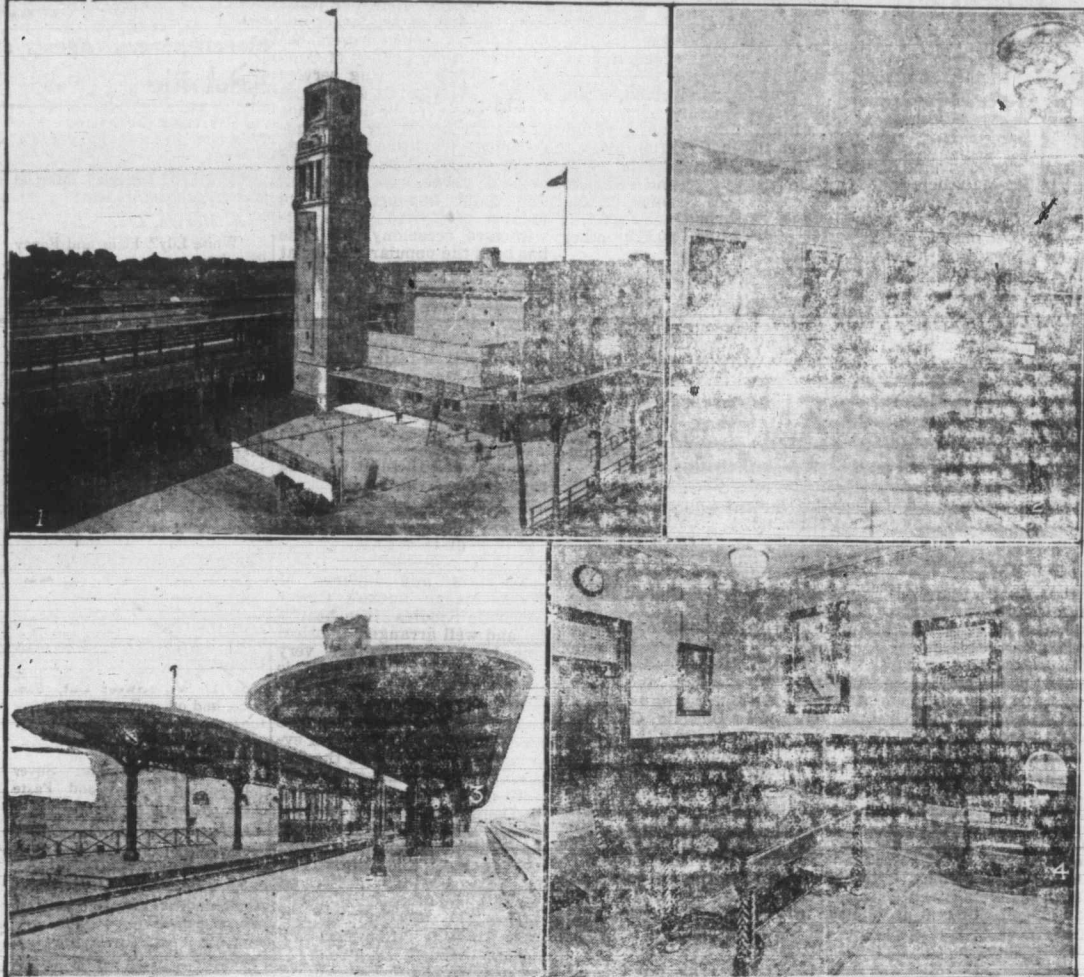
With this fine addition to its equipment the Y. M. C. A. at Aldershot is fitted to continue on a larger scale, its splendid work among the men in khaki. Together the two buildings surpass all other facilities of the kind for work amongst the Militia in Canada.

NOTICE

All bills due me must be settled by Feb. 1st, 1916. After Dec. 31st, 1915 all blacksmith work will be strictly cash.

S. R. JACKSON,
 Canard, N. S.

North Toronto Station



(1) New C.P.R. North Toronto Station. (2) Ticket Office. (3) Train Platforms. (4) Ladies' Waiting Room

The opening of the North Toronto Station of the Canadian Pacific Railway a few days ago marked a red letter day in the history of the Queen City of the West. The banquet given by the Mayor and Aldermen of Toronto to Mr. A. D. MacTier, the general manager of the C.P.R., showed distinctly the amicable relations which exist between the Company and the city. The new station was turned over into the hands of the city and under skillful hands was elaborately decorated with a profuse supply of bunting, and the evening ceremony, at which Mr. MacTier formally declared the station open for business was attended by thousands of people, who thronged every part of the station. Mayor Church paid a great tribute to the Canadian Pacific and rejoiced in the extremely happy relations which existed between them.

Mr. A. D. MacTier in replying, concurred in the good feeling existing. The design of the new station is free adaptation of the Italian Renaissance to the requirements of the present day. It is a single story building, faced externally with Tyndall limestone from the Tyndall quarries, Manitoba; the choice of this Canadian stone has been justified by the excellent color effect of the masonry in the mass, an effect equal to any that could be obtained by the importation of the better kind of building stones from the States. A large and spacious waiting room 70 feet by 50 feet, of lofty proportions occupies the centre portion of the structure, marked on the South elevation of the building by three large semi-circular headed windows; it faces the South with the main entrance centrally placed on the front. To East and West of this central block are two subsidiary wings roofed at lower level and devoted to station facilities; that to the East to men's and women's rooms with their respective lavatories, and that to the west to ticket offices. To the North of the waiting room is the Concourse beyond which are the parcel, baggage and express rooms. Opening from the Concourse is the midway, which is 20 feet wide and 150 feet long, passing underneath the tracks and from which access is had to the various overhead platforms. Flanking the building at its northwest corner is the

clock tower rising to the height of 140 feet, and four large clock dials, 8 feet in diameter, which will be a great convenience to entire neighborhood. The vestibule under the tower leads to the concourse. A sidewalk (protected by a marquee) is laid along the southwest sides of the station so that patrons may enter there or at main entrance, centrally on the South side or at the lower vestibule, the expectation being that the latter entrance have already secured tickets and only requires to pass directly to the train, relieving the main waiting room of much of the congestion that might otherwise occur. A private driveway also runs along the west side of the station so that vehicles may drive up to either entrance and pass through under the track to the baggage and express rooms and out on Yonge Street to the North of the station. Internally the waiting room, lower vestibule and concourse are lined with marble for their entire height, the architectural effect being obtained by the use of different colored marbles all set in practically the

same plane so as to avoid as far as possible all offsets and other dirt-collecting projections. The plaster ceilings are treated in a broad manner with large panels. The midway is lined with glazed brick for its full height as are the stairs leading up to the platform. At night the main waiting room will be illuminated by four large bronze standards, each topped with a cluster of treated bulbs and a large reflector. A complete system of electric locks of British manufacture have been installed; of this the large clock in the tower forms a part. All ornamental iron work, plastering, marble work, heating, ventilating, plumbing, electric work, etc., have all been carried out by Toronto firms. Wherever possible, and there are but few exceptions, all materials and labor employed in the construction of the building are of Canadian or British origin and Canadian timber has been used for all woodwork whether rough lumber or finished mill work, this being one of the requirements of the C.P.R. in connection with all their work under construction.

HUN SHIPS BADLY SMASHED IN JUTLAND FIGHT

LONDON, July 14—The Daily News Amsterdam correspondent learns that of the German warships engaged in the Jutland battle, five dreadnought battleships, the Koening, Grosser Kurfuerst, Markgraf, Kaiser and Kaiserin; four battle cruisers, the Derfflinger, Seydlitz, Moltke and Von Der Tann; two other battleships, the Hessian and Rhineland and four small cruisers, are now in German shipyards undergoing repairs. The Seydlitz he says, which had all her superstructure blown away, sank in shallow water while being towed to harbor, has since been salvaged.

For Immediate Sale—One car of 30,000 good Spruce Lathes. The Piercey Supply Co., Ltd., A Cecil Margeson, Agent, Kentville, N. S.

I fell from a building and received what the doctor called a very bad sprained ankle, and told me I must not walk on it for three weeks. I got Minard's Liniment and in six days I was out to work again. I think it the best Liniment made.
 ARCHIE E. LAUNDRY, Edmonton.

Capt. C. S. McArthur, Paymaster of the 193rd, and Lieut. H. B. Potter are taking the Musketry course at Rockliffe, Ont. Lieuts. W. E. McDonald, and D. J. McGillivray who have just completed this course, are back and have resumed their duties.

Major R. J. S. Langford, Second in-Command of the 193rd, is back from a few days leave. Major Langford spent his leave in St. John, attending to business matters.

