

# DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective July 2nd, 1917. (Service daily except Sunday)

**LEAVE**  
Express for Halifax ..... 7 30 a.m.  
Express for Yarmouth ..... 10 24 a.m.  
Express for Halifax ..... 4 04 p.m.  
Accom for Kingsport ..... 4 15 p.m.  
Accom for Kingsport, (Sat. only) 7 25 p.m.

**ARRIVE**  
Express from Halifax ..... 10 14 a.m.  
Express from Yarmouth ..... 3 55 p.m.  
Express from Halifax ..... 7 22 p.m.  
Accom from Kingsport ..... 8 55 a.m.

### Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro 9-10 a. m. and 6 15 p. m. and from Truro for Windsor at 6 30 a. m. and 2 30 p. m. 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 express trains between Halifax and Yarmouth.

### Canadian Pacific Railway

St. John and MONTREAL (via Digby)

(Daily Sunday excepted)  
S. S. EMPRESS leaves St. John 7:00 a. m., arr. Digby 10:00 a. m. Leave Digby 2:00 p.m. arr. St. John 6:00 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, Wednesday and Saturday.

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

### Yarmouth Line

Steamship Prince Arthur leaves Yarmouth Wednesdays and Saturdays at 5 p. m. (Atlantic time)

Return: leaves Boston Tuesdays and Fridays at 1:00 p. m.

Connection made with trains of the Dominion Atlantic Railway and Halifax and South Western Railway to and from Yarmouth.

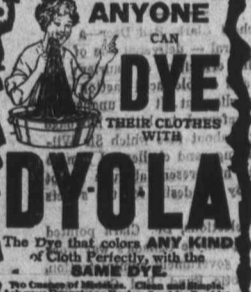
Tickets and Staterooms at Wharf Office.

Boston & Yarmouth S. S. Co., Ltd  
J. E. KINNEY, Supt.  
Yarmouth, N. S.

**ANYONE CAN DYE THEIR CLOTHES WITH DYOLA**

The Dye that colors ANY KIND of Cloth Perfectly with the SAME DYE.

Ask your Druggist or Dyer. Send for Booklet. The name is Dyola. Limited, Montreal.



**HORSE GOODS**

If every description can be found here. There is not a thing missing what ought to be in it. Everything needed in stable, barn and harness room included. Every article has been gathered with great care, and you will not have a chance to complain about the quality.

**W.M. REGAN, WOLFVILLE**



Minard's Liniment used by Physicians.

### WHO STANDS FOR SCOTLAND'S RIGHTS?

A Call to Scots Overseas

When Europe is drenched in blood to assert the rights of small nations, and to secure their people's protection from the menace of autocratic militarism, Scotland has surely a right to be heard touching her needs. Her sons have freely shed their blood in all parts of the world where right joined issue with the wrong. While thus they fought and bled and died that others should be free, they bore with wondrous patience the grievous wrongs so long endured in their own bonnie land Long, long have Scotsmen waited for the time when simple justice, if not gratitude, would bring from Anglo-Saxon rule some recognition of their nation's help in Britain's march to greatness. Yet years followed by and decades have to centuries stretched out, while Scotland's straths and glens to aliens' sport are given o'er. Her people from their homes were swept to find new refuge overseas. And still the Homeland bleeds.

Deserted straths, and villages now half their former size, fringe moors where deer and hare, with grouse and pheasants sacred to the magnate's sport, with streams well-stocked with salmon and fine Scottish trout but mock the half-starved cottar's gaze. He dare not touch these creatures of

his own Homeland, for English law to German counts and foreign magnates have them long assigned. If food they lack, the Highland lads and lasses to the aliens' homes must go to black their boots or carry round their well-filled game-bags, and take for that base service such pittance as the lords allow. Yes, this is Scotland now!

The Highland Land League, founded over a century ago on the Strath of Kidonan, Sutherland, is known to Scots the world over as the great fighting organization of the North whose numbers were ever prepared to suffer any personal inconvenience, or sore persecution that the people's right should be maintained. In recent years the League had slumbered somewhat, till to repose by the specious promises of English politicians! but the disillusionment has come! Scotland is littered with the broken promises of professed friends, and her people are awakening to the situation. The old Highland Land League has sprung to life again, and raising the slogan "Autonomy for Scotland," is attracting thousands to its ranks. Strong Divisions have been formed not only in Highland towns and villages, but in the great cities of Edinburgh, Glasgow and London. The democracy of Scotland realizes that if the country is to be saved from ruin it must again assume control of its own affairs. The Scottish Parliament must be re-opened, other large organizations in Scotland

are taking a hand in the campaign, and men and women are giving freely time and talents to the cause.

Scots abroad who would like to have a share in this movement for the land of their birth, are invited to co-operate with their means. Funds are essential for the campaign, and the bulk of the folks at home are so poor. It will need a big effort to lift Scotland out of the condition she has been allowed to get into; but if every Scot puts his back into it the thing will soon be done.

The kilted lads of the North are away with the lead towards the grand objective. The philabeg swings forward, the pipes are skirling, the heather's ablaze! The slogan roars "Who's for Scotland yet?" "Who follows?" "Who follows?" The offices of the Highland Land League Central Council are at the Bruce News Service Offices, 161a Strand, London. The honorary secretary and organizer is Mr. G. J. Bruce, and the League's Bankers are Lloyds Bank, Ltd., Strand, London.

By oppression's woes and pains,  
By your sons in servile chains,  
We will drain our dearest veins,  
But they shall be free.  
Lay the proud usurpers low!  
Tyrants fall in every blow!  
Liberty's in every blow!  
Let us do or die!"

FOR SALE—Horse-Pick of two. Also Airdale puppies. Apply Brine at Col. Campbell's, Canning, sw 41

### THE BIG ENTERPRISE AT EASTERN PASSAGE

Halifax, July 17—Few people realize how great an enterprise the Imperial Oil company are carrying on at the Eastern Passage. At the present time the superintendent, B. W. Ellsworth, who is in charge of construction, has 1,400 men at work. When the plant is complete and in operation it will require 352 or 400 hands all the time. The maximum capacity of the refinery will be 10,000 barrels daily. The plant will begin at 2 500 barrels.

The company is erecting houses, for its workmen, the present contract being for 27 residences.

Work is being rushed to the full extent of the forces available, but more labor still is wanted, Mr. Ellsworth says, and there is work there for anyone who can do it.

Social investigation shows that more than 5,000,000 women in the United States are compelled to earn their own living, that 90 per cent of widows in this country lack the comforts of home, and 32 per cent. the necessities of life; 85 per cent of men who die leave nothing, and 95 per cent of the remainder leave almost nothing.

Minard's Liniment Lumberman's Friend



## The Studebaker Car A Safe Investment

**STUDEBAKER** cars are built in Studebaker factories at Walkerville, Ontario. They are built with full knowledge of Canadian roads and conditions throughout the Dominion. The men who build them are skillful, trained mechanics.

Their work is carefully supervised by the most expert engineers in the automobile industry.

The materials used are tested and proved in the great Studebaker laboratories.

Many materials have been developed by Studebaker solely for Studebaker purposes.

No car at any price uses higher grade steels than Studebaker.

Studebaker uses drop forgings instead of castings at every possible point—this insures lightness and great strength.

The Studebaker motor has been developed by four years' experience with the same basic design in the hands of thousands and thousands of owners in every part of the world. It is an evolution, not an experiment.

It is the most clean cut, accessible motor you ever saw.

Its valves are noiseless and do not require frequent lubrication. It is probably the most powerful motor ever used in a car of such light weight as the Studebaker car.

Its power is free flowing and flexible. Its response to the throttle is instant.

It is very economical in its consumption of gasoline.

The Studebaker electric system is simple, accessible, never failing. It is the best electric system that the highly organized skill of Studebaker and Wagner engineers working in close harmony could devise.

All wiring is easy to get at—all wires are protected from grease and damp by flexible steel conduits.

No matter what the climate the Studebaker starter never fails. It exerts a cranking torque equal to two hundred pounds. It always starts the motor.

Studebaker cars are big and roomy. The front seats are individual and form-fitting, adjustable forward and back to all leg lengths, the one next the driver is reversible—its occupant may face the tonneau if desired.

The tonneau seat is 48 inches wide—the ideal width for a five passenger car.

There are two auxiliary seats, arm chairs in fact, stored under the tonneau seat, enabling you to carry extra passengers in comfort if desired.

These chairs are standard in both FOUR and SIX cylinder touring models.

All Studebaker upholstery is of genuine, high-grade, hand buffed leather. Studebaker doors are wide opening—easy to enter or leave.

These are only a few of the qualities that make the Studebaker car the great value car of Canada today. No other car at anywhere near the Studebaker price offers them all.

You owe it to yourself to let us prove in an actual demonstration the quality and value of the Studebaker car.

We are at your service at any time.

There will be no change in Studebaker models this year, but the increased cost of materials and labor may force Studebaker to make an advance in prices at any time without notice.

"Built in Studebaker Factories at Walkerville, Ont."

Four-Cylinder Models		Six-Cylinder Models	
FOUR Roadster	\$1375	SIX Roadster	\$1685
FOUR Touring Car	1375	SIX Touring Car	1685
FOUR Landau Roadster	1635	SIX Landau Roadster	1900
FOUR Every-Weather Car	1675	SIX Touring Sedan	2245
		SIX Coupe	2310
		SIX Limousine	2430

All prices f.o.b. Walkerville

**A. L. PELTON**  
Distributor for Nova Scotia and Prince Edward Island