

### Railway & S. S. Lines

### DOMINION ATLANTIC RAILWAY

—AND—  
**Steamship Lines**  
 —AND—  
**St. John via Digby**  
 —AND—  
**Boston via Yarmouth**  
 "Land of Evangeline" Route.

On an after April 1st, 1912, the Steamship and Train Service of this Railway will be as follows (Sunday excepted):

Express from Halifax	12.21 p.m.
Accom. from Richmond	5.40 p.m.
Express from Yarmouth	1.46 p.m.
Accom. from Annapolis	7.50 a.m.

### Midland Division

Trains of the Midland Division leave Windsor daily, (except Sunday) for Truro at 7.30 a.m., 5.35 p.m., and 7.45 a.m. and from Truro at 6.50 a., 3.20 p.m. and 12.45 noon connecting at Truro with trains of the Intercolonial Railway, and at Windsor with express trains to and from Halifax and Yarmouth.

### Boston S. S. Service

BOSTON-YARMOUTH SERVICE.  
 The Royal and United States Mail Steamship "BOSTON" sails from Yarmouth on Wednesday and Saturday on arrival of Express train from Halifax, arriving in Boston next morning. Returning leave LONG WHARF, BOSTON, at 1.00 p. m. Tuesday and Friday.

### St. JOHN and DIGBY

ROYAL MAIL S. S. YARMOUTH. Daily Service (Sunday excepted). Leaves St. John 7.45 a.m. Arrives in Digby 10.45 a.m. Leaves Digby same day after arrival express train from Halifax.

P. GIPKINS.  
 General Manager.  
 Kentville.

### FURNESS, WITBY & CO., LTD STEAMSHIP LINERS

LONDON, HALIFAX & ST. JOHN, N. B. SERVICE.

From London.	From Halifax	Steamer.	Apr. 25
		—Shenandoah	Apr. 25
		—Anapa	May 7
April 30		—Alegany	
May 14		—Shenandoah	June 4
May 22 (via St. John's)		—Rappahannock	June 18
From Liverpool	From Halifax.	Steamer.	
April 16	—Montauk Point	May 8	
May 4	—Tabasco	May 25	
May 18	—Almeriana	June 8	
May 31	—Durango	June 22	

FURNESS WITBY & CO., LTD.  
 Agents, Halifax, N. S.

### H. & S. W. RAILWAY

Accom. Mon. & Fri.	Time Table in effect October 8th, 1911.	Accom. Mon. & Fri.
Read down.	Stations	Read up.
11.30	Lv. Middleton Av.	16.25
12.01	"Clarence	15.54
12.20	Bridgetown	15.36
12.50	*Granville Centre	15.07
13.07	Granville Ferry	14.50
13.26	*Karsdale	14.34
13.45	Ar. Port Wade Lv.	14.10

\* Flag Stations. Trains stop on signal.  
 CONNECTION AT MIDDLETON WITH ALL POINTS ON H. & S. W. RY AND D. A. RY.  
 P. MOONEY  
 General Freight and Passenger Agent.

### The Titanic Band

Poem Stirs New York Society  
 New York Herald Saturday.—As a memorial to the band of the Titanic, which played as the ship sank, Miss Amy Baker yesterday afternoon recited a poem called "The Band That Played When the Ship Went Down." It was written by Miss Mary Moffat Cunningham of this city, and was one of many selections by Miss Baker at her annual recital in Rumford Hall. The recitation brought tears to the eyes of many in the audience.

### THE BAND THAT PLAYED TILL THE SHIP WENT DOWN.

What were the thoughts of the band who stood  
 Waiting the word of command?  
 Not a man of them showed surprise!  
 Did they know? Were they told?  
 Were the timid made bold  
 By the look in their leader's eyes?  
 Knitting his brow with a puzzled frown,  
 Calmly he lifted his hand;—  
 "Attention, please! Are you ready?  
 Good!  
 Then play like men till the ship goes down!  
 Play for the husbands that part from wives,  
 Play for the brave who give up their lives!  
 'Tis the string for the weak.  
 Make the instruments speak!  
 Now play like men till the ship goes down!  
 Play for the fleet of drifting boats  
 Play for the widows in distress,  
 Play for the children fatherless!  
 Oh, hark! Did you hear  
 That ghost of a cheer?  
 How far away the music floats!  
 Play on, brave lads, till the ship goes down!  
 Give them a waltz, now, a rollicking rag!  
 Play for the pride of the English flag,  
 (That girl I love in Yorkshire town)  
 Fly on, good boys, play on!  
 (Her lips are sweet, and her eyes are brown,  
 So fair to look upon!)  
 Play on, my men, till the ship goes down!  
 (Easy, I'm told, for a man to drown)  
 Some cursing luck, some on their knees,  
 Who's speaking there? One moment, please!  
 We're sinking fast. The lights grow dim.  
 A woman here who wants a hymn?  
 How does it run? "By woes to be—  
 "Nearer, My God—to Thee—to Thee."  
 (Good bye, dear girl, good bye,  
 I'm not afraid to die.)  
 God of the dark, God of the sea,  
 Through night to light we come to Thee!  
 Well, boys, we've played our best,  
 Now leave to God the rest.  
 We die like men when the ship goes down!"

—MARY MOFFAT CUNNINGHAM.  
**CURE CANCER BY ELECTRICAL TREATMENT**  
 Famous French Surgeon Claims That His Experiments Have Been a Success.  
 Paris, April 11.—In a paper read before the Physiotherapy Congress here last night, Dr. Doyen declared that he was now able to confirm his theory that it was possible to cure cancer without a surgical operation, by means of electrical treatment, which he described as "thermic-electro coagulation."  
 "In all cases treated," said Dr. Doyen, "the cancer was easily accessible. They included cancerous affections of the skin, lip, tongue, tonsils, larynx and other organs."  
 Dr. Doyen has been experimenting in this direction since 1907. In his treatment, which in the case of external cancerous affections necessitates special electric apparatus, he depends upon the curative value of the penetrating heat produced by an electric current of high frequency and low tension. Dr. Doyen promises to produce a number of patients who have been cured by his method, and to demonstrate that the tumors of the breast can be successfully treated in the same way.

### SALLOW SKIN

Liver Spots, Pimples, Dark Circles Under the Eyes  
 are all signs of the system being clogged. The liver and bowels are inactive and the stomach is weak from undigested foods and foul gases.

### FIG PILLS

the great fruit remedy, will make you feel like a new person.  
 Winnipeg, June 27, 1911  
 After taking three boxes of your Fig Pills for stomach and liver troubles I feel strong and well and able to do my own work.  
 MRS. A. H. SAUTER  
 Sold at all dealers in 25 and 50 cts. boxes or mailed by The Fig Pill Co., St. Thomas, Ont.  
 Sold in Bridgetown by W. A. Warren, druggist.

## You will be proud of the bread you'll make with PURITY FLOUR

AFTER seeing a batch of big, golden-crust, snowy-white loaves, that you have baked from PURITY FLOUR, you will, indeed, be proud of your cooking-ability—and proud of your wisdom in deciding to pay the little extra it costs to procure such high-class flour. You will admit, too, that we are justified in the pride we take in milling this superb flour.



## PURITY FLOUR

"More bread and better bread"



PURITY FLOUR is milled exclusively from the best Western hard wheat—the world's finest. More than that, PURITY FLOUR consists entirely of the high-grade portions of the wheat. The low-grade portions are separated and excluded during the PURITY process of milling. Such high-class flour, of course, expands more in the baking. It makes "more bread and better bread."

It makes lighter, flakier pastry, too, if you just take the precaution to add more shortening. On account of its unusual strength PURITY FLOUR, for best results, requires more shortening than ordinary flour.  
 Progressive Grocers, everywhere, sell PURITY FLOUR and take pride in recommending it.  
 Add PURITY FLOUR to your grocery list right now.

## Recovered 306 Bodies

MACKAY-BENNETT SAILS INTO HALIFAX WITH BODIES RECOVERED FROM WRECK OF FILL-FATED TITANIC.

(Halifax Recorder.)  
 The last day of April, 1912, will be remembered as a memorably solemn day in the city of Halifax, when in the quiet grey of the early morning the signal man on Citadel Hill announced the sighting of the cable steamer MacKay-Bennett, for whose arrival in port so many anxious hopes had been entertained since Friday last. Flags flying at half-mast all over the city and the solemn tolling of the church bells told the waiting people that the ship was coming up the harbor with her silent passenger list of 189 of the dead from the wreck of the Titanic.

A few minutes before nine o'clock the ship could be discerned steaming slowly up the harbor. As she neared George's Island the sun emerged from the clouds and the whole scene was bathed in the sunshine of a perfect spring morning. Not a breath of wind ruffled the surface of the water, which was smooth as glass as the "death ship" moved along in the direction of the dockyard. Her progress landward was watched by crowds of anxious or curious gazers massed on the citadel, along the waterfront or crowding the roofs of the hotels, public buildings, and other vantage points commanding a view of the broad harbor. All eyes were focussed upon the ship which bore the sad remnant now so quiet and still, of that long passenger list of those who had started from land, so full of life and its activities.

The concourse of people at North street and in the vicinity of the dockyard was very great and the railway overlooking the entrance to the dockyard was lined with people trying to get a view of the scene within the gates, which were closely guarded by officials who allowed none to pass in except those who presented their credentials.  
 Closed carriages, automobiles and taxicabs containing the mourners were driven rapidly up and through the gates. In many of the carriages the "drawn" a few minutes later Snow & Co. and other undertakers passed in with fifteen hearse. The sight of the sable-clad equipages was an impressively sorrowful one, and gripped the hearts of all present, bringing before the imag-

and in bad weather each boat could manage only four or five, but when the weather cleared we could handle eight or nine.  
 The bodies were found sixty miles northeast of the disaster. All bodies were found in the cold water north of the Gulf Stream.

### CAPT. LARDNER'S STATEMENT

At 11.30 o'clock the newspaper men were allowed on board, by Capt. F.A. Lardner, and sitting alongside of Rev. K. C. Hind, the Captain made the following statement to some fifteen newspaper men representing United States, Upper Canadian and local papers:  
 In commencing his statement Capt. Lardner stated that his first orders were to bring to Halifax all bodies found floating, but owing to the number of bodies picked up and the condition of some of them, that it was found impossible to carry out instructions to the letter and some of the bodies were accordingly committed to the deep, after religious services were conducted by Rev. K. C. Hind.

"We left Halifax" said Capt. Lardner "shortly after noon on Wednesday April 17th. Foggy weather delayed us on the way out, and we did not arrive there until Saturday night at eight o'clock. On Saturday afternoon having asked all ships to report to us if they had passed any wreckage or bodies, we received a communication from the German boat, the Rhin, to the effect that in latitude 42.10 N., longitude 49.13 they had passed some wreckage and bodies. We immediately shaped our position north 48 east. Later in the afternoon we spoke the S.S. Bremen, and they reported they had passed three large icebergs and bodies.

They both reported the same thing from similar positions, but one reported having seen a lifeboat.  
 We arrived on the scene at 8 p.m. Saturday and stopped and let the ship drift. In the middle watch a few bodies were sighted, and at daylight boats were lowered, and, though a heavy sea was running at the time, fifty-one bodies were recovered that day; twenty-four of these were committed to the deep the same day. They were seamen. We had taken all the embalming fluid we could get to port. We took enough for seventy persons, as the undertaker considered the bodies could only be kept a few days, and as we expected to remain several days we buried those who could not at the time be identified. Only those unidentified were buried at sea.

At daylight Monday morning we commenced again. The bodies were scarce. We only got twenty-six that day. We searched all along the line (17 x range for fifteen miles. We came across bodies at dark, and put a buoy out to keep mark with the floating bodies.  
 In the morning Tuesday we found the bodies were numerous. We picked up ninety bodies before noon. From that the weather came on thick and in the afternoon we only recovered twenty-nine bodies. All the bodies were lying separate. There were no bodies fastened together, but all were close together. A great many bodies were damaged by striking articles on deck when the ship went down. All had life belts on them.  
 All day Wednesday we were in thick fog and saw nothing. About midnight the weather eased up and we steamed up to the place we expected to find them.  
 At 4.30 o'clock on Thursday morning we found one. We stopped and let the ship drift.  
 At daybreak we started again, and picked up eighty-seven bodies that day.

### AT THE DOCKYARDS

The Mackay-Bennett came up slowly and reached the pier shortly after 9.30 o'clock. As soon as the ship was sighted down the harbor, the carriages were lined up in front of the pier in order to prevent any craft docking in the vicinity.  
 A woman was the first mourner to arrive on the pier. She was Miss Eliza Lureme, a maid for Mrs. Wm. Augustus Spencer, of 7 East Eighty-Sixth street, New York. Mr. and Mrs. Spencer went down and Mrs. Spencer was wanted. The maid hopes to find her late employer's body although it had not been reported among those on the Mackay-Bennett.  
 The mourners arrived shortly before nine o'clock with a view to identifying the bodies recovered. Her own flag at half-mast the "death ship" docketed slowly, her crew manned the decks and on the aft deck were stacked the coffins with the embalmed dead. Members of the crew talking down the side said that every body picked up had been in a lifebelt and there was no bullet holes in any of them.  
 Many of the dead lay on the forward deck covered with tarpaulins. As the undertakers came aboard it

### Dr. Morse's Indian Root Pills

are not a new and untried remedy—our grandfathers used them. Half a century ago, before Confederation, they were on sale in nearly every drug or general store in the Canada of that day, and were the recognized cure in thousands of homes for Constipation, Indigestion, Biliousness, Rheumatism and Kidney and Liver Troubles. Today they are just as effective, just as reliable as ever, and nothing better has yet been devised to

### Cure Common Ills

### House Cleaning SUPPLIES

Old Dutch Cleanser, Ascepto Soap Powder, Surprise Scap Powder, Pearl-lime, Bon Ami, Gold Dust Washing Powder, Soaps of all kinds, Whiting, White Wash Brushes, Scrub Brushes, Brooms and Wall Paper.

### SEEDS

Our Farm, Field and Garden Seeds have arrived. Try our Earliana Tomato Seed.

WANTED:—Butter, Beans, Potatoes and Eggs in exchange for goods.

### J. I. Foster

YEARS AGO people used to make themselves heard by shouting from the house tops. If you tried that to-day you would probably have to appear before a commission in insanity. NOW-A-DAYS the business man uses our Want Ads.

For Sale  
 House and lot centrally located at Deep Brook, directly opposite D.A.Ry station, short distance from churches, store, school house, post office and other public conveniences. Situated midway between Annapolis and Digby on the south shore of the beautiful Annapolis Basin. House is two story besides three rooms finished in basement. Front stair case four feet wide, finished in Georgia pine, dining room beautifully paneled in native wood. On the lot are six fine cherry trees all bearing, and upwards of thirty other trees consisting of apples, pears, peaches and plums, also "White Niagara" grape vine. Small barn on lot, with concrete basement.

R. W. W. PURDY, Bridgetown or WALTER PURDY, Deep Brook. April 15th, 1912.

ORCHARD FOR SALE.  
 23 acres of choice orchard land, situated at Wilcox in the heart of the apple-bearing district of the Annapolis Valley. Land once owned by the late Brover G. Stronach. Fine young orchard of about 400 trees, about seven years old, now on the property. Property will be sold on easy terms to purchaser. Apply to Eastern Canada Savings & Loan Co., Halifax.

AN EXAMPLE CONTAGIOUS  
 When Mayor Shark opened his potato market in Indianapolis to bring down the high cost of living, he began a movement to make trouble for the middlemen all along the line. At Portland, Or., the City Council has decided to appropriate \$200 to establish a municipal store at which the necessities of life will be sold without profit to poor people. The sum of \$200 will go a mighty short way in establishing a store of this kind. Here in Los Angeles potatoes are worth \$2.50 to \$3 a hundred pounds, and \$200 would not purchase enough "spuds" to furnish one day's supply more than a very few families.—Los Angeles Times.

Had the Titanic been a Chinese vessel manned by Chinese sailors not a woman or child would have been saved, according to Henry Moy Pot, special agent for the Chinese Merchants' Association of America. It is the duty of sailors when a Chinese vessel goes down to save men first, children next and women last," said the agent. "This is on the theory that men are most valuable to the State that dopted parents can be found for children and that women without husbands are destitute."

### NA-DRU-CO LAXATIVES

Women's commonest ailment—the root of so much of their ill-health—promptly yields to the gentle but certain action of Na-Dru-Co Laxatives. 25c. a box at your druggist's.

NATIONAL BROS AND CHEMICAL CO. OF CANADA, LIMITED.