

### DOMINION ATLANTIC RAILWAY & STEAMERS

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

**LEAVE**

Express for Halifax ..... 7:50 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 for 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 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, 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.

Wholesale and Retail, Ask your Druggist or Dealer, Send for Booklet, The Johnson-Richardson Co., 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.

**WM. REGAN, WOLFVILLE**

Keep Minard's Liniment in the house

**THE HOUSE BY THE SIDE OF THE ROAD**

Let me live in a house by the side of the road  
 Where the race of men go by,  
 The men who are good and the men who are bad  
 As good and as bad as I.  
 I would not sit in the scorner's seat  
 Nor hurl the cynic's ban;  
 Let me live in a house by the side of the road  
 And be a friend to man.

I see from my house by the side of the road,  
 By the side of the highway of life,  
 The men who press on with the ardor of hope,  
 The men who are faint with the strife;  
 But I turn not away from their smiles nor their tears,  
 Both parts of an infinite plan.  
 Let me live in a house by the side of the road  
 And be a friend to man.

Mrs. F. W. Webster and daughter, Miss Frances of Cambridge have been enjoying a pleasant visit with Miss Orpha McNutt of Truro.

Mrs. W. B. B. Rockwell and daughters Gladys and Doris have returned from a visit with friends in Wolfville.

**HUN SUB'S HOPE GONE**

Philadelphia Record—The British food purveyor said very recently that 6 per cent of the wheat ships had been sunk. Of course, that is a great waste of food, but it offers no excuse for the lugubrious talk of famine that several eminent Englishmen have indulged in. If there is the food to ship the rate at which the submarines are wasting it does not warrant great anxiety, and it affords Germany not the least hope in the world of starting the especial object of Teutonic hatred.

**WISE MEN OF THE YEAST**

Toronto Globe—Members of the Bread and Cake Manufacturers' Association of Ontario are in convention in Toronto, and want a food controller "to bring order out of chaos and ferment," as one speaker phrased it, with a technical touch. This stand is creditable to the association. Will the government listen to the wise men of the yeast?

**Minard's Liniment used by Physicians.**

Principal Stapleton of Dartmouth is spending his vacation on his farm in Cambridge.

**Northcliffe To Speak At British Recruiting Meeting in New York.**

New York, July 11—British recruiting in New York city, beginning July 15, will be brought to a close July 22 by a great mass meeting in Madison Square Garden, at which Lord Northcliffe, head of the British commission in this country, will be chief speaker, it was announced here today. The drive to bring as many as possible of the 500,000 British subjects in this country to their colors will include a similar demonstration in Chicago.

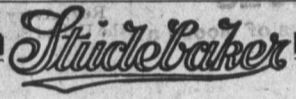
**An American Exchange says:**  
 There is a spice of romance connected with the fortunes of a small schooner belonging to a lumberman of Halifax who was in poor circumstances. The little schooner was all he possessed, and some three years ago he found that \$1,000 was the most he could obtain for it on the market. It was fortunate for him that he did not sell it at that period for a few months later he was able to dispose of it for no less a sum than \$30,000.

**Minard's Liniment Lumberman's Friend**

**Boston Herald of Friday—**  
 The barkentine John S. Emery Capt. Davis, which left Buenos Ayres more than 75 days ago for New York, arrived safely at a Porto Rican port, according to advices received here yesterday. The vessel is long overdue and until the message was received by the owners yesterday grave fears were felt that she had met with disaster. Bad weather is said to be responsible for the delay. No news has as yet been received concerning the Boston ship Timandra, or the four-masted schooner Kenwood, long overdue at Buenos Ayres, but the owners of the latter vessel believe she is safe.

**Premier Arsenault, of P. E. I., will be opposed in the by-election in the third district of Prince on July 25th by Dr. Delaney, of Wellington, nominated by the Liberals.**

Mrs. Rhoda A. Berry, widow of James A. Berry, of Clementsvale, Annapolis Co., died suddenly of cerebral hemorrhages, at Waltham, Mass., on Thursday, July 5th, aged 77 years and 5 months, leaving three sons and one daughter. Her son Wm. Berry, accompanied the remains, which arrived in Yarmouth this morning and were forwarded to Clementsvale, Annapolis Co., for burial.



## Before you buy any car Investigate the Canadian Built Studebaker Car

**YOUR** car is probably the second most important investment you will ever make. **FIRST**—comes your home. **THEN**—your car. Before you buy that car *stop and think.* Are you going to be completely satisfied with it? Is it sure to be the comfortable car you want? Motor car comfort has been a thing of slow development. It means more than the physical ease of a fireside chair.

**POWER** is the first factor of automobile comfort. No man can be thoroughly comfortable in his car if he has to be continually pushing pedals and pulling levers. You want a car that will climb the hills and pull through mud and sand without appreciable effort; a car that will take you anywhere with a minimum shifting of gears.

The Studebaker FOUR has full 40 Horse Power—the Studebaker SIX has full 50 Horse Power. Both cars are built in Studebaker factories at Walkerville, Ontario. They are probably the most powerful cars of their weight on the market today.

**ROADABILITY** is a point of automobile comfort. You want an easy driving car, one that does not jump and sway and make you work to hold it in the road. The perfect balance of the Studebaker chassis, the basic design of which has been continually improved and refined over a period of four years, makes the Studebaker car one of the most roadable cars in the world. A Studebaker car drives straight as an arrow and has no tendency to jump or sway.

**DEPENDABILITY** is another point of automobile comfort. Studebaker uses the best vanadium steel in its chassis construction. Studebaker uses drop forgings wherever possible to add strength and lightness.

The use of high grade materials and of skilled, experienced labor makes for the mechanical perfection of Studebaker cars—which in turn makes for unusual durability.

Studebaker brakes are oversize—the area of braking surface is very large. A slight pressure on a Studebaker brake will bring you to a gentle halt, a stronger pressure will stop you within a few feet.

Think how it will add to your comfort to know that yours is a durable car with thoroughly dependable brakes.

**ECONOMY** is also a factor. It is always comfortable to know that your up-keep bills are going to be low.

Studebaker cars with all their power are very economical in their consumption of gasoline.

Studebaker owners frequently report from 8,000 to 10,000 miles on a single set of tires.

**APPEARANCE.** You can never be comfortable in a car that needs apology. Studebaker cars are big and handsome. Their finish of gunmetal gray with ivory striping makes them distinctive in appearance.

**FINALLY** there is the question of physical convenience and comfort.

The driver of a Studebaker car has everything at his finger tips. His hand falls naturally on the levers, the pedals may be adjusted to suit his individual requirements, electric starting and lighting switches are conveniently placed on the dash within easy reach of the driver; the starter pedal is directly under his right heel.

The front seats of Studebaker cars are individual and form-fitting, adjustable forward and back to all leg lengths. The seat next the driver is reversible, its occupant may face the tonneau if desired. The tonneau doors are 21½ inches wide—easy to enter or leave. The tonneau seat is 48 inches wide, the ideal width for three. There are two auxiliary seats under the tonneau seat for your convenience should you want to carry extra passengers.

All cushion work is of the best long curled hair mounted on resilient spiral springs.

All upholstery is of genuine, high grade hand buffed leather. Each seat in a Studebaker car invites rest and relaxation.

You certainly owe it to yourself to investigate the Studebaker car before coming to a decision as to what your car will be.

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**

FOUR Roadster	\$1375
FOUR Touring Car	1375
FOUR Landau Roadster	1635
FOUR Every-Weather Car	1675

All prices f. o. b. Walkerville

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

**Six-Cylinder Models**

SIX Roadster	\$1685
SIX Touring Car	1685
SIX Landau Roadster	1900
SIX Touring Sedan	2245
SIX Coupe	2310
SIX Limousine	2450

All prices f. o. b. Walkerville