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# DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective Feb. 1st 1917. (Service daily except Sunday)

**LEAVE**

Express for Halifax... 6:00 a.m.  
Express for Yarmouth... 10:24 a.m.  
Express for Halifax... 4:05 p.m.  
Accom for Middleton... 4:10 p.m.  
Accom for Kingsport... 4:10 p.m.  
Accom for Kingsport (Sat. only) 6:20 p.m.

**ARRIVE**

Express from Halifax... 10:14 a.m.  
Express from Yarmouth... 3:56 p.m.  
Express from Halifax... 6:15 p.m.  
Accom from Windsor... 2:15 p.m.  
Accom from Kingsport... 8:35 a.m.  
Monday, Wednesday and Saturday daily except Saturday.

### Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro 5:15 p.m. and for Truro for Windsor at 6:40 a.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 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.

A. E. WILLIAMS, Agent, Yarmouth, N. S.

Wanted at once a maid for general housework. Apply to Mrs. R. S. McMill, Main St., West, Kentville

### MAJOR AXOLINE.

My stallion, Major Axoline, will stand at owners stables, Greenwood, every other week commencing May 1st.

F. L. ROBINSON, Greenwood, April 22nd.

ANYONE CAN DYE THEIR CLOTHES WITH DYOLA

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

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

## Allens May Control Saskatchewan Legislature

Regina, March 28—A widely extending movement is demanding that all aliens in Saskatchewan be disfranchised. It is pointed out by Rev. D. Murdoch MacKinnon, of Knox Church, that these aliens may control the Legislature after the next election. On the list there are a hundred thousand names. Special legislation gives 33,000 non-resident Saskatchewan soldiers only three representatives. There are 59 other seats and the census shows there are 95,000 Germans and Austrians in Saskatchewan, over 30,000 of whom are eligible to vote.

## Telephones and Messages to be Taxed

Halifax, March 27—Taxation of Telephone Companies within the Province, and of people making long distance telephone calls, is provided for in a Bill introduced in the House yesterday by Premier Murray. The Bill, which is to amend the supplementary revenue act, provides that every Telephone Co. operating or using more than 20 telephones within the Province shall pay a tax of 25 cents on each telephone so operated or used. The Bill also provides for an additional tax of 5 cents on all long distance messages, where a charge of 25 cents is made. A tax of 75 per cent on the surplus earnings of the Companies is also proposed.

## The Waste Paper Campaign

The Halifax Local Council of Women have decided to use the funds from their waste paper campaign for convalescent soldiers. They have given an electric cabinet for massage treatment, to the Pine Hill Hospital and at the Kentville Sanitorium where 100 convalescent soldiers are to be treated, they will furnish a pavilion.

## Minard's Liniment

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## PROPERTY FOR SALE

Situated in Kentville, 1 1/2 acres of land in orchard and Shrubbery, good house, 8 rooms; barn, large carriage house, pig pen and wood-house, all nearly new. Town water in house. Selling, because moving to a farm.

Also for sale, 1 horse, eight years old, 1130 lbs., double seated carriage with pole and shafts, 1 steel tyre riding wagon.

Fred Harvey, Oakdene St. Kentville.

## For Sale or to Let

In order to close the estate of the late H. P. WOOD, Port Williams, the farm formerly occupied by him containing 156 acres of land is offered for sale.

Said farm consists of 25 acres of dyke and twenty-five acres of orchard and the remainder in village land, this is one of the best stock farms in Kings County, and at this stage in our history, when mixed farming is so essential to success it offers to the right man a golden opportunity to make good. If not sold it can be rented with a view to purchasing. This farm is offered at a bargain. Apply to

C. A. CAMPBELL, Agent, Port Williams.

## N. S. TRAMWAYS GIVEN EXTENSION

By a vote of sixteen to twelve the House of Assembly Thursday in the Committee of the Whole extended the time within which the Nova Scotia Tramways and Power Company, Ltd., must commence development operations at their Gaspareau site, by two years. Instead of three years, as the Bill, reported up from the Committee on Private and Local Bills, proposed. When the bill came up in Committee of the Whole, Mr. Hall moved an amendment that the extension of time be not three years, but two, and his amendment, as already stated, was carried.

Hon. R. M. MacGregor, supporting the three years' extension, said that in 1914 the Company was incorporated and given two years in which to start development work. In 1915 the Legislature had extended this by one year, so that the Company was compelled to start work in 1917. This Bill, as reported up from the Committee on Private and Local Bills, proposed, however, to extend that time by three years. He thought that if the Committee was willing in 1914, when times were normal, to give the Company two years, surely now when times were abnormal it would be willing to give three years. The cost of development had increased enormously and the Company, if compelled to immediately start work, would incur a much greater expense than had been estimated in 1914. The result would be that extra cost would ultimately be a charge upon the public.

Mr. Hall said that the proposed extension would make the total extension six years, not three, to which Hon. Mr. MacGregor replied that six weeks after the passage in 1914 of the Act incorporating the Company the Empire was at war and financial affairs were given a rude shock. He pointed out that in 1915 the Legislature, which in that year extended the time limit of development operations by the Nova Scotia Tramways and Power Company by one year, also extended the time limit of the Canadian Provincial Power Company, a similar organization, by two years.

Mr. Hall said that he proposed to do what he could to see that the avowed intention of the Nova Scotia Tramways and Power Company, Limited, namely the development of hydro-electric power, was carried out. He admitted that he did not think the present was the proper time to insist upon the Company carrying out their operations. He did not want to put the burden upon the City of Halifax, but should not "let the Company get out of his sight."

Hon. G. E. Faulkner said that the general feeling was that the Company should be given some extension of time in view of the general unsettled financial conditions and the exceedingly high cost of development. He would most certainly be opposed to the Company in any way shirking its obligations, but he did feel that what the Company was asking for, namely a three years' extension was under all the circumstances a reasonable proposition.

Mr. Hall said that the Legislature met every year and, if at the end of two years, conditions were not then normal, further extension could be granted to the Company. He moved an amendment that the Company be given two years in which to commence development operations, and three years in which they should spend not less than \$500,000 on the development instead of three and four years respectively as the Bill proposed.

Hon. Mr. MacGregor said that this was a pretty heavy penalty to place upon the Company, like a sword hanging over its head, saying as it were, "unless you do so and so, you will lose your charter." He repeated that if, in 1914, before the war, the Company was entitled to two years, surely now,

## ROLL OF HONOR

Several thousand officers and employees of the Canadian Pacific Railway Company enlisted for active military duty with the Canadian Expeditionary Force, and the majority of them are now in Europe, bravely battling for Canada and the Empire. This list of those who have given up their lives for their country or been wounded in action does not include the Army Reserves.

Name	Rank	Location	Status
Alexander, Geo. B.	Laborer	Calgary	Wounded
Allingham, J. R. E.	Brakeman	Medicine Hat	Presumed dead
Armstrong, Albert P.	Brakeman	Cranbrook	Presumed dead
Balley Arthur	Clerk	Outremont	Wounded
Beggs, P. J.	Switchman	Glen Yard	Wounded
Bell, Gerald Joseph	Clerk	Winnipeg	Wounded
Bennet, John George	Nut Tapper	Winnipeg	Wounded
Bibby, Lawrence	Wiper	Calgary	Wounded
Biddlecombe, Geo. A.	Constable	Vancouver	Wounded
Bishop, Gilbert	Clerk	Regina	Wounded
Blots, George	Loco. Engineer	New Westminister	Presumed dead
Bowden, Chris. J.	Checker	Regina	Suffering from shock
Brown, John Aylmer	Trainman	Brandon	Died of wounds
Buckle, Thomas W.	Loco. Fireman	B.C. Coast Str.	Killed in action
Campbell, George	Pitchman	Montreal	Died of wounds
Chaffey, Joseph	Waiter	Vancouver	Died of wounds
Chapman, George	Checker	Angus	Killed in action
Clark, Chas. Branch	Clerk	Weyburn	Wounded
Colley, Vincent	Loco. Fireman	McAdam Jct.	Killed in action
Copping, Ernest	Instrumentman	Angus	Presumed dead
Corbin, Harold John	Steam Fitter	West Toronto	Wounded
Cornwall, Chas. W.	Buffer	Port McNicoll	Died of wounds
Craig, Joseph	Tinsmith	Glacier House	Presumed dead
Crouch, Jack	Porter	Winnipeg	Suffering from shock
Cumine, Butler P.	Night Watchman	Winnipeg	Wounded
Davidson, Henry	Appr. Carpenter	Winnipeg	Wounded
Davies, John Thos.	Brakeman	Moose Jaw	Killed in action
Decker, Archie	Apprentice	Cogitiam	Presumed dead
Delaney, Martin	Loco. Fireman	Outremont	Presumed dead
Dickinson, Chas. E.	Mach. Apprentice	Winnipeg	Killed in action
Dove, Andrew	Machinist	Winnipeg	Presumed dead
Dubois, John	Painter	Regina	Wounded
Edgar, John	Clerk	Brit. Col. Dist.	Wounded
Fawcett, Archie	Checker	Moose Jaw	Presumed dead
Gallagher, James W.	Checker	Montreal Wharf	Wounded
Gammon, Lee	Loco. Fireman	Cranbrook	Wounded
Gordon, Harry	Wiper	Medicine Hat	Presumed dead
Gray, David	Loco. Fireman	Brit. Col. Dist.	Wounded
Green, John	Wiper	Winnipeg	Wounded
Greentree, Geo. D.	Rodman	Strathmore	Killed in action
Guyot, Alfred	Boilermaker Appr.	Angus	Suffering from shock
Gwyn, Cecil	Wiper	Dunmore	Wounded
Hall, Joseph	Storeman	Montreal	Presumed dead
Harrison, Robt. H.	Trimmer	West Toronto	Wounded
Henderson, John	Loco. Fireman	Kenora	Wounded
Herr, Loftus Roy	Clerk	Edmonton	Presumed dead
Hill, Albert	Car Repairer	North Bay	Presumed dead
Hinton, Thomas	Car Repairer	Windsor, Ont.	Killed in action
Johnson, Alexander	Clerk	Montreal	Died of wounds
Johnson, W.	Parryman	Chat. Frontenac	Killed in action
Kay, Robert	Cook	Montreal	Wounded
Keay, George Ness	Loco. Fireman	Cranbrook	Wounded and missing
Kinne, Hudson P.	Trainman	La Riviere	Wounded
Lamourie, Peter	Switchman	Winnipeg	Wounded
Lawsor, Frederick	Lineman	Revelstoke	Wounded
Leonard, Frederick	Specialist	Angus	Presumed dead
Lewis Arnold	Cook	Montreal	Wounded
Longmire, Harold	Transf. man	North Bay	Died of wounds
Loveridge, Harold D.	Laborer	Glen Yard	Wounded
Lowe, George	Loader	Lethbridge	Wounded
McDermott, Charles	Bell Boy	Winnipeg	Presumed dead
McKenzie, Alexander	Cook	Montreal	Wounded
McNeil, James	Trainman	North Bay	Wounded
Marr, Lionel Geldort	Gardner	Dunbar	Suffering from shock
Mead, Mark	Cook	Montreal	Died of wounds
Norkill, Francis E.	Trans. Student	Toronto	Killed in action
Newman, George S.	Clerk	Winnipeg	Wounded
Norton, Cecil Herby	Draftsman	Montreal	Presumed dead
Parkinson, Alfred O.	Brakeman	Montreal	Killed in action
Parnell, Reginald R.	Laborer	Nuskoka	Wounded
Pope, Christopher I.	Stakeman	Koot. Cent. Rly.	Presumed dead
Quenville, Stephen	Sectionman	Green Valley	Wounded
Reaton, Sidney C.	Loco. Engineer	Lethbridge	Presumed dead
Robinson, Alfred	Leading Handler	Montreal	Wounded
Robinson, John R.	Cook	Montreal	Wounded
Roughton, Clifford G.	Basegage Checker	Calgary	Presumed dead
Sexton, F. J.	Laborer	Winnipeg	Wounded
Swaney, Kenneth M.	Clerk	Cranbrook	Killed in action
Sweeney, James A.	Purser	B. C. Lake Str.	Died of wounds
Todd, Arthur	Brakeman	Laurentian Divn.	Died of wounds
Wade, Robert C.	Loco. Fireman	Winnipeg	Killed in action
Westwood, William	Chef	Montreal	Believed dead
Wood, W. J.	Waiter	B. C. Coast Str.	Presumed dead
Woodward, Fred K.	Car Repairer	Cranbrook	Killed in action

MONTREAL, March 7th, 1917 (List No. 15).

NOTE.—Where "presumed dead" appears above, the employees referred to have been missing for long periods, and their death is presumed by the Militia Department.

when times were so hard, it was entitled to three years.

Mr. Hall commented that the Company was not organized in 1914, but that it was organized now, to which Mr. Wickwire replied that the Company only went into active operation as The Nova Scotia Tramways and Power Company, Limited.

Mr. Finn said that legislation incorporating and authorizing the Company was on the waning of the present year. Statute Books, that the Company was organized under that legislation and was in operation under it, and it was the duty of the Legislature to see as far as it could that the Gaspareau power was developed. He said that three years, under the present war conditions, was not too long to give the Company to start work. While he had no love for the company, he did not consider that three years was too long. He did not think that financial conditions would be sufficiently settled in two years' time, even if the war were over.

Mr. Margeson thought that two years' extension was plenty. He said that six months ago the members for Halifax would not say a word in favor of the Company.

"The members for Halifax don't talk flapdoodle," replied Hon. Mr. Faulkner.

Mr. Finn said that he had misunderstood the proposal of the Bill as it was before the House. What he was in favor of was extension of two years in which the company should start work and three years in which they should have spent not less than \$500,000. He was, therefore, in favor of the amendment which was put and carried.

### An Unusual Case

An unusual case of sickness is attracting the attention of members of the medical profession here. A young lady who suffered from nervous troubles for a considerable period retired last Tuesday night and slept until Friday morning, despite the efforts of physicians to arouse her from the deep sleep which had given her an almost lifeless appearance. Since Friday the young lady has slept heavily and with only short periods of consciousness.—St. John Globe.

### 4,000 Huns Interned

The Hague, March 27—Four thousand German soldiers have crossed the line into Holland seeking food. According to frontier reports, received here today, they have been interned at Zwolle.