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Machine Supplies
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and Disc.
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BRIDGETOWN

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you to buy.
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Grass Seed
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No. 1 Rural Mail Route, and
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master General's pleasure.
dise, of proposed extension
ank forms of Transfer and
Office Inspector
W. H. MACLELLAN
P. O. Inspector

DANGER LURKS IN EVERY ONE OF US

We Are As Full of Deadly Poisons As A Germ Laboratory.

AUTO-INTOXICATION OR SELF-POISONING

"FRUIT-A-TIVES" Absolutely Prevents This Dangerous Condition.

The chief cause of poor health is our neglect of the bowels. Waste matter, instead of passing from the lower intestine regularly every day, is allowed to remain there, generating poisons which are absorbed by the blood.

In other words, a person who is habitually constipated, is poisoning himself. We know now that Auto-intoxication, due to non-action of the bowels, is directly responsible for serious Kidney and Bladder Troubles; that it upsets the Stomach, causes Indigestion, Loss of Appetite and Sleeplessness; that chronic Rheumatism, Gout, Pain In The Back, are relieved as soon as the bowels become regular, and that Pimples, Rash, Eczema and other Skin Affections disappear when "Fruit-a-tives" are taken to correct Constipation.

"Fruit-a-tives" will protect you against Auto-intoxication because this wonderful fruit medicine acts directly on all the eliminating organs. 50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

TRAVELLERS' GUIDE

DOMINION ATLANTIC RAILWAY

TIME TABLE REVISED TO MONDAY, JULY 1st, 1918.

GOING WEST

Station	Express Daily	Mixed Daily	Express Daily only
Middleton	11:37	6:00	8:40
Lawrencetown	11:51	6:25	8:56
Paradise	11:58	6:40	9:02
Bridgetown	12:09	7:00	9:14
Tupperville	12:20	7:35	9:26
Roundhill	12:29	7:45	9:38
Annapolis Royal	12:42	8:20	9:52
Upper-Clements	12:53	8:45	
Clementsport	12:59	8:55	
Deep Brook	1:05	9:10	
Seaview			
Bear River	1:15	9:25	
Imbertville	1:18		
Smith's Cove	1:22	9:35	
Digby	1:37	9:55	

GOING EAST

Station	Express Daily	Mixed Daily	Express Daily only
Digby	12:30	4:20	
Smith's Cove	12:45	4:40	
Imbertville	12:49		
Bear River	12:53	4:55	
Seaview			
Deep Brook	1:05	5:10	
Clementsport	1:14	5:25	
Upper-Clements	1:21	5:35	
Annapolis Royal	1:33	5:50	5:55
Roundhill	1:47	6:29	5:37
Tupperville	1:57	6:44	5:46
Bridgetown	2:08	7:05	5:56
Paradise	2:19	7:40	6:06
Lawrencetown	2:26	8:00	6:13
Middleton	2:42	8:30	6:30

R. C. PARKER, General Passenger Agent.
GEO. E. GRAHAM, General Manager.

H. & S. W. RAILWAY

Accom.	TIME TABLE	Accom.
Wednesdays only	IN EFFECT March 10, 1918	Wednesdays only
Read down	STATIONS	Read up
11:10 a.m.	Lv. Middleton	5:00 p.m.
11:41 a.m.	*Clarence	4:25 p.m.
12:00 p.m.	Bridgetown	4:10 p.m.
12:32 p.m.	Granville Centre	3:43 p.m.
12:48 p.m.	Granville Ferry	3:25 p.m.
13:12 p.m.	*Karsdale	3:05 p.m.
13:30 p.m.	Ar Port Wade	Ly 2:45 p.m.

Connection at Middleton with all points on H. & S. W. Railway and Dominion Atlantic Railway.
W. A. CUNNINGHAM, Div. F. & P. Agent.

WAR-TIME SUMMER SCHOOL

At the urgent request of business men and others who cannot secure sufficient number of Maritime-trained assistants, our classes will be continued during July and August under the direction of our senior teachers.

Enrol any day at the
MARITIME BUSINESS COLLEGE
HALIFAX, N. S.
E. KAULBACH, C. A.

Raising Pork Behind The Lines

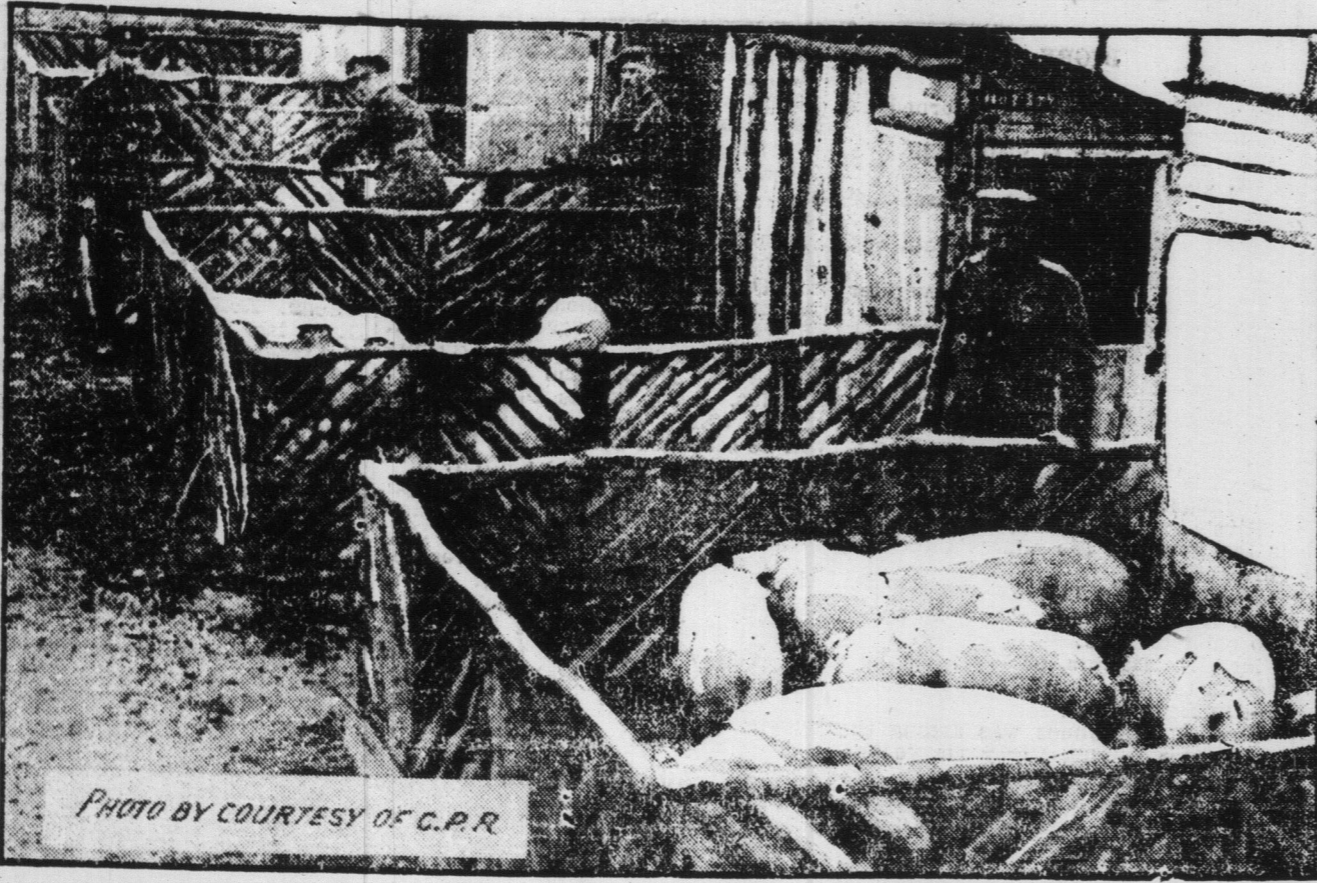


PHOTO BY COURTESY OF C.P.R.

A British Army Piggery in France.—Camp waste utilized to produce food.

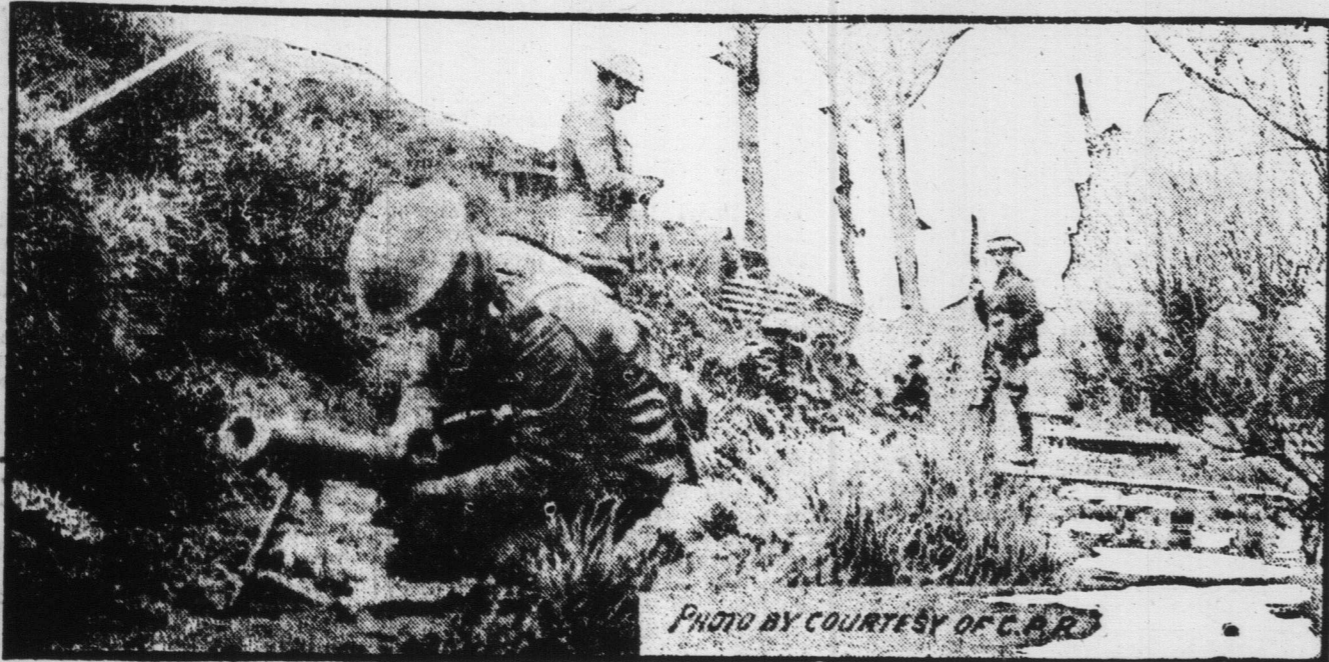


PHOTO BY COURTESY OF C.P.R.

On the British Western Front in France.—A machine gun position which is holding the Germans.

Preparing Bees for Winter

In all parts of Canada there was a heavy loss of bees in the winter of 1917-18. Most of this loss was preventable. The increased value of honey urges us to make a special effort to prevent it this coming winter.

One of the principal causes of the loss was insufficient protection of the bees wintered outside. In no part of Canada should colonies be wintered outside without an outer case covering the hive and everywhere, except, perhaps, on Vancouver Island, this case should be large enough to allow for 3 to 6 inches of packing around the sides and beneath the hive, and 10 inches or more on top.

It is advisable to have the case large enough to take 2 to 4 hives en bloc, and the entrances in it should be reduced to 3/8 of an inch wide by 1 1/2 inches high with no projecting ledge beneath to lodge snow or ice. It is important that the apiary should be sheltered on all sides from wind, say by an 8-foot board fence or evergreens.

In very cold districts or during an extra hard or long winter, the bees will winter better in a well-insulated and dry cellar than outside. Another important cause of loss was unwholesome or insufficient stores. Honey-dew, fruit-juice, molasses and syrup made from low grade sugar, will kill the bees before spring. The most reliable stores for winter are well ripened clover honey, buckwheat honey, and syrup made from refined sugar. Some honeys gathered in the fall are unwholesome. Be sure that the stores are well ripened and capped over before cold weather, and that each colony has about 30 pounds.

The remaining causes of loss were weak colonies, queenlessness, too high a proportion of old bees to young bees due to old or drone-breeding queens, and the depredations of mice. Weak colonies should be

united and the hives packed in the wintering cases about the middle of September, and any feeding that is found to be necessary should be completed before the end of September except in Southern Ontario where a week longer is allowable.

Owing to the shortage of sugar, some capped combs of the purest clover honey should, if possible, be reserved for wintering. Be sure that this has been gathered by bees free from foul brood. These combs should be left in the care of the bees until required.

Disappearing Newspapers

The disappearance of the Philadelphia Evening Telegraph by merger with the Evening Public Ledger, is but another symptom of the prevailing tendency to consolidate newspapers. It is accelerated by war conditions, which are also bringing about the suspension of weaker newspapers like the Los Angeles Daily Morning Tribune. Mr. Edwin T. Earl, its owner, frankly announces that he has stopped publication because he feels that his newspapers is "not a necessity in war-time." If all newspapers not an absolute necessity should give up, there would be a tremendous sweeping of the journalistic decks!

Joking aside, the disappearance of newspapers is likely to be a frequent feature of the news as the war-pressure becomes more severe, and Government regulation more extended. There are approximately 925 suspensions and 250 consolidations of publications in the United States and Canada in 1917. The figures will probably be larger in 1918.

The happiest women, like the happiest nations have no history.

The true secret of physical beauty, is to be born pretty.

A cheek of brass enables many a man to acquire gold.

Nothing is quite so foolish as an angry fool.

OVERLAND CARS WARY LONDONERS WHEN HUN RAIDERS APPROACH

Signs on Hoods and Honking Horns Tell People to Take to Cover.

There is an organization of motor car owners in London, England, which has rendered valuable service to the public in connection with the raids of the German air pirates.

When warning of an air raid is received in the city explosive sky rockets are fired from various points. The automobiles then drive through the city streets, honking their horns to attract attention. On each side of the car, above the motor hood, a large sign is carried, on which is printed the warning "TAKE COVER". When the danger is passed the reverse side of the sign is shown, which reads, "ALL CLEAR." A Boy Scout bugler, who rides in the car, also assists to inform the citizens that the Huns have departed.

The drivers of the cars wear a uniform which includes a metal helmet similar to that worn by the soldiers in the trenches. This latter is worn for protection against shrapnel from the British anti-craft guns which usually provide the raiders with more or less special entertainment.

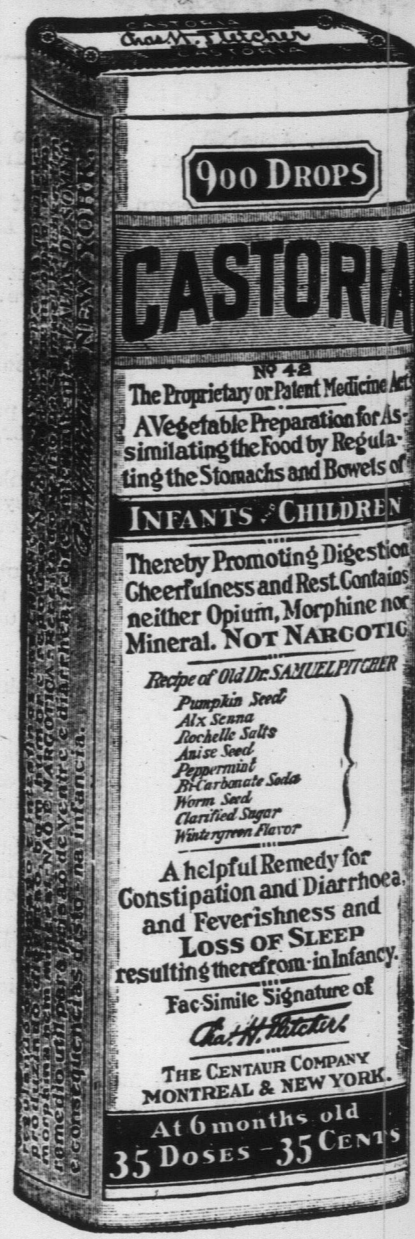
Overland cars are well represented in the motor corps, of which Charles J. Wright, Continental Sales Manager for Willys-Overland, Inc., is an active member.

When We Win the War

Let's get rid of the habit of saying "after the war is over." That means nothing. Let's make it a rule invariably to say "after we win the war." That means something.

The very change in mental viewpoint, from careless to definite, from casual to positive, is sufficient to win the war.

More than that, its effect on business can be nothing less than conspicuously helpful.



Exact Copy of Wrapper.

CASTORIA

For Infants and Children.

Mothers Know That Genuine Castoria

Always Bears the Signature of

Chas. H. Fletcher

In Use For Over

Thirty Years

CASTORIA

The Thrift Car

Overland

TRADE MARK REG.

Canadian win-the-war workers of all classes from Banks to Farms are using Model 90 cars to multiply their usefulness and save time.

Considering its quality, its room, beauty, comfort and the efficiency, its price is unusually low.

And it is backed by service that protects your investment.

Fine points of Overland superiority
Appearance, Performance,
Comfort, Service and Price

BEELER & PETERS
Local Dealers, Bridgetown, N. S.

Willys-Overland, Limited
Willys-Knight and Overland Motor Cars and
Light Commercial Wagons
Head Office and Works, West Toronto, Ontario

BUY NOW!

Your Clothing and Haberdashery for Spring and Summer

We have just received a shipment of the following in the latest styles and patterns:

- Men's and Boys' Suits, Spring Overcoats,
- Raincoats, Sport Shirts,
- Silk and Lisle Half Hose, Felt Hats,
- Men's and Boys' Underwear in light Wool and Merino,
- Trunks, Club Bags and Suit Cases,
- Suede and Cape Gloves, Belts,
- Overalls and Khaki Pants.

J. HARRY HICKS

Phone 48-2 Corner Queen and Granville Streets