

Kings County Honor Roll

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| Harold James Best
son of R. D. Best, Coldbrook.
Killed in action, July, 1916 | Capt. Henry H. Pineo
son of W. W. Pineo, Waterville.
Killed in action, July 21, 1916. |
| J. B. Chase
son of Wm. Chase, Lakeville
Died of illness, Overseas, Oct. '16 | Otis Swift
son of W. A. Swift, Waterville
Killed in France, July 3, 16 |
| Ernest Bishop
son of Edson Bishop, Alton.
Died of Wounds, October, '16. | Carl Alcorn
son of A. S. Alcorn, Berwick
Killed in action, Aug. 1916 |
| John Cowley Brown
son of C. C. Brown, Greenwich
Killed in action June 2, 1916 | Lieut Vere K. Mason
Acadia Rhodes Scholar
Killed in action, Aug. 5, 1916. |
| Wilfrid Doherty
son W. H. Doherty, Kentville
Killed in action, April 19, '16 | Ralph Schofield
son of H Schofield, Kentville
Killed in action June, 1916 |
| Glen Ellis
son of Alf. Ellis, Sheffield Mills
Killed in action, October, 1916 | Roy B. Rafuse
son Fred Rafuse, Kentville.
Killed in action June 7, 1916. |
| Clyde Fielding
grandson of Dr. E. N. Payzant,
Wolfville
Killed in action, Oct. 1, 1916 | William Arthur Elderkin
son of J. A. Elderkin, Wolfville
Killed in action, June, 1916. |
| Lieut. F. C. Mellor
Son of T. C. Mellor, Kentville.
Killed in action July 1st, 1916. | Sergt. William O. Parker
son of O. V. Parker, Avonport
Killed in action Dec. 25, 1916. |
| Harry B. Mahar
son of Wesley Mahar, Kentville
Killed in action Jan. 5, 1917 | Co. Sergt Maj. H. L. McGarry,
New Ross Road
Killed in action, Sept. 14, 1916. |
| Carey Tupper
son Herbert Tupper, Scotts Bay
Killed in action, June, 1916 | Lance Corpl. Clifton Hiltz
son of E. Hiltz, Kingsport
Killed in action June 3, 1916 |
| Lance Corpl. Hugie Spencer
son Clarence Spencer, Kentville
Died of wounds, June 6, 1916. | Enoch James
Won D.S.O., Formerly of
Kentville
Killed in action |
| Harry B. Dickey
son of H. S. Dickie, Canard
Killed in action June 15, 1916 | Cyril March
Berwick, son of Dr. March,
Killed in action, June, 1916 |
| L-Corpl Grant E. Magee
son of J. A. Magee, Pt. Williams
Died in training, Kentville Feb-
ruary 2, 1916. | Harold R. Herbert
son of Conductor Herbert,
Kentville.
Killed in action, Dec 20, 1916 |
| Sapper Preston Illsley
Berwick, N. S.
Killed in action April 11, 1916. | Major Stanley Jones
Born at Wolfville. Moved to
Calgary. Wired his enlistment
the day war was declared. Twice
wounded. Died in German pris-
on June 8, '16. |
| Norman H. Gould
son Ephriam Gould, Harbor-
ville, Died in training,
Kentville, Feb 2, 1916 | |

Not What She Meant
Mr. Titus was travelling in Italy and one morning was quite surprised to meet some people from his native town.
"Why, Mrs. Clarke!" he cried. "How do you do? You are the last person I expected to see in Italy."
"If it isn't Mr. Titus!" exclaimed the lady, in surprise. "Yes, we are spending the winter here. You must call on us often. You know just how it is—persons we never think much of at home seem like dear friends when we meet them in a strange country."

Enough Said
An Irish priest preaching to his congregation inquired of them:
"What is it that makes ye hate your wives?—Whisky. And what is it makes ye shoot at your landlords?—Whisky."
Then, screaming with excitement he cried: "And what is it makes ye miss them?—Whisky!"
"Oh, boys," he concluded, "what more can I say to convince you of the evils of drink?"—Birmingham Gazette

Following Example
While playing with a pair of shears little Laura severed one of the pretties of her golden curls.
"My dear child, why did you do that?" asked Aunt Mary, who came to call soon afterward.
"I wanted 'em so I could take 'em off and hang 'em on the bureau," explained the little girl. "Just like mamma does."



Married Man Wanted to work den plot provided. Apply to Walter Eaton, Upper Canard. sw 31 x

British Battleship Drill



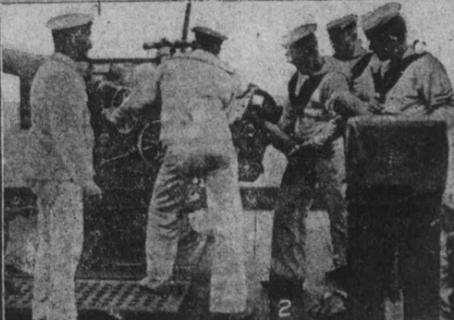
Mr. George McLaren Brown, European manager of the Canadian Pacific Railway in London, has forwarded the accompanying pictures, which allow those of us who are safe at home a glimpse of these who are keeping us safe at the risk of their own lives. The first illustration portrays musketry drill aboard a British battleship in the Mediterranean Sea, and the second shows a number of Jack Tars loading a naval quick-firing gun. Undoubtedly the greatest force engaged in the present conflict is the British navy. Ever since the outbreak of war it has guarded the motherland and the dominions jealously as a tigress protects her young. Silently the navy moccas the waters of the deep in search of enemies that might be out on errands of destruction. Seldom they appear in sight, but when they do appear a few barks from her mouth terrifies and chases them away.

For the deck, it was their field of fame
And the ocean was their grave.

Thus wrote Thomas Campbell of the old-time British marines. It is true that the ocean is to the sons of Britain as familiar a field of activity as the land is to the sons of other nations. Lord Byron represented the thought of the average Britisher when he wrote:

And I have loved, thee, Ocean! and my joy
Of youthful sports was on thy breast to be
Borne, like thy bubbles, onward;
from a boy
I wanton'd with thy breakers—they to me
Were a delight; and if the fresh'ning sea
Made them a terror—'twas a pleasing fear,
For I was as it were a child of thee,
And trusted to thy billows, far and near,
And laid my hand upon thy mane—
as I do here.

But the sons of the British Empire are amphibious creatures. They can live, and fight, and die as well on land as on the sea. The third picture portrays British soldiers dress the trenches.



The Best is Cheapest in the Long Run

WHEN you finally select your new car, your ultimate satisfaction of that car will depend upon the comfort you get out of it.

As far as the actual price of the car is concerned, \$100 one way or the other makes little difference to you financially. But—to pay less than Studebaker prices for your car may mean a sacrifice of safety and comfort; a constant source of expense and endless trouble.

Experience has built perfection into the Studebaker. Studebaker has spent four years in refining, improving and perfecting this one basic design, selecting the right material, developing the right manufacturing organization.

If it were mechanically possible to produce a car that would give the maximum of comfort and satisfaction for any less than Studebaker price—Studebaker is better equipped to do it than any other maker.

The beauty of a Studebaker goes beneath its beautiful paint and varnish work, beneath its conservative, dignified lines—beneath its luxuriously soft upholstery. The beauty that makes the Studebaker a joy forever is the beauty of quality—the quality that gives durability, that gives uninterrupted usage, that makes your car as good at 50,000 miles as it was at 5,000.

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50 H. P. SIX 1625

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Distributor for Nova Scotia and Prince Edward Island

KENTVILLE, 1917. (Express, Express, Accom, Accom, Express, Express, Accom, Accom, Monday, daily, Train, Windsor, 5.15 p. at 6.40 with train and at and from Buffet day on fax and) Canada, St. John, S. S., S. M., at Digby 2 making Pacific and the Trains, Steam, S. S. Co. on after Halifax urday. R. U. P. GEORGE, Ya, Steam, leaves Saturday, Return and Friday, Conn, the Dominion Halifax to and fr Ticket, Wh, Bost, S, A, Want general, Mrs. West, My st, will stat, Greenw, commen, Greenw, Minard, Dand