

INDIGESTION AND CONSTIPATION

Quickly Relieved By "Fruit-a-lives"

Thomas, P. Q. I suffered for many years with indigestion and constipation. A neighbor advised me to try "Fruit-a-lives" and I began to improve and he advised me to go on with "Fruit-a-lives". I consider that I owe my life to "Fruit-a-lives" and I want to say to those who suffer from indigestion, constipation or headaches—try "Fruit-a-lives" and you will get well". CORINE GAUDREAU. 50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

TRAVELLERS' GUIDE

DOMINION ATLANTIC RAILWAY

TIME TABLE REVISED TO MONDAY, JULY 15, 1918.

GOING WEST

Station	Express Daily	Mixed Daily	Express Only
Middleton	11:37 a.m.	6:00 p.m.	8:40 p.m.
Lawrencetown	11:51	6:25	8:56
Paradise	11:58	6:40	9:02
Bridgetown	12:09	7:00	9:14
Tapperville	12:20	7:35	9:26
Stendhill	12:29	7:45	9:38
Stanspools Royal	12:42	8:30	9:55
Upper Clements	12:53	8:45	
Clementsport	12:59	8:55	
Deep Brook	1:05	9:10	
Seaview			
Seaview	1:15	9:25	
Inbertville	1:18		
Smith's Cove	1:22	9:35	
Digby	1:37	9:55	

GOING EAST

Station	Express Daily	Mixed Daily	Express Only
Digby	12:30 p.m.	4:20 p.m.	
Smith's Cove	12:45	4:40	
Inbertville	12:49		
Seaview	12:53	4:55	
Seaview			
Deep Brook	1:05	5:10	
Clementsport	1:14	5:25	
Upper Clements	1:21	5:35	
Stanspools Royal	1:33	5:50	5:25
Stendhill	1:47	6:29	5:37
Tapperville	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

General Passenger Agent. GEO. E. GRAHAM, General Manager.

H. & S. W. RAILWAY

Accom. days only	TIME TABLE IN EFFECT March 10, 1918	Accom. days only
11:30 a.m.	Read up	5:00 p.m.
11:41 a.m.	St. Lawrence	4:25 p.m.
12:00 p.m.	Bridgetown	4:10 p.m.
12:22 p.m.	Granville Centre	3:42 p.m.
12:49 p.m.	Granville Ferry	3:25 p.m.
12:52 p.m.	Karsdale	3:05 p.m.
1:30 p.m.	Ar Port Wade	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.

Eat less Bread

See The Great Lakes



Fort William Harbor

If Canada's Great Lakes are not, as some geographers and geologists say they are, the oldest lakes in the world, it cannot be denied that Lakes Superior, Huron, Erie and Ontario form the most wonderful chain of inland oceans on the earth and are the oldest waterway and for that matter also the oldest highway in North America. For it was on the waters of these great lakes that the early French explorers and adventurers, such as Nicolet, Marquette, La Salle, Champlain, and others sailed, in the first quarter of the 17th century, in search of the undiscovered Western Sea. Further, taken in conjunction with the St. Lawrence River, river stretches and canals, they form the longest navigable inland waterway in the world, the total distance from Fort William and Port Arthur on Lake Superior, to the Straits of Belle Isle being 2,260 miles.



Going Aboard

It was on these mighty inland seas in Canada that Joseph Howe once said in a speech at a convention in Detroit: "Yonder lie Canada's great lakes, which can furnish sufficient power to run the industries of the whole world, and within which the British Isles might be dropped and never raise the tide." Romantic enchantment and adventurous history suffuse the waters and shores of Canada's Great Lakes. To realize this one has only to recall that the European pioneers who three hundred years ago first penetrated into the heart of the North American continent did so by their waters, taking first the St. Lawrence, Ottawa, and Mattawa rivers, then through the Lake Nipissing and French River into Georgian Bay, then through Lake Huron to Lake Michigan, then through the Saint or Rapids of St. Mary's River into Lake Superior.

In those early days Canada's Great Lakes resounded only with the echoes of the paddles which propelled Indian canoes. To-day their mighty expanses are ploughed by leviathan steamships, busied with the traffic of commerce and industry, or with the transportation of tourists and pleasure-seekers bent on taking a cool sea voyage more interesting than an ocean voyage and equally as invigorating and health-giving. On the Great Lakes trip, taken in any one of the Canadian Pacific steamships, such as the "Assiniboia," the "Kewatta," and the "Manitoba," as palatial, large, swift and safe as an ocean liner, a tourist or pleasure-seeker can take an inland voyage of a thousand miles, and whether the voyage be from Montreal to Detroit or Chicago, and other American ports or vice versa, the tourist will experience the sense of ocean distances, but with a feeling of security and of calm and quiet, which the turbulent ocean cannot give. Besides the voyage itself, the tourist will be entertained with sights of historic interest, with views of unrivalled natural beauty or with modern practical constructions that astound the mind, some of which are shown in the illustrations at the head of this article. The tourist may see, for instance, Mackinac Point, the scene of Chief Pontiac's massacre of a British garrison, beautiful islands about which glide white-winged yachts and other small craft, the giant head of Thunder Cape, the beautiful St. Mary's River and rapids, the Canadian locks at Sault Ste. Marie, Canadian Pacific sky-scraper elevators at Port McNicoll, Georgian Bay and scores of other scenes of natural beauty and objects of absorbing interest. Truly the Great Lakes have given Canada an enviable name amongst the nations, and the Great Lakes trip once taken, will never fade from memory.

BECOMING MORE POPULAR

Raised Railroad Rates Tend to Increase Business Use of Autos.

Even more general use of the automobile for business trips than heretofore is the condition foreseen by A. L. Beeler, local Willys-Overland dealer, as a result of increased railroad fares.

Even when figured out on a purely dollar and cent basis, travelling by motor car, at least as far as the moderate-sized five passenger car, is concerned, is cheaper per passenger mile than to travel by rail.

"And on top of this there is the immense saving of time that the automobile effects in getting from town to town without regard to time-tables, and the quickness which it takes you from place to place in town. Thousands of people are coming to realize every day the time and energy-saving advantages of the automobile in their daily work. That's why I look forward to a constantly increasing use of the automobile in business."

The Safe Atlantic

(From the Chicago Journal.)

Secretary Baker tells the growth of the American army in France as some successful periodicals tell the growth of their circulation at intervals which shows big increases and in language which gives a tantalizing flavor of mystery. But consider how this achievement confounds the calculations of the Kaiser and the gloomy prognostications of the doleful prophets that invited themselves to judgment here at home. Several senators who make a business of baiting the Administration declared themselves scandalized when

Secretary Baker prophesied

that we would have half a million men abroad early this year. It was impossible, declared the learned solons, there where no ships to carry such a number and no arms to supply them. But the men are there. The Kaiser told his people that the Yankees had no army and couldn't raise one in time to be of service, and that if they did have an army the U-boats would drown it if it tried to cross. But out of "more than 700,000" soldiers who have made the passage, the U-boats have killed just 291, or one man out of 2,405. The American and British navies have made the Atlantic safe for the soldiers of democracy, and those soldiers will make the world safe for democracy itself.

May Address Correspondence Direct

Private correspondence for destinations in territory occupied by the enemy—excepting enemy occupied Belgium and the enemy occupied parts of France—may now be addressed direct in the ordinary way instead of being forwarded through an authorized intermediary. Such correspondence, however, must only deal with private news and will be subject to censorship. Items which contain any information whatever in regard to military, economic or political conditions obtaining in Canada or in any allied countries, or which contain undesirable information of any kind will be detained.

Business communications from Canada to destinations in territory which has been certified enemy territory under the Trading with the Enemy Proclamation require a license from the Secretary of State for Canada.

Correspondence intended for destinations in enemy countries

(as distinct from enemy occupied territory) or to those destinations in enemy occupied Belgium and enemy occupied France to which correspondence may be forwarded, may still be sent through the medium of Thos. Cook & Son, 580 St. Catherine St., West, Montreal. Application should be made to Thos. Cook & Son, Montreal, for information in this connection.

Can We Chain the Fire Fiend?

There are some very interesting and instructive diagrams in a bulletin on forest fires just issued by the Forestry Branch of the Department of Interior. These diagrams show that throughout Canada, whenever the rainfall becomes unusually light, the number of fires increases. Generally speaking, too, the higher the temperature the greater the danger of fire. The bulletin is entitled "Forest Fires in Canada 1914-16," and the extent of the losses to the nation from this cause makes the publication valuable. The statement of these losses will aid in arousing Canadians to the need of stopping forest fires and details of statistics will show that forest fires can be stopped, just as surely as losses are kept down by a fire brigade in a city. With the exception of lightning, all forest fires are started by men, and if men were careful there would be no fires. The success of systematic fire protection measures is shown and the whole bulletin gives much valuable information on this important subject. Copies may be had free on application to the Director of Forestry, Ottawa.

Ask for Minard's and take no other.

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over thirty years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of *Chas. H. Fletcher*

In Use For Over 30 Years The Kind You Have Always Bought

THE CENTAUR COMPANY, NEW YORK CITY.

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

SUMMER FOOTWEAR

The cheapest, coolest and best FOOTWEAR for summer is WHITE WEAR LADIES' CANVAS AND POPLIN PUMPS AND BOOTS in Leather and Neolin solids in high, medium and low heels. MARY JANE PUMPS AND HI-CUT CANVAS BALS in Misses', Child's and Infant's. TANGO POPLIN PUMPS in rubber sole and heel.

J. E. LLOYD BOOT AND SHOES

Telling the Truth There was a time when advertising was regarded as a mere jumble of words. There also was a time when a man felt he had said everything possible if he carded the newspapers with an announcement that he was a "dealer in staple and fancy groceries." Next came the age of exaggeration in which each advertiser tried to outdo the other. The modern method is to tell the truth. This, of course, makes advertising more valuable than ever before. People are learning rapidly that they can depend on local advertisements. Telling the truth in advertising has been found to be extremely good business. It brings the seller and the buyer into a closer spirit of relationship. The old barrier, which gave the public an excuse to think it was getting "skinned," has been removed. Now all merchandise is labeled for what it really is and all advertisements are read for what they really are—the truth, the whole truth and nothing but the truth.

Sizing Up a Town

If you were going to investigate a location, wouldn't your first step be to send for copies of the local paper and study its advertisements? In no other way could you put your finger so quickly and surely on the pulse of trade. You could tell much more easily than by walking through the streets whether it was a live town or a dead one, and just what forms of business were most active. And if you judge another town in this way—how about your own? A man may be able to fool himself as to his importance, but the neighbors are different.