SEVEN YEARS TORTURE

Nothing Helped Him Until He Took "FRUIT-A-TIVES"

ALBERT VARNER

Buckingham, Que., May 3rd, 1915.

For seven years, I suffered terribly from Severe *Headaches and Indigestion*. I had belching gas from the stomach, bitter stuff would come up into my mouth after eating, while at times I had nausea and vomiting, and had chronic Constipation. I went to several doctors and wrote to a specialist in Boston but without benefit. I tried many remedies but nothing did me good. *Finally, a friend advised* "Fruit-a-tives". I took this grand fruit medicine and it made me well. I am grateful to "Fruit-a-tives", and to everyone who has miserable health with Constipation and Indigestion and Bad Stomach, I say take "Fruit-a-tives", and you will get well".

ALBERT VARNER.

50c. a box, 6 for $2.50, trial size, 25c. At dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

White Ribbon News.

Woman's Christian Temperance Union first organized in 1874.

AIM.—The protection of the home, the abolition of the liquor traffic and the triumph of Christ's Golden Rule in custom and in law.

MOTTO—For God and Home and Native Land.

BADGE—A knot of White Ribbon.

WATCHWORD—Agitate, educate, organize.

OFFICERS OF WOLFVILLE UNION.

President—Mrs. L. W. Sleep.
1st Vice President—Mrs. J. Cutten.
2nd Vice President—Mrs. R. Reid.
3rd Vice President—Mrs. Geo. Fitch.
Recording Secy—Mrs. W. O. Taylor
Cor. Secretary—Mrs. L. E. Duncanson
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Labrador Work—Mrs. Fielding.
Lumbermen—Mrs. J. Kempton.
Willard Home—Mrs. M. Freeman.
Temperance in Sabbath schools—Mrs. (Dr.) Brown.
Evangelistic—Mrs. Purves Smith.
Peace and Arbitration—Mrs. J. Read.
Press—Miss Margaret Barss.
White Ribbon Bulletin—Mrs. Walter Mitchell.
Loyal Temperance Legion—Mrs. L. Maud.

Day by Day.

We live beside each other day by day,
And speak of myriad things but seldom say
The full sweet word that lies within our reach,
Beneath the common ground of common speech;
Then out of sight and out of reach they go,
These dear familiar friends that loved us so.
And, sitting in the shadows they have left,
Alone with lonliness and sore bereft,
We think with vain regret of some kind word
That once we might have said and they have heard.

—Lowell.

A Patriot of the House of Commons.

'I have a wife and four children. The oldest child is eight years old and the youngest is four months. It has been hard for me to decide where my duty lay. I felt that my first consideration must be my wife and children, I think so yet; but I feel I must do my share to ensure them the freedom, and the wives of others the protection that has been handed down to them. God and my country will take care of my wife and children until I return.'

W. T. Carrol, M. P. for Cape Breton South, thus nobly declared himself for King and country in the House of Commons at Ottawa.

Keeping it Dark.

All the passengers in the railway carriage, with one exception, wore some form of war badge. A stranger only was undecorated. A fussy badge-wearer remarked:

'I see, sir, that you are the only one not engaged in some kind of war work.'

'I prefer to be quite ostentatious about what I do.'

'What is your war work?' continued the inquisitive one.

'Sir, I am a German spy; but I do not care to make my occupation too public.'—Manchester Guardian.

Build a little fence of trust around today,
Fill the space with loving work and therein stay,
Look not through the sheltering bars upon tomorrow
God will help thee bear what comes of joy or sorrow.

—Author unknown.

HAVE YOU BEEN SICK?

Then you realize the utter weakness that robs ambition, destroys appetite, and makes work a burden.

To restore that strength and stamina that is so essential, nothing has ever equaled or compared with Scott's Emulsion, because its strength-sustaining nourishment invigorates the blood to distribute energy throughout the body while its tonic value sharpens the appetite and restores health in a natural, permanent way.

If you are run down, tired, nervous, overworked or lack strength, get Scott's Emulsion to-day. At any drug store.

Scott & Bowne, Toronto, Ont.

Germany's Position.

Frank Simonds, the well known New York military critic writes:—

'After more than two years of war Germany's position is worse than at any time since she rallied from the Marne defeat. And the neutral world's point of view recognizes this. The barometer of public judgment reflects this. Napoleon suffered from this state of affairs in 1813 he suffered from it at home and abroad. It ultimately led Austria to attack him, it led many of his smaller armies to desert him, it led his own people to weary of him and of the war. Feeling it, he continued to hold lines he should have evacuated because they were too long for his armies. He held them because he feared the moral effect of abandoning them although the military peril was unmistakable.

'The great crisis of the war came with the opening days of September, 1914. The first two weeks of that month decided that Germany could not win the war as she had hoped and expected to win it. We have come to the second great crisis. Unless Germany can restore the outward appearance of her military affairs in the next two or three months, it will be plain to her own people as well as to all her foes that she cannot win the war at all, cannot win it by the kind of draw she hopes for. All this is known to the Germans. It is clearly recognized by soldiers, statesmen and Kaiser alike. This is why a new German drive must be expected before long. A drive, which will be sharpened by the spur of desperation. It it is lacking, then there is an end of all doubt. But just now it is the part of wisdom, reinforced by all the over-hasty calculations of other interesting periods, to wait and watch and not too speedily to conclude that what is bound to happen next year of the year after is, in fact, happening this year.'

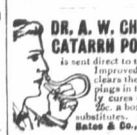
Could Not Sleep.

Miss Gertrude Pratt, Wolsely St., Barrie, Ont., writes: 'I was very much run down and could not sleep either day or night and my arms and legs ached so that life was very miserable. After using six boxes of Dr. Chase's Nerve Food I feel well and strong again.'

Soldiers' Superstitions.

The soldiers of the Kaiser are very superstitious, from the men in the ranks up to the Crown Prince. Wilhelm's eldest son carries a horseshoe with him on all his motor trips, and spends most of the day in his motor car. The horseshoe is attached to one of the doors of the car, and when being photographed in his motor car the Prince always insists on the photographer 'taking' the side of the car with the horseshoe. Soldiers of Wurtemberg pin their faith upon a little bag containing the dry pollen of flowers, which, they believe, has the power of warding off the bullets. The Saxons sew into the lining of their waistcoats the wings of a bat and think themselves to be invincible.

The Bavarians hold on tenaciously to a still more bizarre custom. Before going into battle each soldier finds a birch tree, cuts his skin and lets a few drops of blood fall upon the tree. This ceremony, they assert, assures recovery, no matter what the nature of the wound, when the leaves begin to grow again.



DR. A. W. CHASE'S CATARRH POWDER 25c. is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops dropping in the throat and permanently cures Catarrh and Hay Fever. 25c. a box; blower free. Accept no substitutes. All dealers or Edmanson, Bates & Co., Limited, Toronto.

Saving Daylight.

Monson, in Maine, wonders why there is so much ado about the 'daylight-saving' plan. About forty years ago some one in the town suggested that it would be a good thing for the workers in slate quarries to gain an hour daylight by going to work an hour earlier in the morning and stopping work an hour earlier at night. The town adopted the suggestion, but instead of changing the working hours it set the clocks ahead. Through all the years since then the clocks of Monson have been an hour ahead of the clocks in other Maine towns.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

A judge in Chicago says that three-fourths of the cases of domestic troubles that come under him are from families where neither the husband nor the wife attend any religious services. Every day, he says, there comes before him parents who never enter a church. And he asks: 'How can they expect to have any influence on the moral education of their children unless they first give them example by going to church?'

Children Cry
FOR FLETCHER'S
CASTORIA

Caller—I would like to secure a place in your moving picture company.

Manager—You are an actor?

Caller—Yes.

Manager—Had any experience acting without audiences?

Caller—Acting without audiences is what brought me here.

The Future of Copper.

Next to iron, the most valuable industrial metal is copper, of which the world now uses about a million tons a year, more than half of which comes from mines in the United States. Since the beginning of the war the wastage of all the common metals has been tremendous. The belligerents have been hurling iron, steel, lead and copper at each other in quantities so vast that future archaeologists may map the course of the struggle from the scrap heaps.

Germany especially is in urgent need of copper. Long ago the government melted down its copper and its nickel coins and substituted iron currency. In spite of that the price of copper and of bronze is on its way from about fifteen cent a pound to eighty cents. In Germany the scarcity of copper is noticeably not due to its use in any kind of munitions but also to the fact that the copper mines of the country—about 55,500,000 pounds a year—are always much less than the needs of the nation require.

At present two-thirds of the world's production of copper is absorbed by the electrical industry. Telephone and telegraph systems have taken 600,000 tons, submarine cables about 70,000 tons, and electric railway, lighting and power systems in this country have used about 50,000 tons. Copper enters extensively into the manufacture of machinery, automobiles, bathtubs, hardware and nickel plated goods. For brass or bronze, of which it is the chief constituent, has a thousand uses and forms a part of articles as diverse as eyelets and the roofs of houses.

Even before the war economists predicted that the present sources of supply of copper would last not longer than a generation. They estimate that the mines of this country still contain 10,000,000 tons, and that foreign mines have about as much more. Even at the present rate of consumption, therefore, the supply now in sight would last only about twenty years, and the rate of consumption, instead of being stationary, is constantly rising. Twenty five years ago the world produced 265,400 tons, last year 1,100,000 tons. The price here in America has already risen from thirteen to twenty cents a pound. Evidently the world must either find new deposits or discover a substitute metal.—Youth's Companion.

Children Cry
FOR FLETCHER'S
CASTORIA

How to Prevent Fire.

Keep waste paper, packing material and rubbish cleaned up.

Make frequent personal inspections from a fire standpoint.

See that your electric wiring is standard, and be careful in the use of electric devices.

Have all smoke-pipes and chimneys inspected and properly repaired before starting fires for the winter.

Be careful about the use of matches. Provide safe receptacles for them both before and after use.

Feel your personal responsibility as to possible loss of life and property by fire, and act accordingly.

Restoring the Slate.

Slates may be brought back into schools in the United States on account of the shortage of paper. Cheap paper writing tablets now used in schools may disappear, or what is more likely, become prohibitive in price. Common five-cent tablets now contain little more than one half the sheets they did before the beginning of the war, and paper firms say they are being furnished at an effort.

Children Cry
FOR FLETCHER'S
CASTORIA

The late Gilman Marston, of New Hampshire, was arguing a complicated case and looked up authorities back to Julius Caesar. At the end of an hour and a half, in the most intricate part of his plea, he was pained to see what looked like inattention. It was as he had feared. The judge was unable to appreciate the nice points of his argument.

'Your honor,' he said, I beg your pardon, but do you follow me?'

'I have so far,' answered the judge, shifting wearily about in his chair, 'but I'll say frankly that if I thought I could find my way back I'd quit right here.'

'Hurry up out of this, my gallant soldiers!' was the cheery call of a sergeant to his waist deep and rain-sodden men during the rainy season in Flanders.

'Soldiers!' came the derisive answer from one of them. 'I'm not a soldier; I,m a blooming bulrush!'

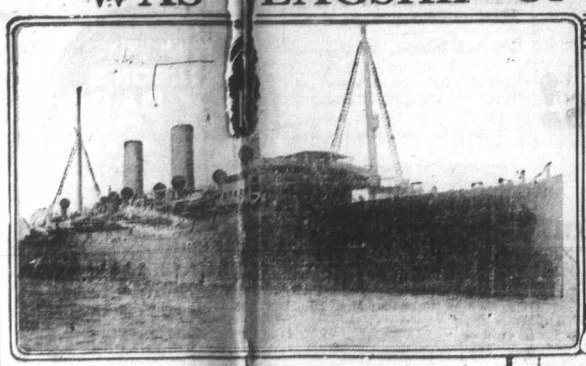
The Girl—You say that Miss Padds and Jack Pott are to be married. Why, I didn't know they knew each other.

The Cynic—They don't. That's why they are going to be married.

Every 10c Packet of WILSON'S FLY PADS WILL KILL MORE FLIES THAN $8.00 WORTH OF ANY STICKY FLY TRAPER

Clean to handle. Sold by all Druggists, Grocers and General Stores.

WAS FLAGSHIP OF SQUADRON



FORMERLY flagship of the admiral commanding the British auxiliary cruiser squadron patrolling the Indian Ocean and Red Sea, but now frowning 4.7 naval guns and war paint completely obliterated the big transpacific liner Empress of Asia, of the Canadian Pacific Ocean Services fleet, a short time ago returned to port after twenty months of war service.

She had been converted back into original status as a peaceful passenger liner, and the transformation was perfect even to the slighest detail. In her interior, the magnificent public apartments, luxurious furnishings, gymnasium, verandah, cafe, and one and a thousand things for which the greyhounds of the C.P.R. transpacific fleet are justly famous, were all intact; in fact, it was the identical ship which put to sea from Vancouver on July 2, 1914. War was declared while the Empress of Asia was in the Far East, and she was at once commandeered, as were the remainder of the company's Pacific fleet, for the more stirring business of war.

The Empress of Asia was the first C.P.R. ship to be commandeered, and she was the first to be equipped as an auxiliary cruiser. Within a few days of the outbreak of war, she was unrecognizable in a coat of warship grey, and with eight 4.7 guns bristling from strategic points forward and aft. In the words of one of her officers, "she was ready for anything."

In the shortest possible space of time the luxurious furniture and palatial fittings were torn out of the liner, and she was a machine of destruction. It was a busy dockyard at Hongkong those days. Without wasting any valuable time, the naval authorities at Hongkong had manned the liner with a naval complement, only the R.N.R. men of the original complement remaining, and she was dispatched to sea. Enemy ships were in those waters, and it was vital that the lanes of commerce be kept open.

The Empress of Asia first saw her first war service off the Philippine Islands. She was assigned to a fleet of armed vessels whose duty it was to see to it that no German or Austrian vessels interned in Manila Harbor escaped. The Asia was later joined by the Russia off the Philippine port, and it was here that both vessels figured in the exciting chase after the German steamer Marks, which by slipping within the three-mile limit, succeeded in reaching Manila, closely escaping capture.

Subsequently the Empress of Asia trailed the German cruiser Emden, and on one occasion was within a few miles of her, but the raider gave the auxiliary a clear field. The Asia kept in her tracks, however, and reached Keeling Island, one of the Cocos group, exactly three days after the Australian cruiser Sydney had accounted for her. Frequent trips were made by the Asia's officers to the battered hulk, as illustrated by the many interesting curios now decorating their quarters on the liner. After leaving Cocos, the Asia patrolled the trade routes in the Indian Ocean and the Bay of Bengal.

By way of diversion the big C.P.R. liner, during her period of service in the Indian Ocean, acted as convoy to French and Australian transports.

About this time the small British possessions of the Red Sea were constantly in danger from raids by the Turks, and the Empress of Asia was ordered to this zone of operations to defend the port of Aden. Aden, as is well known, is one of the principal of the British coaling stations on the route between England and the Far East. For several months the Asia, in company with other ships, made Aden her base of operations, and it is in this particular vicinity that she did most valuable work in the interests of the navy.

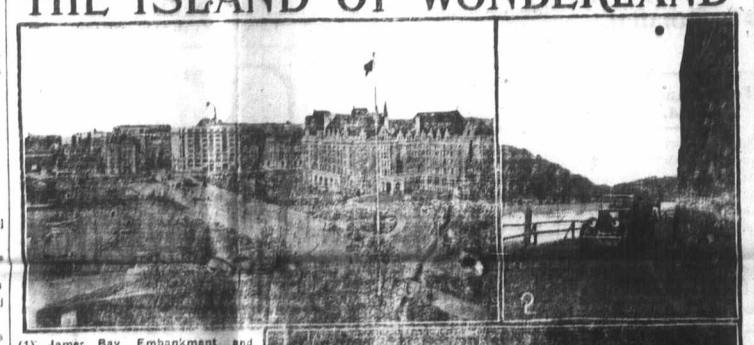
On the opposite shores of the Red Sea the Turks were strongly fortified at Sheiksaid. The fortifications at Sheiksaid were bombarded by the Empress of Asia and so effective was the gunnery of the Asia's men that the Turkish batteries were soon silenced. By some means or other, however, the Turks managed to mount other guns in place of those destroyed, and it was necessary for the Asia to deliver a few more broadsides before the Sheiksaid batteries were reduced and the resistance of the Turks shattered in that section of operations.

Interesting pictures are in the possession of officers of the Asia showing the forts at Sheiksaid burning after the bombardment. Other Turkish forts were also reduced by gunfire before the C.P.R. liner terminated her association with the Red Sea. Arab slavers operating dhows in these waters also came in for a great deal of attention, and were promptly dealt with. While she was operating in these waters the liner was ordered to Bombay for drydocking and overhaul. The terrific heat in the Red Sea made it very uncomfortable for those aboard the Asia, but taken on the whole the cases of sickness were comparatively few.

The news that the Empress of Asia had been released came about the middle of October and by the latter part of November the liner was back at Hongkong for refit.

Capt. Edward Beetham, R.N.R., C.P.R. marine superintendent, who, by the way, returned here as a passenger aboard the Empress of Asia, arrived at Hongkong early in the year to superintend the refitting of the Asia and her sister ship the Russia. The Empress of Asia was brought across the Pacific by Capt. Wellesley Davison, R. N. R., former commander of the Empress of Russia, who under instructions from Montreal, changed commands with Capt. Samuel Robinson, R.N.R., shortly before the Russia left Honkong in March. Mr. G. M. Douglas is chief officer of the Asia, while Mr. Kinley is first officer. Chief Engineer W. J. Davis has charge of the engine room, and Mr. E. Ryder, formerly of the Montenegro, is purser.

THE ISLAND OF WONDERLAND



(1) James Bay Embankment and C.P.R. Hotel, Victoria, B.C.
(2) On the Way to Cameron Lake, Vancouver Island.
(3) Fishing on Cowichan River, Vancouver Island.

EVERY year a larger and ever increasing number of autoists, and those who wish to spend their vacations in an entire change of environment, make their way to the island of Vancouver—the gateway of which is Victoria, the capital city of British Columbia the best known tourist resort in the Pacific Northwest. It is entirely different from any other territory known to automobilists. True, it is in Canada, and reached by the Canadian Pacific via road and magnificently appointed steamers but it is as British as if it were one of the British Isles. This he realized immediately one lands from the steamer in Victoria, and by the way this very landing is interesting and affords an excellent example of the courtesy of Canadian customs officials and the extreme care with its automobilists, who are residents of the United States, can enter into this to them foreign country.

But to return to one's first impressions upon leaving the steamer at Victoria. As the steamer glides to her berth, through the unique inner harbor, one sees one of the most picturesque sights in the world. There immediately looms up on the right the magnificent Parliament Buildings of British Columbia, one of the architectural features of Victoria. They are situated directly on the harbor facing James Bay, a beautiful and the City of Victoria.

The sightseeing flybus and the thirty-passenger and smaller sight-seeing cars lined up on the side streets, all competing for business in a very quiet and somewhat unfamiliar manner, is another indication that we have within a short space of five hours been transplanted to a new and invigorating locality, where the pace of life is the slowest possible, if the standard of the Lanes highway, where trade the automobile is in close touch with the main portion of Vancouver Island, and all its manifold fishing resorts; its quaint villages, enterprising towns, agricultural settlements, wonderful forests, reached by tributary highways and the commencement of the Canadian highway, the terminus of which is at Atlantic.

It is an easy matter to spend a week in the City of Victoria and to take an entirely separate and distinct, and at the same time most interesting tour, every day. In fact, during the past summer, enthusiastic autoists from California, Utah, Washington, Oregon, and even Eastern Canada spent from two to five weeks in this city and Island, and left with the greatest possible regret.

Mr. Frederick Wagner, in the Seattle Times, thus describes his first visit to Victoria and the island:

"Picturesque and rugged in its matchless beauty of unlimited variety; wealthy in magnificent driveways and offering unsurpassed hotel accommodations, with lavish hospitality ever conspicuously present—that is Vancouver Island, in the Canadian province of British Columbia, paradise of motorists and nature lovers, and destined to rank as one of the world's greatest touring fields.

"Nature painted the gorgeous setting for this scenic wonderland, and the people of Vancouver Island have capitalized it by constructing a system of splendid highways that is dotted with attractive hotels where excellent accommodations are to be obtained. And they have supplemented this work by a display of genuine hospitality that is justly entitled to be classed as a valuable asset in the exploitation of their country.

"The chain of mountains that penetrates Vancouver Island and the beautiful valleys, with their numerous streams, lakes and luxuriant vegetation, combine to set before the eyes of the traveller a variety of scenic splendor that beggars description.

"Go where you will on Vancouver Island and you will find scenery that causes you to marvel at the lavishness of nature.

"The coastline of the island is very beautiful, being indented with deep bays and fiords. The western coast differs somewhat from the eastern coastline, for on the ocean side a number of canals reach far inland, as if to aid the miner and the lumberman to get his product to market with ease; while on the other side of the island there are many pleasant bays and several beaches, where summer homes and resorts are to be found."

The Popular Laurentians

(1) Lac Marois, Shewbridge. (2) Mixed Fishing. (3) Quiet Fishing Pool Near Val Morin.

LOVERS of beautiful mountain and valley scenery, towering rocks, thick forests, pleasant glades, flower-clad valles and plains, rushing and placid rivers, roaring waterfalls and babbling streams could not do better than to select the Laurentian Mountains reached by the Canadian Pacific as their holiday resort. So prettily situated are all the spots where the holiday makers make their headquarters that it is embarrassing to choose the one that might be best suited to the taste of the individual, that all are enchanting, from Shawbridge—the first of them—to Mount Laurier—the last. Within easy reach of any of the resorts there is excellent trout and bass fishing to be had. The rivers and lakes are clear and sand-bottomed generally, and are well suited to the requirements of the swimmer and bather. Row boating, motor boating, and canoeing are favorite pastimes, and on a fine calm evening it is exhilarating to sit by the waters and listen to the laughter and merry chat of the parties who are on the waters. Golfing can be had at Ste Agathe, Ste Margaret and Val Morin. Tennis courts are attached to some of the better class hotels. Those who love mountain climbing can have a variety of spheres for this form of activity to select from and the expense of a holiday in the Laurentians is comparatively small.

GIRL COULD NOT WORK

How She Was Relieved from Pain by Lydia E. Pinkham's Vegetable Compound.

Taunton, Mass.—"I had pains in both sides and when my periods came I had to stay at home from work and suffer a long time. One day a woman came to our house and asked my mother why I was suffering. Mother told her that I suffered every month and she said, 'Why don't you buy a bottle of Lydia E. Pinkham's Vegetable Compound?' My mother bought it and the next month I was so well that I worked all the month without staying at home a day. I am in good health now and have told lots of girls about it."—Miss CLARICE MORIN, 22 Russell Street, Taunton, Mass.

Thousands of girls suffer in silence every month rather than consult a physician. If girls who are troubled with painful or irregular periods, backache, headache, dragging-down sensations, fainting spells or indigestion would take Lydia E. Pinkham's Vegetable Compound, a safe and pure remedy made from roots and herbs, much suffering might be avoided.

Write to Lydia E. Pinkham Medicine Co., Lynn, Mass. (confidential) for free advice which will prove helpful.

Professional Cards

DENTISTRY.

Dr. A. J. McKenna

Graduate of Philadelphia Dental College
Office in McKenna Block, Wolfville.
Telephone No. 43.
GAS ADMINISTERED.

C. E. Avery deWitt

M. D., C. M. (McGILL)

One year post graduate study in Europe.
Office hours: 8—1 a. m.; 1—3, 7—9 p. m. Throat work a specialty.
Tel. 81 University Ave.

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Office at residence of late Dr. Bowles, Telephone 23.
Office Hours:—8-1 a.m., 1-3, 7-9 p.m

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Voicing, Regulating, Repairing Organs Tuned and Repaired.
M. C. Collins.
P.O. Box 321, Wolfville, N.S.

C. PURVES SMITH

M.B.—C.M., Edinburgh
OCULIST.
Consultation Hours: 10 a.m.—12 noon
2 p.m.—4 p.m.
Monday Excepted. Telephone 163.
Westward avenue, Wolfville, N. S.

Wolfville Time Table

DOMINION ATLANTIC RY
& STEAMSHIP LINES
TO ST. JOHN via DIGBY
AND TO BOSTON via
DOMINION ATLANTIC RY. & YARMOUTH (these Steamers of the BOSTON & YARMOUTH STEAMSHIP Co.)
— — YARMOUTH LINE — —
LAND OF EVANGELINE ROUTE

Effective July 1st, 1916.
Service daily, except Sunday.

ARRIVING

Express from Kentville	6.15 a m
Express from Halifax & Truro	9.33 a m
Flying Bluenose from Halifax	11.11 a m
Accom. from Middleton	11.45 a m
Accom. from Windsor	1.25 p m
Flying Bluenose from Yarmouth	2.40 p m
Express from Yarmouth	4 18 p m
Express from Halifax	6.45 p m.

LEAVING.

Express for Halifax and Truro	6.15 a m
Express for St. John and Yarmouth	9 33 a m
Flying Bluenose for Yarmouth	11 11 a m
Accom. for Windsor	11.45 a m
Accom. for Middleton	1.25 p m
Flying Bluenose for Halifax	2 40 p m
Express for Halifax and Truro	4.18 p m
Express for Kentville	6.45 p m

Express trains leaving at 9.33 a.m. and 6 45 p.m. daily, except Sunday, connect at Kentville with C. V. Branch train for Kingsport.

ST. JOHN AND DIGBY

Daily Service (Sunday Excepted)

Canadian Pacific Railway S. S. 'Empress' leaves St. John 7.00 a. m. arriving in Digby at 10.00 a.m. Leaves Digby 3 45 p. m. arriving St. John 6.00 p m., making connection at St. John with trains of Canadian Pacific Ry. for Montreal and the West.

Boston Service

Express train leaving at 9.33 a. m. and Flying Bluenose at 11 11 a. m. for Yarmouth connects with steamers of the Boston & Yarmouth S S. Co., Ltd., sailing daily, except on Sunday, for Boston.

Buffet parlor cars run each way, daily, except Sunday, on Flying Bluenose trains between Halifax and Yarmouth.

R. U. PARKER
General Passenger Agent,
George E. Graham, General Manager
Kentville, N. S.

McCallums, L'td

The largest dealers in Improved Farm Properties in Canada.
Halifax, N. S., Canada.

Are now offering the property of the Wolfville Fruit Land Improvement Co. Ninety acres of Orchards fully improved. In whole or part. Price exceptionally low. 25

C. A. Porter, Local Agent.
OFFICES: WOLFVILLE AND KENTVILLE

When the call came for the national guard of the United States to do duty on the Mexican border these two headings appeared over a news item in the Buffalo Courier:

'Lieutenant to Take Wife This Afternoon.'

'Expects to See Actual Fighting.'

PUBLIC NOTICE.

The public are hereby forbidden the use of my property as a thoroughfare for teams between Main and Front Streets. Persons persisting in thus trespassing will be prosecuted without further notice.

EVANGELINE D. BOWLES.
Wolfville, Sept 10th., 1915.

Yarmouth Line

SUMMER SERVICE.

Steamships Prince Arthur and Prince George

Leave Yarmouth every week-day at 6 P. M. American time. Return, leave Boston every day except Saturday at 3 P. M.

Connection made with trains of the Dominion Atlantic Ry. and Halifax and South Western Ry. to and from Yarmouth.

Tickets and Staterooms at Wharf Office.

BOSTON & YARMOUTH STEAMSHIP CO., Ltd.
A. E. Williams, Agent.
Yarmouth, N. S.

Even If War Is On You Must Have Clothes

And we are well prepared to serve you in this line.

Our work in

MEN'S CLOTHING OF ALL KINDS

Is winning us a reputation. We use the best materials, employ the best workmanship and our styles are always right.

We guarantee every garment and shall be pleased to show goods and quote prices.

A. E. Regan, Wolfville

F. J. PORTER

Licensed Auctioneer for towns of Kentville and Wolfville, N. S.

For Sale

The fine farm of Mr. VanZost, twenty eight acres of land, cuts twenty tons hay, yields one hundred barrels apples, and a young orchard just commencing to bear. House is in fine condition. Pasture next to barn, Good hen-house. Horse and Cow and machinery goes with the farm. Owner has enlisted. $2000 may remain on mortgage if desired.

MRS. VANZOOST.

E. B. SHAW

Repairing of Boots and Shoes of all Kinds

Has resumed business at the old stand in his new building.

Orders Solicited and Carefully Executed

R. J. Whitten & CO.

HALIFAX

Receivers and Sellers of all kinds of Farm Produce.

Consignments Solicited.

Prompt Returns.