

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 05 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 55 a.m.
 Monday, Wednesday and Saturday daily except Sunday.

Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro 5.15 p.m. and from 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 12.00 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
J. E. KINNEY, Supt.
Yarmouth, N. S.

ANYONE CAN DYE THEIR CLOTHES WITH DYOLA

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

The Complete Dyeing, Clean and Shrink, and Ironing Druggist or Dealer, Send for Booklet, The Johnson-Edwards Co., Limited, Montreal.

HORSE GOODS

of every description can be found here. There is not a thing missing what ought to be in it. Everything needed in stable, barn and harness room included. Every article has been gathered with great care, and you will not have a chance to complain about the quality.

W. M. REGAN, WOLFEVILLE

entville and Cambridge. Finder please Office. 10-a

OUR OTTAWA LETTER

Ottawa, June 15th 1917

Sir Robert Borden brought down the compulsory service bill on Monday last, as speech was magnificent presentation of the great cause for which we are struggling and the urgent of reinforcing the Canadian divisions now holding our front-lines of defence in Flanders. He went carefully over the history of compulsory military service in Canada and showed conclusively that principle was adopted in 1868 as affirmed in 1904, and is therefore accepted constitutional law in Canada since the early days of Confederation. One of the great leaders of Quebec, since Geo. Etienne Cartier was Minister of Military in 1868 and introduced the compulsory law which required every man between eighteen and sixty in case of emergency go on military service in Canada or outside for the defence of the country. In 1904 Sir Wilfred Laurier's government consolidated that law, and by adding a few words to remove doubt made it absolutely clear that the men of Canada can be compelled in the discretion of Government to give military service outside of Canada for the defence of the country. That principle received unanimous approval in 1904 and is the law today.

Sir Robert Borden's Bill reduces the ages of service to men twenty and forty-five. Under the law of 1904 selection was made by ballot. That means blind chance. Under the Laurier law work as mining, munition making, farming, fishing and ship-building might be dragged away from their employment and sent Overseas. Under the law which Sir Robert Borden provides that shall not happen. His law provides for the selection system which will prevent any man whose service is more useful in Canada than overseas from being taken away from that employment. In other words instead of depending upon blind chance there will be the exercise under the Borden law of common sense in the selection of men. Sir Wilfred Laurier and his friends in the House are now looking around for some means of delaying the proposed law, and are planning to form some fictitious policy on which they can vote together and at least postpone sending help to our brave sons who are struggling at the front and appealing to us for assistance.

Sir Robert Borden desired to go on with the bill without delay but Sir Wilfred Laurier said he was not ready and insisted on having the second reading deferred until the beginning of next week. It is apparent now that Laurier and his violent supporters have only one object in view, they have forgotten entirely about their profession of unity and talk of "truce" and their protestations of loyalty. They have dropped to the lowest in the hope of getting back prepared to go any length in the hope of getting back to power. A number of Laurier's supporters must be expected from this. They, it believed, will vote for the Government Bill.

MINARD'S LINIMENT

is the only Liniment asked for at my store and the only one we keep for sale. All the people use it.

HARLIN FULTON, Pleasant Bay, C. B.

CARTHAGINIAN WAS SUNK OFF GLASGOW

Allan Liner Struck a Mine and Went Down Shortly After Leaving Port

Montreal, June 18—The steamship Carthaginian, of the Allan Line, struck a mine and sank, shortly after leaving Glasgow, while bound for Montreal, according to information received in Montreal today. No details had arrived at a later hour tonight, but it is understood she did not carry passengers, and it is thought she was sunk on Sunday morning.

DARTMOUTH GIRL DROWNED

Halifax, June 16—Miss Margaret White, aged twenty seven years was drowned in the Northwest Arm on Saturday night. Her body was found floating this morning. She was a resident of Dartmouth, and it is not known whether she committed suicide or accidentally fell overboard.

Minard's Liniment Lumberman's Friend

AN EXAMPLE IN PATRIOTISM AND SERVICE

"Mr. Duncan W. Smith, of Pleasant Grove Farm, Melvern Square, N. S., writes us that although he has not been called to the front, he is doing his best to raise all the crops possible and will not forget the boys in the trenches. They shall get one-third of the profits of his farm, and for this purpose he is making an extra effort to have the largest crop raised on his place. The wet weather will be a great benefit to the hay crop, which promises to be large. This prospect for an apple crop are excellent. In his orchard of over 400 trees he says that most all the early varieties are well filled with buds and the later trees show that they will follow suit. The apples are included as part of the crop to be divided and included in the one-third for the boys in the trenches. Mr. Smith adds that he has one of the largest English flags in the Province constantly flying from a 60-foot pole in the centre of his farm, and in case of accident another flag is ready to hoist."

The above from the Monitor tells what Mr. Smith, for a long time purser, on the Yarmouth Boston boats, is now doing to contribute his bit. He is perfectly willing to "conscript," his work and profits to end the war.—Ed.

A PLUMP LITTLE GIRL AND A THIN LITTLE BIRD

were out in the meadow together.

"How cold that poor little bird must be without any clothes like mine," said she.

"Although it is sunny weather!" "A nice little girl is that," said he; "But oh, how cold she must be! For see, she hasn't a single feather!"

So each shivered to think of the other poor thing. Although it was sunny weather.

—The Cumberland Presbyterian

NOT AN EXPERIMENTAL STATION

"Where I stayed last summer a green hired man tried to kiss me. He said he had never kissed a girl in his life, and—"

"What did you tell him?" "I told him that I was no agricultural experiment station."

BRITISH TRANSPORT CAMERONIAN SUNK

Sixty-three Persons, Including the Captain, Are Presumed To Have Been Drowned

LONDON, June 18—The British transport Cameronian, with a small number of troops on board, was torpedoed and sunk by an enemy submarine in the Eastern Mediterranean on June 2, it was officially reported tonight. Sixty-three persons, including the captain of the transport, are presumed to have been drowned.

The Cameronian, which is on record as belonging to F. Leyland and Company, of Liverpool, was a vessel of 5,861 tons, built in 1913 at Einwarden. She was originally the Kamerun, a Hamburg-American liner, and was one of the interned German steamers taken over by the British and re-named.

EARLY PRINTING

Those who believe printing to have been invented in Europe during the 15th century, may be surprised to read of Cambridge University having acquired "The Works of the Chinese philosopher, Lu Tsung Yuan, printed in 1167." China has been credited with anticipating not a few modern inventions, but her claim to have discovered that of printing centuries before its adoption in Europe is beyond dispute. An edition of most of the Chinese classics was printed by means of wood blocks in 922 A. D. and movable type is said to have been devised by a blacksmith, Pi Shing, in the eleventh century.

Detroit, Michigan the "town that Ford built," was gala attire last Saturday in celebration of the beginning of the Ford automobile company. The company was organized June 16, 1903, and began business with a factory employing 311 men. During its first year the company turned employs nearly 40,000 men and has a yearly production of over half a million cars. There are thirty branch factories in the United States, besides branches in Canada, England, France, South America and Australia.

Ask for Minard's and take no other

BRITISH SOLDIERS DISCOVER MAMMOTH TOOTH

WITH THE BRITISH ARMIES IN FRANCE, June 22—(By the Associated Press)—Excavating in the vicinity of the battered remnants of the Hindenburg line, British soldiers struck a strange object, which proved to be the tooth of a mammoth. The discovery caused great excitement among the troops, who flocked to the place, regardless of the danger of drawing shell fire from the Germans. The skeleton of this pre-historic monster now has been definitely located, and the gradual exposure of it is proceeding under a scientific party. It will be a decided novelty in natural history research, this digging up of a mammoth in the very forefront of the world war.

HOSTILE RAIDERS REPULSED BY THE BRITISH

LONDON, June 22—The War Office communication tonight says: "A hostile raiding party was repulsed during the night east of Epehy. The enemy left several of their dead on our wire entanglements, and a few wounded Germans were made prisoners."

"An enemy attempt to capture one of our posts near the Guillemont farm, in the same neighborhood, also failed. "Work in conjunction with our artillery was continued by our airplanes yesterday, and despite the bad weather good results were obtained. In air fighting one German airplane was brought down out of control. Three of our machines are missing."

THE BRITISH HAVE FALLEN BACK

FROM SOME ADVANCED POSTS

London, June 18—The British have fallen back from some of their advanced posts in Belgium, according to an official statement issued by the war office this morning.

UNITE AGAINST THE FOE.

If a coalition of minds is impossible in Parliament a coalition of hearts and hands is not impossible in the country.

The Revolution in Russia



GEORGE BURY, Who has just returned from Petrograd.

AFTER an absence of a little more than three months, Mr. George Bury has just returned from Russia, which country he visited at the request of the British and Russian Governments in connection with transportation.

Mr. Bury was accompanied throughout his trip by Mr. W. H. Winterrowd, Assistant Chief Mechanical Engineer of the Canadian Pacific. Mr. Bury and Mr. Winterrowd travelled from London to the north of Scotland, from where they were carried to Norway by a British destroyer. They proceeded through Norway, Sweden and Finland to Russia.

Mr. Bury states that his experience gained by close personal contact and association with Lord Shaughnessy enabled him to make recommendations which were accepted by the old Russian Government as well as by the new, who are now putting them into force with great vigor.

"Russia," he says, "is, of course, an immense country. It has a population of 176 million people. The last time they took the census the papers had to be printed in seventy-two languages, or dialects.

"In Russia I travelled from a point where I saw reindeer caravans to a point where I saw caravans of camels—that is, from Lapland to the Caucasus.

"There is no doubt whatever that after the war Russia will have to build several hundred thousand miles of railway. Canada has ten times more railway mileage per unit of population than has Russia. Then again, Russia made the mistake of patterning her railway transportation after that of Europe rather than America. Traffic in Russia moves vast distances in great bulk. The country lends itself to low grades and easy curvature. If that great country is to achieve the destiny in store for her she will have to come to the large train and large car, because those two factors make for economical transportation, and economical transportation is essential if a producing country of wide distances is to hold her own in the markets of the world.

"Had Russia been equipped with railway transportation, say as in Canada, she would have been able to have played a much greater part in the war.

"The impression gained during my two months stay in Russia is that they are a brave, self-sacrificing, kind, and capable nation. The educated classes are remarkably well informed and I came in contact with some of the really big men of the world.

"It happened to be in Petrograd during the revolution and saw perhaps as much of it as anyone. The casualties in Petrograd were heavy as were they

have been done and much has been said of the mistakes, mistakes inseparable from any undertaking, but to be expected in an undertaking that dwarfs anything in history, authentic or mythical.

"Everywhere we travelled in Great Britain evidences of sacrifice, willingly made, were visible.

"Our past mode of living is at an end for some time and we will have to come down to a more simple form and economical conditions will compel the elimination of waste.

"The trade possibilities with Russia after the war are illimitable and those nations who will study the needs and the Russian character will succeed. Up until the time of the war it would appear that the Hun appreciated the possibilities of Russia and the trade statistics of that country show what our enemies accomplished.

"One has to travel around the world to see how well off we Canadians are. The Canadian soldiers covered themselves with glory in the recent advance. They took a strong position which had been tried twice before by other troops, and their deeds were in the mouths of everyone in London."