

A LIFETIME OF SICKNESS

Worn Out, Thin and Miserable Until She Took "Fruit-a-tives"

PALMERSTON, June 20th, 1914: "Stomach Trouble and Distressing Headaches nearly drove me wild. Some time ago, I got a box of 'Fruit-a-tives,' your famous fruit medicine, and they completely relieved me. To-day I am feeling fine and a physician, meeting me on the street, asked the reason for my improved appearance. I said, 'I am taking Fruit-a-tives.' He said, 'If Fruit-a-tives make you look so well, go ahead and take them. They are doing more for you than I can.'"

Mrs. H. S. WILLIAMS.
50c. a box, 6 for \$2.50, trial size 25c.
At dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

LOOK FOR THE GOOD

Look for the good in man,
Look for the fine in life,
Look for the noble plan,
Back of all bitter strife.
Open your eyes to worth,
There is so much to praise
Here on this good old earth,
Why tread the scoffer's ways?

Why seek the mean and small?
Why pry about for flaws,
Pecking at one and all,
Just as the silly daws?
Look for big deeds and kind,
Look for the fair and true,
Keep not a narrow mind,
Scorning what others do.

No one is wholly bad,
No one is wholly good,
Each one could make us glad,
If we but understood.
There is so much that's fine,
Worthy and splendid here,
Seldom we ought to whine,
Never ought we to sneer.

A BOY'S SOLILOQUY

A little bird I don't believe I'd ever want to be,
Because he can't do many things that I can do you see,
A wagon he can never drive, nor throw a rubber ball,
Or blow a horn, or fly a kite, or play a game at all;
And when he's tired he cannot climb into his mother's lap,
And cuddle down all soft and warm to take a little nap.
And if he stubs his toe and falls, and gets hurt some day,
His bird-mamma can't take him up and kiss the hurt away.

A kitty is some better off, at least a little speak,
For mamma-cat when things go wrong can take him by the neck;
And though I really truly think it scares him awful bad,
She licks him when she puts him down, till he feels nice and glad.
And then the very worst part of birds and kitties, too,
Is this, that when some dreadful thing they're bad enough to do,
They cannot softly whisper it in mother's ear at night—
And so, I think, to be a boy is just exactly right.

MILDREDINA HAIR REMEDY

Grows Hair And We Prove It By Hundreds Of Testimonials.

It never fails to produce the desired results. It enlivens and invigorates the hair glands and tissues of the scalp, resulting in a continuous and increasing growth of the hair. Letters of praise are continually coming in from nearly all parts of the country stating that Mildredina Hair Remedy has renewed the growth of hair in cases that were considered absolutely hopeless. A lady from Chicago writes: "After a short trial my hair stopped falling and I now have a lovely head of hair, very heavy and over one and a half yards long."

Mildredina Hair Remedy stimulates the scalp, makes it healthy and keeps it so. It is the greatest scalp invigorator known. It is a wholesome medicine for both the hair and the scalp. Even a small bottle of it will put more genuine life in your hair than a dozen bottles of any other hair tonic ever made. It shows results from the very start.

Now on sale at every drug store and toilet store in the land. 50c. and \$1.00.

Mildredina Hair Remedy is the only certain destroyer of the dandruff microbe which is the cause of 98 percent of hair troubles. These pernicious, persistent and destructive little devils thrive on the ordinary hair tonics.

The recent threat by the Kaiser that all German subjects who worked in America munition plants would be subject to a charge of treason, has not driven out of Bridgeport a single one of the more than 600 German-born workers who are making ammunition for the Allies six days a week.

Minard's Liniment used by physicians

Some Things the British Navy is Doing Laymen Do Not See

(Brooklyn Eagle)

A year and a few days ago, following the festivities of Empire Day, King George V. was to pass his navy in review. What made Winston Spencer Churchill, then First Lord of the Admiralty, postpone the ceremony from day to day, for over a fortnight? Was the mightiest navy in the world not ready for royal inspection?

Indeed it was, and Mr. Churchill's reasons were purely political. The Sarjevo tragedy had just occurred, on June 28, and through some mysterious channel—an Italian Embassy attaché, it is believed—the secretary of the navy had obtained secret information that Austria and Germany were on the way of making all the capital they could out of the imperial assassination, and he concluded that it would be wise to keep the British fleet in reach.

At Spithead King George passed the much-postponed review. Then the vessels received admiralty orders to take on double the usual amount of coal and to steam in glabo into the North Sea and there await orders.

To have the fleet at the highest point of readiness at the moment when England plunged into the war, was a point so much to the credit of Winston Churchill that neither the Antwerp incident nor the first happenings at the Dardanelles, nor the all too spirited speeches of which this impetuous half-American delivered himself, can obliterate it.

"Britannia rules the waves" was the cry of relief in the heart of the Britons when war was declared and they understood the foresight of the First Lord of the Admiralty.

"Britannia will soon be under the waves!" is now being confidently prognosticated in Germany. The busy German submarines, the German prognosticators say, are to make an end, once and for all, of British supremacy on the seas, and as they have indeed wrought some havoc among the British merchant marine, the Germans fondle the belief that the death hour of the British navy is approaching.

Only from 2 to 4 Percent of British Ships Lost

Nothing could be more baseless illusion. Statistics have shown that the vessels destroyed by torpedo or mine constitute but a negligible percentage of the vessels entering and leaving British ports. England gives it as 2 percent during the most violent weeks of submarine warfare. Germany claims that it is twice as much. But even admitting that the British have lost four out of a hundred of their merchant ships, it is scarcely enough to justify the exultation and the high hopes of the Germans, especially when one takes into consideration that only a few steamers of average tonnage have been lost and that the majority of the vessels sunk were fishing boats of from thirty to a hundred tons.

At a superficial glance it would seem little short of ridiculous on the part of German submarine commanders to make a prey of such "small fry." But the development of the war has shown us that there is a terrible amount of reason, logic and cunning in German madness. Fishing smacks are no danger in themselves to the imperial submarines, but they do present a danger in their role of informers. A boat, however small, can sail landward and signal the presence of an undersea boat if it happens to have sighted one. The threat of destruction keeps small vessels from getting out, and consequently from seeing what the Germans do not intend for British eyes. Thus, in accord with the principle of frightfulness, the torpedoing of the smaller craft has its significance in the eyes of the Berlin direction of the war.

The fact that only a few ships of high tonnage have so far been hit by torpedoes, though there are now as many as ever plying between British and foreign ports, should also go a long way toward proving to the more enlightened Germans that their submarine warfare is not as effective as the authorities would make them believe it to be.

The British Government announces that during the month of June Great Britain has imported \$90,000,000 more goods than during the same period of last year, and exported \$33,000,000 less making an increase of trade of \$57,000,000. In normal times this would have been an unhealthy condition, draining the gold of the country, for it is the superiority of exports over imports which builds up a country's wealth. But for the present we are not concerned with this side of the question, and an increase of \$57,000,000 in one month of trade, whether in outgoing or incoming merchandise, proves beyond doubt the point we are trying to make here, to wit, that the submarines are threatening, but comparatively ineffective.

Another statement made by the secretary of the Liverpool Steamship Owners' Association, says that since the proclamation of the "war zone blockade," 20,000 vessels have entered or left the

port of Liverpool, and that only twenty-nine of these were captured or destroyed by the Germans. This represents that 998 voyages out of 1,000 were accomplished without mishap.

Does such a record look very alarming for the British in war time? Especially not when one considers that Liverpool is one of the most threatened ports, on the way to which submarines are continually being sighted.

The question is often being asked here: "If the British Admiralty knows where the German U boats are thickest why does it not make it its business to hunt them up and destroy them? What is the British navy doing?"

To be sure, the British Navy has not given any spectacular account of itself so far, and may not do so until all hostilities are over. But it would be a very superficial judgement to conclude thence that the ships are idle and the sailors twiddling their thumbs. The supreme duty of the fleet in this war is not to do as Mr. Churchill once boastfully proclaimed, to go and "dig the rats out of their holes."

German Fleet is Rendered Useless

The entire German fleet, with the exception of those vessels which were at large when war broke out, has carefully remained in port, in the shelter of long range fortress guns. Some expeditions have been made into the Baltic Sea for scouting and conveying purposes, but these were directed against Russia, and it was not Britain's business to interfere. Why was it not? Why does not the British fleet steam from the North Sea around Denmark into the Baltic? For the simple reason that only a portion of the North Sea fleet could be spared for the venture, that its presence would be signalled to Germany before it could reach the narrows of the Kattegat and that the entire German fleet would have time to line up there and bar the passage.

Another question: What is the nature of the fleet's eventless activity in the North Sea? Answer: Coast and transport guarding. Is it to be presumed that the Germans would not long since have landed an army on English soil had they not known that the fleet's vigilance would have turned the bold attempt into a sure failure?

It is known that Germany's plans for an invasion of England were long laid and perfect; but they had not reckoned with the Churchill's coup of doubling and trebling at the psychological moment the forces regularly assigned to those waters. Nor had Germany any clear knowledge of the recent agreement between France and Great Britain, by which the French navy was to look after French and British interests in the Mediterranean, leaving the great bulk of the British navy in northern waters, with the duty to defend the northern French coast as well as the British Isles.

Considering Germany's efficiency and her desperate determination, the task of the North Sea fleet must be a tremendous one, which it would be unfair to belittle, because it is being accomplished in silence. For the fact that no shots are fired and no bulletins of praise are being given out, those British vessels on patrol have none the less a great, though negative, victory to their credit.

No German Soldier Has Set Foot On British Soil

No German Submarine has passed the Straits of Dover. No German soldier has set foot on British soil. Munitions of war are constantly and in enormous quantities being landed in the Allies' ports, although to stop this particular import the Germans would go to such lengths as it is for any non-German difficult to imagine—even to the point of murdering a thousand non-combatants, women and children in order to sink a comparatively small number of cartridges. No German shell or torpedo has ever touched a vessel transporting British troops across the Channel.

The Germans proclaim a great victory in headlines as large as the diminutive size of their newspapers permits, every time they have captured 100 yards of trenches, or killed 1,000 of their enemies. It is reasonable to believe that they would not, if they could, sink a troopship in the Channel with perhaps 4,000 men, cannon, rifles and ammunition on board? They cannot, and why can't they? Because the British navy is keeping watch. An inconspicuous task, but not inglorious. Indeed it should go far to prove that British supremacy of the sea, in spite of the German U boats, is not a myth, since by its presence alone, and without firing a shot, the fleet forces Germany's proudest vessels to fly in port, chaffing and inactive. German cruisers, battleships and dreadnaughts can do no more than refuse to venture into the North Sea, and if the Germans were still able to see things as they are and not as they would like them to be, they would be forced to admit that their costly navy has not even

WHEN BUYING YEAST INSIST ON HAVING THIS PACKAGE



DECLINE SUBSTITUTES

seriously challenged Great Britain's supremacy on the high seas.

Germany Likes to Forget Her Disasters

But aside from denying everything they are not officially told, the Germans have of late developed a curious faculty of forgetting even such reverses as their own authorities could not pass under silence. The sinking at the beginning of the war of the "Panther" near the very spot where a few years ago she appeared so proudly, in order to emphasize the Kaiser's thoughts about Morocco, is to the Germans a long forgotten episode. The flight of the "Goeben" and "Breslau" from Messina Harbor is remembered only because the British commander of Malta was fooled by a fake code message into letting them escape and because they now form two of the best units in the Turkish fleet. The sinking of the "Emden" by the Australian cruiser "Sydney" is spoken of only to glorify the German survivors, the "Dresden" only to recall a British breach of Chilean neutrality.

It is quite useless to recall the plain facts in these cases and others to a German, but to those among us Americans who are inclined to lose faith in the British navy it is not without interest to pass in review its various accomplishments.

During the siege at Kiaochow British men-of-war gave their protection to the Japanese transport ships and eventually rounded up all those German craft that had been playing havoc with commerce in the Pacific. The price paid for this clearing business was a heavy one, since the "Good Hope" and the "Monmouth" with Admiral Craddock, were lost in the battle of Chile against a superior German force. But five weeks later, on December 8, the British took their revenge in the battle of the Falkland Islands. Admiral Sturdee's search for the five German cruisers at large brought his reinforced squadron in contact with Von Spee's little fleet, and, according to the laconic statement of the Admiralty, "An action followed in which the 'Scharnhorst,' 'Gneisenau' and 'Leipzig' were sunk." The fate of the "Dresden" and "Nuernberg" were the next to be sealed, and with the interment of the two auxiliary cruisers now in deck at Newport News, both the Pacific and the Atlantic oceans are free of German war craft.

Austrian and Turkish Fleets Kept in Check

To this should be added that the combined efforts of the French and Hungary's feet bottled up in the Adriatic, where the Italian are now dealing with it, and also have barred the Turkish feet from the Aegean Sea, so that British and French vessels carrying troops from India and Africa to the European continent have been able to sail unmolested through the Mediterranean.

The command of the sea so easily and so completely obtained was even more essential to Great Britain than it was injurious to Germany. The latter's merchant marine is swept from all waters except the Baltic. Britain captured 88 German merchant ships and detained 102; her allies captured 108. There are 54 Germans and 11 Austrian vessels lying in our American ports, not counting the two auxiliary cruisers which had made navigation so perilous in their quantity of commerce destroyers.

The direct loss thus incurred by Germany must have been enormous. Yet the indirect effects were even more serious, cutting her off from the rest of the world, preventing her from exporting the products of her interest and from importing food, cotton, copper and all kinds of munitions of war. Had Germany's own merchant shipping not been practically suspended by the activity of her enemies' fleets she would not now shout so loudly about our export of ammunition.

But even in her present isolated position, Germany claims that she is in need of nothing that she cannot produce herself, and that is largely true. By strict economy she can make her food supply last and suffice; she has large supplies of most materials necessary for war, and the effectiveness of her army does not vitally depend on her control of the sea.

Loss of Sea to Britain Would Mean Ruin

For Great Britain the loss of the sea

would have meant ruin. Her people would have starved, her industries throttled and her army prevented from engaging in the continental battles. To spare the Island kingdoms this tragedy is what the British navy has done! And it is entirely reasonable to believe that before the war is over it will have done more, even if the action at the Dardanelles does not seem to progress with unaccountable slowness to us, who have but scant information of what is really taking place.

Naturally there have been losses, but taking the most unfavorable computation, that of the Germans, they are but little more than insignificant considering the magnitude of the war. According to the list of British naval losses up to June, published recently in a Berlin paper, the following vessels have either been struck by torpedo or mine or been sunk in some other fashion:

- Nine battleships (aggregating 141,150 tons.)
- Seven armed cruisers (aggregating 103,000 tons.)
- Five cruisers (aggregating 22,320 tons.)
- Six torpedo boat destroyers.
- Ten submarines.
- Five auxiliary cruisers.

In the first of these categories the Germans include the "Audacious," the mystery surrounding which has not yet been cleared up; the "Bulwark," the "Formidable," which the British claim, met the same fate but which the Germans want to believe that she was sunk outside of Plymouth by one of their U boats.

In the second category, the Germans count the "Tiger" as having been sunk off Doggerbank, while the British maintain that she reached port in a slightly damaged condition.

The case of the cruiser "Amphion" shows the desire of the Berlin authorities to delude the people into the belief that their U boats go everywhere they please, even into the mouth of the Thames, where they claim this vessel was torpedoed, while in reality she was sent to the bottom of Grimsby, near Hull.

Of the six torpedo boat destroyers mentioned as lost, two are light monitors, four are not named, and their loss is not admitted by London, and a seventh vessel, coming under the same heading and called "93" was merely an oil tanker, not as alleged, a transport ship taking several thousand British soldiers with her to the bottom of the Channel.

Only five of the ten submarines claimed as having been destroyed are named, and to our knowledge the Admiralty has admitted the loss, through various agencies, of six such craft.

Why the German Fleet is Not Attacked

Many a man in our neutral country has been asking himself why the British fleet is not doing what Churchill proclaimed it should do, attack the German fleet and force it to come out of shelter. In the first place such a thing is more easily said than done. In the second place why should British lives and British craft be sacrificed for the sole purpose of forcing the German fleet to give battle as long as by doing no more than being present and vigilant the British keep the enemy behind lock and key, so to speak, and consequently ineffective? In pursuing this quiet course of action the British cannot bring on themselves the charge of cowardice, for last year's statistics show their navy to be exactly twice as heavy in tonnage as the German navy. On the contrary, those who abhor bloodshed—and we all do in cases where it can honorably be avoided—should unreservedly approve the method of Britain's navy using its might so quietly, and yet so efficiently.

It is less easy for laymen to understand why Germany's U boats are not being more vigorously cleared out of British waters. But the commander of an American torpedo boat, who has done service on submarines, and with whom we had occasion to discuss this point, showed no surprise at all. He says that submarines are as agile as they are delicate, and that they plunge out of sight very quickly when danger is signaled. Even if a man-of-war has sighted a periscope at a distance, she can hardly open fire before the prospective prey disappears, and from that moment on her own danger is far greater than that of the hidden craft.

According to this naval officer, a battle between submarines is a practical impossibility. The sinking of an Austrian U boat by an Italian submarine in the Adriatic was an accident "which may not happen again in a thousand years." The Italian was sailing on the surface when suddenly the periscope of the Austrian bobbed up alongside her. One quick shot and the delicate craft was so injured that she disappeared below the waves forever.

In conclusion, let us be fair to the British navy. It is not furnishing us with thrilling news of sea fights as



Many women with disfigured complexions never seem to think that they need an occasional cleansing inside as well as outside. Yet neglect of this internal bathing shows itself in spotty, and sallow complexions—as well as in dreadful headaches and biliousness. It's because the liver becomes sluggish, and waste matter accumulates which Nature cannot remove without assistance. The best

CHAMBERLAIN'S TABLETS

remedy is Chamberlain's Stomach and Liver Tablets, which stimulate the liver to healthy activity, remove fermentation, gently cleanse the stomach and bowels and tone the whole digestive system. Sure, safe and reliable. Take one at night and you feel bright and sunny in the morning. Get Chamberlain's today—druggists 25c., or by mail from Chamberlain Medicine Company, Toronto



PLOT TO DAMAGE G. T. R. CARS DISCOVERED

(Montreal Herald)

What is considered an important arrest and one which may put the authorities on the track of Germans and Austrians who are working silently for some sinister purpose against the country, was made last night, when Constable Allard of the Harbor Police, captured George Karol, said to be an Austrian, on the strip of land near the Victoria Bridge, called le de Million, with couplings from freight trains under his arm. The trains at this point are the ones used by the military authorities for the transport of horses and hundreds of passengers cars such as are used for the transportation of soldiers from one point to another.

Whether or not the plans of the perpetrators have gone to the extent of at any time being successful in placing any of the soldiers or horses in danger, is not known, though it is not considered likely owing to the sharp lookout by the car inspectors who have made their report to the Grand Trunk Railway officials concerning the huge scale upon which the cars have been molested and placed out of commission. During the past two weeks the siding has held over 1,000 cars, and out of this number no less than 800 have gone to the repair shop to have missing parts put in place.

The 800 were stripped of vital parts, couplings and pins being removed, in some cases the couplings showing that the men responsible for the outrage had removed them, taken them away, and returned them to their places with the heavy iron coupling rings sawed through and ready to part.

Passenger trains were stripped of their brass fixings. Air brakes were uncoupled, bolts and nuts on the big wheels were found unloosened and only the most careful inspection by the workmen prevented the making up of trains with these stripped cars added.

The military authorities were informed of the affair and are now at work unravelling the mystery, aided by the police. The prisoner who is placed on the court house record as an Austrian, pleaded not guilty to theft of the valves and was remanded for enquet. Investigation revealed the fact that the man, who lives at 37 Charland Street, was free to roam the streets as he had registered the first week, and was one of the first to place his name with the registration bureau.

MANY BREWERS AND DRINKERS SAY "BEER PROMOTES EFFICIENCY"

Who can today be deceived by such a statement? If you are not satisfied as to its falsity ask the physician at any hospital, the president of any railroad, the manager of any industry, or any reputable business man.

If you were about to undergo a serious surgical operation would you prefer to have the surgeon take a few glasses of beer just before the operation to Promote Efficiency?

If you were about to take a trip on the railroad would you prefer to have the engineer, and the telegraph operators and the switchmen along the line take a few beers while you were aboard the train on your way, to Promote Efficiency?

If you are an employer of labor on farm, in factory, in store, or anywhere, do you prefer to have your employees "rush the can" occasionally to Promote Efficiency?

The claim is untrue. Beer decreases and retards Efficiency. The beer drinker can and does get as drunk as the whisky drinker.

Boston and Yarmouth Steamship Co., Ltd

Steamships Prince George and Prince Arthur
Leave Yarmouth daily, except Sundays at 6 p. m. Return, leave Central Wharf, Boston, daily, except Saturdays, at 2 p. m.
Tickets and Staterooms at Wharf Office
A. E. WILLIAMS, Agent
Yarmouth, N. S.

DOMINION ATLANTIC RY.

"LAND OF EVANGELINE ROUTE"

On and after July 19th, 1915, train service on the railway is as follows:

Service Daily Except Sunday.
Express for Halifax (Monday only) 4.13 a.m.
Express for Yarmouth 12.08 p.m.
Flying Bluenose for Halifax 12.39 p.m.
Express for Halifax 1.58 p.m.
Flying Bluenose for Yarmouth 2.18 p.m.
Express for Annapolis (Sat. only) 7.53 p.m.
Accom. for Halifax 7.40 a.m.
Accom. for Annapolis 6.35 p.m.

Midland Division

Trains on the Midland Division leave Windsor daily (except Sunday) for Truro at 7.05 a.m., 5.10 p.m., and 7.50 a.m. and from Truro for Windsor at 6.45 a.m., 2.30 p.m. and 12.50 p.m. connecting at Truro with trains of the Intercolonial Railway and at Windsor with express trains to and from Halifax and Yarmouth.
Buffet Parlor Car Service on Flying Bluenose trains between Halifax and Yarmouth

St. John - Digby

DAILY SERVICE
(Sunday excepted.)

Canadian Pacific Steamship "Yarmouth" leaves St. John 7.00 a. m., leaves Digby 1.50 p. m., arrives at St. John about 5.00, connecting at St. John with Canadian Pacific trains for Montreal and the West.

Boston Service

Steamers of the Boston and Yarmouth S.S. Company sail from Yarmouth for Boston after arrival of Flying Bluenose train from Halifax daily except Sunday.

Y. GIFFKINS,
General Manager.

FURNESS SAILINGS

From London	From Halifax
July 21	Appenine
Aug. 12	Caterino
From Liverpool	From Halifax
Aug. 17	Durango
	Tobasco
	Sept. 4

Furness Withy & Co., Limited
Halifax, N. S.

H. & S. W. RAILWAY

Accom. Mon. & Fri.	Time Table in effect January 4, 1915	Accom. Mon. & Fri.
Read up	Stations	Read up
11.10	Lv. Middleton A.S.	15.45
11.38	"Clarence	15.17
11.55	Bridgetown	15.01
12.23	Granville Centre	14.36
12.30	Granville Ferry	14.21
12.55	"Kaysdale	14.05
13.15	As. Port Wade Lv.	13.45

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September First

is the day you should begin your course at the Good School. The office will be open for enrollment on the two preceding days. Classes begin on the opening day. Those who enter then should be first ready for employment.

Course of Study on application to

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