

DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective Oct. 2nd, 1916. (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 3 05 p.m.
 Accom for Kingsport 11 00 a.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 50 p.m.
 Express from Halifax 6 15 p.m.
 Accom from Halifax 2 15 p.m.
 Accom from Kingsport 8 55 a.m.
 Accom from Kingsport 2 30 p.m.
 Accom from Kingsport (Sat. only) 6 00 p.m.

Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Truro at 7:00 a.m., 5:15 p.m., and for Truro for Windsor at 6:40 a.m. and 1 p.m. and connecting 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., leaves 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

Well Named.

They were talking about a promising young man who had failed to make good as a travelling salesman. The first man said to the other man: "It was queer about the boy. He seemed to be a regular whirlwind. His first trip was a rattling success, but all he brought from his second trip was a bunch of foolish excuses." "What was it you called him—a whirlwind?" "Yes." "I see. All 'whirl' at the beginning, and all 'wind' at the finish." —Cleveland Plain Dealer.

A Queen's Kiss.

How Queen Amelie, of Portugal gave the consolation of a royal kiss to a dying French soldier is related in a story of her majesty's recent visit to France.

Visiting one of the hospitals she was taken to a room where a little "poilu" lay dying. Queen Amelie, speaking lovingly to the brave little Frenchman, pinned on the Military Cross. Then taking the dying man in her arms she kissed him tenderly on both cheeks. He died that evening peacefully and happily.

The 400 ton schooner building in the ship-yard of Hon. G. A. Cox will be launched next week.

Six Americans were drowned when the steamer Marine was sunk by a submarine. More worry for Wilson.

The City of Quebec will seek authority from the Quebec legislature at its next session to impose a special tax of \$5.00 on bachelors over twenty-five years of age, who are not householders. This tax will not exempt bachelors from paying the usual personal tax of \$2.

One hundred and fifty Huron, Chippewa and Mohawk Indians formed part of the 160th battalion which arrived in Halifax last week from London, Ont. The Indians were splendid specimens of manhood and as they paraded with full kit excited great admiration.

Minard's Liniment Relieves Neuralgia.

INTERESTING LETTER FROM HOSPITAL

Mrs. S. W. Kidston of Port Williams has forwarded in the following letter from her son: King George Hospital, London, Oct. 9, '16

Dear Mother:
 I will try and tell you about our "doings" in France for a month, previous to my being wounded. We finished our last trip into the trenches at Ypres on Aug. 25th and I must say we were all glad to leave that place we were there five months.

We went on one day's march then back into France and billeted on a farm for two weeks rest and training before starting for the Somme. The farmer kept about sixteen cows and a lot of hens, so we had lots of eggs, buttermilk and fresh milk while there.

From there we marched eleven miles one night to a town where we took the train at one o'clock in the morning for the South. We were on the train six hours took us into a very much different looking country to what we had seen in the north. It is all farming country and a very old settled part of France where the farmers have all built their buildings close together. From a distance one would think it quite a large village but it is nothing but a lot of farm yards with a church in the centre. All these villages are surrounded by fine big trees. All the farm land between villages open, not a tree or building in sight. We stayed for two days rest at one of these villages, then we marched for the next five or six days to the town of Albert. We rested outside the town for two days, then on Friday afternoon, September 15th our whole brigade went into action for the first time at the Somme. Our attack was a success, we drove the Huns out of their trenches and back. The P. C. L. I. and 42nd Battalions occupied the trench we took and we the 49th went on past the old German trench about three hundred yards and dug a new one. Of course all this work was done under cover of darkness. I do not know what our losses were but they were heavy, we went in 685 strong.

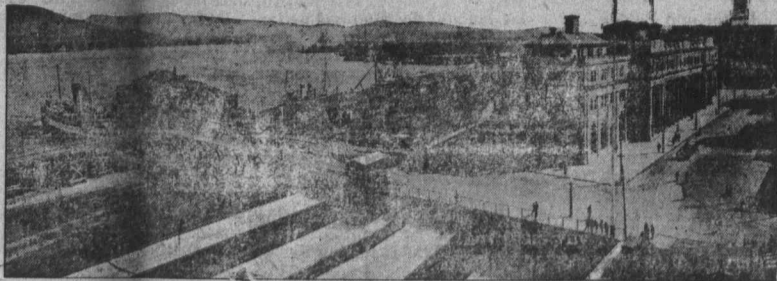
The officer in command of our company was hit almost as soon as we started. My platoon officer received a wound when we were about half way over and the other two poor fellows were killed shortly after we got there. In the morning there was only another Corporal and myself and about ten men left of our platoon. I went back to the support trench on Sunday night to guide in a relief when I got wounded. A fellow put a dressing on my face, I thought at the time that both my eyes were gone, but thank God they are not.

I had a piece of shell in my foot also but that did not bother me much.

I lay in the trench until next morning about 10 o'clock, when with the help of two fellows I walked back to the dressing station, from there we were put on stretchers and put on little cars on a small railway, the cars were pulled by a horse, then we were taken ten or twelve miles to a clearing station where we stayed two days until there was room on the train for us. We were sent to Canadian General Hospital at La Tréport, France. We were there three days then I came here via Havre.

The doctors have taken X-Ray of my face and foot a few days ago. I have to stay in bed a while yet, it does not give me any pain at all. My nose was pretty well "bust" up and I am blind in my right eye but the specialist says he thinks I may receive some sight in it, however, I consider myself lucky to have one good eye left. I am feeling fine and eat four times a day. Major Harris who used to be our medical officer and his wife were in to see me this week also our Colonel's wife, Mrs. Griesbach, she said she had heard from the colonel and had told her that their were 170 of our Battalion left to answer the

TO DEVELOP TRADE WITH RUSSIA



Vancouver Harbor.

TRADE of Canada and the United States with Russia—through the Russian port of Vladivostok—is growing rapidly, and present prospects indicate that it will in the future assume huge proportions. Most of the Canadian and a good deal of the United States trade is conducted through Vancouver harbor, which though naturally a splendid one, is being improved to meet the accumulating requirements of the Pacific commerce. Already many millions of dollars have been spent by the Canadian Pacific Railway Company for the equipment of this great Pacific port, and now the great transportation concern is about to make an outlay of \$1,500,000 in improving its wharves. Further development plans are in view, and the company is in the happy position of being able to deal with import and export traffic independent of any other concern. As a consequence of the building up of its interests in Vancouver, and in view of the fact that the company has a very large fleet of trading vessels on the Pacific, it is in a situation to deal with the new trade developments of the Dominion with Russia, and at the same time continue to handle the gigantic Oriental trade with its customary promptitude.

United States business men are at present sending agents to explore the commercial circles of Russia, with a view to securing a market for American goods, and also for the purpose of purchasing some of the products which Russia can export, and which are very necessary on this continent. Keen observers in the United States seize on the present as an opportune time for extended trade with Russia via Vladivostok.

It is with a view towards the greater development of trade with Russia that the Canadian Pacific Railway appointed Mr. A. R. Owen as their general agent at Vladivostok. Mr. Owen will look after the great volume of traffic that the C. P. R. is handling to and from Russia, and he will also look into the possibilities of increasing trade between Russia, Canada and the United States. Mr.



Bird's eye view of Vladivostok—Russia's great Pacific port.

Owen, having spent a number of years in the East, is familiar with the conditions there, and he has a wide knowledge of commercial affairs on this continent. He spent the first five years of his business career in various departments of the company in America, and he is in close touch with the leading manufacturers and merchants in the larger centres of Russia, and will be glad to look after the interests of any Canadian exporters desiring to place samples with the Russian firms of importers.

United States concerns are very much alive to the growth of the trade with Russia via Vladivostok, and Canada might secure as good a business via this port for an exchange of products as this country has already secured with Australia and New Zealand. Russia is a country which needs much development, as well as the introduction of modern machinery and modern methods in handling her produce. Her progressive trade with the United States and Canada will spread industrial education, obliterate antiquated methods and introduce new ones, and find a market for a big quantity of Russian goods, which heretofore went to waste. Russia has been exporting something like \$45,000,000 worth of eggs annually, but if she had proper refrigerator storage for eggs before shipment she might export \$100,000,000 worth each year. Enormous

quantities of eggs are rendered useless for commercial purposes in Russia because there are few refrigerators there. In the matter of meat preservation a similar difficulty exists. This shows that there is a big market for refrigerators in Russia just now. Reports indicate that there is also a big demand in that country for electric plants, and for rubber footwear. The Russians are preparing for the rush back to business after the war, and need tools for their factories, new rails for their extended railroads, and new labor saving devices that have already been used advantageously on the American continent.

The war brought about an increased number of vessel callers at Vladivostok, and many improvements have been made in that harbor. Warehouses have been built, storage yards enlarged, and branch tracks from the main railway lines connected with the wharves. Dredging of the waterfronts is also being carried out as never before, so that the largest of ships may enter their berths in the greatest comfort. The country is rapidly developing her resources, and the unique opportunity of trading with her now and after the war should be availed of by all Canadian and American firms, who will benefit themselves and their country by trading with this great ally of Great Britain in her fight against Germany.

To Investors

THOSE WHO, FROM TIME TO TIME, HAVE FUNDS REQUIRING INVESTMENT, MAY PURCHASE AT PAR

DOMINION OF CANADA DEBENTURE STOCK

IN SUMS OF \$500 OR ANY MULTIPLE THEREOF.

Principal repayable 1st October, 1919.

Interest payable half-yearly, 1st April and 1st October by cheque (free of exchange at any chartered Bank in Canada) at the rate of five per cent per annum from the date of purchase.

Holders of this stock will have the privilege of surrendering at par and accrued interest, as the equivalent of cash, in payment of any allotment made under any future war loan issue in Canada other than an issue of Treasury Bills or other like short date security.

Proceeds of this stock are for war purposes only.

A commission of one-quarter of one per cent will be allowed to recognized bond and stock brokers on allotments made in respect of applications for this stock which bear their stamp.

For application forms apply to the Deputy Minister of Finance, Ottawa.

DEPARTMENT OF FINANCE, OTTAWA, OCTOBER 7th, 1916.

roll call when they came out on the night of the 17th.

You must not worry about me but write to me often. Hope you are all well.

My love to all. EVERE.

A statement in regard to the investment of British and foreign money in Canada was submitted at the request of the commission by Mr. Field of The Monetary Times. This statement showed that to date at least \$2,914,000,000 of British capital and \$6,36,000,000 of United States capital has been invested in this country.

Crude

That young man is out to make a name for himself. What's the matter? Ain't he satisfied with the one his father gave him?

The Presbyterian Church Union Committee will at once send out a statement from Toronto denying that Church Union lies at an end also denying that church funds have been used for Union propaganda and again asserting as soon as decided by the General Assembly this Church Union shall be co-terminus.

She Needed Aid

See that man over there? He is a bombastic mutt, a windjammer nonentity, a false alarm, and an encumbrance of the earth!

Would you mind writing all that down for me? Why in the world— He's my husband and I should like to use it on him some time. —Brooklyn Citizen.

The total loss of life in the St. Elizabeth Hostel fire at Farnham, Que., appears to be seven-teen.