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HERE IS THE DAY YOU REGISTER

ON June 22nd, Saturday, every man and woman, resident in Canada, who is 16 years and over, must attend at one of the places provided for registration, between the hours of 7 a.m. and 10 p.m., and there truthfully answer all the questions set forth upon the registration card. Upon signing the card, vouching for the accuracy of the answers, the man or woman will receive a Registration Certificate, as shown below, which must be carried upon the person thereafter.

Why the Certificate is so Important

For failure to register a maximum fine of \$100 and one month's imprisonment is provided, also an added penalty of \$10 for each day the person remains unregistered after June 22nd. Persons remaining unregistered cannot lawfully be employed, and cannot draw wages for work done after June 22nd. Employers who keep unregistered persons in their employ will be liable for fines equal in amount to those recoverable from the unregistered employees. Unregistered persons cannot lawfully purchase transportation tickets, and may find themselves barred from travelling on railroads, steamboats, etc. Similarly they may be denied board and lodging at any hotel, restaurant, public house or boarding house. In a word—All persons remaining unregistered, and all persons having dealings with unregistered persons, knowing them to be such, incur heavy penalties under the law.

REGISTRATION IS LAW—Don't Fail to Register.

This Certificate is YOUR Protection. Get it and Carry it

Canada Registration Board

THIS IS TO CERTIFY THAT

residing at \_\_\_\_\_ was duly registered for the national purposes of Canada this \_\_\_\_\_ day of \_\_\_\_\_ 1918

\_\_\_\_\_ Deputy Registrar

Issued by authority of Canada Registration Board

## AMERICANS INVENT "CANNON BALL" TO SALVAGE SUNKEN BILLIONS

What boundless wealth in precious metals and jewels lies in the sea? For countless ages, adventurous mariners, lured by the prospect of snatching fabulous riches with one fell swoop from the fathomless ocean, have squandered the fortunes of galleon land-lubbers and others, only to be thwarted in their desperate efforts by the unobtainable depth that intervenes. From the days of the sinking of the Spanish galleons laden with gold and silver ingots, pearls and diamonds and other rare gems of exceeding value, which moth and rust doth not corrupt, to prevent their capture by enemy pirates, down to these days of the sinking of the leviathan liners by the ruthless German submarines, every secker of sunken treasure has devised unique and original methods to overcome the difficulties, but modern inventions have thus far failed to provide the equipment to insure the success of these audacious schemes.

Invent New Salvage Devices.

Now comes Simon Lake, the submarine inventor, and W. D. Sisson, an American engineer, with implements perfected, they claim, for recovering the billions of dollars' worth of ocean treasure and non-perishable cargoes strewn about the bottom of the boundless waterways in the wake of centuries and beneath all the courses of the world's merchant marine in times of peace.

The oddest contrivance for the raising of sunken vessels is the "cannon ball" submarine invented by Sisson. It looks like a huge steel ball, 3 feet in diameter. The shell is made of tough Yonah steel, 1.4 inches in thickness and weighs, with the machinery inside, six tons. The largest pontoons are 40 feet long and 15 feet in diameter. They have a lifting power of 300 tons each.

The operators form the crew of the diving bell. They work in normal atmospheric conditions. A large oxygen tank on top of the sphere provides them with ozone and this tank has a capacity of 72 hours' supply of air. The supporting cable and all electrical and telephone wires are carried in an insulated cable which is stout enough to support 56 tons weight.

Two propellers and a rudder give the undersea balloon lateral movement, and two other propellers send it up and down. These propellers drive the driving bell at the rate of two miles an hour. On the front two teams of men in the ball draw the ball towards the side of the sunken ship.

Lake's Scheme Simple.

The ball is equipped on the front side with four 300-candle power nitrogen lamps, covered with a steel net and a two-inch glass, to light up the hulls of the sunken vessels, and near each light is a lookout lens four inches in thickness through which the beauties and activities of subsea life can be clearly seen.

Simon Lake, the famous submarine inventor, has a simpler method for the resurrection of vessels from their last resting place at the bottom of the ocean. When a ship has gone down to such depth that the water above holds it in a death grip by its very weight, then that ship's doom is sealed, it is said. The scheme presented by Mr. Lake, however, contemplates the sealing of the doomed ships with cork and paraffine. He would pump a mixture of paraffine and bits of cork down into the sunken vessel along with a stream of water. The water, he claims, would carry this buoyant mixture to all parts of the vessel, then the water could be pumped out, serving to seal up the crevices and by forcing in air or enough of the buoyant paraffine mixture to lift the ship to the surface of the sea.

Simon Lake has long been preparing for the work of salvaging the valuable ocean liners and such parts of their cargoes as are worth saving as soon as peace is declared. Some time ago he invented a combination submarine and surface craft designed to traverse the submarine trails and definitely locate the most valuable of these treasures that have gone down to their watery graves. This invention was an ordinary surface boat connected with a submarine by a long telescope tube through which to go down into the undersea observation compartments, equipped with exits for divers to emerge.

Treasure Ship Lure of Centuries.

The fabulous treasure that has nestled in the sandy bed of Vigo Bay, off the coast of Spain, for more than two centuries, has served to dazzle the imagination of adventurous mariners and what the creative instincts of the inventive genius through all these intervening years. Many a marvelous contraption has been contrived by these covetous schemers to recover the \$125,000,000 worth of gold and silver ingots, diamonds, and other precious gems that went down with the fleet of 15 Spanish galleons in 1702.

Those were the days of Spanish opulence, when Spain reached out for world domination and then languished in the luxury that riches brought her, riches gathered by her adventurers and exploiters from the uttermost parts of the earth. The fleet of galleons were homeward bound from the West Indies laden with treasure to the value of \$140,000,000. They had entered Vigo Bay, on the home stretch of their long voyage from the western hemisphere, when a fleet of Dutch and English war craft, bent on seizing the prize of war, swooped down upon them. French and Spanish battlecraft went out to meet the intruders, but were defeated in the fight. When the skipper in command of the treasure fleet saw that he could not make port and escape capture, he ordered every galleon sunk to the bottom of Vigo Bay.

Many attempts have since been made to secure this mass of wealth from its sunken vaults, and at one time about \$15,000,000 worth of it was raised. In 1910 an avaricious Italian perfected an ingenious submarine that resembled somewhat in appearance a huge potato bug. Its legs were powerful grapples capable of lifting enormous weights. This odd-looking outfit was fitted with observation compartments and could crawl around on the bottom of the sea.

There is an old, old saying of the British treasure ship La Lutine, sunk in the Zuyder Zee in 1799 while bearing a cargo of gold and silver bullion valued at several millions to be used by Austria in the war against France.

Shifting Wind Aids Salvagers.

Much of the precious metal has been recovered in large and small quantities from time to time by the simple means of dredging operations, but it never was made known the exact amount of bullion La Lutine carried on her last disastrous voyage. The amount, however, has been estimated at something over \$6,000,000.

La Lutine was a British frigate. She was armed to ward off attacks from the French, but went down in a furious storm that swept the Zuyder Zee. Many times the wreck was located and large quantities of the metal recovered, but the strong tides often shifted the sunken vessel and thus interrupted the salvage work. In 1912 by the mere chance of a shifting wind, which blew the salvage steamer around to the opposite side of the submerged wreck, a quantity of the gold was located and pieces brought up by the suction dredge. The bulk of it, however, was found to be imbedded beneath a heap of rusty cannon balls which formed part of the frigate's ammunition supply. These cannon balls become so firmly rusted together that the salvage apparatus was unable to separate or remove them, and the work had to be abandoned for the season, as the fall storms had set in.

Great was the difficulty in the early days of reaching and salvaging the sunken vessels at great depths, but now, with modern invention advanced to a stage where equipment for the work can be had, such ambitious schemes as the raising of the mammoth White Star liner Titanic, which went down in collision with an iceberg in the North Atlantic in 1912, have been contemplated, as well as the recovery of the Lusitania and other large transatlantic liners sunk during the present war by the German submarines.

Maine Man Succeeds.

One successful treasure expedition of the early days was conducted by

William Phipps of Woolwich, Me., in 1684. He went to England and succeeded in interesting the Duke of Albemarle and others in his scheme to recover the wealth reposing in an old Spanish wreck off the Bahama Islands. The wreck lay deep, but by perfecting his diving apparatus Mr. Phipps reached his goal and secured \$1,750,000 worth of the lure. In addition to the money he received as his share of the business he was knighted and appointed high sheriff of Massachusetts, and later became Governor of the colony.

One of the richest deposits of the sunken treasure type which still lies at the bottom of the sea to lure hunters of hidden wealth is a \$50,000,000 heap of gold, intended to pay the soldiers of the famous Spanish Armada and to be used in connection with the proposed invasion of England, which went down with the warship Admiral of Florence of the fleet in deep water in Tormery Bay, off the island of Mull in the country of the Duke of Argyll.

\$400,000,000 in Lake.

According to an old Spanish tradition treasure valued at \$400,000,000 in gold and silver and precious jewels lies at the bottom of Lake Guatair in Colombia. It is supposed to have been thrown into this lake by the natives to prevent it from falling into the hands of the Spanish invaders.

Then there lies the British man-of-war Black Prince, sunk off Sebastopol by Russian gunfire in the Crimean war, with \$3,000,000 in coin on board, intended for the payment of the troops and purchase of supplies. There is said to be no question about the existence of this money and, by the use of modern submarine apparatus, the prospects are said to be favorable for its recovery.

The East Indian, Grosvenor, whose loss with all her passengers off the coast of St. John's, Cape Cod, South Africa, was one of the marine tragedies of the 18th century, still lies submerged with \$5,000,000 of specie in her hold, awaiting the ambitious treasure seeker.

It seems that the sea is susceptible to the lure of gold, too, for it often imposes violent reluctance to let go of its hoarded treasure deposited in its depths in ships that have succumbed to its turbulence. A large proportion of the efforts made to recover such riches have been thwarted by furious storms that have sprung up whenever and wherever such salvage work has been attempted. Perhaps the most notable coincidence of this kind was in the case of the ocean ship Golden City, which met its fate off the coast of Manila, Mex.

Leaps Overboard With Gold.

The Golden Gate was bound from San Francisco to some southern port on the Pacific coast. She had many passengers on board and was bearing \$2,000,000 in gold in her store room. She caught fire and was beached. Many of the passengers leaped overboard and were drowned. A colored cook, craving for the flames, grabbed a quantity of the precious metal, tied it around his waist, and then the farewell exclamation, "Here goes, I die rich," flung himself into the sea and went down.

Although the wreck lies but a few hundred feet off shore, every attempt to recover the gold known to be lying in the bulk has thus far been thwarted by the element. Captain C. W. Johnston, one of the most experienced salvage experts in the United States, made a determined attempt to reach the remains of the ship. He constructed a pier which extended out to within working distance of the wreck and had just completed his pumping equipment and was ready to start the actual work the next day when a terrific storm came up, wrecked the pier and carried all his apparatus away.

The Mexican natives in the vicinity attribute the trouble which comes to all who seek to operate on the wreck to the ghost of the crazed colored cook who leaped into the sea from the ship and was borne down by the weight of gold. They claim that his ghost has been hovering over the bulk of the Golden Gate at night and that it is this apparition that guards the sunken treasure beneath the sea.

A Mean Remark.

"It says here that a wealthy western man has left \$500,000 to the woman who refused to marry him twenty years ago," said Mrs. Gabb, as she looked up from the newspaper she was reading.

"That's what I call gratitude!" commented Mr. Gabb.

Not Queer to Him.

Friend—Queer saying, that about truth lying at the bottom of a well. Lawyer—You wouldn't think so, if you knew the amount of pumping lawyers sometimes have to do to get it.

Wanted on the Telephone.

Mrs. Fussanfeather—Who was that at the telephone, Clara?

Miss Fussanfeather—It's that Mr. Bond, the broker.

"Really?"

"Really?"

"Yes; he didn't want me, mamma, he wants you."

"Wants me? Mercy, Clara! How do you suppose he knew I was a widow?"

Proving the Contrary.

"He makes \$5,000 a year as an aviator."

"And yet people say you can't live in a star."

EXTRACTS From Some Letters About

Gin Pills

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"I suffered with a continual pain in the back. Having sold Gin Pills I gave them a fair trial and the results I found to be good."

RHEUMATISM

"I have been for the last two years a cripple from muscular and rheumatic Rheumatism. Am now cured."

STONE—GRAVEL

"I had been suffering terribly with Stone in the Bladder. I consulted with Gin Pills and they cured me in two days."

KIDNEY TROUBLE

"Your remedy I find at 60 years of age, to give perfect relief from the Kidney and Bladder Trouble incident to one my age."

URINARY TROUBLE

"I have been suffering for some time with my kidneys and urine the pain was awful. I took Gin Pills and they cured me in two days."

Gin Pills will for \$50 a box or 6 boxes for \$2.50 at all good dealers. Sample free if you write to National Drug & Chemical Co. of Canada, Limited, Toronto or to U. S. address, N. D. Co., Inc., 202 Main St., Buffalo, N. Y.

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## City Renders Practical Help in Greater Production

It is not often that the residents of a city have an opportunity of seeing farming operations on a large scale carried on right at their own doors. Even in Western Canada, where hundreds of thousands of acres of virgin land are being turned over and cultivated in order to raise increased crops of wheat and other food grains to supply the needs of the Allies, the spectacle witnessed by the citizens of Calgary, Alberta, recently was an unusual one. Not far from the centre of the city—about a mile from the city hall—was the more than two hundred acres of vacant land were to be put under the plow. The use of the land had been granted to the city of Calgary through the courtesy of the Canadian Pacific Railway Company, the owners.

But how was such a tract of land to be plowed when all available machinery was being used to the utmost capacity in the country; when the demand for all kinds of machinery is so great that it cannot be delivered to the farmers that soon? That was the question asked by the city fathers. The implement companies came to the rescue. A day was set when the work should be begun. Telephone and telegraph wires were put into operation. And by the late afternoon tractors and the requisite plows and other implements were got together. One large tractor rolled sixty miles over the country in order to participate in the event.

Calgary has such an array of farm machinery been concentrated on an area of two hundred acres. Never, perhaps, has such an area been broken on and cultivated in shorter time. Although there was no competition all engaged were animated by the good they were doing in the cause of greater production. Furthermore, the machinery was wanted in the country, and it must not carry in the city. Unfortunately rain prevented the work being completed in one day, an achievement which, if it had been accomplished, would no doubt have constituted a record not easily surpassed.

A crop of oats, potatoes and flax is now grown on the land and it is hoped that this will add considerably to the production now so earnestly desired. The illustrations show the workers on the land.



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You reckless men and women who are pestered with corns and who have at least once a week laved an awful death from lockjaw or blood poison are now told by a Cincinnati authority to use a drug called frezone, which the moment a few drops are applied to any corn, the soreness is relieved and soon the entire corn, root and all, lifts out with the fingers.

"It is a sticky ether compound which drives the moment it is applied and simply shrivels the corn without inflaming or even irritating the surrounding tissue or skin. It is claimed that a quarter of an ounce of frezone will cost very little at any of the drug stores, but is sufficient to rid one's foot of every hard or soft corn or callus. You are further warned that cutting at a corn is a suicidal habit."