

HOW LONG WILL THE WAR LAST?

The War Against Health Is Quickly Ended By "Fruit-a-tives".



MRS. DEWOLFE

East Ship Harbour, N.S. "It is with great pleasure that I write to tell you of the wonderful benefit I have received from taking 'Fruit-a-tives'...

Mrs. MARTHA DEWOLFE. "FRUIT-A-TIVES", the medicine made from fruit juices, has relieved more sufferers from Headaches, Constipation, Stomach, Liver, Kidney and Skin Troubles than any other medicine.

ARROW POINTS

Pews impart no piety. The amiable are akin to the angels. Why use barbed words when you can use better ones.

HOW DO YOU DO?

"How can you, friend?" the Swedish say; The Dutch, "How do you fare?" "How do you have yourself today?" Has quite a Polish air.

THE TWO FATES

Brothers, who have the harder fate—The men who fall or the women who wait? There's a thrill in the tramp of the fighting hosts.

The Achievement of France

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which comes only to eye-witnesses. The three-weeks' battle was in a sense a more significant achievement than the Marne. It marked the defeat of the second great German offensive.

WAR OF ATTRITION

This article discusses the effect up to the present of General Joffre's strategy of attrition. It shows how during the winter campaign the French Army was strengthened, and made more efficient in all departments—men, guns, and the organization of the supply of munitions.

Attrition is a word which has been loosely used and frequently misunderstood. As applicable to General Joffre's winter strategy it means the kind of war in which the enemy is held in a long series of positions, and subjected to a variety of attacks in which he loses more than the attackers.

We can dimly guess what the long winter meant to the French lines, where battalions were often kept in the trenches four or five times longer than anything known in the British section.

Nibbling

Not only was the line held, but a series of attacks were made which bit deeper into the enemy's strength. There were movements on the Yser; there was the thrust north of Lens which ended in the capture of Vermelles; and in particular there was the great movement of General Langlade de Cary during February in Northern Champagne which brought the French guns almost within range of the railway behind the German front.

10,000 German dead were buried, 2000 prisoners were taken, and two regiments of the Prussian Guards were almost annihilated. Besides these actions, where attrition was the chief motive, there were certain movements undertaken with the intention of seizing vantage points for future offensive.

French Organization

But the most important work of all was being done quietly behind the scenes at Headquarters and in a thousand centres up and down the country. General Joffre was busy remedying the defects which experience had revealed, preparing his new armies, and organizing the resources of the nation.

I do not think that history provides a parallel case of a great problem, with many intricate and novel developments, being met and faced in the midst of a life and death struggle. It was no mere question of the use of resources already available and organized.

More intricate was the problem of equipment. The need of a combined national effort which we have lately felt in Britain was realized months ago in France. Every factory and workshop which could by any possibility be adapted for the purpose was used for the manufacture of guns and shells.

In this work France had one great asset. Our labor troubles have always appeared to her incomprehensible. In the first place, the gravity of the war was intimately felt by every class, and there was not the will to strike, even if there had been the means.



The subordinate services of the army were brought to a like degree of efficiency. Since the beginning of the war French railways have transported from one point to another in the theatre of operations more than 100 divisions by means of more than 10,000 trains in journeys varying from 60 to 350 miles.

The Spring Campaign

Military critics speculated during the winter as to the direction of the great French offensive. Most were inclined to believe that it would take place in Alsace, or from the heights of the Meuse in the direction of Metz.

HENRY FORD AND THE CIGARETTE

The pronounced stand taken against the cigarette by Thomas A. Edison and Henry Ford is one of the minor evidences of the present great campaign for higher personal efficiency of the world over.

Henry Ford is a practical visionary; a man who dreams and converts his dreams into concrete fact. His startling announcement of wage scales and social programs in his factory, his attitude with regard to the ex-convict and his campaign against the cigarette are all a part of his restless energy and love of benevolent innovation.

It is noticeable, however, that the evidence which Mr. Ford presents in his pamphlet is mostly in support of a familiar proposition, that the use of the cigarette, or of tobacco generally, by growing boys is harmful.

Pines are believed to live the longest of all trees, some having attained more than 700 years.

PETTICOAT LANE, LONDON

A Cheerful Medley

"We out to White Chapel," says Mr. Popsy, "to take a little ayre, though yet the dirtiness of the road do prevent most of the pleasure, which should have been from this tour."

Nevertheless, though it is undeniably stuffy, the general impression produced by Petticoat-lane is rather agreeable. The old clothes are frankly disagreeable. "These trousers," says one sweltering vendor, "are made for people that have to wear them a twelve-month."

The glasses of Sarsaparilla—"good for your blood and squinch your thirst," are not quite so tempting, nor perhaps are the ices, over which waves a gallant Italian flag; yet they look good.

Crockery Crimes

Thoroughly bright and cheerful also are the stalls given over to toys, full of colour and sheltered as a rule by Japanese umbrellas. On one is a really splendid "line" in teddy bears, the largest and fluffiest ever seen.

There is a double row of stalls, all the way down the street, with all their owners shouting at once, and the crowd moves slowly along in three streams, one on each pavement and one in the middle of the road.

white and blue bows around their necks. They have ingenious tails of coiled wire, and the lightest touch sets them off in a unanimous and friendly wagging.

Joker's Corner

THE WICKED MUSQUITO

"With so much Christian blood in his veins, 'You'd think brer sketter would take some pains, 'To love his neighbors and show good will, 'But, he's pisinin and back bitin still, And he's not alone in dat."

Rev. Silvester Horne once heard a Tory member of Parliament say in praise of bishops: "Bishops are not really stiff and starchy. There's a good heart beating below their gaiters."

"Now, Dorothy," said the teacher to a small pupil, "can you tell me what a panther is?" "Yeth, ma'am," lisped Dorothy. "A panther ith a man that makths panths."

A celebrated vocalist was in a motor-car accident one day. A paper, after reporting the accident, said: "We are happy to state that he was able to appear the following evening in three pieces."

Papa (concealing something in his hand): "Willie, can you tell me what it is with heads on one side and tails on the other?" Willie (triumphantly): "Oh, I know! It's a rooster on a fence!"

"There's something in this youngster I like," said the visitor, who was trotting four-year-old Willie on his knees.

Willie looked at the victor queerly for a moment, then exclaimed: "Who told you I swallowed a penny?"

Mollie (aged seven), who has strong views on Huns, was presented with a new and beautiful doll one morning.

A little later in the day she discovered the horrid fact that it was "made in Germany."

"Well, never mind, she's very young, and I'll bring her up English."

A well know minister was making a pedestrian excursion in a wild rural district. Feeling rather hungry he looked at his watch to see if it was nearly dinner time, but found the watch was stopped.

Just then, happening to meet with a country boy, he asked him—"What time is it, my boy?" "Just 12, sir."

The Scotch gardener was showing to a tourist the beauties of the loch and of the little village. It was evening, and as he expatiated on the lovely scene and on the glories of his country, the moon rose over a hill.

The old man stopped short in the middle of a speech, and gazed at the moon in admiration.

"There's a moon fur ye! I tell ye, mon, we're a grand nation!"

It is often literally true that "the weak things of the world" are able to "confound the things which are mighty." Not long ago a member of Parliament was caught, napping, by his little granddaughter, who is the delight of her parents and the idol of her grandfather.

"Grandpa, I saw something running across the kitchen floor this morning without any legs. What do you think it was?" He studied for awhile, but finally was obliged to give it up. "What was it?" he asked.

Minard's Liniment used by physicians

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OH, SUCH A HEADACHE! Nearly everyone has ripping, tearing headaches at times. Disordered stomach—stomach-liver does it. Cheer up! Here's the real relief—Chamberlain's Stomach and Liver Tablets.

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.

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.

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.

P. GIFFKINS, General Manager.

FURNESS SAILINGS

Table with columns: From London, From Halifax, From Liverpool, From Halifax. Dates and ship names like Messina, Appennine, Durango, Tobasco.

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

H. & S. W. RAILWAY

Table with columns: Accom. Mon. & Fri., Time Table in effect January 4, 1915, Accom. Mon. & Fri. Stations: Lv. Middleton A.S., Clarence, Bridgetown, Granville Centre, Granville Ferry, Karsdale, An. Port Wade Lv.

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P. MOONEY General Freight and Passenger Agent

September First

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

Course of Study on application to Maritime Business College HALIFAX, N. S. E. KAULBACH, C.A.