

PARALYSED AND HELPLESS

Prominent Merchant Restored to Health by "Fruit-a-lives"

Bristol, N.B., July 25th, 1914.
 "I had a stroke of Paralysis in March, and this left me unable to walk or help myself and the Constipation was terrible. Finally, I took 'Fruit-a-lives' for the Constipation. This fruit medicine gradually toned up the nerves and actually relieved the paralysis. By the use of 'Fruit-a-lives' I grew stronger until all the palsy left me. I am now well and attend my store every day."
 ALVA PHILLIPS.
 Fruit juice is nature's own remedy and 'Fruit-a-lives' is made from fruit juices. 50c. a box, 6 for \$2.50, trial size 25c. At dealers or sent on receipt of price by Fruit-a-lives Limited, Ottawa.

FOR THE MEN AT THE FRONT

Lord God of Hosts, whose mighty hand Dominion holds on sea and land. In Peace and War Thy Will we see Shaping the larger Liberty.
 Nations may rise and nations fall Thy changeless purpose rules them all.

When Death flies swift on wave or field Be Thou a sure defence and shield! Console and succor those who fall, And help and hearten each and all!
 O, hear a people's prayers for those Who fearless face their country's foes!

For those who weak and broken lie, In weariness and agony— Great Healer, to their beds of pain Come, touch, and make them whole again!
 O, hear a people's prayers and bless Thy servants in their hour of stress!

For those to whom the quick call came, We ask Thy Peace, in Jesu's name, The toil, the bitterness are past, We trust them to Thy love at last.
 O, hear a people's prayers for all Who, nobly striving, nobly fall!

For those who minister and heal, And spend themselves, their skill, their zeal— Renew their hearts with Christ-like faith, And guard them from disease and death, And in Thine own good time, Lord, send Thy peace on earth till Time shall end!
 JOHN OXENHAM.

DISTRIBUTION OF SEED GRAIN AND POTATOES

From the Dominion Experimental Farms, 1915-1916.

By instructions of the Hon. Minister of Agriculture a free distribution of superior sorts of grain and potatoes will be made during the coming winter and spring to Canadian farmers. The samples will consist of spring wheat (about 5 lbs.), white oats (about 4 lbs.), barley (about 5 lbs.), and field peas (about 5 lbs.), these will be sent out from Ottawa.

A distribution of potatoes (in 3 lb. samples) will be carried on from several of the Experimental Farms, the Central Farm at Ottawa supplying only the Provinces of Ontario and Quebec.

Each application must be separate and must be signed by the applicant. Only one sample of grain and one of potatoes can be sent to each farm. If both samples are asked for in the same letter only one will be sent. Applications on any kind of printed form cannot be accepted.

The destruction by fire of the cereal building at Ottawa, which contained grain-cleaning machinery and a large stock of seed grain for distribution, may make it necessary to curtail the distribution to a certain extent. We shall fill as many as possible of the applications which conform to the rules; but requests received after the end of December will probably be too late. Samples cannot be sent in response to applications, (no matter when received), which fail to state clearly the needs of the applicant, his experience in crop-raising, and the character of the soil on which he intends to sow the seed.

All applications for grain (and applications from the Provinces of Ontario and Quebec for potatoes) should be addressed to the Dominion Cerealist, Central Experimental Farm, Ottawa. Such applications require no postage. If otherwise addressed, delay and disappointment may occur. Applications for potatoes from farmers in any other province should be addressed (postage prepaid) to the Superintendent of the nearest branch Experimental Farm in that Province.
 J. H. GRISDALE,
 Director, Dominion Experimental Farms.

Two thousand five hundred dollars is the contribution of the Bank of Nova Scotia to the British Red Cross Fund.

THE FIGHTING FLIERS

After eight months of war it is now possible to form some really just estimation of the value of aeroplanes in naval and military operations, and also of the various types of machines which are found most useful for various specific purposes. It speaks well for the mental ability and foresight of the officers in high authority in the British navy and army, that practically every one of their forecasts made before the war has worked out accurately in practice, but although these officers have expressed their opinions freely, chiefly at meetings of the Aeronautical Society of Great Britain and at lectures to certain naval and military institutions, at various times during the past three years, it was only too evident, even before the war, that insufficient attention had been paid to them by men in still higher political places, for in both services the available supplies of aeroplanes were obviously much too small.

Naturally the first task before Great Britain when the wonderful effectiveness of aeroplanes became evident was to turn out as many machines as possible, and in France and Germany also the problem of output effectively put a stopper on all serious forms of experimenting. Consequently, the types of aircraft on both sides remain practically the same today as they were before the war, the only difference being that designs which were proved defective or ineffective were promptly condemned, and every effort was made to turn out as many as possible of those types which had proved their value.

For this reason the monoplane has been practically abandoned by all countries. In England the monoplane has never been popular, except among exhibition fliers and aerial acrobats, the objection to it being that neither the pilot nor the passenger ever has a thoroughly good view below him, and that for a given horsepower it is actually easier to get high speed out of a biplane than out of a monoplane, and yet produce a machine which will lift reasonable weights and land reasonably slowly.

"Distinct Mastery in the Air."

At the beginning of the war it was the British airmen who did practically all the flying on the western front, because the pick of the French aviation corps had been concentrated on the eastern French frontier in expectation of an attack through Alsace, and the Belgian front was left to the British Royal Flying Corps, who did the whole job of scouting for both the French and British armies, and also took on the work of chasing German aeroplanes. However, it so happened the British airmen were practically equipped, because certain types of British aeroplanes were all very much faster, and very much quicker in the climb than anything the Germans possessed. This, and the personal pugnacity of the British officer himself, accounts for the fact that quite early in the war the Royal Flying Corps obtained a distinct mastery in the air over the German airmen, and have maintained that mastery ever since.

Close Call for the Kaiser

Late last autumn when the German attack was delivered on the British army at Ypres, it was discovered that the Kaiser himself had arrived at the little town of Thiel, Belgium, quite close to the German lines and a young fleet of British army aeroplanes started out to try and put an end to the Kaiser. It turned out afterward that he had left only a few minutes before the aeroplanes arrived, but they succeeded in blowing up the inn which he had used as his headquarters and smashing up a considerable amount of his personal belongings, besides killing several of his immediate personal attendants.

The Royal Naval Air Service, not being employed directly as air scouts for the army, have had a station of their own on the continent ever since October last, and thence have carried on a regular campaign of raids on German stores and points of military importance behind the German lines in Belgium. It will be remembered that on the very day on which Antwerp was evacuated two officers of the R. N. A. S. made a raid into Germany where one of them damaged the railway station at Cologne, and another one succeeded in blowing up the airship shed at Dusseldorf with a brand-new Zeppelin inside it.

Both these officers were flying the little Sopwith scouts—machines which do well over ninety miles an hour. The officer who blew up the Zeppelin shed came in over the city at a height of about 5,000 feet, and promptly all the guns posted there for the defence of the air station opened on him. As soon as he spotted the airship shed he stood his machine on its nose and simply let it drop. This had the double advantage that it made it much more difficult to hit him with small arm fire, for his speed would probably jump to something like 160 miles an hour in a few seconds and

also his descent would be so rapid that the German gunners would be unable to change the fuses of their shells quickly enough to burst them anywhere near him as his height decreased. A couple of thousand feet from the ground he simply appeared to be falling vertically and the Germans stopped firing, waiting to see him smash up. Five hundred feet from the ground he suddenly pulled the machine out of its dive, and, being then in such a position that he could scarcely miss the shed, he dropped all his bombs overboard.

The machine, lightened of the load of bombs and impelled by the terrific drive, shot up again like a rocket and was practically out of range before the astonished Germans had time to start firing again. When he looked back he found the whole shed in a mass of flames which were shooting hundreds of feet into the air, showing that there must have been a gas explosion along with the fire caused by the bombs themselves.

He said afterward that all the while he was going to Dusseldorf he was chiefly worried by wondering whether his engine would last out for the distance, and as he dived over the shed his only thought was whether he was going straight for it or not. It was not till he got half way back to Antwerp that he began to wonder why he was still alive.

Hunting for Submarines

Seagoing machines are quite largely used in hunting for submarines and mines. In mine hunting the aeroplanes generally circle round just ahead of their mother ship, alighting when a mine is spotted, and then the ship comes up and fishes for the mine. Their precise method of dealing with submarines, must not, of course, be mentioned just at present, but it may be taken that this branch of the service is no less efficient than other branches.

In the Near East, in the fighting round the Dardanelles and on the Egyptian frontier, seaplanes have also done good work, for they have been able to start from the sea and patrol for a considerable distance inland, thus keeping the officer commanding in Egypt accurately informed as to the advance of the Turkish column which made the futile attack on the Suez Canal. A French seaplane carrying as passenger an officer—an Irishman—had a rather uncomfortable adventure in this work, for the engine stopped when they were some sixteen miles from the coast, and the pilot was compelled to land. Naturally an aeroplane without wheels and with heavy floats is not calculated to land with accuracy on steep sand hills in the middle of the desert. The result was that as soon as the floats struck the ground they stopped dead and the rest of the machine endeavored to continue its course, so that it stood somewhat ungracefully on its head. The passenger was caught in the wreckage of the front part of the machine and was unable to pull himself out, and the pilot was thrown clean out on his head and appeared to be killed. However, he recovered consciousness after some little time and rescued the passenger, and after many adventures the two got back to the coast and were fortunately seen by their ship before they were captured by the Turks. According to the Irish officer, their one consolation was that although they had to leave the wreck of the aeroplane, they left with it the little tricolor of France, which was painted on the rudder, proudly waving over the desert.

A Thrilling Experience
 Some time ago an officer was out as a passenger observing artillery fire, when suddenly the machine stood on its nose and began to dive vertically. He looked back and saw the pilot sitting with his hands covering his face and blood streaming between his fingers. He made up his mind that his time had come to hand in his checks—having no control over the machine himself—when the pilot again took charge. The passenger saw then that a bullet had struck his companion's goggles, smashing them and cutting the side of his face rather badly, but fortunately it did not knock him out nor damage his eyes. The pilot tore off his damaged goggles, wiped the blood out of his eyes and landed behind the British lines, where he had his face roughly bandaged, put on another pair of goggles and the two of them calmly went up and resumed their work.

Machines not Armored
 So far, very little attention has been paid to the armoring of aeroplanes, simply because bullet-proof plate is naturally somewhat heavy, even in the latest kind, which is less than one-eighth of an inch thick. Generally, opinion seems to be that a fast machine which climbs well out of range of rifle fire is actually of more value at the moment than an armored machine which climbs slowly.

The only serious attempts at armoring are that practically all the British aeroplanes, and most of the French ones are fitted with seats

NO ALUM



made of bullet-proof plate, which do at any rate protect the pilot and passenger from body wounds when fired at from below.

Very Few Defects

One of the most astonishing things learned from the war is the amount of punishment an aeroplane will stand from hostile fire without collapsing in the air. In numerous cases shells have burst right underneath its wings and body with shrapnel bullets, yet the machine has come down safely with anything between 100 and 200 bullet holes in it, and bits of torn fabric flapping in the wind. One officer recently described his machine after such an escape as looking like a moulted chicken.

Taking it all round, very few defects have been discovered in the general design or construction of aeroplanes used during the war. Some of them showed, after a few weeks of active service, that they were weak in the landing gear, and some of them that the internal structure of the wings was so designed that they would not stand exposure to wet and weather. These machines were promptly condemned, and the makers, chiefly French, were employed by their Governments to make aeroplanes after the designs of more successful constructors.

The Most Curious Facts

Perhaps the most curious fact, connected with air craft in the war is that it has disproved entirely the opinion of those military people who believed that aircraft would hasten the end of the first war in which they were employed. The idea, was of course, that a new chief would be for a new army, there would be no D. Litt. military manoeuvres, and anything would be settled in one huge battle.

In practice, it has worked out in exactly the opposite way. Owing to the air craft spotting everybody's manoeuvres, it is impossible to mass troops at any one point without the opposition commander being able to hold up an attack until sufficient reinforcements arrive to repel it altogether.

As a result, the decisive battle of the war will simply have to be fought by sheer masses of men and weight of artillery. So that, after all, our latest invention as a weapon of war brings us back to the most primitive fighting of all—man-to-man frontal attack.—C. G. Grey in Popular Mechanics.

WHEN I HAVE TIME

When I have time so many things I'll do
 To make life happier and more fair
 For those whose lives are crowded
 Now with care,
 I'll help to lift them from their low despair.
 When I have time.

When I have time, the friend I love so well
 Shall know no more these weary, toiling days;
 I'll lead her feet in tender paths always,
 And cheer her heart with words of sweetest praise,
 When I have time.

When you have time! The friend you hold so dear
 May be beyond the reach of your intent—
 May never know that you so kindly meant
 To fill her life with all love's sweet content,
 When you had time.

Now is the time! Ah, friend no longer wait
 To scatter loving smiles and words of cheer
 To those around whose lives are now so drear,
 They may not need you in the coming year,
 Now is the time.

The Germans claimed six months ago to have sunk the British cruiser Tiger. But the Tiger is still on the prow, and if the enemy ships will venture out of the Kiel Canal they will learn whether the Tiger was sunk or not.

THE CRYPT AT HYTHE

(By Pte. C. W. Syder, P.P.C., L.T.)

Shorncliffe is known to all Canada as the present training ground of Canada's troops now overseas. Situated at the south east English coast, Kent its County, Shorncliffe's now embraces in its limits camps where 50,000 Canadian boys are training for the titanic struggle to which, in all probability, they will go ere many weeks elapse. To all those Canadians at home, who are lovingly watching the progress of their kin over here, I trust some slight impressions of this admirable training-ground will prove acceptable. So I give a description of one of the places that in the past has made Shorncliffe district famous, as in the future the present operations within its bounds will add to and increase that renown.

Hythe, four miles distant along the seashore from Folkstone, is one of the five Clinque Ports. What the other four are, or why they are the Clinque Ports, I cannot say, but anyway, Hythe forms one of their number, as any guide to Kent will tell you. It is very old, as most English towns are apt to be, and in the middle ages attained to quite a degree of renown and prosperity. Its chief building is the old Hythe Church, 700 years old, and I believe, one of the finest pieces of Gothic architecture on the south-east coast of England. And of the church, despite its Gothic windows and venerable age, its most important feature is the crypt, at the rear of the building.

This crypt was supposedly once used as a chapel. Now it is the last resting place of an enormous pile of bones and skulls, the origin of which is as much a mystery as electricity is. There are accumulated in this gloomy chamber some 2,000 skulls, entire or in fragments, and nearly 8,000 thigh bones, proving beyond a doubt that the remains of about 4,000 people are here represented. You can see the picture of it. There are the skulls, ranged and numbered off on both sides at either end. In between is a long pile of bones, total length 30 feet, and arranged—pardon the simile—like a great pile of cord-wood, sawn and split. It strikes you in that manner, at any rate. Along the right wall as you enter is a number of show-cases, containing skulls also—skulls of children, of women, some bearing wounds and other irregularities that would be of value in a pathological museum; and all are faithfully placarded to give their history. In the cases are also several strands of hair braided—is that correct?—and of a flaxen or reddish color. As black hair sometimes turns reddish with age, the historian has carefully noted in connection with this hair that probably it was once black, though "possibly" might be the better word. All these specimens are hundreds of years old, which is a certain fact. Along with them are certain relics of Waterloo, brought here after the battle by a late vicar of Hythe. Needless to note, any young student of history will declare them not to be so old as the other contents of the cases.

As to the story of the crypt. As I said before, the origin of these bones is unknown to any living person. Little booklets are at regular intervals published, each new one containing all that the old ones told and a page or two of new discoveries and observations, which however, fail to enlighten us as to the beginning of the collection. You will read in the pages of these booklets that the pile is said to have resulted almost entirely from a great battle fought in 456 A. D. between the Britons and the retreating Saxons. But there is only one authority for this statement, and he is a modern chronicler, so this theory is not generally accepted, and is only given to impress the visitor the more. Besides, the skulls contain a large number of female skulls and also the pile of thigh bones, which is another reason for ridiculing the above hypothesis. Existing chronicles of the early centuries A. D. do not refer to any amazons in England at the time of this reputed battle. The fact that many of the skulls bear evidences of fractures counts for nothing, for, as one of the annotators admits, he has himself—unintentionally—caused the same kind of wounds with his spade in exhuming human bones.

Again the theory has been advanced of a plague being the cause of this large pile of bones. Everyone knows they were common enough in mediaeval England, but there is no mention in Hythan history of any such disastrous epidemic. Another opinion practically exploded. Reading the notes on the crypt, you decide that the most probable cause for this collection is this one: In the middle ages, when the cemeteries and burial grounds were not held as sacred as those of to-day, and when they were more congested, it was the custom, in order to make room for later burials, to unearth the remains of people dead for two or three centuries previous, and to bury the new bodies in the space so pro-

vided. The old remains were preserved in some crypt or vault together. Thus, these bones accumulating with time, would in a century or so form quite a creditable pile. What more possible than that the pile in Hythe crypt was accumulated in this manner during the course of the twelfth, thirteenth and fourteenth centuries, when people cared more for the living than the dead, even more so than now? Our annotator advances this supposition with confidence, and certainly it seems the most sensible.

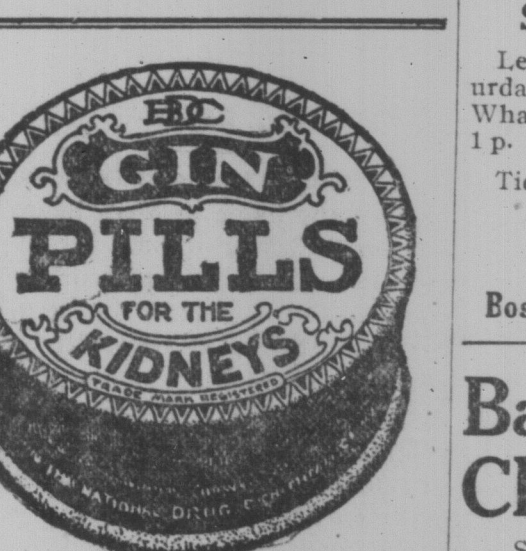
So then, the history as we have it of the Hythe crypt is based only on conjecture and on those vague discoveries that have come to light. This much is known: The bones have certainly been here since some time in the seventeenth century, possibly earlier. The way in which the pile was formed when first unearthed (for the crypt has not always been known as Hythe) would indicate that it had been made previous to the disturbances of the Reformation. The latest of the skulls dates back to 1500 A. D., and how far behind no man knows. And the pile has always been a fascination to antiquarians, and such like, and Hythe to a man is proud of this secret within its precincts.

To the visitor the crypt is full of interesting things, not the least of which is that everyone pays a tax of "thruppence"—six cents Canadian currency—to enter its portals, and probably as much more for post cards of it before you pass the sexton, who keeps watch at the door, grim and uncommunicative, albeit with a weary look to his eye. Hundreds of times a week, probably, this same man, dressed always in a suit of sombre black, uses the same big key to open the same door, and looks each time on that great pile of bones stacked eight feet high and those grinning skulls that stare sightlessly from their places on the walls, his only diversion being to look upon the face of each newcomer to this vault and perhaps to smile faintly if you address him. One visit to the crypt is interesting; at the second you are in a hurry to leave. What, then, must it be to him, who has had the same sight before his eyes thousands of times during the years he has conducted visitors to this famous and baffling pile of all true men of Hythe.

A new world's record in automobile speeding was attained on Saturday when G. H. Anderson, at the new Sheepshead Bay Speedway, driving at the average rate of 102.6 miles an hour, won the 350 mile automobile race for the Astor Cup and \$50,000 in prizes. His time was 3 hours, 24 minutes, making a world's record by 10 minutes, 42 3/4-100 seconds.

Since the war started Germany has done great things, no doubt, but after all, she has failed in every big thing she has undertaken. She failed to crush France, to destroy the Russian army, to take Egypt, to blockade England, to take Calais, and so far to terrorize England with her Zeppelin raids.

Chinese shipbuilders, for the first time in history, are competitors of European yards. A steamship company of Drammen, Norway, has ordered three steamers in China, to be delivered in 1916 and 1917. The placing of this order is due to the unusual pressure on the home yards.



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Gin Pills are acknowledged to have the largest sale of any proprietary medicine in Canada—an achievement solely due to their remarkable virtue as a Kidney and Bladder remedy.
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 Gin Pills are 50c. a box, or 6 boxes for \$2.50 at your dealers. A trial treatment will be sent upon request.

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DOMINION ATLANTIC RY. "LAND OF EVANGELINE ROUTE"

On and after Oct. 9th, 1915, train service on the railway is as follows:
Service Daily Except Sunday.
 Express for Yarmouth... 12 noon
 Express for Halifax... 2.01 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 6.40 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, daily except Sunday.
 Buffet Parlor Car Service on Mail Express trains between Halifax and Yarmouth.

St. John - Digby

DAILY SERVICE (Sunday excepted.)
 Canadian Pacific Steamship "Yarmouth" leaves St. John 7.00 a. m., arrives Digby 10.15 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 Express train from Halifax, Wednesdays and Saturdays.
 P. GIFFKINS, General Manager.

FURNESS SAILINGS

From London	From Halifax
Oct. 24 Kanawha	Oct. 28
Nov. 7 Rappahannock	Nov. 13
	Nov. 27
From Liverpool via Nfld	From Halifax via Nfld
Oct. 27 Tabasco	Oct. 26
Nov. 3 Lexington	Nov. 20
	Nov. 20

Above sailings are not guaranteed and are subject to change without notice.
 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 down.	Stations	Read up.
11.10	Lv. Middleton A.R.	15.45
11.38	* Clarence	15.17
11.55	Bridgetown	15.01
12.23	Granville Centre	14.36
12.39	Granville Ferry	14.21
12.55	* Kaysdale	14.05
13.15	Ar. Port Wade L.V.	13.48

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Yarmouth Line

Steamship Prince George
 Leaves Yarmouth Wednesday and Saturday at 5 p. m. Return leave Central Wharf, Boston, Tuesday and Friday at 1 p. m.
 Tickets and Staterooms at Wharf Office.
 A. E. WILLIAMS, Agent
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 Students accepted any day at the

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