

UNIVERSITY
Nova Scotia
Applied Science, Teaching
M.A., and certificate
awarded in third year in
science. First year in
science and Teaching given
in course.

Graduate faculty in Maritime
three year and splendidly
equipped.

and gives \$1,000 given
to the student.

W. B. B. President.
begins Oct. 1st, 1917.

DIES' SEMINARY
Nova Scotia
Young Girls and Young
Men's Training
Twelve, including College
Certificate, Music, Art, Ec-
clesiastical Science, Business,
Typewriting, Teachers of
Primary and Secondary
Schools, and First Class
Certificate.

located in Evangeline
Hotel, from \$224.
for Younger Pupils.
for illustrated book to
write, E. B. Pringle,
begins Sept. 1st, 1917.

**Collegiate and
Academy**
Nova Scotia
School for Boys and
Young Men.
Twelve, including Training
and Courses.
Own Residence, Good
Location, Splendid
Teaching.

Catalogue of Information
apply to
W. E. ARCHIBALD.
Nova Scotia.
begins Sept. 1st, 1917.

AUTOINTOXICATION OR SELF-POISONING

The Dangerous Condition
Which Produces Many Well
Known Diseases.

HOW TO GUARD AGAINST THIS TROUBLE

"FRUIT-A-TIVES" — The Wonderful
Fruit Medicine — will Protect You

Auto-intoxication means self-poisoning, caused by continuous or partial constipation, or insufficient action of the bowels.

Instead of the refuse matter passing daily from the body, it is absorbed by the blood. As a result, the Kidneys and Skin are overworked, in their efforts to rid the blood of this poisoning.

Poisoning of the blood in this way often causes Indigestion, Loss of Appetite and Disturbed Stomach. It may produce Headaches and Sleeplessness. It may irritate the Kidneys and bring on Pain in the Back, Rheumatism, Gout, and Rheumatic Pains. It is the chief cause of Eczema — and keeps the whole system unhealthy by the constant absorption into the blood of this refuse matter.

"Fruit-a-tives" will always cure Auto-intoxication or self-poisoning — as "Fruit-a-tives" acts gently on bowels, kidneys and skin, strengthens the bowels and tones up the nervous system. 50c. a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

Why Does it Rain So Much

Why does it rain so much here in the Maritime Provinces? We have rain overmuch, but in southwestern Saskatchewan the crops are fairly being sunburned and destroyed. The same conditions which prevail in the Maritime Provinces seems to prevail over the great Western Ontario. There wither part of Southern and Southwestern Ontario towards the Ottawa River, the rain conditions this summer very much resemble those of the Maritime Provinces. What is the explanation? A Weather Prophet has ventured in the Toronto Telegram an explanation which out of many current he seems to favor. It blames the meteorological condition upon the continued presence of ice in the north. He says:

"Last winter was very cold and the spring was very late in coming. As a result, the northern half of North America is still cold, and in fact, ice can still be found up at James Bay. Down in the Southern States it has been unusually hot for several months, and tons of water have been evaporated by the sun from the Gulf of California and off the Mexican coast. These warm clouds, laden with moisture, have been wafted north and all the way up pass over hot, dry States, which give added heat to the clouds and take none of their moisture.

"Here in the north it is cold both the land and the lakes are still in winter's embrace, or possibly at a temperature of 60 or so. The warm clouds are light and naturally ride high over the cold lower current. In the sky we see what are commonly called 'mares' tails' — that is, fleecy fanlike patches of cloud — which is caused by the warm and cold air meeting. Naturally the cold of the north causes the warm expanded clouds to contract quickly and all their moisture is condensed and falls as rain.

"June and the first part of July have been cool, and so we could expect nothing else, but when these warm winds came up they would be chilled and we would have copious showers. Now, however, pressure is becoming more distributed, the north is warming up, and the showers for the last few days have been more generally distributed throughout the whole Dominion that in itself is a proof that the north and south are becoming more graduated and the rain is petering out."

FOR SALE—One good all purpose mare, 6 years old sound and kind excellent worker and good driver weight 1200 pounds. Also one good all purpose horse 12 years old, good worker and fine driver suitable for lady to drive. Apply to John Clark, Lower Canal Office. sw 3 ins. ard

PROPER METHODS OF BUTTERMILKING

Few people trouble themselves about the reason that creamery butter is to be preferred to dairy butter but by way of introduction to Bulletin No. 53 of the Dairy and Cold Storage Branch, Ottawa, Dairy Commissioner Ruddle furnishes an explanation. Incidentally, he also points out that a good deal of damage is done to the trade by inferior dairy butter. The bulletin, for which Mr. Geo. H. Barr, Chief of the Dairy Division, is responsible, in concise terms describes the whole process of butter making, tells the utensils that should be used and how they should be used, gives the results of experiments with the separator as regards temperature and variations in speed, deals with the care of cream in cooling and preparing for churning and in pasteurizing gives expert counsel as to salting and working and points to the advisability of attractive packing in parchment paper. He also points out the requirements of the law in branding or marking and supplies practical hints on care of the utensils. Finally, he tells in terse terms how to get the best results in farm dairy work. Both the bulletin and a blue print of the plan for a dairy that is given

Do all your preserving with

Lantic
Sugar

Pure cane. "FINE"
granulation. High
sweetening power.

10, 20 and 100-lb. casks
2 and 5-lb. cartons

Order by name in original packages



FREE. This book of printed and gummed labels for fresh jams, if you will cut a red ball trade-mark from a Lantic bag or carton and send it to Atlantic Sugar Refineries Limited, Paper Building, MONTREAL.

can be had free by application to the Dairy Commissioner or to the Publications Branch, Department of Agriculture, Ottawa.

American Transport Rammed By Line As She Lay at Anchor

An Atlantic Port, July 30 — An American transport, at anchor waiting sailing orders, was rammed by an inbound American steamship here today. The ship headed toward the beach in a sinking condition. A later report said that all her 1400 men aboard were taken off.

American troops on board halted a panic as the liner rammed the transport. A misunderstanding in the steamer Panama's engine room was the cause of the accident. The transport, in a sinking condition, made a thrilling race to safety, and finally was beached. The soldiers faced danger fearlessly.

GRASS FOR SALE

A lot of grass on the farm of the late M. P. Wood is offered for sale. Parties can buy the grass standing or cut as they wish.
C. A. CAMPBELL, Port Williams
sw3 or Creighton Wood on the farm.

LUSITANIA VICTIM

July 30—Soldiers of States and Great British shouldered to fight Chicago yes big allied recruit the sight of the Lusitania recruit who came for the Germans. A tall, raw-boned man stepped into recruiting office, quietly. "My little in the west—Wy-tana, California, tota—for twelve announced. "I'm a bridge going to the d bridges, so the fellows can march

a Scotch girl who with the Lusitania. on visiting out in here I was and she. She used to sing "I'm Home in the

gave his name as Watson. With several recruits he is on Canadian concern. The girl who went the Lusitania was nichols.

IN SARDINES

Paper—There has large run of sardines for the late, Tuesday night Alexander Logan men hogheads, and \$40 per hoghead, and 24, Alexander partners netted 160 and sold them at the realizing \$6,400. from all the wires rdines are being exceptional large tough wires at the Hurtenay Bay have the best of it.

SON'S PADS

DIRECTIONS
CAREFULLY AND
FOLLOW THEM
EXACTLY

ANSCO CAMERAS & SPEDEX FILM

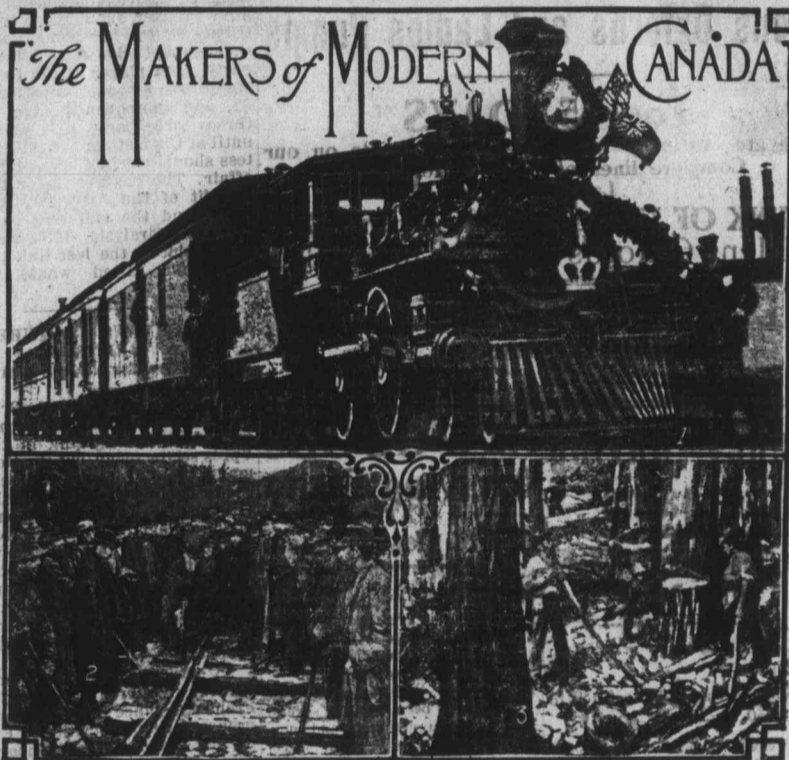


WATCH-LIKE in its accuracy and unusually attractive in appearance, the Anso Vest-Pocket Camera makes a distinctive gift.

It is so small and light you can carry it with you always, as you do your watch. It gets into action quickly and takes pictures that make fine enlargements.

Come in and let us tell you about the exclusive features of Anso Cameras which make picture taking so easy and so certain. Prices range from \$2 to \$55.

Clark's Drug Store



(1) First C. P. R. train to Vancouver. (2) Donald A. Smith (Lord Strathcona) driving the last spike of the Canadian Pacific Railway at Craigellachie, B.C., Nov. 7, 1885. (3) Before confederation.

THE Dominion of Canada is celebrating the bi-centenary of Confederation. But what is Confederation? Within the last half century Canada has been confederated at least twice: once when her scattered provinces were united politically to form the Dominion, and again when the builders of the first transcontinental line of steel across the country from the Atlantic to the Pacific.

What was Canada before Confederation? It was a land of vast distances, more or less unmappped, and practically unexplored west of the Great Lakes or east of the Rocky Mountains. When the late Sir Charles Tupper was High Commissioner of Canada in London, just a quarter of a century ago, he delivered an address at St. Petersburg, before the International Railway Congress. He described how Canada, prior to 1867, consisted of three groups of provinces: the Maritime Provinces, Upper and Lower Canada, and British Columbia. These three groups were isolated physically as well as politically.

The Maritime Provinces were separated from "Canada" by a wilderness of forest and food hundreds of miles wide. Canada, in the west, was separated from British Columbia by a thousand miles of forest, a thousand miles of prairie land, and a chain of mountains five hundred miles wide. Which was the real confederation—the one that brought the representatives of the three groups of provinces together in Parliament, or the three thousand miles of steel rails which alone made the political union worth having?

Confederation was first, last and all the time a problem of transportation. British Columbia agreed to join in 1871 not a railway from the

western limit of "Canada" to the Pacific Coast and it got the Canadian Pacific.

The political confederation of Canada began in 1841, when Ontario and Quebec, which had been separated in 1793, were reunited. On July 1st, 1867, Ontario, Quebec, Nova Scotia and New Brunswick were united as the Dominion of Canada—the first Federal union in the British Empire. The Prairie Provinces were bought for \$200,000 in 1870. British Columbia joined the union in 1871, and Prince Edward Island in 1873, and the inclusion of Newfoundland is more probable every day.

Who made modern Canada by making the confederation of 1867? Certainly, no one man. Sir John Macdonald has been styled the Maker of Canada, but, on the other hand, Sir Charles Tupper declared a few years before his death that without Sir George Etienne Cartier there would have been no confederation. At the first interprovincial conference, held at Quebec in 1864, there were thirty-three representatives present, and these have been termed the Fathers of Confederation.

But that was not by any means the origin of the project. As far back as 1696, Sir Francis Nicholson proposed a confederation of all the English American colonies, and the idea was revived every few years subsequently. To the Hon. A. T. Gait belongs the honor of having first advocated it in Parliament. That was in 1844, and his speech made a tremendous impression all over the country. Confederation was formally adopted as part of the programme of the Cartier Government in 1854, in the following terms:

"The expediency of a federal union of the North American Provinces will be anxiously considered, and

communications with the Home Government and the Lower Provinces will be entered into on this subject."

Confederation owes its political success to the men at Ottawa. Its economic success is due to the railway men of Montreal, Mountstephen, Strathcona, R. B. Angus, Van Horne, Shaughnessy, who by linking the steel rails across the continent, linked up the trade between the east and west and annihilated distance. Quebec to-day sells 70% of its manufactures, with the exception of army supplies, west of Winnipeg, and the western prairies provide the wheat for the bread of the east. Moreover, the railway itself has now feeders in its spears on both Atlantic and Pacific, which link China and Japan through Canada with the ports of Great Britain. Canada is now on the highway of traffic round the world, instead of being merely an outpost of the Empire.

From THE NEW NORTHWEST PASSAGE.
(A Colloquy on the Canadian Shore, by Canada: "Here's your Empire route a right of way whose value to compute will tax the prophets."
Britannia: "Links me closer still with all my wondering sons who roam and till the world's wild wastes, and through each paradise, in tropic seas or under southern skies, see, Halifax, Vancouver, Sydney, set fresh steps upon a path whose promise yet even sceptres have hardly measured. Lo, far China brought within a moon or so of us, devouring London. Here it lies, the way for men and mails and merchandise striking athwart your sea-dividing waves of land; one iron road from deep to deep, well thought well done." From Punch, Oct. 16, 1887.)