

# Announcement

We beg to announce that our  
**Women's, Misses' and Children's  
Winter Jackets**

are opened up for your inspection. It is none too early to own your new Coat for Fall and Winter wear. The nights are chilly and the days will soon be cold. We sell the Northway Garments which are strictly tailor-made, good style and perfect fitting. We beg to quote you:

**Women's Jackets \$5.00 to \$20.00 each**  
**Misses' Jackets \$3.50 to \$10.00**  
**Children's Jackets \$2.50 to \$7.00 each**

All the above Coats are made up from Plain and Fancy Tweeds and Black Curl Cloths.

In ordering please state size, color and price you desire, remembering always that we deliver all parcels to your nearest railway station freight prepared.

## DRESS GOODS

At this season we are particularly well prepared in our showing of all grades of Dress goods, including British Broadcloths, Serges, plain and fancy Tweeds, Worsteds Checks and Plaids; also Cloaking for Women's and Children's Jackets; Patterns in plain Checks and Stripes. We quote you:

**Dress Goods 50 cents to \$2 per yard**  
**Cloakings \$1.25 to \$3 per yard**

Ask for samples. We will be pleased to mail them to you

## Kimona Flannels and Flannelettes

We have just yut on our counters new Kimona Cloths, Wrapperettes, Flannelettes and Shaker Flannels in plain, striped and floral designs. Prices 8 cents to 25 cents per yard

## Men's, Boys' and Youths' Overcoats and Reefers

Made of good heavy Tweeds, plain and fancy patterns

**Men's Overcoats \$9.00 to \$20.00 each**  
**Boys' and Youths' 5.00 to 10.00 each**  
**Reefers 3.50 to 7.00 each**

When in need of any of the above goods and you cannot visit our store we will be pleased to submit to you samples on request.

Soliciting your Fall and Winter business, we are

Yours Truly

# CLARKE BROS.

BEAR RIVER, N. S., October 26th, 1915.

### A BELGIAN HEROINE

All Belgians have heard with intense regret and sympathy of the tragic, and yet sublime, death of Madame Depage, the wife of the great surgeon. She was absorbed in active work in support of her husband's scheme, and helped him with devotion and enthusiasm in the noble work he has in hand. She had given up three of her sons to fight for Belgium, and, though frail in body, had a strength of mind and of soul to which all who knew her paid tribute. She set out for America to raise funds for the hospital and for the Belgian Red Cross, which is in such great need. The story of the tragedy had been eloquently told by M. Emile Cammaerts. Returning in the ill-fated Lusitania, she might have been saved, for there was room for her in one of the boats. But when the ship sank Madame Depage was no longer a passenger; she was a nurse once more. One of the sailors had been wounded by the first torpedo, and staying behind to bind up his wounds,

with me everywhere with photographs of my husband and my mother. You know Joffre said: "Everything is helpful in the struggle—a kind thought flashed to the trenches helps." And so I flash waves of loving thoughts many times a day, to all our Allies, in obedience to our great chief. His very face and bearing mean strength and give one confidence." The supreme test for the French commander-in-chief seems at hand.

### FAITH IN JOFFRE

(By the Listener in the Boston "Transcript.")

General Joffre is quoted as replying to the question what would happen if the Germans turn their armies westward after trimming in Russia. "Don't worry about them—I'll start before they do." How absolute is the faith and trust in him felt by his countrymen is suggested in the tone of a private note just received by the Listener from a French lady in this country. "Dear Joffre! His superb photograph which I cut from the "Illustration" is the only picture in my room and it is enough! I carry him

with me everywhere with photographs of my husband and my mother. You know Joffre said: "Everything is helpful in the struggle—a kind thought flashed to the trenches helps." And so I flash waves of loving thoughts many times a day, to all our Allies, in obedience to our great chief. His very face and bearing mean strength and give one confidence." The supreme test for the French commander-in-chief seems at hand.

A soldier who fought at Mons and now discharged through disablement, was to have married at Bonnes, Firth of Forth, says a London paper. Over a hundred guests assembled, but the bride failed to turn up. Two girls friends, we are told, by the Exchange Telegraph Co's correspondent, there and then offered to fill the breach, and as a result there was an actual toss up as to which one should become the soldier's bride the next week. The winner was an old sweet-heart of the soldier.

### PRINCE DALE

November 19

Mr. Albert Dunn has purchased a horse recently.

Messrs Harry and Norman Sanford returned from the West this week.

Mrs. Helen Jefferson of Bear River East, is visiting her sister, Mrs. F. Wright.

Mr. Archie Wright of Bear River East, was a guest of Mr. G. Wright over Friday night.

Mr. Elder Fraser purchased a yoke of oxen from Mr. Charles Ruggles, East Waldec, on Friday.

Misses Violet Wright and Nettie Fraser returned Wednesday from a visit with relatives in Greywood.

Messrs Osmond Dunn and William Hern were successful in capturing a moose after a few hours absence from home on Thursday.

Mr. and Mrs. William Dondale are spending their honeymoon at the home of his parents, Mr. and Mrs. Manning G. Dondale.

### LOWER GRANVILLE

November 22

Mr. and Mrs. Howard Croscup spent the week-end with friends at Bridgetown.

Mr. Reginald Young who has been in the Canadian West, returned home last week.

Mr. and Mrs. S. Willett of Granville Centre visited Mr. and Mrs. G. T. Shaffner quite recently.

Miss S. Halliday is now occupying her new house which she had built during the summer months.

There will be a clam supper at the home of Mr. and Mrs. J. K. Winchester on the evening of November 24th. Supper 25 cents, served from 7 until 9 p. m. Proceeds for Red Cross purposes.

We regret to report the death of the little daughter of Mr. and Mrs. Maurice Robbins which occurred at the home of Mr. and Mrs. Alfred Young on November 12th. Much sympathy is felt for the bereaved parents.

### PORT WADE

November 22

Miss Hattie Mussels has arrived home from Annapolis for a short time.

Miss Vera Poole and Miss Lamberson are guests of Miss Elizabeth Burke.

We regret to report Mrs. Edward Keans and Mrs. Geo. Johnson on the sick list.

Miss Ada Mussels met with an accident recently. While about her house work she fell and broke her wrist.

Some of our boys who went West on the Harvest Excursion have returned home safely. Among them are Kenneth Thorne, Kenneth Young, and Mr. Brown.

### KARSDALE

November 22

A company of Karsdale young ladies and gentlemen under the direction of Miss Etta Shaffner, gave a concert in the Hall in this place on the evening of the 16th inst. The program consisted of dialogues, readings, recitations and songs. Messrs John Parker, Capt. David Robinson on the violin, Stan Mills on the harp, and Mrs. W. C. Shaffner on the organ, gave at intervals excellent instrumental music. All did splendid work but Miss Ella Shaffner as Jeremiah Pike in "Way Down East," and Albert Parker as Mr. Penelope, in "Woman's Rights," made a humorous part produce a general laugh, while Miss Etta and Ella Shaffner in a coon act brought down the house. Miss Stella Covert gave a very comical reading in fine style. Two recitations, one by Mrs. John Parker and the other by Miss Gesner, were rendered in a very pleasing manner. The others, Hugh Foster, Ray Thorne, Mrs. Hugh Foster, Mrs. Hazel Thorne, Mrs. L. W. Porter and Maudie Thorne, were faultless in their parts and all combined made one of the most delightful evenings of the season. At the close the ladies entertained the crowd with a splendid lunch. The proceeds, \$10.50, went to the funds of the Episcopal Church. The following Friday evening the same company repeated the performance to a crowded house at Port Wade, and were given a splendid lunch. The proceeds, \$11.40, were presented to the secretary of the Red Cross Society, by Miss Helen Snow and E. H. Potter, in behalf of the Karsdale company.

### MORGANVILLE

Mr. and Mrs. James Snell are guests of Mr. Joseph Snell.

Red Cross Society met at Mrs. J. H. Berry's home on Tuesday evening.

Mr. Roy Snell has arrived home from the West where he has been harvesting.

Miss Bessie Morgan arrived home from Middleton to spend the winter with her parents.

### CANADA'S LIVE STOCK INDUSTRY

In competing for the markets of the world there is no branch of industry that exceeds in importance that of live stock breeding and raising. Paraphrasing the old Jingo cry, we have the land, we have the will and we have the climate. What is needed is the means, and ever more means, and simultaneously the ways of marketing. However divergent in views and theories people may be, it cannot be denied that they are all united in a common effort to improve both agricultural and industrial conditions. In helping the one the other is being aided. The interests are inextricably involved. If either is especially prosperous both ultimately must be, although one may feel the benefits of extra demand and high prices before the other.

In the past few years especially, all the provincial governments as well as the Federal government have bent much of their energies towards the improvement and extension of agriculture. While a deal of scientific effort has been devoted to the cultivation of the land and improvement of productions of the soil, sight has not been lost of the needs and necessities of that other branch of inestimable worth—live stock, meaning thereby, horses, cattle, sheep and swine. In the latter direction purebred animals have recently been placed in various districts where their services were previously difficult to obtain, the registration of pedigrees has been nationalized, systematized and subsidized, grants towards greatly liberalizing the premiums at exhibitions have been made, a special branch has been established in connection with the Experimental Farm system at Ottawa to investigate the cause of the disease, to give counsel to breeders and to control outbreaks of infectious or contagious ailments. Judges and lecturers have been appointed free of cost, cold storage facilities have been arranged and refrigerator cars equipped and paid for, grants have been made under the tremendously beneficial Agricultural Instruction Act with its ten million dollar attachment, for the encouragement of veterinary education and research and everything possible has been done for the development and increase of co-operation.

Important and valuable as have been the efforts above enumerated in the interests of live stock breeding the devotion of the Federal department and the Provincial departments has been by no means limited to them. In fact as far as present human ken can travel little has been left undone. But one of the greatest lines of endeavor has yet to be mentioned, namely the improvement of marketing and transportation facilities. While this object has never been lost sight of, constant attention having been bestowed upon it in various ways, it remained for the present Dominion Minister of Agriculture to take the matter boldly into his own hands and, with the assistance of a capable staff, to devise a policy calculated to lead to definite distinct and permanent advancement. Without inquiry and investigation nothing can be methodically and satisfactorily accomplished. With this principle in view a marketing commission was appointed, the duties of which were to ascertain advantageous points of sale and to effect and bring about the most convenient and economical arrangements for disposal, shipment and carriage to destination. It was in following this policy negotiations were carried on for the purchase by the British Government of six and a half million pounds of meat canned in Canada.

Owing to the high freight rates, disturbances in shipping and scarcity of boats, unwonted difficulties have recently been experienced in exportation and even in handling across the continent. It is towards remedying these and placing matters in a much better light and on a greatly improved footing that the commission has been created. In many ways there is evidence that this is being accomplished, although undoubtedly there are obstacles to overcome that will be continually cropping up. Nor is the appointment of the aforementioned marketing commission the only step that is being taken for the advancement of the live stock and agricultural interests, but a commission of influential, widely known and experienced business men has been appointed to go into the whole subject and to report upon the most advisable measures to be taken for the advancement of farming, breeding and raising, shipping and selling and financing, and for the aggregate prosperity of the country.

To stimulate church goers, a man has invented a contribution box with a bell attachment. When a penny is dropped the bell rings very feebly; a nickel produces a louder noise and a dollar brings out the fire department and a brass band two blocks down the street, according to the Byrantville News.

Minard's Liniment cures Dandruff.

Every barrel of

# PURITY FLOUR

is alike. Always the same. Never changes. When you use it you get **More Bread and Better Bread** Buy it and see for yourself.



## WITH THE GRAND FLEET

By FREDERICK PALMER IN THE TIMES WEEKLY EDITION

(Mr. Frederick Palmer, the American war correspondent, was a member of a party of distinguished foreign journalists who visited the Grand Fleet in August and September at the invitation of the British Government.)

### Ships That Have Fought

But was that really it? That spread of greyish blue-green dots set on a huge greyish blue-green platter? One could not discern where ships began and water and sky, which held them suspended, left off. Invisible fleet it had been called. At first glance it seemed to be composed of baffling phantoms absorbing the tone of its background. Admiralty secrecy must be the result of a naval dislike of publicity.

Still as if they were rooted, these leviathans! How could such a shy, peaceful-looking array send out broadsides of 12 and 13.5 and 15-inch shells? What a paradise for a German submarine! Each ship seemed an inviting target. Only there were many gates and doors to the paradise, closed to all things that travel on and under the water without proper identification. Submarines that had tried to pick one of the locks were like the fish who found going good into the trap. A submarine had about the same chance of reaching that anchorage as a German in the uniform of the Death's Head Hussars, with a bomb under his arm, of reaching the vaults of the Bank of England.

And was this all of the greatest naval force ever gathered under a single command, these two or three lines of ships? But as the destroyer drew nearer the question changed. How many more? Was there no end to the greyish blue-green monsters, in order as precise as the trees of a California orchard, that appeared out of the greyish blue-green background? First to claim attention was the Queen Elizabeth, with her 10 15-in. guns on a platform which could travel at nearly the speed of the average railroad train.

The contrast of sea and land warfare appealed the more vividly to one fresh from the front in France. What infinite labor for an army to get one big gun into position! How heralded the snail-like travels of the big German howitzer! Here was ship after ship, whose guns seemed innumerable. One found it hard to realize the resisting power of their armour, painted to look as liquid as the sea, and the stability of their construction, which was able to bear the strain of firing the great shells that travelled 10 miles to their target.

### Sea Power and Land Power

Sea-power, indeed! And world-power too, there in the hollow of a nation's hand, to throw in whatever direction she pleased. If an American had a lump in his throat at the thought of what it meant, what might it not mean to an Englishman? Probably the Englishman would say, "I think that the fleet is all right, don't you?"

Land-power, too! On the Continent vast armies wrestled for some square miles of earth. France has, say, three million soldiers; Germany, five; Austria four—and England had, perhaps a hundred thousand men, perhaps more, on board this fleet which defended the English land and lands far over seas without firing a shot. A battalion of infantry is more than sufficient in numbers to man a Dreadnought. How precious, then, the skill of that crew! Man-power is as concentrated as gun-power with a navy. Ride 300 miles in an automobile along an army front with glimpses of units of soldiers, and you have seen little of a modern army. Here, moving down the lanes that separated these grey fighters, one could compass the whole.

Four gold letters, spelling the word Lion, awakened the imagination to the reality of the Blucher turning her bottom skyward before she sank off the Dogger Bank under the fire of the guns of the Lion and of the Tiger, astern of her; to the Princess Royal, and the New Zealand; to the latest

fashion in the battle-cruiser squadrons which are known as the "cat" squadron. This work brought them into their own; proved how the British, who built the first Dreadnought, have kept a little ahead of their rivals in construction. With almost the gun-power of Dreadnoughts, better than three to two against the best battleships, with the speed of cruisers and capable of overwhelming cruisers, or of pursuing any battleship, or getting out of range, they can run or strike as they please.

Ascend that gangway, so amazingly clean, as were the decks above and below and everything about the Lion or the Tiger and you were on board of one of the few major ships which had been under heavy fire. Her officers and men knew what modern naval war was like; her guns knew the difference between the wall of cloth of a towed target and an enemy's wall of armour.

In the Battle of Tsushima Straits the Russian and Japanese ships had fought at three and four thousand yards and closed into much shorter range. Since then, we had had the new method of marksmanship. Tsushima ceased to be a criterion. The Dogger Bank multiplied the range by five. A hundred years since England, all the while the most powerfully armed nation at sea, had been in a naval war of the first magnitude; and to the Lion and the Tiger had come the test. The Germans said that they had sunk the Tiger; but the Tiger adroitly pursued a contented denial.

### Sir David Beatty

One could not fail to identify among the group of officers on the quarter-deck Vice-Admiral Sir David Beatty, for his victory had impressed his features on the public eye. Had his portrait not appeared in the Press one would have been inclined to say that first lieutenant had put on a vice-admiral's coat by mistake. He was about the age of the first lieutenant of our own battleships. Even as it was, one was inclined to exclaim, "There is some mistake! You are too young!" "Who's Who" says that he is 44-years old, and it must be right, though it disagrees with his appearance by five years.

A vice-admiral at forty-four! A man who is a rear-admiral with us at fifty-five is very precocious. And all the men around him were young. The British Navy did not wait for war to teach again the lesson of "youth for action!" They saved time by putting youth in charge at once.

Their simple uniforms, the directness, alertness and definiteness of these officers, who had been with a fleet ready for a year to go into battle on a minute's notice, were in keeping with their surroundings of decks cleared for action and the absence of anything which did not suggest that hitting a target was the business of their life.

"I had heard that you took your admirals from the schoolroom," said one of the Frenchmen, "but I begin to believe that it the nursery."

Night and day they must be on the watch. No easy chairs; their ship is their home. They must have the vitality that endures a strain. One error in battle by any one of them might wreck the British Empire.

It is difficult to write about a man-of-war and not be technical; for everything about her seems technical and mechanical except the fact that she floats. Her officers and crew are engaged in work which is legendary to the civilian.

"Was it like what you thought it would be after all your training for a naval action?" one asked.

"Yes, quite; pretty much as we reasoned it out was the reply. "Indeed, this was the most remarkable thing. It was battle practice—with the other fellow shooting at you!"

The fire-control officers, who were

(Continued on page 7)