

OH, SUCH A HEADACHE!

Nearly everyone has experienced at times. Disordered stomach—sluggish liver does it. Cheer up! here's the real relief—Chamberlain's Stomach and Liver Tablets. All druggists, 25c., or by mail from Chamberlain Medicine Co., Toronto.

CHAMBERLAIN'S TABLETS

WABASH

If you are thinking of taking a trip to BUFFALO, NEW YORK, CHICAGO, ST. LOUIS, KANSAS CITY, or any point beyond, the Wabash Railway is the short and best route.

Low Round Trip Summer Tourist Excursion Tickets are now on Sale Daily to Pacific Coast Points.

Full particulars from your nearest Wabash Ticket Agent, or address J. A. Richardson, D.P.A., 63 Yonge Street, Toronto, Ont.

S. F. Ball,
Agent, Aylmer

WABASH

Trains on the Wabash leave Aylmer as follows:

EAST BOUND

NO. 2—123 p.m.—Solid vestibuled train to Simcoe, Buffalo, New York and Boston.

NO. 356—8:35 a.m.—Way Freight.

WEST BOUND

NO. 3—11:16 a.m.—Fast Express for Detroit, Chicago and St. Louis.

NO. 355—4:47 p.m.—Way Freight.

The Wabash is the shortest and best line from Aylmer to Chicago and St. Louis and all points west and southwest.

J. A. RICHARDSON S. F. BALL,
Dist. Pass. Agent. Depot Agent.
Toronto & St. Thomas Aylmer, Ont.

LOTS OF GAS AT MABEE'S CORNERS.

On 28th July a new gas well at Mabee's Corners was shot, the event drawing quite a large number of spectators. The well is on the farm of Miss Elizabeth Willits, a short distance from the store of Stilwell & Stewardson, at Mabee, about seven miles south of Tillsonburg, and belongs to the Vacuum Gas and Oil Co., of Toronto. It is drilled to a depth of 1,305 feet, and is said to have a pressure of 8,000 pounds, and the prospects are regarded as excellent for a good flow of gas.

As a result of finding gas at Mabee, several companies have leased land there, and, it is said, will begin drilling wells. Among the companies who have leases are the Dominion Gas Company, which is supplying Tillsonburg from wells at Vienna, the Medina Co., supplying Aylmer with gas from Vienna, and the Union Co., of Chatham, and others.

DELIGHTFULLY COOL ON THE GREAT LAKES.

Port McNicholl, a few hours' pleasant journey via Canadian Pacific Railway, is the Gateway to the Great Lakes. Steamship express leaves Toronto 2:30 p.m. each Tuesday, Thursday, and Saturday, making direct connection at Port McNicholl with either steamship "Keewatin" or "Assiniboia," for Sault Ste. Marie, Port Arthur, and Fort William. Particulars from any Canadian Pacific ticket agent, or W. B. Howard, District Passenger Agent, Toronto.

A member of the 4th C.M.R., on returning eight hours late after a three days' leave gave as his excuse that, as he was running to catch his train to bring him back to camp a band at the station started to play "God Save the King." He immediately sprang to attention, and by the time the band stopped the train had left, and he could not catch another until the following morning.

FELT LIKE A NEW PERSON

After Taking Only One Box Of "Fruit-a-lives"

EAST SHIP HARBOUR, N. S.

"It is with great pleasure that I write to tell you of the wonderful benefits I have received from taking 'Fruit-a-lives'. For years, I was a dreadful sufferer from Constipation and Headaches, and I was miserable in every way. Nothing in the way of medicines seemed to help me. Then I finally tried 'Fruit-a-lives' and the effect was splendid. After taking one box, I feel like a new person, to have relief from those sickening Headaches."

Mrs. MARTHA DEWOLFE.
50c. a box, 6 for \$2.50, trial size, 25c.
At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

RAISED WITH PIGS, DOG LEARNS TO GRUNT.

Greensburg, Ind., July 29. — Early last winter an automobile party, in passing the home of Seymour Cole, west of here, dropped a small bird dog pup. The dog made its way to the house, but as it was not welcomed it was sent to the barn. Here it found an old sow with a litter of pigs.

The pup attached itself to the litter and was made welcome. After being weaned along with the pigs, the dog continued to live with the hogs, roaming over the fields by day and sleeping with them at night. It developed a taste for the same food, eats corn, etc., as if it were a hog, and now its bark is changing in sound to resemble more a mixture of squeal and grunt than the bark of a dog.

A VISIT TO THE BRITISH NORTH SEA FLEET.

Was that really it—that spread of greyish blue-green dots set on a huge greyish blue-green platter? One could not see where ships began and where water and sky that held them suspended left off. At first glance it seemed to be composed of baffling phantoms, absorbing the tone of its background. 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 destroyers drew nearer the question changed. How many more? Was there no end to greyish blue-green monsters, in order as precise as the trees of a California orchard, appearing out of the greyish blue-green background?

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 armor, 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 ten miles to their target.

"Was it like what you thought it would be after all your training for a naval action?" I asked an officer who had been in the fight off Heligoland.

"Yes, quite. It was battle practice—with the other fellow shooting at you!"

The fire-control officers, who were aloft, all agreed about one unexpected sensation that had not occurred to any expert scientifically predicting what action would be like.

"When the shells burst against the armor," said one of these officers, "the fragments were visible as they flew about. We had a desire to reach out and catch them. Singular, wasn't it?"

At eight or nine thousand yards the modern battleship can tear a target to pieces. But eighteen thousand—was accuracy possible at that distance?

"Did one in five German shells hit at that range?" I asked.

"No!"

Or in ten? No! In twenty? Still no, although less decisively. At eighteen thousand yards all the factors that send a thousand or fifteen hundred or two thousand pounds of steel that distance cannot be so gauged that each shot will strike in exactly the same line when ten issue from the gun muzzles in a broadside. But if one out of twenty shots is on at eighteen thousand yards, it may mean a turret out of action. Again, four or five might hit, or none. So it is not safe to wait until you get nearer, for your enemy may get you with a chance shot at long range.

"The noise of it to you aloft, spotting the shots?" I suggested.

"Yes. Besides the crashing of our own guns, we had the screams of the shells that went over and the cataracts of water from those that fell short. But that was what was expected."

Where were the scars or wounds? I looked for them on both the Lion and the Tiger. That armor patch on the sloping top of a turret might have escaped attention if it had not been pointed out. A shell struck there, and a fair blow, too. That shell did not go through bodily, only a fragment that killed one man and wounded another. The turret would still rotate; the other gun remained in action.

Up and down the all but perpendicular steel ladders with their narrow steps and through the winding passages below decks in those cities of steel I followed my guide, receiving so much information and so many impressions that I am still a little confused as to details.

A beautiful hit, indeed, was that into a small hooded aperture, where an observer looked out from a turret. He was killed, and another man took his place. Fresh armor and no sign of where the shot had struck. Then we went below, into a compartment between the side of the ship and the armored barbettes that protects the delicate machinery for feeding shells and powder from the magazine deep below the water to the guns.

"H. was killed here. Impact of the shell passing through the outer plates burst it inside; and, of course, the fragments struck harmlessly

against the barbettes."

"Bang in the dugout!" I exclaimed.

"Precisely! No harm done next door."

Then up more ladders out of the electric light into one of the brain centres of the ship, where the action is directed. Through slits in that massive shelter of the hardest steel you had a narrow view. Underneath the slits was a literal panoply of the brass fittings of speaking tubes and levers and push buttons.

"We got one in here, too. It was a good one!" said the host.

"Junk, of course," was how he expressed the result. Here, too, a man stepped forward to take the place of the man who was killed. With the whole telephone blown off the wall, as it were, how did he communicate?

"There!" The host pointed toward an opening at his feet. If that failed, there was still another way. In the final alternative, each turret could go on firing by itself. So the Germans must have done on the Bleucher and on the Scharnhorst and the Gneissman in their last ghastly moments of bloody chaos.—Frederick Palmer, in "My Year of the Great War."

It is reported that a preliminary survey has been made with a view to develop a power plant on the Bay of Fundy by utilizing the bay's high tides. A recent experiment with a current motor is said to have resulted satisfactorily. If the plant is established, it may result in the creation of extensive new enterprises in Nova Scotia and Southern New Brunswick.

NOTICE TO CREDITORS.

IN THE SUGGEGATE COURT OF THE COUNTY OF ELGIN.

IN THE ESTATE OF JAMES W. LOCKER, late of the Township of Bayham, Deceased.

NOTICE IS HEREBY GIVEN, Pursuant to the Provisions of the "Trustees Act," that all Persons having Claims against the Estate of the said Deceased are required, on or before the 26th day of August, A.D. 1916, to send by post prepaid or to deliver to Ambrose Jackson and William A. Jones, Stratfordville Post Office, their names, addresses and descriptions, and a full statement of the particulars of their Claims, and the nature of the security, if any, held by them, duly verified.

AND FURTHER TAKE NOTICE, That after the said last-mentioned date the said Executors will proceed to distribute the Assets of the said Deceased among the Persons entitled thereto, having regard only to Claims of which they shall then have notice, and that the said Executors will not be liable for the Assets so distributed or any part thereof to any Person or Persons of whose Claims notice shall not have been received by them at the time of such distribution.

AMBROSE JACKSON,
WILLIAM A. JONES,
Stratfordville, August 8th, A.D. 1916.

NERVOUSNESS DENOTES WEAKNESS

but is promptly relieved by the medical nourishment in Scott's Emulsion which is not a nerve-quieter, but nature's greatest nerve-builder, without alcohol or opiate.

Scott & Bowne, Toronto, Ont. 13-25

NOTICE TO CREDITORS.

IN THE MATTER of the Estate of Truman Smithson, late of the Township of Malahide, in the County of Elgin, Farmer, Deceased.

NOTICE is hereby given, Pursuant to Section 56 of the Trustee Act, being Chapter 121, Revised Statutes of Ontario, 1914, that all Persons having Claims against the Estate of the said Truman Smithson, who died on or about the 27th day of June, A.D. 1916, are required to send by post prepaid or to deliver to W. Harold Barnum, Solicitor for the Executors of the Will of the said Deceased, on or before the 10th day of September, 1916, their names and addresses and description and full statement of particulars of their Claims and the nature of the security (if any) held by them, duly certified, and that after the said day, the Executors will proceed to distribute the Assets of the Deceased among the Parties entitled thereto, having regard only to the Claims of which they shall then have notice.

Dated this 28th day of July, A.D. 1916.

W. Harold Barnum,
Aylmer, Ontario,
Solicitor for
Phoebe Evelyn Smithson,
William M. Smithson,
James A. Smithson,
Executors.

NOTICE TO CREDITORS.

IN THE MATTER of the Estate of Walter Carter, late of Town of Aylmer, in the County of Elgin, Retired Farmer, Deceased.

NOTICE is hereby given, Pursuant to Section 56 of the Trustee Act, being Chapter 121, Revised Statutes of Ontario, 1914, that all Persons having Claims against the Estate of the said Walter Carter, who died on or about the 25th day of June, A.D. 1916, are required to send by post prepaid or to deliver to John R. Summers and Harry L. Paupst, both of Aylmer, Ontario, the Executors of the Will of the said Deceased, on or before the 10th day of September, 1916, their names and addresses and description and full statement of particulars of their Claims and the nature of the security (if any) held by them, duly certified, and that after the said day the Executors will proceed to distribute the Assets of the Deceased among the Parties entitled thereto, having regard only to the Claims of which they shall then have notice.

Dated this 28th day of July, A.D. 1916.

John R. Summers
Harry L. Paupst
Executors.
Aylmer, Ontario.
By W. Harold Barnum,
their Solicitor

\$351,000 for WAGES

\$255,000 for MATERIAL & SUPPLIES

\$115,000 for INTEREST

\$39,000 for TAXES

Our Daily Expense Bill Is \$760,000

Every twenty-four hours it costs \$760,000 to operate the New York Central Lines "for the public service."

It costs \$351,000 every day for wages. It costs \$115,000 every day for interest.

It costs \$255,000 every day for material, supplies, etc. It costs \$39,000 every day for taxes.

In addition a daily average of \$110,000 has been expended for the last fifteen years (or a total of \$600,000,000) for permanent improvements on the

New York Central Lines
Michigan Central R.R.—"The Niagara Falls Route"


To provide for the service demands of the future, large sums will be needed by all American railroads.

These sums must be provided from earnings, the issue of capital stock, or borrowed, and for railroads to borrow large sums or market their stock requires unquestioned credit.

By either method the funds can be secured only by co-operation of the public, which should see that railroads are granted fair rates, insured just regulation, equitable taxation and reasonable demands from labor.

The ability of all the railroads to continue to serve the public is the problem of the public quite as much as the problem of the railroads. A splendid railroad is the greatest industrial asset a community or state can possess

NEW YORK CENTRAL LINES
"For the Public Service"



CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *Chas. H. Hutchins*

Fashion and Fancy

both demand the sports dress and the cool loveliness of the afternoon costume. Nowhere are such models so ably shown as in the

Summer McCall Book of Fashions

(NOW ON SALE)

—and nowhere will you find so many hints which can be easily carried out at home. With McCall Patterns the smartest styles can be yours easily and at little expense.

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Smart Sports Costume. McCall Pattern No. 1287-1293. Many other new designs for August.

McCall Pattern No. 1297. Many other new August designs at our Pattern Counter.