

# DOMINION ATLANTIC RAILWAY & STEAMERS

Kentville Time Table effective Nov. 2nd 1916. (Service daily except Sunday)

LEAVE	
Express for Halifax	6:00 a.m.
Express for Yarmouth	10:24 a.m.
Express for Halifax	4:05 p.m.
Accom for Middleton	3:05 p.m.
Accom for Kingsport	11:00 a.m.
Accom for Kingsport	4:10 p.m.
Accom for Kingsport (Sat. only)	6:20 p.m.

ARRIVE	
Express from Halifax	10:14 a.m.
Express from Yarmouth	3:50 p.m.
Express from Halifax	6:15 p.m.
Accom from Windsor	2:15 p.m.
Accom from Kingsport	8:55 a.m.
Accom from Kingsport	2:30 p.m.
Accom. fr. Kingsport, Sat. only	6:04 p.m.

### Midland Division

Trains of the Midland Division leave Windsor daily (except Sunday) for Toronto at 7:00 a.m., 5:15 p.m. and 11:00 p.m. Turo for Windsor at 6:40 a.m. 2:30 p.m. and connecting at Turo with trains of the Intercolonial Railway and at Windsor with express trains to and from Halifax and Yarmouth.

Buffet parlor cars run daily (except Sunday) on express trains between Halifax and Yarmouth.

### Canadian Pacific Railway

St. John and MONTREAL (via Digby) (Daily Sunday excepted)  
S. S. EMPRESS leaves St. John 7:00 a.m., arr. Digby 10:00 a.m. Leave Digby 7:00 p.m. arr. St. John 5:00 a.m. making connections with the Canadian Pacific train at St. John for Montreal and the West.  
Trains run on Atlantic Standard time.

### BOSTON SERVICE

Steamers of the Boston and Yarmouth S. S. Co., sail from Yarmouth for Boston after arrival Express train from Halifax and Turo, Wednesday and Saturday.

R. U. PARKER, Genl. Passenger Agent  
GEORGE E. GRAHAM, General Manager

### Yarmouth Line

Steamship Prince Arthur leaves Yarmouth Wednesdays and Saturdays at 5 p.m. (Atlantic time)

Return: leaves Boston Tuesdays and Fridays at 1:00 p.m.

Connection made with trains of the Dominion Atlantic Railway and Halifax and South Western Railway to and from Yarmouth.

Tickets and Staterooms at Wharf Office.

### Boston & Yarmouth S. S. Co., Ltd.

A. E. WILLIAMS, Agent, Yarmouth, N. S.

For Sale—1 double seated Pung Sleigh. Apply to James Rooney.

Wanted—Two or three rooms for light housekeeping. Address P. O. Box 240.

### FOR SALE

About 125 acres land at the foot of the South Mountain, in Waterville, 7 acres in orchard cuts 12 tons hay, great chance for improvement.

NATHAN BEST.

### Not Their Fault

Uncle Josh was comfortably lighting his pipe in the living-room one evening when Aunt Maria glanced up from her knitting.

"John," she remarked, "do you know that next Sunday will be the twenty-fifth anniversary of our wedding?"

"You don't say so, Maria," responded Uncle Josh, pulling vigorously on his corn-cob pipe. "What about it?"

"Nothing," answered Aunt Maria, "only I thought maybe we ought to kill them two Rhode Island chickens."

"But, Maria," demanded Uncle Josh, "how can you blame them two Rhode Island Reds for what happened twenty-five years ago?"

Minard's Liniment Cures Colds, &c

### FRENCH TOOK OVER 11,000 PRISONERS IN VERDUN DRIVE

Including Nearly 300 Officers Paris, Dec. 18.—French forces have taken a total of 11,387 German prisoners on the Verdun front since the 15th of December, according to the announcement made by the French War Office this afternoon. A violent German counter attack on the Meuse has resulted in German forces securing a footing at the Chambréte's farm.

The text follows: South of the river Somme a detachment of the enemy which was endeavoring to occupy our lines to the Southeast of Berry, has been repulsed with hand grenades. On the right bank of the river Meuse, after the bombardment reported in the communication yesterday, German forces delivered a violent counter attack yesterday evening upon our new positions. They succeeded, however, only in securing a footing at a point on the Chambréte's farm. We continue to hold the immediate surroundings of this location. Elsewhere the night passed in quiet.

The number of prisoners taken by us since the 15th December on the Verdun front is at present, according to the latest counting 11,387, including 284 officers. War material captured and destroyed includes 115 cannon; 44 bomb throwers and 107 machine guns.

### Could Go No Further

One cold, wintry morning, a man of tall and angular build was walking down a steep hill at a brisk pace. A piece of ice under the snow caused him to slip and lose control of his feet. He began to slide, and was unable to stop.

At a crossing half-way down he encountered a large, heavy woman. The meeting was sudden, and before either realize it a collision ensued, and both were sliding downhill, the thin man underneath, the fat woman on top.

When the bottom of the hill was reached and the woman was trying to recover her breath and her feet, these faint words were borne to her ear—

"Pardon me, madam, but you will have to get off here. This is as far as I go."

I was cured of terrible umbergo by MINARD'S LINIMENT

REV. WM. BROWN. I was cured of a bad case of ear-ache by MINARD'S LINIMENT Mrs. S. KULBACK.

I was cured of sensitive lungs by MINARD'S LINIMENT. Mrs S. MASTERS

### KINGSPORT

The reception held for Lieut. Hiltz, under the auspices of the Division, "Sons of Temperance" was well attended. Showing the high regard the people of Kingsport hold for Lieut. Hiltz. The programme for the evening was under the management of Miss Huntley, and needless to say, was well arranged. The speakers were, Rev. Mr. Wright, (Harry's pastor), Rev. J. D. Hull, Dr. A. C. Borden, Canning, A gold wrist watch, (engraved) which was a small token from Kingsport, as presented by Sir Frederick Borden. After luncheon under the management of Mrs. J. D. Ellis, membered, closed with the National Anthem.

Miss L. M. Loomer received a very pleasant surprise one evening last week, her many friends gathered and giving her a shower of linen with a message of love from all.

Miss May Johnson is expected home from the holidays.

A Red Cross service was held in the Congregationalist church on the 10th inst. the Methodist quartette, Canning, assisting. Lieut. Hiltz and Pte. Dickie were the speakers. \$15.00 was made for the Red Cross.

**McLAUGHLIN SIXES**

THE 1917 SERIES ARE REFINED AND IMPROVED IN DETAIL ALTHOUGH UNCHANGED IN GENERAL DESIGN

NOW in their third season of successful performance McLaughlin Six-Cylinder pleasure cars have won and are holding, among Canadians, an enviable reputation for Power, Efficiency, Comfort and Beauty.

THE mechanism and comfort of McLaughlin Sixes—Canada's Standard Cars—make them the invariable choice of men and women who drive for pleasure.

Designed and constructed in Canada by Canadians for Canadian motorists, McLaughlin motor cars give better satisfaction under Canadian climatic and highway conditions than the average automobile.

With abundant power—vibrationless, flexible and easily controlled—the man or woman at the wheel can enjoy all the pleasures of motoring to the full without anxiety.

McLaughlin Sixes are dependable cars and are SAFE cars to operate.

THE McLAUGHLIN MOTOR CAR CO., LIMITED  
OSHAWA, ONTARIO

Model D. 45 Special—an elegant five-passenger Touring Car with special body appointments and refinements. \$1500.00. A. Oshawa.

ON SHOW AT PARKERS, KENTVILLE, AGENTS FOR KINGS COUNTY

A. T. McConnell, Wolfville. G. W. Parker, Kentville.

Canada's Standard Car

Russia officially announces the loss of the dreadnought Imperatritsa Maria by an internal explosion; 200 of the crew are missing.

Falls, Ont., has written the townpeople for stiff prices. Minister of Labor stating that a Hon. Mr. Crothers has advised wood dealer named Martin the council to take action under Dwyer has bought up all the fire wood from farmers in the vicinity and after creating a Royal Cluster Raisins at the monopoly is holding up the Green Lantern.

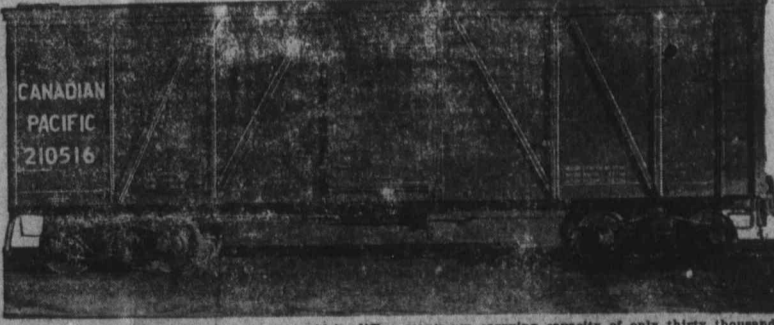
The town council of Sturgeon



THE FIRST LEAP FROM THE TRENCHES IN THE GREAT SOMME OFFENSIVE  
From the Official Motion Pictures of the BATTLE OF THE SOMME to be shown at the Nickel Theatre, December 25th and 26th

## THE "A. B. C." OF RAILWAYS

### THE BOX CAR



IN the carrying out of its work there would be difficulty in finding an instrument that has been of more assistance to modern industry than the freight car. Its uses are manifold, from a traffic handling point of view, for it serves alike the shipper of merchandise, the coal dealer and at times the livestock man.

When we consider the history and development of the freight car we find there a reflection of the rapid progress made in the industrial world of recent years. It is but a short time ago, comparatively, when the standard car, of light wooden construction, had a maximum carrying capacity of only thirty thousand pounds, and to-day we have the modern car equipped with heavy trucks and constructed of steel throughout, transporting at high speed a load of from ninety-five to one hundred and ten thousand pounds.

The value of the box car to shipper and railway has increased to a degree commensurate with its development and particularly so during the past few years, when the more expeditious release of equipment after reaching destination, has permitted an increase in car mileage which represents just so much more service to the public.