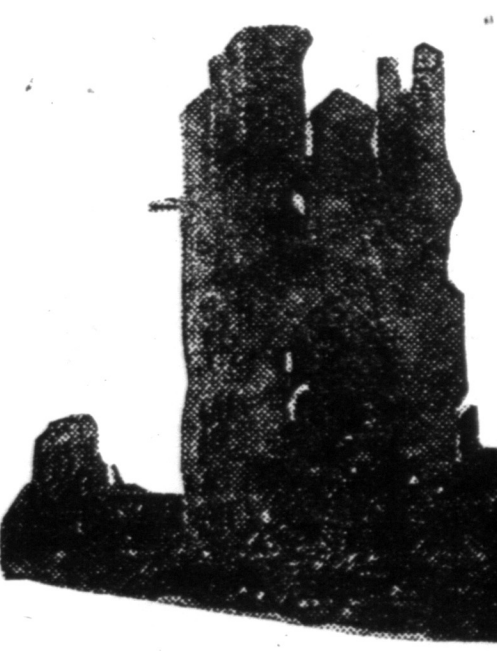


An Undying Tribute to Canada's Heroes in the War.



PRODUCED IN ENGLAND
Under the supervision of the
British War Office with the
immortal feats of heroism re-
constructed in every detail.



Passed and approved by
HIS MAJESTY'S
ARMY COUNCIL.

**YPRES! GHELUVELT!
HILL 60! MESSINES RIDGE!
PASSCHENDAELE!**

**Names to conjure with mile-stones in a glorious
campaign which will live forever in the minds of
all Canadians!**

IMPERIAL

Thursday

Friday

Saturday

NEXT WEEK



"YPRES"

"YPRES" WHICH PUTS THE STORY
OF THE IMMORTAL SALIENT ON
THE SCREEN OPENS AT THE
IMPERIAL NEXT WEEK

"Ypres" tells the story of Ypres simply, yet graphically. It is not like the usual "war" pictures that have come over the border. The impression all the time is of reality. So cleverly have the actual war scenes been worked in with studio-made scenes (in which all the performers are returned soldiers) that it all seems to have been filmed actually at the front.

The producers have kept to the main events in the Battle of Ypres, bringing in deeds of individual heroism only when they were thought to have exercised an influence on the issue. There are scenes of humor, too; the "Tommies" in their improvised bath-tubs, the letters from home; the predicament of a stout fellow who was trying to carry food to his comrades through a mud-filled trench. "Ypres" is a film which everyone should see, particularly those who were not there. It will give them a new conception of what the boys were called upon to endure, and how nobly they did so. Needless to say, "Ypres" is an authentic British production, filmed with the co-operation of the British War Office.

\$30,000 WORTH OF DIAMONDS IN MAKING OF FORDS

Enough diamonds to stud a queen's coronet are worn out every year in the manufacture of Ford cars at Ford, Ontario. Contrary to the popular guess they are not used for cutting glass, that is done more efficiently with a tool costing 15 cents. They are used to grind down the perfectly adjusted emery wheels which in turn grind hardened steel bearings to an accuracy of one thousandth of an inch.

To cope with the production of a hundred thousand cars a year, thirty diamonds a month are used varying in weight from three to five carats each. At an average cost of \$20 a carat the approximate value of a year's supply amounts to over \$30,000. The stone used is known to the trade as the Gray Bortz diamond and is imported through England and Amsterdam from South Africa. Instead of the fire and sparkle of the ordinary 'white' diamond it possesses a curious lack lustre look which has resulted in it becoming unpopular as a jewel. Nevertheless it is as hard as its more brilliant cousin.

On the making of a Ford car it is indispensable and so it will remain until man in his ingenuity can contrive a cheaper substitute equally as hard. Already experiments have been made to oust the diamond from its pre-eminence, but so far the tests have been unsatisfactory.

The diamond, mounted at the tip of a steel tool somewhat similar to a pencil, plays an important part in the manufacture of axles. The axles are

made of the hardest steel obtainable so that they can withstand the constant pressure of the bearings. They are ground to fractional measurement by an emery wheel. Although the emery wheel is harder than the steel, it develops minute flaws and it has therefore to be constantly dressed with the diamond. The "dressing" is done under water or the extreme heat developed would melt the stone.

Before its period of usefulness is over the diamond is reset in the tool some thirty times. Even the dust caused by the contact with the emery wheel is collected and used for polishing glass.

THE THINNING OF APPLES

(Experimental Farms Note.)

Under average market conditions, thinning apples when the set is very heavy is unquestionably profitable from the standpoint of the fruit alone, but when the set is rather light thinning may reduce the yield without measurably improving the size or the quality of the fruit. Crimson Beauty, Duchess, Wealthy, Wagener, Baldwin, Ben Davis and Stark that tend to set very heavy crops in alternate years require thinning during the fruiting year. The thinning should be done immediately after the June-drop has occurred. The fruit at this time is about the size of cherries. The fruits should be thinned from 4 to 10 inches apart on the branches, according to the variety, or thinned to that but one fruit remains on each fruit spur. The excess fruit is clipped off by small shears. Care should be exercised at the time of thinning to remove all scabby, worm-eaten, or misshapen fruits. Ladders are necessary in thinning large trees. If thinning were more generally practised in conjunction with thorough spraying or dusting, the unsatisfactory No. 3 apple would not be so much in evidence.

Experiments in thinning apples at the Dominion Experimental Station, Kentville, point to the following facts:

(1) thinning will increase the percentage of No. 1 and No. 2 grades and decrease the percentage of No. 3's to a minimum; (2) it will enhance the color and uniformity and general appearance of the fruit, and result in better prices being obtained for the thinned fruit, (in a trial shipment of Blenheims, No. 1, thinned, netted \$2.01 No. 1, unthinned, netted \$1.67 per barrel); (3) thinning will pay for the labor charges, varying from \$5 to \$13 per acre, according to the size of the trees, and will in addition pay a profit over the unthinned fruit of from \$20 to \$30 per acre; (4) a heavy crop retards tree growth, hence thinning may be beneficial to the tree by preventing the breaking of branches and by diverting to the use of the tree for development of roots and other parts material that would otherwise have been used for the development of excessive fruits.—R. D. L. Bligh, Dominion Experimental Farm, Kentville, N. S.

Robes for the Lord Mayor cost the city of London \$1,000 a year.

WALKER SETTLEMENT

July 20—The rain which fell on Monday did a wonderful lot of good to the crops, everything seems to be growing nicely.

The annual school meeting was held here Monday morning, July 12. Quite a number were present at the meeting.

Mr. and Mrs. W. J. Anderson and family, Mrs. Wm. Anderson and S. C. Walker attended the celebration in Sussex last week.

Mrs. Wm. Anderson, accompanied by her grandson, Harry Anderson, spent an afternoon last week guests at the home of her son S. T. Anderson. Misses Edith and Helen Wilkins were guests of Mrs. Wm. Walker on Friday last.

Mr. and Mrs. James Forsythe, Amherst, and Mr. and Mrs. Lemuel Dalling, Chambers Settlement, were calling on friends here last week.

J. A. Hockin, Waterford, accompanied by little Misses Kathleen Moore and Margaret Robinson, were visiting friends here on Friday afternoon.

Quite a number from here attended church services in Waterford on Sunday.

Mrs. Oscar Wilcox and Mrs. Cole and family, Sussex, spent part of last week at the home of Wm. McEwen.

Wm. Hawkes spent part of Saturday evening with Wm. McEwen.

Mr. and Mrs. W. John Anderson and little daughter June were in Sussex on Tuesday.

Master John Anderson spent Sunday afternoon with his friend, George Arnold.

ERB SETTLEMENT

July 20—The ladies of the Carson M.S. of Erb Sett. met with Mrs. Lackie on July 14. The meeting opened with scripture reading and roll call, after which there was a report of the work which is being done. At the close of the meeting a social hour was enjoyed, in which the hostess served tea, to which every one did full justice. The next meeting will be held at the home of Mrs. George Patton. All welcome.

Mrs. H. Pollock and Mrs. Laukie spent Sunday at Ratters Corner, the guests of Miss Sarah Wilson.

Mr. and Mrs. James Matthews, of Apohaqui, spent Sunday with F. Goggin and family.

Mr. and Mrs. Kingston Doherty, of Apohaqui spent Sunday in Erb Sett., guests of Mr. and Mrs. A. W. Watters. Mr. and Mrs. George Patton called on Mr. and Mrs. Wm. Hatrick.

Little June Godsoe, who has been away for a few days with her mother, at River Glade, is back again with Mr. and Mrs. Wm. Hatrick.

The heavy rains of yesterday caused the mills to stop for the day.

UPHAM

July 20—The death of Mrs. Robert Lackie of Salt Springs, took place at the home of her sister Mrs. Frank Sherwood, on Sunday morning, after a painful illness of several months. The sympathy of the entire community goes out to the bereaved husband, sisters and brother. The funeral will be held Tuesday afternoon, interment at Upland cemetery. Rev. E. C. Budd will be the officiating clergyman.

Miss Olga Watts and brother Percy are spending their vacation with their grandparents, Mr. and Mrs. Gilbert Sherwood.

Mrs. Wilbert Bowland of St. Martins, and family, spent Saturday with her parents, Mr. and Mrs. G. Sherwood. Mr. and Mrs. Lewis Reid and family spent Sunday in Newtown, guests of Mr. and Mrs. Edward Harp.

Miss Sherwood spent the week end at Gardners Creek with Mr. and Mrs. John Wallace.

Mrs. Greta Fowler and Lillian Kilpatrick are spending some time with friends in Salt Springs.

Mrs. Alexander Crawford of St. John, was called here, owing to the illness and death of her sister, Mrs. Robert Lackie.

Misses Helen and Reta Winslow have returned to Chipman, after a pleasant visit with their sister, Mrs. M. H. Reid.

TITUSVILLE

July 19—Friends of A. S. Campbell will regret to hear he has suffered another paralytic stroke. His condition is quite grave.

Many friends in this place mourn the death of Mrs. Robert Lackie, Salt Springs, which occurred at the home of her sister, Mrs. Frank Sherwood, Upland, July 18. Sympathy is extended to the bereaved husband.

Mrs. J. A. Moody, Pessekeag, is the guest this week of her brother, J. A. Robertson and Mrs. Robertson.

Miss Adelia Smith is visiting in Bloomfield.

Wilfred and Bartlett Carson, Boston, are visiting their parents, Mr. and Mrs. Wilfred Carson.

Misses May and Marjory Titus have returned from St. John, where they were writing the entrance papers for Normal school.

Presbyterian service in the Titusville hall, Sunday afternoon, July 25, at 3 o'clock, conducted by the pastor Rev. C. H. Elliott.

PLEASANT RIDGE

July 19—The annual school meeting was held on Monday, the 12th. A large number of ratepayers assembled and much business was transacted. Walter W. Steen was unanimously elected a trustee.

Mr. and Mrs. J. C. Law, Upper Millstream, spent Thursday calling on friends in this place.

Mrs. and Miss Craft, St. John, spent a few days guests of Mr. and Mrs. Bliss Darling.

Hanford Kierstead, Alma, spent Thursday at his old home here.

Miss Annie Darling, Milltown, is spending her vacation with her parents, Mr. and Mrs. John Darling.

Miss Margaret Steen is spending a few days with Mrs. Thompson, Kierstead Mountain.

Mr. and Mrs. Jack Cameron spent the 12th in Sussex.

SHOP AT F. O. SMITH'S

FOR THE LATEST IN MEN'S WEAR AND FINE TAILORING

FREE PANTS SALE STILL ON

WEEK END SPECIALS

UNDERWEAR AT SPECIAL PRICES

Men's Balbriggan, regular
\$2.00 for \$1.50
Hatchway, No Buttons.....\$1.75
Shirts and Drawers, regular
\$1.00, for.....75c garment

FANCY SWEATERS

—have arrived, and you talk about beauties! They will tickle your eye when you see them. Girls, you can wear these sweaters as well as the young men.

The prices are
\$4.75, \$5.00, \$5.75
All sizes.

WEATERPROOF COATS

Just the thing. Around the corner.

Size 36	Size 38	Size 40
\$14.50	\$20.00	\$25.00
	Size 42	\$25.00

MEN'S WORK SHIRTS

Made from good strong Khaki Twill, and Blue and Grey. Lots of room in the body size.
\$1.25, \$1.35, \$1.50.

MEN'S DRESS SHIRTS

Attached Collar, Beaver brand cloth.
\$1.75 up

TIES

We have a large assortment of Ties for the summer trade. Come down and see.
Silks 75c, \$1.00
Silk and Wool Oxford Crepe \$1.40

IT WILL PAY YOU TO WALK DOWN AND SAVE THE DIFFERENCE.

Men's Wear

F. O. SMITH

Fine Tailoring

Depot House Block.

SUSSEX, N. B.

Around Opera House Corner

S. C. P. White
Manager

The White Electric Co.

Sussex
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MAY WE HELP YOU? WE GIVE

ELECTRICAL SUPPLIES
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GET OUR DISCOUNT
ON RADIOS, ETC.

EDISON
LAMPS.

Shop: Main St., Opposite
Kings County Garage

FIRST

JOHN SMITH AND HIS CAR

Smith had just paid for a new battery, and was therefore in a receptive frame of mind for advice as to how to run the car more economically. His repair man had informed him that the untimely end of the battery was no fault of the article itself, but it did not seem logical to him that the trouble could have been result of neglect. Smith had prevented corrosion of the battery posts by smearing on a little vasoline now and then. He had examined the battery case occasionally to see that the supports were neither too tight nor too loose. And as for putting distilled water in the cells, no one could have found room for criticism. He attend to the battery faithfully.

But even the best of motorists are tricked by troubles which originate without warning and do their damage in an accumulative way. Smith had been taking some long drives and did not notice that between times when he examined the battery the water in the cells was boiling off.

A lot of motorists worry too much over this matter of overheating the battery through over charging, as evidenced by the number of drivers who keep their headlights burning when touring. They represent one extreme, while Smith, who did not know that battery might be ruined through over-

charging, represents the other. What possibly neither extreme knows is that if the generator of the car is operating properly, the battery will be able to automatically maintain an even course between discharge and overcharge.

The generator does this by means of its third brush, a brush which in riding the commutator in a certain position automatically wastes all the charging current over a certain limit. This limit can be changed to meet the particular requirements of the driver. A physician, for example, needs all the charging the generator will furnish, because he makes short trips around town and uses the starter constantly. The average car, however, is delivered with a generator adjusted so that the maximum current is generated at about 20 miles an hour.

With conditions normal, as I explained to Smith, occasional use of the starter and very frequent use of the horn (which is better for many reasons than burning headlights in the daytime) will serve to keep the battery from overcharging. If the lights are kept burning and the ammeter registers zero while touring, the driver may regret it later on when he has used the battery to operate the starter and finds it has no reserve of current.

But Smith wanted to know how it was his generator got out of order.

"That's a question for your repair man to answer," I replied. "What you want to know is how to tell when one of these troubles is creeping upon you. In your case there were several ways. You might have noticed that the ammeter was registering more than usual. With this as a clue you should have felt the battery posts. If they were hot you should have put more water in the cells and then used the starter, the horn, and the lights generously. The battery might have been only temporarily overcharged, but if it continued this way you should then have gone to a repair shop and had your generator attended to."

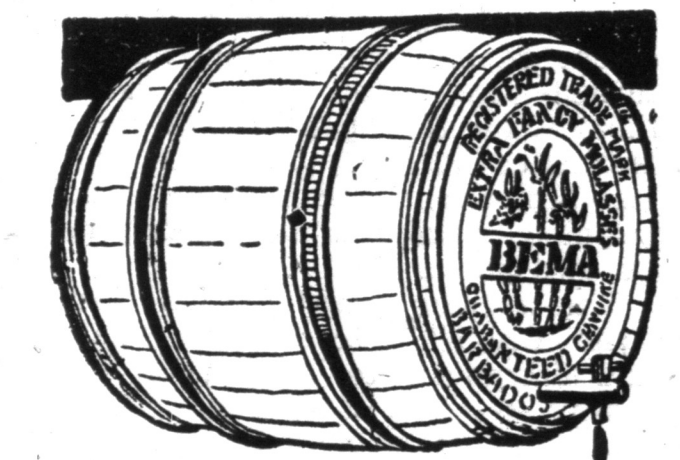
"You would think they'd equip cars with some device that would tell a driver when his cells were going dry," Smith suggested.

"There is just such an accessory on the market," I informed him. "And like the motometer, which tells you when the cooling system is going wrong, it is designed to nip in the bud one of the many 'leaks' which are so unnecessary and so costly. There was a time when cars had very little equipment, but the manufacturers have seen the importance of accessories. Oil pressure gauges, for instance, have saved many an engine from ruin. And the ammeter is indispensable. The speedometer has become such an integral part of the instrument board that very few motorists think of it as having any use other than to show how fast they are going. But just try to drive in the mountains at night with the dash light out so that the dial of the speedometer isn't visible. It is about the best way to strain the engine. The average driver's judgment of speed is so dependent upon the speedometer that without it he invariably approaches hills at too slow a speed, and thinks something is wrong with the engine, and forces it when he really ought to shift to second."

"I never thought of that," Smith confessed. "As a matter of fact, I'll admit that I've always considered these dash instruments as frills. But I can appreciate now that they are warning

signals." "And therefore aids to economy," I added. "When a driver has his mind on operating the car, he ought not to be worrying about how certain parts of the car are functioning. He doesn't have to if he has the necessary meters on the dash. They relieve him of all the guesswork."

In Briand France finds the nearest approach to the indispensable man.—Hamilton Herald.



A Real Food

THE difference between the Genuine Barbados **Extra Fancy** Molasses and ordinary molasses is the same as the difference between whole milk and skimmed milk.

Genuine Barbados **Extra Fancy** Molasses preserves all the food value of the famous Barbados Sugar Cane Juice—the purest cane juice in the world!

It is healthful and delicious!

Use it on the table and in cooking!

Remember: Ask for the Genuine Barbados **Extra Fancy** Molasses!

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