

ING MAD FROM THE TERRIFIC PAIN

inent Merchant Thinks His Life Saved By "Fruit-a-tives".
 SDALE, ONT., JUNE 15th, 1913.
 a general storekeeper at the address, and on account of the good I have experienced from "Fruit-a-tives", I recommend to my customers. They were a boon to me, I can tell you, for two years ago, I was laid up in vomiting and a terrific pain in the base of my skull. The pain drove me mad. Doctors feared I had turned to inflammation of the brain but I took "Fruit-a-tives" until I was cured. I have fifteen pounds since taking "Fruit-a-tives", and I verily believe I saved me from a disastrous illness.
 J. A. CORRIVRAU.
 A box, 6 for \$2.50, trial size, sent postpaid on receipt of Fruit-a-tives Limited, Ottawa.

GREAT KIEL CANAL AND WHAT IT MEANS

ONE OF GERMANY'S GREATEST SAFEGUARDS—LARGEST OF DREADNOUGHTS CAN TURN IN IT AND WATCH TWO SEAS.

Before the making of the Kiel Canal Germany's naval position resembled that of the United States and of Russia. Like these two countries, Germany had to maintain two fleets in two seas, and it was not always easy to join these two fleets, especially if an opponent of superior strength dominated the natural passage from the Baltic to the North Sea by way of the Skager Rack, and the Kattegat. It was clear that a canal cutting through Schleswig-Holstein, making a short connection under German control between the Baltic and North Sea, would virtually double the striking power of the German navy, by enabling the whole fleet to appear unexpectedly in its full strength in either sea. Animated by these considerations, Bismarck proposed making the Kiel Canal.

The Kiel Canal connects the interior of the spacious Kiel Bay with the mouth of the Elbe. As the mouth of the Elbe is very wide at the point where the canal opens into it, and as the Elbe mouth is protected by powerful fortifications and by extensive sandbanks, and by the strongly fortified island of Heligoland lying in front of it, the opening of the Kiel Canal on the Elbe is almost unassailable from the sea. The opening on the other side is equally well protected and the great width of Kiel Bay makes it equally difficult, if not impossible, to block the canal opening by sinking ships in it.

The canal was built in the years 1887-95 at a cost of \$40,000,000, but its dimensions were too narrow. It was proposed to enlarge and make it navigable to the largest ships, now and of the future. The reconstruction was begun in 1907 and completed only a short time ago. It is curious to recall that English warships were present at the festivities which accompanied the formal opening of the new waterway.

The canal is exceedingly well built. The walls are so solidly made that ships may pass through at great speed. They may steam through at the rate of ten miles per hour, but in war time they will probably be allowed to increase that speed. The locks are few and extremely roomy. The canal itself is very wide. It has a considerable num-

ber of passages of double width, where ships going in different directions may pass each other, and it has four turning basins with a width of more than 900 feet at the bottom, where the largest ships may turn. Thus a fleet may enter the canal from the west, and instead of emerging at the Kiel opening, return and leave the canal by the western entrance while the enemy is racing round Skager to the Baltic. Close to the Elbe mouth is the second important German war harbor, Wilhelmshaven, and a little farther to the west lies the subsidiary naval port of Emden. As numerous sandbanks lie in front of the North Sea shore, ships unacquainted with the intricate channels find it dangerous to approach the coast, especially as these are protected by very powerful fortifications.

The enlargement of the Kiel Canal cost \$45,000,000. Altogether, the cost of the canal came to about \$85,000,000—as much as ten dreadnoughts. In view of its great strategical importance the Kiel Canal was certainly worth the outlay. It is a most potent instrument for the naval defence of Germany.

Germany's greatest commercial harbors, Hamburg and Bremen, may be said to be protected by the enormous guns in the fortifications which shelter the Elbe mouth of the canal by the island of Heligoland, which is a colossal fort in the midst of the sea in front of the Elbe mouth with Hamburg, of the Weser mouth with Bremen, and of Wilhelmshaven. The combination of the canal with the great war harbors on either side and the strongly fortified rocky island in front is a great asset for Germany's defence.

The making of the canal was effected regardless of expense. Therefore, the canal may be considered to be a model undertaking. Its generous dimensions may be seen from this—that the canal has a depth of 34 feet, that its width at the bottom is 140 feet, and its width at the water edge 310 feet. The locks are more than a thousand feet long. Evidently, the waterway can be used not only by the largest dreadnoughts existing and to come, but also by liners of 50,000 tons and more.

MORATORIUM WILL BE PASSED IF NECESSARY

Such Legislation Can Be Made Retroactive and Should Deter the Avaricious From Foreclosing.

In discussing the advisability of passing a moratorium in British Columbia at the present time, Sir Richard said that the question of a moratorium had been under advisement for some time, as the result of representations from Ottawa and from local interests. It was, however, a very serious question from many points of view, and the Government hesitated to take any action which might accentuate a situation which it was advisable to minimize, namely, that of creating alarm. The situation created by the war was calculated to, and in many parts of the world actually did, upset credit and render moneyed people panicky. In Canada as a whole, and in British Columbia as well, fortunately, there has been no serious disturbance of business, and one of the aims of the Government was to maintain stable conditions.

A moratorium, Sir Richard said, could not be declared without the authority of the Legislature, and to do that at an early date it would be necessary to call a special session. The Government of the Dominion, although it took authority at the last session of Parliament, had not yet seen any occasion to proclaim a moratorium and is not likely to do so from present appearances.

Leniency Necessary.
 The whole matter, however, so far as the province is concerned is under consideration and if any grave emergency arose the Government would take the earliest opportunity to deal with it. At such a time as this in respect to mortgages, agreements of sale and other similar liabilities, Sir Richard stated, the utmost leniency should be exercised by creditors, and if by any efforts of extortion the Government was forced to resort to the authority of the Legislature it would be all the worse for those responsible for such a situation. The Premier said the effort should now be to hold each other up instead of pulling the unfortunate down.

PATRIOTIC FUND HAS FORMED LOCAL BRANCH

Officers Appointed Last Night and Committees Will Decide on Ways and Means.

The postponed meeting called to organize a local branch of the Canadian Patriotic Fund Association met last night in the City Hall, with the mayor in the chair.

The purpose of the organization was outlined. Its object is to assist the dependents of Canadian soldiers on active service, whether at home or at the front, and also to make provision for them in cases of fatalities. The following officers were elected: President—S. M. Newton. Vice-president—Mrs. McMullin. Treasurer—W. T. Heward. Secretary—Rev. W. E. Collison. Executive committee—T. D. Pattullo, J. H. Thompson, Canon Rix, Judge Young, Mrs. Baxter and Mrs. McIntosh.

Two sub-committees, a finance and a local relief, will be appointed by the executive. The executive and finance committees will decide on methods of raising funds. It was suggested that it might be along the line of asking the various lines of employment to have their men contribute a day's pay each, as done in other places as well as having a certain amount of personal solicitation.

All funds are to be forwarded to Victoria and the local relief committee can draw on the general fund for any amounts needed. This was in order to equalize the weight of the movement over the whole province and the general feeling was that the method was right.

1836 THE BANK OF 1914 British North America

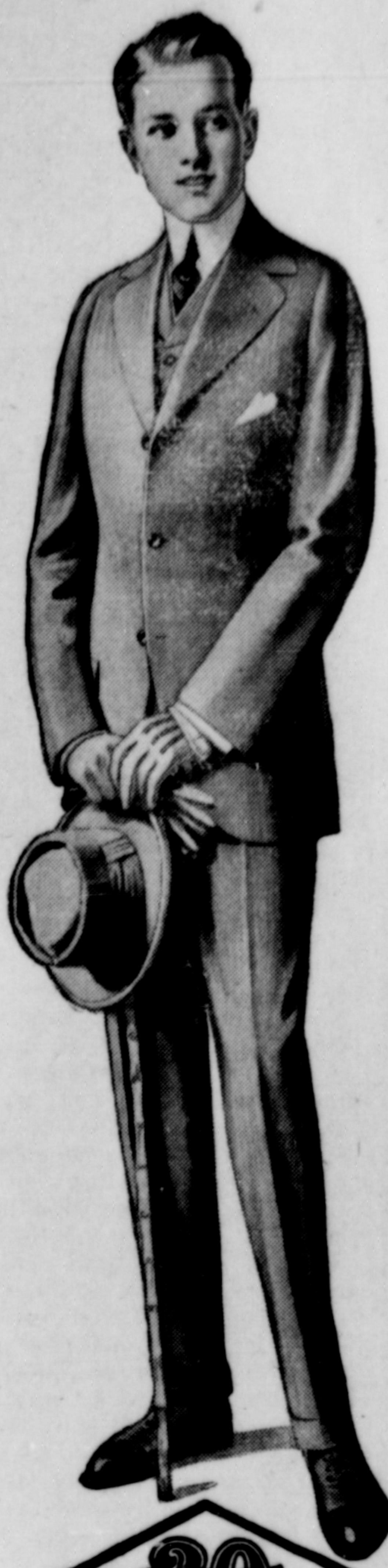
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—8th St. and 3rd Ave.
—Junction of 1st, 2nd and 3rd Aves.
—1st Ave. between 8th and 9th. (Knox Hotel.)
—1st Ave. and 7th St. (Central Hotel.)

CIRCUIT NO. 2.
—3rd Ave. and 3rd St.
(Office.)
—2nd Ave. and McBride St.
—1st Ave. and McBride St.
—2nd Ave. and 2nd St.
—2nd Ave. and 6th St.
—O. T. P.

CIRCUIT NO. 3.
—5th Ave. and Fulton St.
—Borden and Taylor Sts.
—8th Ave. and Fulton St.
—8th Ave. and Comox Ave.
—8th Ave. and Dodge Pl.
—6th Ave. and Thompson St.

CIRCUIT NO. 4.
—4th Ave. and Emmerson
—5th Ave. and McBride St.
—5th Ave. and Green St.
—6th Ave. and Basil St.
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The WAR EQUIPMENT

of every Canadian who goes to the front should certainly include a

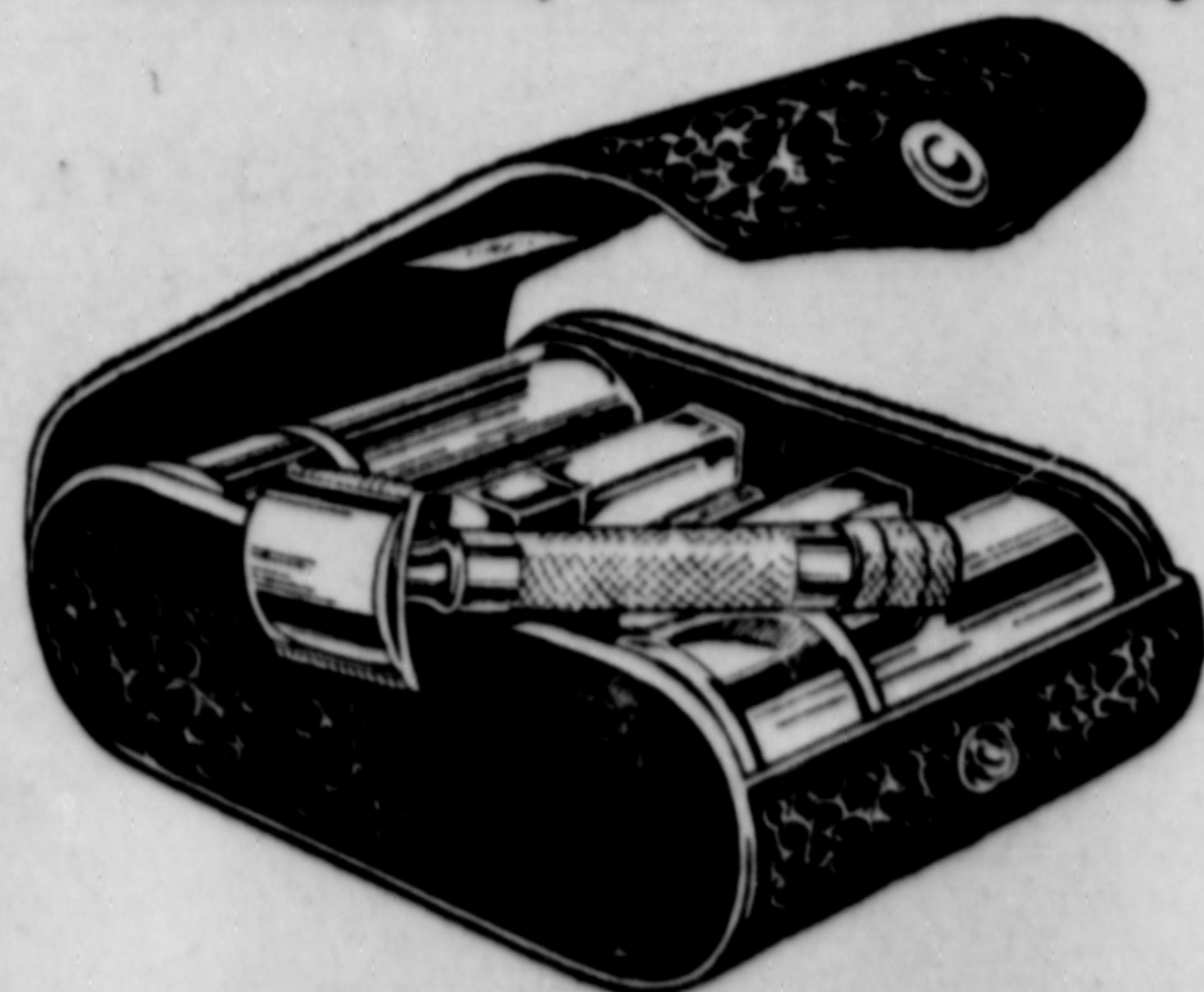
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If your Soldier Boy doesn't already own one, give him a Gillette, with his name engraved on case or razor, before he leaves for the front.



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