


MIRACULOUS CURE OF ASTHMA

After suffering for 15 Years Until He Tried "Fruit-a-lives"



D. A. WHITE, Esq.
21 WALLACE AVE., TORONTO,
Dec. 22nd, 1913.

Having been a great sufferer from asthma for a period of fifteen years, sometimes having to sit up at night (weeks at a time) I began the use of "Fruit-a-lives". These wonderful little tablets relieved me of indigestion, and brought the continued use of same, I am no longer distressed with that terrible disease, Asthma, thanks to "Fruit-a-lives" which are worth their weight in gold to anyone suffering as I did. I would heartily recommend them to all sufferers from Asthma, which I believe is caused or aggravated by indigestion.

D. A. WHITE

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One a box, 6 for \$2.50, trial size, 25c. All dealers or from Fruit-a-lives Co., Ottawa.

KARLSRUHE HAS FIVE SCOUTS

Using an Island Called Rocas Reef As a Supply Base.

Edinburgh, via London, Nov. 19.—An officer of the freight steamer Pruth, which was sunk by the German cruiser Karlsruhe off the coast of Brazil, has arrived here. He says the Karlsruhe is using an island called Rocas Reef as a coaling and supply base, and that there the Germans have a large quantity of stores and coal.

"Officers of the Karlsruhe told me," said this officer, "that they expected to be captured by the British before long, but meanwhile it was their painful duty to do as much damage as possible to the enemy's commerce."

"They were very polite, and gave us twelve hours to leave our ship. Then they took off the provisions and the ship's papers and blew up the Pruth with dynamite. We were transferred to the Creffeld, which was one of the five cargo boats accompanying the Karlsruhe, which she was using as scouts."

If Bernard Shaw is correct in his contention that the way to abolish war is to make it as horrible as possible, we might as well consider the fray in Europe as a farewell performance.

GERMANY'S TRANSPORTS ARE LOADER FOR THE INVASION

THREE LINERS AT HAMBURG FILLED WITH TROOPS--A DOZEN ZEPPELINS TO CO-OPERATE IN RAID ON BRITAIN--KAISER'S SUCCESS AT DIXMUDE.

London, Nov. 20.—While Englishmen at some points are enjoying this week an unaccustomed spell of pageantry, Germans in the field and at sea made distinct progress. This morning's news brings the war very near to Londoners, for a British gunboat could yesterday be sunk by a German submarine only two miles away from the favorite London golf resort of Deal. If Germany can repeat the penetration of the Dover Straits, right under England's downs, in this way, the war upon British commerce enters a menacing stage. There may even be something said for the alarmists who picture the disastrous possibilities of a raid upon the British coast.

An American, just returned from Hamburg describes three huge Hamburg American liners painted gray with yellow funnels and soldiers swarming on the decks awaiting word of an attempt to invade England. A dozen Zeppelins, he says, are preparing to make a simultaneous attack. It is apparent that Englishmen in general are not nervous. They know what the British navy can do and will do it.

The latest incidents of the battle for Calais also show that Germany is far from being beaten yet. Dixmude, which they regained after desperate fighting, is an important road and railway centre, only 42 miles from Calais, while Armentieres, where a much strengthened German force was repulsed by a fierce British counter attack, is similarly near Calais from a more southerly point.

"If," says the Daily Mail editorial, "we are to beat back the enemy, we, too, must be in a position to pour in men. Victory in this desperate, bloody struggle depends ultimately upon recruiting. Less cheering, less talking, and more men, is the Empire's proper motto."

if the war lasts another year it may be all stock and no cash. That is the outlook for the future of this enterprise which has so taken hold of the imagination of many people in Prince Edward Island and elsewhere in the East. The war, it is predicted in many quarters, is not unlikely to prove the end of the fox business in its "animals for breeding" aspect.

Not only is it true that the cash cannot be raised for foxes on which options were given but the price of foxes has declined. Values now are only nominal, but \$8,000 to \$9,000 would compare with \$14,000 or so not long ago. The fox companies are doing nothing but wait. When the industry revives, after the war, and when financial conditions improve, it will have to operate on a peit basis, with only a few exceptions for breeders.

A coat hanger to which is attached a clothes brush has been patented by a Denver resident.

An extensive deposit of asphalt of superior quality has been discovered in the Philippines.

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TAKE NOTICE that I, Pedro Salinas, Free Miner's Certificate No. 80313B, intend to apply sixty days from the date hereof to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 55, must be commenced before the issue of such Certificate of Improvements.

Dated this 21st day of September, A.D. 1914.

PEDRO SALINAS.

LIFE AND TIMES OF LORD STRATHEONA

"The Life and Times of Lord Stratheona," by Mr. W. T. Preston, a well known former official of the Dominion government, has been published in London by Eveleigh Nash. The alternative title for the book might very appropriately have been, "How the Canadian Pacific Railway Came Into Being," for a goodly portion of the volume deals exhaustively with the inception of this undertaking. Considerable space is also devoted to the Hudson Bay Company's deeper influences on the West, states a Canadian Associated Press cable.

The author betrays no hesitation whatever in saying what he thinks concerning both these corporations and the prime directors thereof. He has plenty of observations, too, regarding their effect upon the political life of Canada, while full credit is given to Lord Stratheona's strength of character, foresight and charming personality. The author contrasts his career with that of other master Empire builders, Cecil Rhodes, finding that "there is little to compare, but much to contrast, not only in their early, but also in their later careers." He goes on to pay tribute to Hon. Clifford Sifton as the man responsible for the only successful immigration propaganda. He speaks of Sir Wilfrid Laurier and Sir Robert Borden as statesmen representing the highest aspirations of political purity, and respecting whom not a breath of scandal has touched their careers.

The author foresees an agitation by the Western farmers, demanding to be relieved of the heavy burden now endured, by either the cancellation of government loans to rival lines of the Canadian Pacific, or the purchase of these railways by the country finally.

Mr. Preston has changed the usual formula as to what Canada owes to Lord Stratheona into what Lord Stratheona cost Canada. Declaring that figures loom up in a haze where language fails to find expression in arithmetical calculations, he alleges that if Donald Smith had never appeared on the political horizon of Canada she would now own the entire railway systems in the West, and an area of prairie land double the size of Ireland would never have been given away for nothing. He predicts that more than one government will be defeated before the Western farmers will secure their freedom.

The worlds richest phosphate mine is on the Island of Guanaeo.

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COPPER BRINGS BIG PRICE IN GERMANY

The Engineering and Mining Journal, in discussing the detention of American vessels carrying copper to neutral countries, such as Italy and Norway, says it is difficult to conceive of serious friction between the United States and Great Britain, but the result may be very adverse to the copper mining industry. "Germany is manifestly in great need of copper," says The Journal. "Her willingness to pay 20c per pound shows that. The fact that copper realizes 20c per pound there and only about 11c per pound here shows that outside countries have as yet been able to deliver but little copper to Germany. The copper seized last week was shipped by the principal American selling agencies to their own order in Italy. On the face of things there seems to be no justice in interfering with the shipments by citizens in one neutral country to their own order in another neutral country. Great Britain is apparently convinced, however, that this copper is ultimately going to find its way to Germany, which is something not to be permitted. If Italy herself had put an embargo on copper, as has been reported, there will be a new phase of the situation. The critical thing is that if the United States is limited to exporting copper to England and France alone the outlet for our production, even at the present greatly curtailed rate, will be insufficient." The blockade may do as much toward shortening the war as the armies in the field.

WAR HARD ON FOXES.

Value of "Pretty Little Things" Has Materially Declined.

Halifax, N. S., Nov. 20.—The war may mean the end of the hundreds of fox companies in this part of Canada—that is their end on the present system of 20, 40 and 100 per cent dividends. The end had to come some time and the war has apparently brought it now. It is said by men in the fox company business—the promotion of these companies and selling of the stocks has come to be a business in itself—that fully 80 per cent of the companies are paying their dividends partly in the stock of the company or of the company purchasing options. It has been absolutely impossible of late to sell fox shares and the sale of those shares was the only means of raising cash for dividends. Dividends in stock, at least a good proportion in stock and not in cash, is the rule of the fox companies this year, and

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