

WILL WE EVER WALK ON AIR?

Train Of Thought Inspired By A Letter About "Fruit-a-tives"



MR. D. McLEAN

Orillia, Ont., Nov. 25th, 1914. "For over two years, I was troubled with Constipation, Drowsiness, Lack of Appetite and Headaches. I tried several medicines, but got no results and my headaches became more severe. One day I saw your sign which read "Fruit-a-tives" make you feel like walking on air. This appealed to me, so I decided to try a box. In a very short time, I began to feel better, and now I feel fine. Now I have a good appetite, refresh everything I eat, and the headaches are gone entirely. I cannot say too much for "Fruit-a-tives", and recommend this pleasant fruit medicine to all my friends." DAN McLEAN. "FRUIT-A-TIVES" is daily proving its priceless value in relieving cases of Stomach, Liver and Kidney Trouble—General Weakness, and Skin Diseases. 50c. a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

RUSSIA GIVING A Death Blow to the German Ambition. SLAVS ARE DRAWING

THEIR ENEMY AS FAR AS POSSIBLE INTO RUSSIA

And Making Great Sacrifices—When They Want To Make a Stand They Will Do So.

London, The Petrograd correspondent of The Daily News, Frederick Bennett, says: "The bank of the Niemen forms the worst stumbling block the Germans have had to encounter. On it many thousands of bodies have been left behind by the enemy, who is still on the south bank of the river. The German efforts against the fortress of Kovno have cost them more dearly than any previous attempts at storming during the eastern campaign. They brought up by rail and motor their heaviest artillery, and tried bodily to take by main force what ordinarily would have required prolonged operations. They used an entire army and spared neither men nor shells in order that they might take Kovno quickly. They lost a colossal number of men in trying to prevent the garrison of the fortress from repairing the damages. On the third day of their attack the Germans became more insistent in their assaults on the western and northwestern sectors of Kovno, which protrude for five or six miles between the lower Niemen and the River Yessa. The Russians made a counter-attack, destroying three German battalions and capturing many men and machine guns.

Kovno Chief Obstacle

Kovno is the chief obstacle to the German effort to obtain control on both banks of the Niemen. Hence their continued desperate efforts to reduce the fortress which is to be the base of the Russian line when the regrouping of the Czar's armies in the south is completed. Field Marshal von Mackensen has been frustrated by the change of front of the Germans on the Narva from the southward to the eastward. When von Woyrach's army stepped in between the latter and the fourth Austrian army, whose purpose it was to cut off the Russians from Brest-Litovsk, this operation was foiled. The Russians fought so desperately that although Mackensen was supported by seven or eight corps, and had the best technical means of warfare at his command—including poisonous gases—this attempt to pierce the Russian's front on the right bank of the Wipr failed, and the enemy has now repulsed twenty miles back to the River Ukherka.

Russian Front Favorable

Experts here regard the Russian front as favorable. The Zlota Lipa-Dniester line is very secure, the Narva-Bug line varies according to the stubbornness of the offensive conducted by the Austro-Germans, and the Niemen front is secure, while the Prina-Niemen front is gradually moving to the westward. The results of the mobilized industries of Russia are beginning to be observable in the armies' work in the field in which confidence daily becomes more evident. When the Russians want to stand their ground, but it is advisable for the purposes of this war that the Germans should penetrate as deeply as possible into Russia. The western Allies should know this. Russia's sacrifices should prove a death blow to German ambition. The sacrifice has been very great, for Russia yielded up to the German advance nearly as much space as would make another whole German Empire. I regard it not impossible that Russia will not hold more than temporarily even that line on which she is supposed to be withdrawing. Her main object is to maintain her armies intact. No losses can cool the ardor of the Russian soldier and no sacrifices of space can break the resolution of the Russian people to destroy the German hydra.

In a Bad Way

British Medical Journal. Private Tommy Sims had had pneumonia and had been for some time in the hospital, where they treated him so well that he was much averse to the prospect of being discharged as cured. One day the doctor was taking his temperature, and while Tommy had the thermometer in his mouth the doctor moved on, and happened to turn his head back. Tommy saw his chance. He pulled the thermometer out of his mouth and popped it into a cup of hot tea, replacing it at the first sign of the medico's turning. When that worthy examined the thermometer he looked first at Tommy and then back at the thermometer and gasped: "Well, my man, you're not dead, but you ought to be!"

Things Should Harmonize

Correspondent London Paper. Of the innumerable stories, some tragic, some humorous, concerning the African soldiers, the funniest, I think, is that of a coal-black Senegalese who was carried into one of the military hospitals with his face laid open by a shell splinter (writes Alexander Powell to the New York World). The surgeon, after examining the wound, decided that a number of stitches would have to be taken in it. The interpreter who was attached to the hospital told the Senegalese what was going to be done. "The doctor is going to sew up your face, Hassam," he said, "but it won't hurt much." "I don't mind being hurt," returned the ebony-colored one, "but tell the doctor to be sure and use black thread."

THE CANADIAN BORN.

Only Two of Our Premiers Have Been Natives of the Dominion.

What, for the practical purposes of everyday life, is a Canadian? The word "Canadian" is really a political, not a racial, designation. An citizen is one, it certainly includes those born in the Dominion. But it is also very generally, whether accurately or not, accorded a wider use than that, being extended to apply to those who have definitely made their permanent home in the Dominion. In that sense, Sir John A. Macdonald, who came to Canada when but five years old, and was the first Premier of the Dominion, was beyond all question a Canadian, and not a "Scottish" statesman, though he was certainly a Scotsman by birth. But the expression "Canadian" has a wider application even than to those who have definitely made their permanent home here. For example, Lord Strathcona and Lord Mount Stephen were both Old Countrymen by birth, but were grown up when they came to Canada, and both returned to the Old Country to spend the evening of their days. Yet one would certainly speak of both as great "Canadians." So that it seems that the expression "Canadian" has, in common parlance, been extended to embrace those whose active careers have been identified with the Dominion.

There have been eight Premiers of the Dominion since Confederation. Of these, three, namely, Sir John A. Macdonald, Sir John Spence, and Sir Mackenzie Bowell, were born in Great Britain. Sir John Macdonald, who came to this country when he was five years old, was born in Dornoch, Sutherlandshire. The Hon. Alexander Mackenzie was born at Logorait, near Dunkeld, in Perthshire, and received his education in schools at Perth, Moulton, and Dunkeld, subsequently learning the trade of a stonemason in the Old Country. He was a grown-up man when he came to this country, and settled at Kingston, Ont., where he worked for some time as a journeyman builder.

Sir Mackenzie Bowell, who was born in England—at Rickington, in Suffolk—came to this country when he was ten years old.

Of the other Premiers of the Dominion, only two are "Canadian-born," if one uses that expression, with absolute strictness, in its political sense. For the remaining three were born in Nova Scotia at a time when that Province was not part of Canada, but was a colony by itself. The two "Canadian-born" Premiers are the late Sir J. C. Abbott and, of course, Sir Wilfrid Laurier. Sir J. C. Abbott, who was Premier for less than six months, was born in Quebec, his father, a missionary, having hailed from Cumberland, England. Sir Wilfrid Laurier was born at St. Lin, Quebec.

The three Nova Scotians who attained the Premiership are Sir J. S. D. Thompson, Sir Charles Tupper, and the present Premier, Sir J. S. D. Thompson's father emigrated to Nova Scotia in the year 1844 from Waterford in Ireland. While Sir Charles Tupper was born in Nova Scotia, his ancestors emigrated from the Old Country to New England so far back as the year 1632. It was exactly 61 years ago to-day that Sir Robert Borden was born at Grand Pre, Nova Scotia. His great-great-grandfather was one of the old settlers who went from New England to Nova Scotia in the year 1760.

Of Ontario's seven Premiers, every single one of them was born in Canada. And every single one, moreover, was born in the Province of Ontario, from the first Premier, the Hon. John Sandfield Macdonald, who was born at St. Raphael, in the County of Glengarry in 1812, to the Hon. William Hearst, the present Premier, who was born in the Township of Arran, in the County of Bruce, fifty-two years ago.

Very Few Sheep Now

The other day I saw a flock of sheep grazing on the roadside, says a writer in the Toronto Globe. It was the first time I have witnessed such a sight in the present summer. Indeed I can recall seeing only two flocks all this season, to drive for days in parts of Ontario without seeing a single one of the animals with the golden hoof. It was different forty years ago. Then it was as unusual to find a farm without its sheep as it was to see a farmyard without a lot of hens. At that time every concession line was almost filled with dams and their lambs feeding by the roadways, and the roadways were clear of weeds. The sheep saw to that. It is not so now. Neither roadways nor farms are as free of weeds as they were when the wool-bearers were everywhere. One of the greatest losses of Ontario agriculture is in the practical disappearance of sheep and the almost simultaneous lessening of the pea crop which furnished a large part of the rough winter feed for the animals. The crop enriched the land, and the sheep materially helped in keeping it clean.

Fruit Publicity

The fruit men of the Niagara peninsula are going into the publicity business. It is a matter of educating the public to the quality of Niagara fruit, and to tell them the right time to buy. They have learned the value of true publicity partly as a result of the "Eat an Apple" campaign instituted last fall by the Dominion Government. It is claimed that it will make a better distribution of sale. In doing this it will partly solve the fruit market problem, in the opinion of Mr. H. Bunting, former President of the Niagara Fruit Growers' Association, and one of the best-known fruit men in the district. The association has spent this year several thousand dollars in newspaper advertising. The most correct information available is placed in the fruit bulletins or advertisements that the people may understand the situation. Stockholders of the Baltimore & Ohio Railroad number 30,000, of whom 17,000 own less than 20 shares each. About 11,000 of the stockholders are women. The largest foreign interest is held in Germany.

FINANCIAL NEWS

To Enlarge Plant of American Can Company. Rochester, Aug. 13.—It is announced from Geneva that the plant there of the American Can Company, closed for the past two years, will be enlarged at once to four times its present size and reopened. The Dollar Construction Company of Syracuse, will make the alterations.

Report Is A Good One. Montreal, Aug. 13.—The annual report of the Montreal Tramways Company, which is being sent out to shareholders to-day, shows that gross earnings fell off \$617,572, while a reduction in operating expenditure of \$492,118 brought the decrease in net earnings down to \$125,454, or 4.27 per cent. Net income for the year, \$687,870, was equal to 24.5 per cent. earned on the average paid-up capital stock for the year, as compared with 30.4 per cent. the previous year and 31.9 per cent. in 1913.

Distiller's Year. New York, Aug. 13.—Distillers Securities reports 3.64 per cent. earned on the stock in the year ended June 30th, compared with 2.27 per cent. in 1914.

Kerr Lake Buys Caribou. Toronto, Aug. 13.—The Kerr Lake Company has purchased control of the stock of the Caribou Cobalt Mine. The latter company owns all the stock of the Cobalt Comet Mining Company of Cobalt, the operating company, the properties of which adjoin those of Kerr Lake at Cobalt.

Commercial Notes. It is rumored in London that Brazil Tractor stocks are to be introduced on the New York Curb market.

George B. Ford, New York, committee on city plan, says that skyscrapers are poor investments and seldom paid more than 2 1/2 to 3 per cent. President Ripley, of the Acheson Railway, says the annual report will show a net of \$36,000,000. The unusually large movement of grain southward was the principal item causing the increase. A special general meeting of the shareholders of the Toronto, Hamilton & Buffalo Railway Co., will be held at Hamilton on September 9th to authorize a new issue of bonds up to \$10,000,000. The total deposits of the 201 banks of deposit and discount in New York State increased from \$579,111,234 to \$665,977,648, a gain of \$26,866,385, during the period from March 19th to June 23rd last, according to reports filed with the State Banking Department. The municipal bond sales in Canada for July, as compiled by the Monetary Times, amounted to \$1,618,422, compared with \$2,295,744 for June and \$2,189,758 for the corresponding period of last year. The Canada Foundries and Forge-ings Co., is another of the Canadian industrialists to resume dividends on the preferred stock after having found it advisable to discontinue payments after the declaration of the war.

THE WESTERN HARVEST

Will Require Many Thousand Men This Season. Thousands of men will be required from Ontario to help harvest the Western crop, and practically the entire task of transporting this great army of harvesters will fall to the Canadian Pacific Railway. Excursions from points in Ontario to Manitoba, Saskatchewan and Alberta will be run, and special trains operated, making the trip in about thirty-six hours and avoiding any change of cars or transfers. "Going Trip East," \$12.00 to Winnipeg. "Returning Trip East," \$18.00 from Winnipeg. The going dates are: August 19th to 26th—From Kingston, Tielborne Junction, Sharbot Lake, Renfrew and East in Ontario and Quebec, including intermediate stations and branches. August 21st and 26th—From Toronto, Sault Ste. Marie, Ont., and East in Ontario, including intermediate stations and branches but not East of or including Kingston, Tielborne Junction, Sharbot Lake or Renfrew. August 24th and 28th—From Toronto and stations West and North in Ontario, but not including stations on line north of Toronto to Sudbury and Sault Ste. Marie, Ont. For full particulars see nearest C. P. R. Agent, or write M. G. Murphy, District Passenger Agent, Toronto.

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