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THREE FULL LOTS FOR SALE On Nelson Street CHEAP

GRAND TRUNK RAILWAY SYSTEM LOCAL BRANCH TIME TABLE

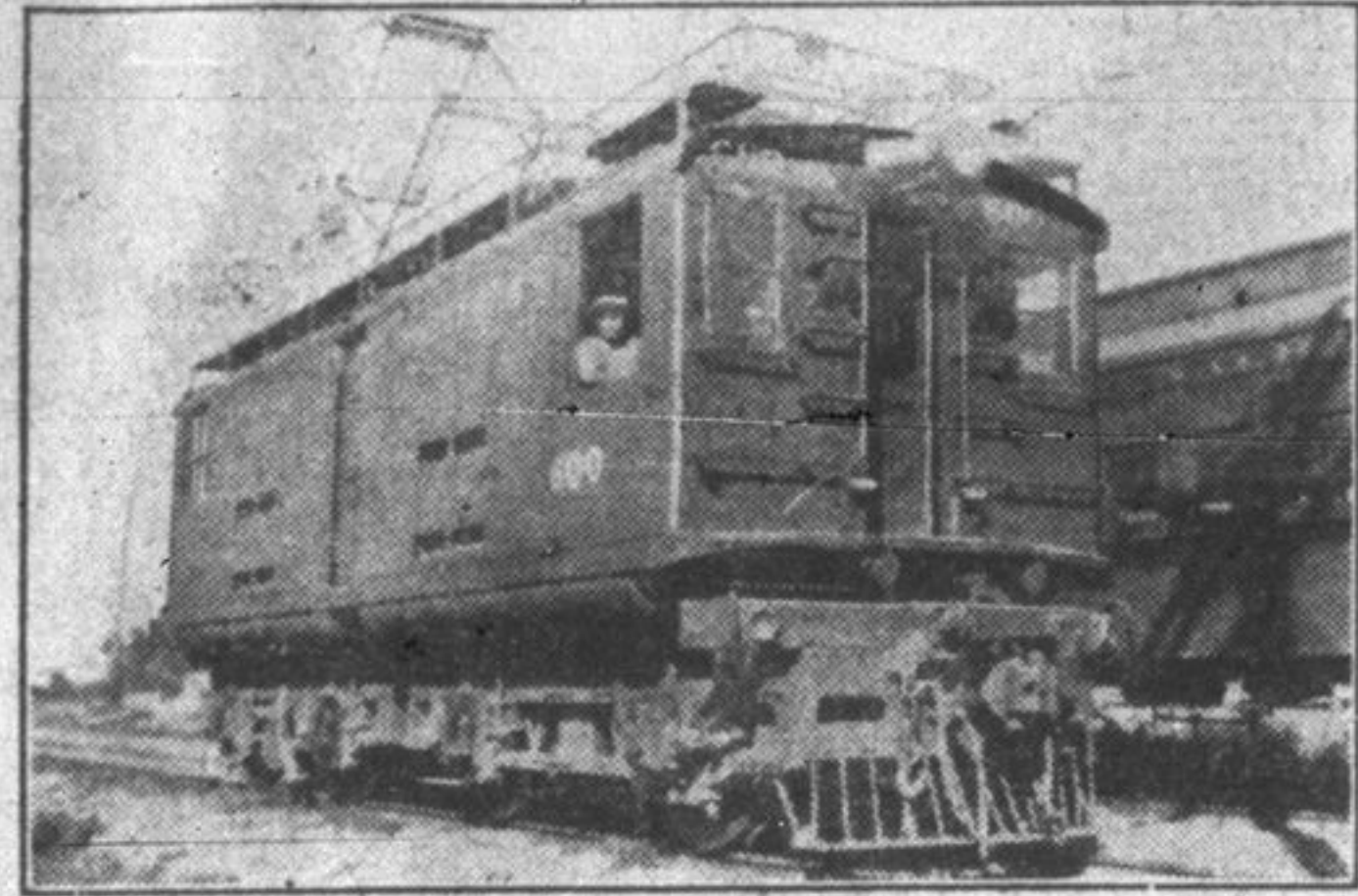
CUNARD ANCHOR DONALDSON Passenger and Cargo Services

Fall & Winter Shoes

The Model Shoe Store

The Canadian Northern Railway Ottawa to Montreal

Leaving Ottawa, the new direct line of the Canadian Northern runs easterly through Cyrville, a French suburb of the capital, and descends Greens Creek to the flats of the Ottawa river, crossing the creek on a fine viaduct near its mouth.



G.N.R. Electric Locomotive, Montreal Tunnel.

sixty years ago was the main artery of communication between the sea and the west, and carried on its broad bosom the canoes of many notable men—Champlain, Roberval, Joliette, La Salle, Duluth, Radisson, Marguerite, Brebeuf, Lalement and Verendrye.

The narrow flat along the river expands to a wide and fertile plain, and at Estantur the line enters a French parish, originally a seignory, and the only seignory in the province of Ontario.

At this point the rails of the Canadian Northern are carried over the Ottawa on a fine steel bridge nearly half a mile in length, and enter the province of Quebec at Grenville, an interesting village.

Both sides of them and between them, building had gone on apace for two miles or more. To parallel them would have been enormously expensive and destructive, and the policy of the Canadian Northern in entering cities has been constructive from first to last.

The Canadian Northern when initiating such a revolutionary scheme, sought to provide for through traffic to farther eastern points using its one central station, and to reach the water front where advantage could be taken of the Harbor Commissioners' scheme for a new St. Lawrence bridge as well as the Victoria.



Scenes on C.N.R. new short line, Ottawa to Montreal, crossing S. Nation River near Jessup's Falls.

As was anticipated by the engineers, it is a very dry tunnel, the only flow of water being at the contact between the limestone and the red rock, and this was easily controlled and carried through the tunnel to the lower end.

The tunnel is a fitting end for the great Canadian Northern system, of which the section just opened is the last link between Vancouver and Montreal to be thrown open for traffic.

The agreement with the city of Montreal provided for electric traction within the city limits. The Canadian Northern voluntarily extended this through the Model City property and it will likely go ultimately to St. Eustache, through the suburban zone, and even eventually to Ottawa.

Distinct from the rate of grade, which governs the number of cars which can be hauled by one engine, is the height of the summit to be crossed—the amount of rise and fall which determines the coal consumption. The Canadian Northern crosses the mountain at an elevation of 3,720 feet.

The coal mines of Spitzbergen are expected to reach a production of 30,000 metric tons a month by next year, and of 120,000 metric tons monthly in 1920.

Canadian women are right behind the Canadian troops in the trenches. Women nurses are now installed in hospitals miles in the rear of the actual fighting line.

Many of our Canadian women are unable to take up the duties of nursing at the front, but they should know how to take care of their own at home and for this purpose no better book was ever printed than the Medical Adviser—a book containing 1,008 pages, and bound in cloth, with chapters on First Aid, Bandaging and care of Fractures, Taking care of the Sick, Physiology, Hygiene, Mother and Baby, which can be had at most drug stores, or sent 50 cents to Dr. Fierco, Courtwright St., Bridgeburg, Ont.

Woodstock, Ont.—"For womanly ailments I have found Dr. Fierco's Favorite Prescription to be excellent. It is pleasant and built me up several years ago when I was suffering with a chronic trouble and it also proved to be a splendid tonic during pregnancy. I take great pleasure in recommending Dr. Fierco's Favorite Prescription to all suffering from woman's weaknesses."

Dr. Fierco's Favorite Prescription is available at all drug stores.

A GREAT FIGHTER.

Sergt.-Major Robinson Has Seen Forty Years' Service.

Sergt.-Major "Jimmie" Robinson enjoys the distinction of being the first Canadian to win the D.C.M. in the Great War. He is a veteran of veterans, for despite the fact that his abundance of black hair, his ruddy health-betokening face and his alertness and vigor, mark him as a sturdy man in the early forties at most, he is in reality considerably older, with a service record covering just about forty years and including no fewer than five foreign campaigns with the colors.

He went through the Boer War of 1879 with Lord Chelmsford's 94th Regiment, and the 2nd Connaught Rangers. He fought also in the Boer War of 1900 with a Natal Indian regiment, with the Imperial Light Infantry and with the Prince of Wales' Light Horse. His peace-time service includes soldiering with the 2nd Royal Dublin Fusiliers in India, from 1884 to 1888; in the Rocky Mountain Rangers at Nelson, B.C., with the 104th New Westminster Fusiliers; and with the Hart-McHarg Company of the 6th Duke of Connaught's Own Rifles at Vancouver.

He went out for the first time in the present war with the 7th Battalion of the 1st British Columbia Regiment, 1st Canadian Expeditionary Force, under Hart-McHarg, succeeded by Brig.-Gen. Odium. He was also with George McCallum, 11th Irish Fusiliers of Canada, being twice in France and in the thick of events. His D.C.M. was won at Ypres in April, 1915, two months prior to which he was mentioned in despatches, Feb. 15, for conspicuous gallantry and gallantry.

"The Old War Horse," as Sergt.-Major "Jimmie" is affectionately christened in the West, was born on Oct. 31, 1857, at Port a'Down, in the County Armagh, being the oldest son of the late John Robinson, and, like his father before him, he has been prominent in Orange circles all his life. He was first a member of No. 417, Lord Ranfurly's Purple Banner Lodge, and latterly with Britannia L.O.L., Vancouver, for which he was the principal speaker at this year's 12th of July gathering, the associated guest of honor being Gen. John Hughes.

Captured an Aviator.

How a captain of the Canadian Forestry Corps captured an aviator and plane is told me by his comrades. He was awakened at midnight by the hum of a machine over the clearing where his hut was, and rushing out into the moonlight, clad in brilliant hued pyjamas, topboots and armed with revolver, he saw a large plane evidently in difficulties. The machine just managed to dodge the tops of the trees and circled round looking for a better landing. The Forestry officer followed through the woods until it came to earth half a mile away.

"As you British?" On the affirmative answer, he delightfully declared: "Well, I'm French," and to prove it he pulled off his leather flying overalls, and showed a light blue uniform.

"The Only Way" or "C'est la guerre." A Canadian soldier stood moodily on the banks of an icy stream, somewhere in what has been called "Sunny" France. Its black water lapped the steep clay banks with weird, whispering noises. Despair was written deeply on the man's face. Hope had fled from his soul. So has many an unfortunate lingered on final moment on the tragic banks of the Seine.

But this river—how cold! Wrung with indecision, the man shivered as he contemplated the light flickering across the ripples. How switched to be found so! If Madame had only been kind, instead of refusing him so coldly. Now nothing remained, but the river. Well, thank God, the dress of his once strong, courage would suffice for this deed. He would show them all.

Checkmated. The workers at Henry Ford's Canadian plant determined recently to strike for higher wages, contradicting the well advertised idea that to be a Ford employe is to attain the millennium. Before the plan could be carried out, the works were closed and the prospective strikers summarily discharged.

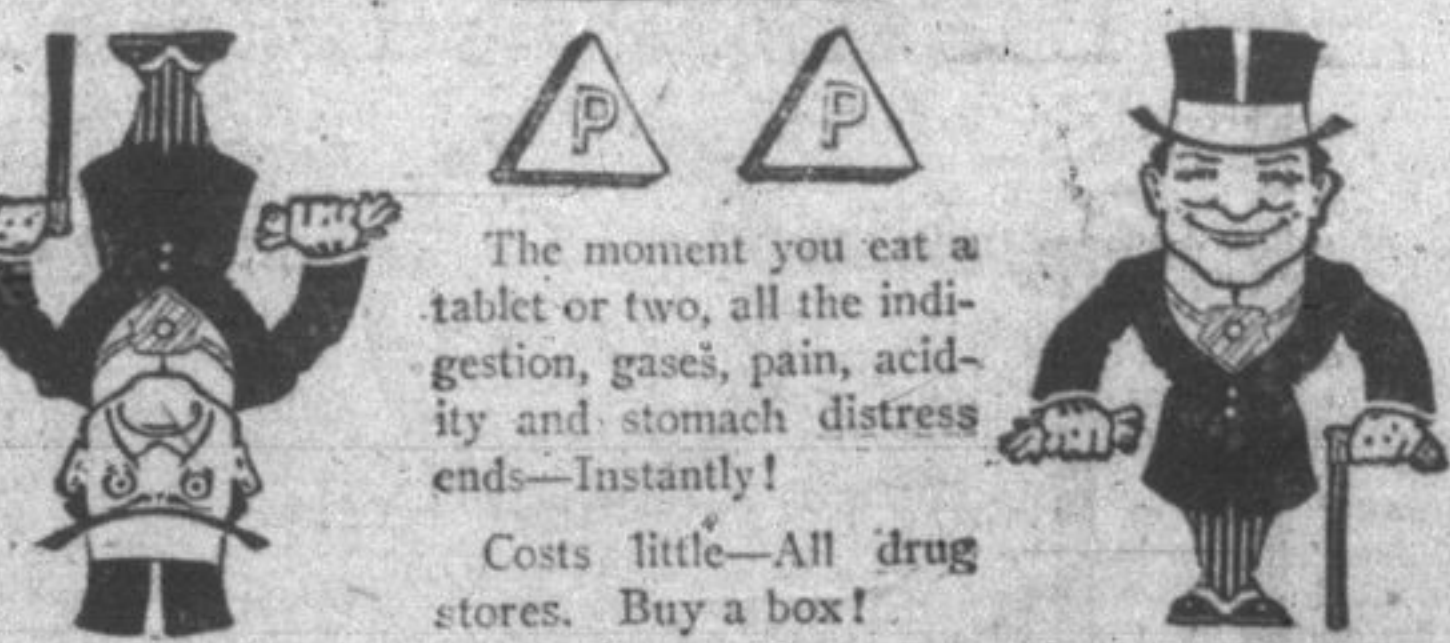
So Near and Yet—A tree not fifty feet from the clubhouse of the Sandwich Golf and Country Club was split in twain by lightning a few nights ago, a party of golfers sheltering from the rain experiencing "a tingling sensation" but suffering no injury.

Farmers Ruined. Many farmers of the Fraser Valley report themselves virtually ruined by the late street car strike which prevented the marketing of their fruit crops while they were in condition to be sold.

Dr. Antoinette d'Arzagat, a French woman physician, now in the United States for her health, has been awarded medals and otherwise honored for services and bravery while under fire in the war zone. She has lost sixty relatives in the war.

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Sure, quick, pleasant relief from Indigestion Pain, Gas, Acidity, Heartburn or Dyspepsia.



UPSET? Pape's Diapepsin WILL PUT YOU ON YOUR FEET

UGLY TRUTHS TOLD BY GERMAN EDITOR

Says Armistice Speech Received a Stony Silence by Reichstag.

Amsterdam, Oct. 11.—George Bernhard, the German political writer, writing for the Vossische Zeitung, of Berlin, says that Prince Maximilian's announcement in the Reichstag that an armistice has been requested was received in stony silence.

Like ghosts, remembrances of former Chancellors' speeches flitted through the chamber, speeches invariably based on reports of the victorious march of German troops.

Bernhard bitterly complains that Prince Maximilian neglected to declare that Germany was ready to discuss with France the fate of Alsace and Lorraine, and with Russia the question of border provinces. He says this omission confirms the view that the new Government means to perpetuate the political conceptions of the old Government, and declares that this continuation of the old policy is extraordinarily dangerous. He concludes: "The Government puts its trust only in President Wilson and a kind fate."

Occupy German Towns. London, Oct. 11.—Spencer Wilkinson, the military critic, writes to the Times, arguing that a prior condition to any cessation of hostilities should be the occupation by the Allied troops of Metz, Strassburg, Mainz, Trier, and Posa. "We have not sent our sons to die for the sake of a peace acceptable to Germany. Their blood calls for complete victory and unconditional surrender."

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Natural Wool Underwear for Winter FOR the hard, long-drawn-out Canadian winters, the soft warmth of Mercury Natural Wool Underwear is particularly desirable.