IWES HER LIFE TO "FRUIT-A-TIVES"

ured Both Stomach Trouble and Headaches

LMERSTON, ONT., JUNE 20th. 1913. "I really believe that I owe my life "Fruit-a-tives". Ever since childod. I have been under the care of raicians and have been paying ctor's bills. I was so sick and worn that people on the street often ged me if I thought I could get ng without help. The same old mach Trouble and distressing adaches nearly drove me wild metime ago, I got a box of "Fruitves" and the first box did me good. husband was delighted and advia continuation of their use.

oday, I am feeling fine, and a sician meeting me on the street, ced my improved appearance and ed the reason. I replied, "I am ng Fruit-a-tives". He said, "Well, nut-a-tives are making you look so go ahead and take them. They doing more for you than I can" MRS. H. S. WILLIAMS.

ets at 50c, a box, 6 for \$2.50, trial asc, or sent postpaid on receipt of

LATEST WAR NEWS

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days from the date hereof to apply Mining Recorder for a Certificate a Crown Grant of the above claim. section 85, must be commenced be issue of such Certificate of hi ited this 21st day of September, A.D.

PEDRO SALINAS.

RAILWAY COMPANY.

scific, Peace River and Athabasca Rallanada, at its next session, for an Act, orizing the company to lay out, conwater, at or near the head of Kitimat following the Kitimat River in a herly direction to the summit between nat and Lakelse Lake, thence in a nordirection along the valley of the se Lake and river to the Skeena

thence crossing the Skeena River Grand Trunk Pacific Railway with he mouth of the Kitsumkalem River following its course to the summit of River, and thence, following the of the Nass River, at or near a distance of approximately one ired and twelve miles; (b) from the the Blackwater River, with Nass River, following the course of it and the Galanskeest River, thence easterly along the Galanskeest River e Skeena River, thence up the Skeena to the mouth of Bear River approxiy Fifty-seven miles.

TED at Ottawa this nineteenth day of GLE, THOMPSON, BURGESS & COTE. Solicitors for the Applicant.

LONG DISTANCE BLOW

London, Jan. 14 .- The Morning Post correspondent at Berne wires: "I learn that the death sentence of William Lonsdale, the able. According to my informa- have been found, though not yet when we built the first electric cordingly. tion this is because they are de- demonstrated, for the defence of lighting plant in New York. It Although I have spent much liberately underfed. This ill- big ships against under-water was something new, electric time back of the French and Engtreatment and death sentence on attacks. the army."

ry, at 9 Frasa Street, Stoney Mr. Edison. Rock, Burmansthorpe, Leeds.

Flattering to Small States.

Sweden a part of Russia if it will culturally, but they have been FRENCH RESERVE frame up a pro-German union of brought up in the atmosphere of the Scandinavian powers. Russia egotism. It is too bad that every-* responds by offering Denmark the thing in the country has been provinces Germany took from it subordinated to the military if the alliance will stand neutral. caste, and I think the sooner this At the same time Roumania and system is ended the better for the gan one of the much disputed # Greece have been assured that German people. they go at Austria. The smaller the people that killing men is a war utility of the dirigible balthese days.

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AT BRITISH RECRUITING SUBMARINE TERROR TO COME TO AN END, SAYS THOMAS EDISON

deter the British from entering obviated the need for the dread- was awaiting the outcome.

mistake of believing Great Britain you may take the standard of dis- Berne. and France decadent nations. The aster from Belgium, gritty little Germans are a great people com- Belgium." Germany has been offering mercially, industrially and agri-

of us expects."

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GOVERNMENT of CANADA

DIRIGIBLES FOR

Paris, Jan. 13.—Before war be- plane attack from above. ped out, and with the great num- French dirigibles of recent con- others have been constructed. The Zeppelin works have been that can be drawn into struction. The prompt destructhe fray by both sides, the con- tion of several of the Zeppelins flict will be a long-drawn affair. robbed them of a part of their There have been wars that have reputation early in the conflictlasted thirty years, but those days a dozen or more of them have are past. Killing men is a dif-been reported captured or deferent matter today, and I believe stroyed since war began-and of the present struggle will not end the Allies' dirigibles nothing was for at least two years, although I heard until the French authorihope it may end sooner than any ties recently issued a meager communication on the subject. When asked if the year had not The British dirigibles are so few brought worry and loss with the that they are hardly a factor in the question.

Something may be stated authoritatively. The French dirigibles operate at night, and have at least destroyed several locomotives held by the Germans, a large supply station, and some railway lines . It has been hinted officially that dirigibles, operating lover the German army corps, have dropped contact bombs containing turpinite—the gas which when released kills instantly

Sit At Dinner-All Dead.

If one has any doubt about the use of turpinite by the French, one can find many British soldiers who have seen it drop in the lines from French batteries. A soldier told me how, one morning, in the region of the Yser, his company was startled to see several German soldiers sitting at dinner in a barn, the big doors open. When they did not move, the British officer explained to the men that the Germans had been killed by the gas invented by Turpin. They might have been killed by an aero turpinite bomb dropped the night before.

In their night work the dirigibles do what the French aeroplanes cannot do, and other things that aeroplanes might accomplish, but not without great risk, for aviation at night has its serious disadvantages. Not only is there the danger of stalling, the danger of landing, but the Gnome, rotating motor, with which most French aeroplanes are equipped, has not yet been successfully muffled. This means that there must be not only the noise, but also the flame of the exhaust, which can be seen even when the aeroplane is at high al-

Dirigibles' Motors Muffled.

The dirigibles are provided with automobile type motors, which can be effectively muffled, leaving only the slight noise of the transmission and the swish of slowly turning propellors, and completely hiding the flash of the exhaust. Without the use of the

motor the French semi-rigid dirigibles can be maneuvered up and down by valving - allowing gas to escape—and by dropping a small quantity of sand ballast. The first action, of course, causes West Orange, N. J., Jan. 14 .- | fire at his work here on Decem- | the dirigible to come down and British prisoner of war condemn- Thomas A. Edison believes the ber 9, when about \$3,000,000 the second to rise. Unless there ed at Doberitz, will not be car- war in Europe will last two years worth of property was lost, Mr. is wind, the ascent or descent is ried out and that it was passed longer. He considers that the Edison said: "The loss does not quite perpendicular. When there with the object of terrifying pris- submarine has proved itself the worry me. Nothing was burned is wind the pilot must judge its oners of war who, according to greatest naval instrument of of- that cannot be replaced. I was velocity or read it on an anemothe Germans, are not very amen- fence, but believes that means up against a harder proposition meter, and use his judgment ac-

lighting then. A fortune had lish lines, in the center and in Lonsdale are all part of a plan to "While the submarine has not been invested and the whole world the west, and have kept a careful eye open for things aerial, I have nought it surely has lessened its "No, I am not worrying about not yet seen a dirigible, least of The Lord Mayor of Leeds re- value. But you may bet that the the money loss. That can be all a Zeppelin. And I have asked cently appealed to the United ships England is now construct- made again. When any one talks scores of soldiers, officers and States minister at The Hague on ing will be protected against sub- about worry he might apply my men, if they have ever seen one, Lonsdale's behalf and the latter marine torpedoes. The effect of standard of worry. Just think and they have always answered has forwarded the appeal to the a primary explosion can be great- of the Kaiser, now on the de- negatively. So I am of the opin-United States minister in Berlin. ly reduced in constructing a fensive, with nearly 900 miles, ion that recently the Zeppelins Mrs. Lonsdale lives with their dreadnought and this in all like- all told, on the east and west, of have not been operating as two little children, Lilly and Hen- lihood is what is being done," said battlefront. Why, the average widely as they were at the beginman's worries sink into signifi- ning of the war, and this is half "Germany has made the great cance compared to this. Then confirmed by news received from

> But more interesting is the news that a Zeppelin caught fire from one of the cannon mounted on top of it, so that system has been abandoned and the guns removed from the tops of all the NIGHT ATTACKS Zeppelins. This was the Zeppelin's only defence against aero-

Many and varied rumors have questions in military aviation been in circulation about the Bulgaria will not attack them if "The present war has taught circles everywhere concerned the Zeppelins, and I am glad to be able to give some accurate innations in Europe must feel flat- scientific proposition. With all loon, believed by some to have formation. Toward the end of tered at the attention they are the implements of destruction found its highest development in July the German government * getting from their big neighbors and plans of offensive and defen- the German Zeppelin and by took delivery of Zeppelins Nos. sive operations so carefully map- others in the simpler, semi-rigid 24 and 25; since that time six

building these air monsters a the rate of one every three weeks anything about the construction of a Zeppelin, with its 600-foot body of aluminum, enclosing a dozen to twenty balloons, and three high power motors, giving a total of 800 to 1,000 horsepower.

The Zeppelin hangars and works are no longer on Lake Constance at Manzell, but between Mansell and Friedrichshaven and Waggershausen, where the village of Zeppelindorf has been

Whether the German General Staff officers are enthusiastic about the Zeppelins, whether they are pleased with the service they have done in the war, is a problem, but there is no doubt about the German public's feeling. German people, as a rule, swear by the Zeppelins.

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