

## INTESTINAL PARALYSIS

"Fruit-a-tives" Quickly Relieved This Chronic Trouble

589 CASGRAIN STREET, MONTREAL.  
"In my opinion, no other medicine is so curative for Constipation and Indigestion as 'Fruit-a-tives'."

I was a sufferer from these complaints for five years, and my sedentary occupation, Music, brought about a kind of Intestinal Paralysis; with nasty Headaches, belching gas, drowsiness after eating, and pain in the back.

I was induced to try 'Fruit-a-tives' and now for six months I have been entirely well". A. ROSENBERG.  
50¢ a box, 6 for \$2.50, trial size 25c.  
All dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

### ART WORKS ARE SAFE.

LONDON, Feb. 4.—American artists who contributed paintings, drawing or sculptures to the British section of the international exhibition in Venice in the summer of 1914 will be relieved of anxiety by the announcement that their contributions have been safely transferred to Rome. On the outbreak of the war these works of art, which could not then be returned owing to transport difficulty and war risks, were removed from the dangerous vicinity of the arsenal to the basement of one of the palaces, where they remained until a short time ago. In view of the new danger to Venice, the Italian authorities transported the whole foreign exhibit to Rome.

### FOR SALE.

Two servicable horses, will sell on easy terms, or will exchange for any kind of cattle. Apply to  
a 4 ins.

### GEO. T. PARKER

Lower Canada.

FOR SALE—A pure bred Shorthorn cow 5 years old and calf 2 days old also 5 sheep. David Kinsman, Cassan.

## AMERICAN OPINION

The "Wall Street Journal" publishes a leading editorial on what is described as a "flare-up in Western Canada over the agitation for government ownership of all the railways, including the Canadian Pacific."

"Not all of the co-operative socialists, advocates of state socialism and proponents of what is called communally, from all the farmers, mercantile and lumber associations combined, could transfer the Canadian Pacific Railroad to the Government, even were the Government itself willing," the editorial insists. "They could eat it up, but they could not hold it a single instant, as it is known to-day and at its value to them to-day, after they got it. . . . Canadians need not go one step beyond their own border to decide whether a government-owned road can maintain its most valuable asset. It is just because it cannot be done that part of the prairie press has for some months past wished to make up the deficits of the government-owned roads by expropriating the Canadian Pacific's current profits. The idea is a chimera. There would be no profits to divide up."

"Less than one-sixth of the company's stock is owned by Canadians; less than one-seventh of the shareholders are Canadians. Canadians are both honorable and capable in business matters. Certainly they would not disturb that one security which has contributed most to the country's growth, and has by its stability and merits lifted Canadian investments to a position of great respect and strength in the financial markets of the world, without at least consulting these shareholders."

"If they did, no one would suffer more than the great farming classes of the west whose exports would no longer receive price stimulation from a growing foreign investment market which constantly rectifies the inequalities of adverse Canadian trade balances. Western Canada's economic enemy has been the ghost of a high tax. It has successfully withstood that temptation to reaction and decay. On grounds of both good faith and expediency, it will not 'Trans-continentalize' the Canadian Pacific."

The Nova Scotia "Lumber King" says:

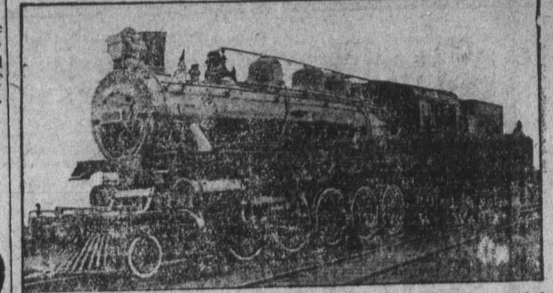
I consider Minard's Liniment the best LINIMENT in use. I got my foot badly jammed lately. I bathed it well with MINARD'S LINIMENT and it was as well as ever next day.

Yours very truly,  
T. G. Mc MULLEN.

Mr. J. E. Dunham, of Lakeville, who had a slight stroke at the close of prayer service on Friday week is slightly improved and hopes are given of his full recovery.

## NEW OIL-BURNING ENGINE

Lord Shaughnessy Inspects Latest Construction From C.P.R. Shops



A NEW Decapod locomotive, just turned out by the Angus Shops for the Canadian Pacific Railway, has been inspected at Montreal by Lord Shaughnessy and a number of interested railway officials.

What strikes one most about this wonderful engine is the comfort and safety under which the engineer drives his train, and the ease with which so many tons of machinery can be operated from the luxurious shelter of a protected and cushioned cab. The locomotive engineer is not a machine but a human being, his cab is to some extent his home, and up-to-date railway managements are recognizing this by providing him with pleasant quarters. There is no doubt sound policy in this, for the less disturbed he is by weather, or other physical conditions, the more care he can devote to the locomotive and the train itself. Under the severe climatic conditions which sometimes prevail in the mountain divisions, this naturally conduces to safety, and so far as the locomotive engineer is concerned Safety First and Comfort First go hand in hand.

The interior of the cab, which is roomy and well ventilated, has spring cushioned seats which can be moved on a slide, while the sliding arm-rest for winter use is also comfortably cushioned. A coat cupboard with swinging pegs takes care of the surplus clothing. The windows are double sashed with storm windows for winter and are constructed with small panes—a great advantage, as they are more easily and quickly replaced and occasion less discomfort if broken. A wind deflector enables the engineer to see the track without burning his eyes, while a wind deflector on the roof of the cab stops the back draught and keeps the cab free from dust. The cab itself has double ventilators and is constantly warmed in winter through barfite (oil) heaters on the boiler head made in panels which can be easily lifted out. The roof is painted in a cool green and cool green shades cover the lights, while the eyes are further protected by a deflector on the fire door which eliminates the glare. The water gauge is protected with a screen in case of the glass breaking, and, indeed, every possible device that human ingenuity has so far invented has been provided for the safety and comfort of the man behind the gun.

A great improvement is the power reverse gear worked by air, as easy to work as the handle of a sewing machine, which eliminates the old heavy hand-lever and reduces the physical strain upon the engineer. So far as the exterior of the locomotive is concerned, this has been designed so that repairs can be made without the men having frequently to go inside or under the engine. One of the old worries of the engine crew is removed by a new type of air strainer, drawing fresh air into the pump which requires little or no attention. A noticeable feature of the exterior is the Lestré crosshead, an old type revived because it ensures such excellent lubrication and is easy to maintain. A safety strap is applied to the guide bar to prevent it from dropping. The guide is self-centering and maintains alignment better than the ordinary guide, while the leading driving wheel is flexible with one inch extra sideplay and is provided with wedge guide to ensure proper guiding. The engine truck is provided with side resistance produced by a sliding inclined plate, and here again the safety of the engineer is considered in the safety clamp which prevents the tank from sliding forward on to the cab in case of collision.

Twenty-five such Decapods are under order for the Canadian Pacific Railway, and will be in service on the mountain division. Maximum power for minimum weight is the keynote of their construction. The locomotive itself weighs 125 tons, the tender 82.5 tons, in all, while the tank capacity is 3,200 gallons of oil and 7,000 gallons of water.

Notwithstanding high prices of materials, the Canadian Pacific has continually added to its cars and engines, having built 1,500 cars last year and another 3,000 under construction at the present time.

## With Canadians At The Front



On the British Western Front in France.—A field battery in action.



The great British advance to the West.—Yet another instance of a crucifix escaping injury from shells. —Photos by courtesy of C. P. R.

## Sinkings By Submarines In January

### Shipping Loss Larger Again

London, Jan. 31st.—The losses to British shipping last week by mines or submarines were nine large and six small vessels, which in the aggregate is seven vessels more than the losses in each of the two preceding weeks, the much below the average.