

C. P. R. SUFFICIENTLY STRONG TO FINANCE FURTHER AGRICULTURAL DEVELOPMENTS

Great Financial authority's opinion of effect of War On Canadian Pacific.

The London Statist, in speaking of conditions in Canada, and the effect of the war on the development of the country, has the following to say of Canada's chief organization:—
"No one can read the report of the Canadian Pacific Railway without recognizing the very great strength of the undertaking, and its importance as one of the great assets of Canada. Its system of 19,332 miles in Canada, and of 4,726 miles in the United States supplies the railway facilities needed to bring into Canada an immense area of land. Of this land no less than 2,465 miles of line are in the Province of Manitoba, 2,146 miles in Saskatchewan, 2,045 miles in Alberta, and 1,280 miles in British Columbia. The extent of the railway mileage in the fertile agricultural districts of the world is at the present time an important matter, as it is evident for some time to come, at any rate, the supply of capital for railway extension may be seriously interfered with by the great war now being waged in Europe, which cannot fail to divert for a time a capital that would otherwise be available for the extension of railway in agricultural countries and increasing the world's production of food stuffs. Fortunately at the present time vast tracts of virgin country have been opened up to cultivation through railway extension in recent years, and in this work the Canadian Pacific has taken a leading part, and has in working order a great system of lines in Western Canada."

In Eastern Canada, which it should be remembered is also fertile and capable of producing a very great quantity of food stuffs, its system of railways is also of the most extensive character. In what is known as the Eastern Division, comprising mainly the Province of Quebec, the length of its lines is 1,333 miles while in Ontario its system is 1,500 miles. Should the war continue for any considerable period, it will of necessity stop construction of lines in new districts, and result in a more rapid development of districts already opened up for settlement. Moreover, the war usually causes a great advance in the price of food. This has not taken place for the moment, as the world's crop this year has grown under normal conditions, and the disturbance to credit caused by the war has resulted in a sharp contraction of consumption, thereby causing an excessive supply. But if the war continues, it is obvious that the production of food in Europe will be substantially reduced, and that after a time the enormous war expenditure will result in a revival of consumption. Hence there is the prospect, if not the certainty, that next year the price of food will be much higher than it is at present, and that the production of food stuff in Canada and in other agricultural countries unaffected by the war will be greatly stimulated. All that Canada needs at the present time largely to expand food supplies are settlers of the land. Practically all the land now in distribution has been provided for a much greater production than she at present can supply. The war, by taking place as it is likely to cause an influx of population from the towns where employment is scarce under the land where employment can be had for an almost unlimited number of persons. The trend of economical events in the direction of a much more rapid settlement of the land in Canada, than in recent years, and the outbreak of the great war in Europe, will tend to accelerate the movement, with the result that the productive power of Canada will be enormously stimulated. It should be recognized, of course, that the trend of economic events, apart from the war, was towards a lower price of food stuffs in consequence of the world's increasing production, but the outbreak of the war will tend to maintain prices of foodstuffs and will enable Canadian people to realize much larger profits than otherwise they would have done from their increasing profits.

In the work of increasing the productive power of Canada, the Canadian Pacific is performing a large share, and moreover, in view of the excellence of its credit, it will be able to continue the work of assisting settlers to the land and providing them with all the transportation facilities they need. In the year to June last the traffic of the Canadian Pacific showed marked contraction, its gross earnings for the year having been \$129,815,000 against \$129,396,000 in the previous year. But we would special point out that this decline was due not to any contraction in the productive power of the country, but to a greater measure of the economy in the consumption of the Canadian people arising from the financial stringency which has been experienced. This financial stringency affected the building trade, and consequently led to a decline in the lumber traffic, as well as in the demand for manufactured articles. But the essential products of Canada, as indicated by the traffic of the Canadian Pacific, showed great expansion. The quantity of flour carried in the twelve months was no less than 8,802,000 barrels, in comparison with 8,094,000 barrels in the previous year, while the quantity of grain carried was 184,954,000 bushels, in comparison with 171,953,000 bushels in the previous year, and 151,731,000 bushels in 1911-12. The live-stock conveyed also showed remarkable increase, amounting last year to 2,487,000 head, against 1,785,000 head in the previous year, and 1,663,000 head in 1911-12. And this is evident that apart from the effect upon the crops of the vagaries of the weather, the quantities of agricultural products grown in Canada during the next few years should show rapid extension, and that the Canadian Pacific Railway will be called upon to transport the greater part of the increased production. Of course, we do not wish to infer for one moment that the volume of trade in Canada may be maintained at the level of last year or of the previous year. In recent years trade in Canada has been greatly stimulated by the great influx of British capital into the country, which has expended in the construction of railways and in the building of towns and industries. It is obvious that the effect of war the amount of capital that Great Britain can supply to Canada will be greatly reduced. We are not without hope that in a period in which this country may be in a position to

WOODSTOCK

Woodstock, Sept. 15.—Mrs. R. Perley Harley received for the first time her marriage at Carleton Hall, on Wednesday and Thursday afternoon. Mrs. Harley wore her lovely wedding gown of ivory satin trimmed with rose point lace and pearls. Mrs. Harley was assisted on Wednesday in receiving by Miss Mildred Carvell, who wore rose color silk tulle, and Miss Helen Hand, who was gowned in yellow silk. The decorations in the drawing room were pink and white astors, while red geraniums were used in the dining room. The tea table was presided over by Mrs. W. P. Jones and Mrs. P. B. Carvell. Mrs. Jones wearing paddy green silk with black and white hat, and Mrs. Carvell in black and white with black hat with pink roses. Miss Grace Jones in grey velvet and silk, trimmed with white satin and black hat with pink roses; Miss Kathleen Hand in pink silk, panama hat with pink roses; Miss Alice Boyer, pale pink silk with small brown hat with pink roses. On Thursday Mrs. Harley was assisted in receiving by the same young ladies, Miss Carvell wearing a gown of white lace and Miss Hand the same as on Wednesday. Mrs. John Watt and Mrs. C. M. Augherton presided in the dining room. Mrs. Watt wore a gown of amethyst cloth trimmed with velvet and lace, and black hat with white plume, and Mrs. Augherton tango crepe, and white hat with tango roses. Those assisting in the dining room were Miss Marion Winslow, who wore a gown of blue green satin with white and black hat with white plume; Miss Helen Hand in pink and black hat with white plume; Miss Alice Boyer, pale pink silk with small brown hat with pink roses. On Thursday Mrs. Harley was assisted in receiving by the same young ladies, Miss Carvell wearing a gown of white lace and Miss Hand the same as on Wednesday. Mrs. John Watt and Mrs. C. M. Augherton presided in the dining room. Mrs. Watt wore a gown of amethyst cloth trimmed with velvet and lace, and black hat with white plume, and Mrs. Augherton tango crepe, and white hat with tango roses. Those assisting in the dining room were Miss Marion Winslow, who wore a gown of blue green satin with white and black hat with white plume; Miss Helen Hand in pink and black hat with white plume; Miss Alice Boyer, pale pink silk with small brown hat with pink roses.

New York, Sept. 18.—Confirmation of the belief that thousands of Russian soldiers have been taken from Archangel, Russia, by steamship to Scotland, thence overland to Southampton, and from there by transport to French harbors, was brought here yesterday by persons aboard the Lapland, of the Red Star line, which is in port from Southampton with 600 passengers. Not only did the Lapland bring what seems to be verification of the landing of Russian troops in France, but she is the first vessel to reach this port from Southampton for a month, that English port, having been declared closed soon after the war began. The Lapland, which is registered as having been changed from that of the Netherlands to the British flag, brought so few passengers was considered an indication that the condition among Americans abroad is becoming better, many of those in England and the Continent expressing no desire, so it was said, to hurry home. Miss Ida M. Dowling, of Toledo, Ohio, said yesterday that while waiting with her family at the Waterloo Station, London, on September 1, for the boat train to Southampton, trainload after trainload of Russian soldiers were pulled in. She said she saw the Russian soldiers, and that they were plainly distinguished from British soldiers, she said, although none of them left their cars; they occupied the cars, she said, and they were proceeding to Southampton, where the soldiers went aboard transports.

Panic Starts in Carlebad
With Herbert B. Wilson, his wife and son, Miss Dowling was in Carlebad at the time of the assassination of the Archduke Ferdinand of Austria. From that time on, she said, the soldiers went aboard transports.

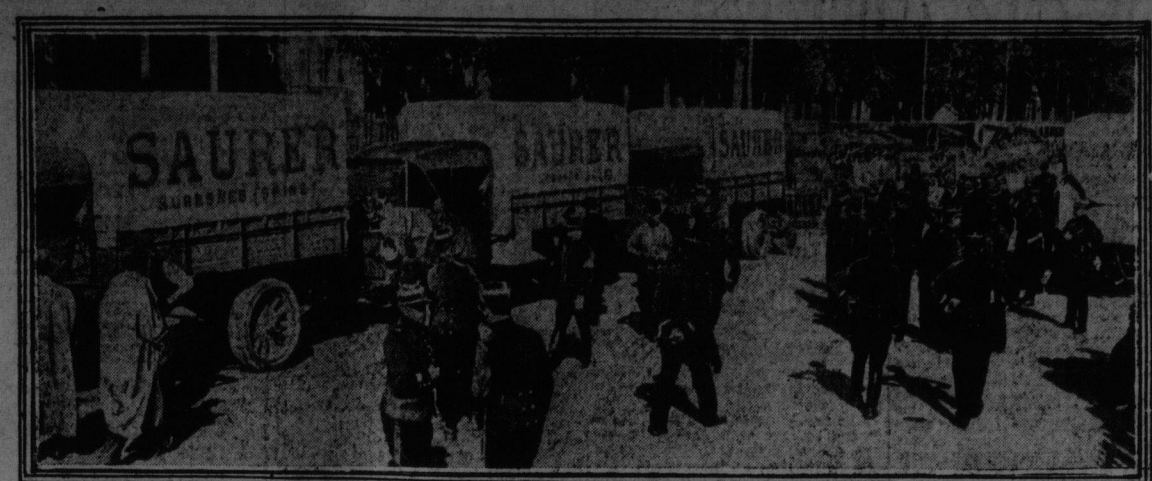
Mortimer L. Schiff Back
Mortimer L. Schiff, his wife and two children, were automobiling in southern France soon after war was declared. They managed to reach Paris after obtaining various military passports, all of which bore their photographs, and from the French capital they went to London. "While in Boulogne, waiting for the Channel boat," Mr. Schiff said, "I saw the British troops which I had been told that it was not generally known that the soldiers had been sent to France, as the newspapers had not printed a word about it. While in London I heard that Russians were being brought overland, on the way to France, but I did not see them myself."

Dr. Walter Laidlaw, of the New York Federation of Churches, an ardent peace advocate, returned on board the Lapland after having been arrested and imprisoned in southern Germany, near Boule, as a spy. Dr. Laidlaw was taking photographs of the beautiful scenery when he was arrested, a civilian officer declaring that he was taking pictures of Zeppelins. Despite the fact that Dr. Laidlaw denied the charges, saying there were no Zeppelins in the vicinity, and even if there were, pictures of them would do one any harm, he was arrested. Locked in jail, it was found that no one in the town could open his camera and take out a film. A guard was therefore sent to his cell with the camera and stood by him with leveled gun until the film was removed. When developed, Dr. Laidlaw's innocence was proved and he was released. Laurence Hayden, of Oakland, Cal., seaman, was a consular passenger on board the Lapland. Hayden was one of the crew of the German

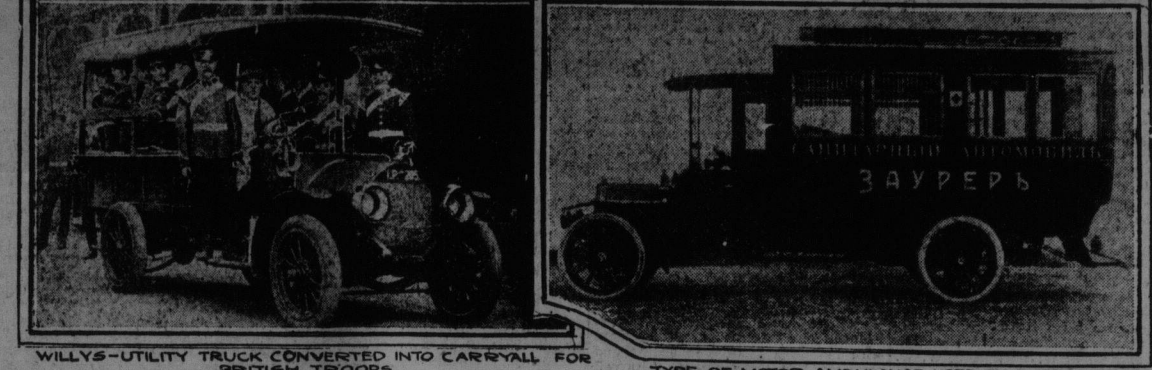
Funerals.
Mrs. Charles Cooke.
Shediac, Sept. 18.—On Monday afternoon, the funeral took place of Mrs. Charles Cooke. A large number of citizens formed the procession to Greenwood Cemetery, where the services were conducted by Rev. Mr. Hopkins, of the Baptist Church, assisted by Rev. Mr. Livingstone, of Knox Church. Mrs. Cooke is survived by her husband, five daughters, four sons, two step-daughters and two step-sons. The deceased aged 52, had been in failing health for some months. She was held in highest regard by a large circle of friends, who deeply sympathize with the bereaved family.

Archibald Murray.
Shediac, Sept. 18.—The funeral of one of the oldest citizens of New Brunswick, took place Monday afternoon, when the remains of the late Archibald Murray were interred in St. Martin's Cemetery. The late Mr. Murray, who was 99 years of age, was a native of Scotland, but came to Canada as a young man. He is survived by a widow, four sons, John, Charles, William and George, residing at the Cape and vicinity, one daughter, Miss Mary at home, and one son residing in the United States, the Rev. A. B. Murray, of Schuylerville, N. Y. The funeral service was conducted by Rev. A. B. Murray, rector of St. Martin's, and a large number of citizens were present to pay a last token of respect to one held in highest esteem by all who knew him.

AUTOMOBILES PROVE TO BE OF GREAT VALUE IN THE EUROPEAN CONFLICT.



WILLYS-UTILITY TRUCK CONVERTED INTO CAR FOR BRITISH TROOPS.



TYPE OF MOTOR AMBULANCE USED BY RUSSIAN ARMY.

One of the most noteworthy features of the present conflict in Europe is the remarkable success that all the armies have experienced in the use of motor vehicles. Whether used in the transportation of troops or supplies, in hospital service or in the movement of artillery, the automobile has proved itself most efficient and reliable. The photographs reproduced herewith show a few of the ways in which the automobile is employed at present. The Willys utility truck in the illustration is one of several recently purchased by the British government for army use.

CLASH THE SOLDIERS' TROOPS IN LONDON ON THEIR WAY TO FRANCE

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Forty Steamships in Port.
Captain J. Bradshaw, of the Lapland, said yesterday that no other vessel would leave Southampton until after the war. He denied seeing any Russian troops at that port, although he admitted that he knew of forty steamships of all sizes, from cargo boats to transatlantic steamships, which were lying in wait to do duty as transports. Captain Bradshaw also said that the streets from the railway stations at Southampton to the steamship piers were shut off from the view of those on the sidewalks by tall brick walls. These walls, which made the streets unroofed tunnels, were erected, he believes, in order that any troops who might be brought to Southampton on their way to France might not be counted by possible spies.

Sussex, Sept. 18.—Mr. O. R. Atkinson, formerly principal of the Sussex Grammar School, is visiting Mr. and Mrs. J. E. Ansell, of Sussex. Miss Baxter, Boston, who has been the guest of her aunt, Mrs. Joseph Campbell, Main Street, left on Thursday for her home. Mrs. Murray, Boundary Creek, is spending the Autumn and Winter with her aunt, Mrs. George L. Slipp. Mrs. Hartwell, and her mother, Mrs. Jane Story, left on Wednesday for their home in Cleveland, Ohio, after a pleasant visit with Miss W. H. Berry, Albert St.

Miss Florence DeMille, returned on Thursday from Albert County, where she was attending the Dawson-Steeves wedding. Mr. and Mrs. James Cameron, Mr. Angus, and Miss Florence DeMille, spent the week-end in St. John, with Mr. and Mrs. W. F. DeMille. Mr. and Mrs. J. E. Ansell, and Master Stuart, Hampton, spent Thursday in Sussex, guests of Mrs. Hatfield White. Miss Ethel Gibson, Portland, Me., who has been visiting her cousins, Miss Eva Culbert, and Mrs. Percy Wilbur, left for Quebec on Monday.

Mr. and Mrs. Harry H. Reid, spent the week-end in St. John. Miss Mamie Gormley, Athol, Mass., is the guest of Mrs. Fred Bovard. The card party at the Sussex Institute rooms on Friday evening last, was largely attended, and a very pleasant social function. Auction bridge and other games were indulged in, after which refreshments were served. The prize winners were Mrs. J. Lamb, Miss Raymond, Mr. Arthur Dalling, Mr. Harry McLean, Mr. Hazen Adair, Mr. W. H. Culbert, Mr. W. S. Hay and Mr. W. D. Turner. Mr. and Mrs. S. H. White, announce the engagement of their daughter, Della, to Dr. David D. Freese, Esq., of B. C.

Mr. and Mrs. Arthur Jonah, are being congratulated on the arrival at their home of a son, born Wednesday. Miss Bessie Robinson leaves Saturday for Fredericton, where she will attend the U. N. B. Mrs. J. Frank Roach, is spending a week in St. John, visiting friends. Miss Della White arrived home from Boston, on Thursday. Mr. and Mrs. Martin Dawson, of Moncton, are guests of Mr. and Mrs. T. H. DeMille.

Mr. and Mrs. L. Mitchell spent the week-end in Moncton, guests of Mr. and Mrs. Fred Riley. Mrs. H. A. White, who left for Boston on Saturday, to spend two weeks. Miss Bessie Lawton, Shediac, who has been the guest of Mrs. J. S. Lamb, returned home on Monday. Mr. and Mrs. J. L. Prescott and two children, motored to St. Stephen on Tuesday, to attend the exhibition there. Mrs. Charles T. White entertained at a children's party on Wednesday, in honor of her children's birthday.

Hampton Red Cross Work
Hampton, Kings county, Sept. 17.—Another well attended meeting of the Hampton Red Cross Society was held on Tuesday afternoon at the residence of Mrs. R. G. Flewelling, Hampton Village. Mrs. T. Wm. Barnes and Mrs. R. G. Flewelling reported many garments sent out and distributed since the last meeting. Some new members were added, and several donations of money were received. Mrs. Thos. Conway reported that she had collected ten dollars. The next meeting will be at the residence of Mrs. N. M. Barnes, Linden Heights, on Tuesday, 22nd instant, at three o'clock. A patriotic concert is being arranged by the Hampton Red Cross Society of the parish of Robbsey in the hall at Nainewauk.

THE BLOOD IS THE STREAM OF LIFE

Pure Blood is Absolutely Necessary to Health.

"FRUIT-A-LIVES" PURIFIES

These Wonderful Tablets, Made of Fruit Juices, Are The Best of All Tonics To Purify And Enrich The Blood.

Pure, rich blood can flow only in a clean body. Now, a clean body is one in which the waste matter is regularly and naturally eliminated from the system. The blood cannot be pure when the skin action is weak, when the stomach does not digest the food properly, when the bowels do not move regularly, when the kidneys are strained or overworked.

Pure blood is the result of perfect health and harmony of stomach, liver, bowels, kidneys and skin.

"Fruit-a-lives" by their wonderful action on all these organs, keeps the whole system as clean as Nature intended our bodies to be clean.

"Fruit-a-lives" tones up, invigorates, strengthens, purifies, cleans and gives pure, rich, clean blood that is, in truth, the stream of life.

"Fruit-a-lives" is sold by all dealers at 50c. a box, 6 for \$2.50 (trial size 25c. sent postpaid on receipt of price by Fruit-a-lives Limited, Ottawa.

Louise and Charles. Mr. and Mrs. Will Upham, returned Thursday from a trip to Halifax. Mr. Charles Upham left on Sunday for Halifax to work in the U. S. Tel. Co. there.

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CATARHUS TRUTH

Told In A Simple Way

No Apparatus, Inhalers, Salves, Lotions, Harmful Drugs, Smoke Electricity

HEALS DAY AND NIGHT

It is a new way. It is something absolutely different. No lotions, sprays or sticky, stinging salves or ointments. No atomizer, or any apparatus of any kind. Nothing to smoke or inhale. No steaming or rubbing or injections. No electricity or vibration or massage. No powder; no plaster; no keeping in the house. Nothing of that kind at



all. Something new and different, something delightful and beautiful, something instantly successful. You do not have to wait, and linger and pay out a lot of money. You can stop it over night—and I will gladly tell you how—FREE. I am not a doctor and this is not a so-called doctor's prescription—but I am cured and my friends are cured, and you can be cured. Your suffering will stop at once like magic.

I AM FREE—YOU CAN BE FREE

My catarrh was filthy and loathsome. It made me ill. It dulled my mind. It undermined my health and was weakening my will. The hawking, coughing, spitting made me obnoxious to all, and my foul breath and disgusting habits made even my loved ones avoid me secretly. My delight in life was dulled and my faculties impaired. I know that in time it would bring me to an untimely grave, because every moment of the day and night it was slowly yet surely sapping my vitality.

RISK JUST ONE CENT

Send no money. Just your name and address on a postal card. "Dear Sam Katz: Please tell me if you cured your catarrh and how you cured it." That's all you need to know. I will understand, and I will tell you with complete information at once. Do not delay. Write me a letter, or think of turning this page over to a friend. I have asked for this information that can do for me.

SAM KATZ, Rochester, N. Y. Callums' Street.