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Your cup of Tea means much to you. It is more than an item in the daily fare. It is the one thing that "rounds off"—or spoils—an enjoyable repast.

Tea is fortunately so cheap in this country that there are few who cannot afford Choice Tea. The cost per pound is only slightly higher than ordinary Tea, while the increased pleasure you get from every cup you make is worth many times the difference. It is true also, that a FLAVOR-FULL Tea like KING COLE Orange Pekoe will actually spend further—that is, make more cups to the pound. KING COLE Orange Pekoe is prepared particularly for lovers of Choice Tea.

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**KING COLE ORANGE PEKOE TEA**

**THE EXTRA in CHOICE TEA**

## YANKEE DOUGHBOY TAKES UNKINDLY TO THE CENSOR

The Stars and Stripes, Official Organ Publishes an Acid Appreciation of the Censor's Activity—Military Stuff is Clipped Out of the Letter—How the Trick is Done by Different Officers.

The free and breezy Yankee doughboy takes unkindly to the censor; it appears from a sarcastic script recently prepared by one of his number for the doughboy's official newspaper, The Stars and Stripes. It is an acid appreciation of the gentlest activity called forth by the great war. Here it is:

"This pamphlet was prepared by an unreserved buck who joined the colors to make the w. s. for d., but remained to have his innermost thoughts cut to hellagone by a lot of Reserve Shavetails—such as the one that wrote in here not long ago, about the correspondents of the A. F. E.

"1. Lieut. Ogleburg is stricter than a Sunday School superintendent with a lot of young folks out on an annual picnic. He learned the censorship regulations by heart when they were first issued, and they have grown on him. The way he wants you to write letters, he doesn't want to have your family or your girls know you're in the army at all or that there is a war going on. If you write about going on guard he says you mustn't say that you do two hours on and four hours off. He probably figures it out that if the Germans knew that they'd been over a lot of shells from an airplane just the time the relief was going around."

"2. Lieut. Plattadnan is even worse. Besides clipping the military stuff out of your letters—thus raising hob with the stuff on the other side—he takes it into his hands to correct your grammar to dot your i's and cross your t's for you. That might come in handy if you were writing to a professor or somebody that was educated, but if you're writing to a girl, what good does it do you? Besides, the only chance a soldier has got to be sloppy, to give his mind a rest and not bother about being correct, is when he's writing letters, so why not let him go the limit?

"3. Lieut. Uphank has a trick of refusing to cut things out, but calling you into his billit, showing you what's wrong or what he thinks is wrong, and then asking you to rewrite it with the hush stuff left out. He says that's by far the better way, because then the folks when they get your letters don't think they're being cheated out of any inside dope on the war, but believe they're being cheated out of any ingot. But the result is that you never get around to rewriting the letter.

"4. Lieut. Yap-Devons has one man on censoring—the criticism of superior officers. To give an illustration, Bill Bromley in my shack, was rushing the same girl I was back in the States, and I didn't know how to come back at him. Finally I wrote to the girls married sister, and said that Bill was a big cheese. The first thing I knew the idiot had me on the carpet.

"What for?" says I. "Criticism of superior officers," says he. It seems I'd forgot all along that Bill was a first class private.

"5. Lieut. Dix is a suspicious son of a gun. If you throw in any French phrases—even innocent ones like cognac—into a letter, just to let the girl know you're making progress with the languages and customs of the country he calls you in and wants to know where you got it. He says that all mail matter written in a foreign language can't be handled by him, but has got to go down to the base censor.

"6. But Lieutenant Lee-Meade is the best one of the bunch. I'm his orderly, so he knows me well enough

to know I don't know anything, much less any military information, and couldn't spell the name of the town we're in much less pronounce it. So when I hand him a letter of mine he says: "Sure there isn't any rough stuff in this? 'Sure, Lieutenant,' says I. 'Sure now?' he says, 'because if there is they'll be coming back on me.' There isn't a thing I wouldn't tell my mother," says I, (the letter being written to her). So he says, 'Awri,' and puts his John Hancock on the last page and on the envelope and off she goes in time to catch the afternoon mail load. If there were more Looos like him there'd be a lot more letters written in the A. E. F."

## THE MASTERY OF THE AIR

Prize Essay—Written by Donald Gibson, of Woodstock High School.

The desire for flight is as old as history itself; the folk-lore of almost every nation testifies to its existence. The wings of Daedalus, with their waxen fastenings, have become proverbial. Greek myth, too, gives us the legend of Phrixus and Helle, who, borne through the air on the ram with the golden fleece, thus escaped from the wrath of their step-mother, Ino. Our own Teutonic folk-lore tells how Wotan, the Smith—a name which still survives as Wayland in some parts of England—after the tendons of his feet had been severed by King Nidung, of Jutland, built for himself a flying cloak of feathers, by means of which he escaped to his native land. And, passing to semi-historical times, we find chronicled here and there, stories, which, however ill-attested, yet testify to the strong desire inherent in the conquest of the elements around him is, and ever has been, one of the objects for which man is continually striving. He early learned to support himself in water and to move rapidly over its surface, but not until recent years has he learned to support himself in the air.

The first attempt to fly was made in prehistoric times by Archytas of Tarentum, in the year 400 B. C., when he invented a wooden pigeon which sustained itself in the air for a few minutes. One of the first men to try and make a machine for flying was Friar Roger Bacon, in the thirteenth century, when he constructed a machine consisting of a pair of hollow copper globes, exhausted of air, which could rise in the air supporting a man seated on a chair. In this same period, Elmerus a monk, is said to have flown more than a furlong from the top of a tower in Spain.

In the 17th century, Oesmer, a locksmith of Sable, France, prudently began to leap from one story windows, and at last ventured safely on flights from elevated positions, passing over houses and over rivers of considerable breadth, by means of artificial wings attached to the body.

Henry Cavendish, about 1766, discovered the great levity of hydrogen gas slightly over fourteen times less than that of atmospheric air and the following year Dr. Black, of Edinburgh, announced in his lectures that a thin bladder, filled with this gas, must ascend into the air. The first successful balloon was made by the Montgolfier brothers, who lived in France. Within a short time several ascents by human beings were successfully made in heated air balloons, and on Nov. 21, 1783, Pilatre de Rozier and the Marquis d'Arlandes made the first independent aerial expedition rising 3000 feet and descending safely, though not without being exposed to considerable danger. Over 52 balloon ascents are recorded in 1784. Blanchard, the first professional aeronaut with Dr. John Jeffries of Boston, crossed the English channel from Dover to France, in a heated air balloon Jan. 1st, 1785. Since that time aerial navigation has developed along the lines of dirigible balloons and motor aeroplanes. Among interesting attempts to solve the problem of aviation or flight with apparatus heavier than air, were those of Otto Lillenthal of Germany, Hiram S. Maxim and Prof. S. Langley.

The problem of aerial navigation lies as much in the question of equilibrium as in the principle of flight; scientific design and better methods of balancing and guiding have diminished the earlier difficulties, and considerable advance has been made in rising, steering, remaining in the air, weight carrying and landing without mishap. Orville and Wilbur Wright, brothers, of Dayton, Ohio, seemed to have been the first to overcome these difficulties, their longest flight, recorded in 1906, was 24½ miles in 38 min. and 3 seconds. Since then about every kind of aviation record has been broken, and many new and astonishing ones made. Among the new inventors are Farman of France, Louis Bleriot and Count Zeppelin of Germany. On Feb. 17th, 1912, Tabuteau broke the world's record for 2 hours flight by covering 144½ miles. In March of the same year Salmon flew from London to Paris, 222 miles in 2 hours and 57 min., taking this short route without stop. He also beat the fastest passenger route

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from London to Paris by an average speed of over 73 miles an hour.

Before we can propel ourselves through the air, we must be able to rise into the air, and as is well the latter problem is solved by the rise of two types of machines, the heavier-than-air machine and the lighter-than-air machine. The kite, is a representative of the former class, the balloon of the latter. Long before a balloon ever did rise 2000 years ago the answer was supplied by Archimedes, who showed that when a solid is completely immersed in any fluid, it experienced an upward thrust which is equal to the weight of fluid displaced. Wenham, as the result of observations on birds flying one above another, propounded the principle that two supporting surfaces, such as are used in aeroplanes do not materially interfere with each other's action if the vertical distance between them is not less than the breadth of either. Instead of rising one surface it may be broken up into two or more placed vertically over each other, a great advantage when the surface is long. In addition by covering the main spars of two such surfaces, by vertical

seruts and diagonal tie-wires they can be made to support each other and the resulting structure is very stiff and strong. An aeroplane constructed in this manner is called a biplane. If there is only one supporting surface the aeroplane is a monoplane, if three a triplane.

Monoplanes usually have a long narrow boat-shaped framework of wooden lattice-work and wire, wholly or partly covered with canvas, this is usually referred to by the French name of fuselage. This carries the engine in front and the tractor screen is fastened to its bow.

(Continued on Page Three.)

## NERVOUS TROUBLE

The nerve system is the governing system of the whole body, controlling the heart, lungs, digestion and brain; so it is not surprising that nervous disturbances should cause acute distress. The first stages of nervous debility are noted by irritability and restlessness, in which the victims seem to be oppressed by their nerves. The matter requires immediate attention for nothing but suitable treatment will prevent a complete breakdown. The victim, however, need not despair for even severe nervous disorders may be cured by improving the condition of the blood. It is because Dr. Williams' Pink Pills actually make new, rich blood that this medicine has cured extreme nervous disorders after all other treatment had failed. The nerves thrive on the new blood made by these pills; the appetite improves, digestion is better, sleeplessness no longer troubles the former nerve shattered victim, and life generally takes on a cheerful aspect. Every sufferer from nerve troubles, no matter how slight, should lose no time in giving Dr. Williams' Pink Pills a fair trial, thus regaining their old time health and comfort.

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Pape's Diapiesin is noted for its speed in regulating upset stomachs. It is the surest, quickest stomach sweetener in the whole world, and besides it is harmless. Put an end to stomach distress at once by getting a large fifty-cent case of Pape's Diapiesin from any drug store. You realize in five minutes how needless it is to suffer from indigestion, dyspepsia or any stomach disorder caused by fermentation due to excessive acids in stomach.

## The Plain Truth about Shoe Prices

LEATHER is scarce and is growing scarcer. A large part of the available supply must be used for soldiers' boots. Importations have practically ceased and we are forced to depend upon the limited quantity of materials produced in Canada.

The cost of everything which goes into a pair of shoes is high, and is going higher. Workmen by the thousands have joined the colors, and labor is increasingly hard to get. It is not merely a matter of high prices, but of producing enough good quality shoes to go around.

These conditions are beyond the control of any man, or any group of men. They fall on all alike. No one is exempt—neither the manufacturer, the dealer, nor the consumer.

You must pay more today for shoes of the same quality than you did a year ago. Next Spring, prices will be higher still.

These are hard facts. They will not yield to argument. They cannot be glossed over. We cannot change them, much as we would wish to do so.

But you, as a wearer of shoes, can help to relieve them if you will exercise prudence and good judgment in purchasing. See that you get real value for your money. Spend enough to get it, but spend nothing for "frills."

See that the manufacturer's trade-mark is stamped upon the shoes you buy. High prices are a temptation to reduce the quality in order to make the price seem low. But no manufacturer will stamp his trade-mark upon a product which he is ashamed to acknowledge. Remember this, and look for the trade-mark. It is your best assurance of real value for your money.

## AMES HOLDEN McCREADY

"Shoemakers to the Nation"

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When you buy Shoes look for—



—this Trade-mark on every sole

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## Kitchener was right

when he said—

"Either the civilian population must go short of many things to which it is accustomed in times of peace or our armies must go short of munitions and other things indispensable to them."

NOW the only way we can possibly live up to that obligation is by going without in order that our soldiers may have. For the money we waste is not money at all—it is equipment, clothing, shot and shell that are urgently needed in France. By denying ourselves, therefore, we enable Canada to procure to the fullest extent the materials and labor which she and our Allies need for the successful prosecution of the war.

What happens when we fail to save? A pull on labor by the Government in one direction and a pull on labor by the people in the opposite direction.

Hundreds of millions of dollars are of no use to the country if goods and services can be secured only to the extent of eighty millions of dollars. So we must do everything in our power to release both goods and labor for the purposes for which Canada needs them.

WHETHER it be food, coal, wool, steel, leather, labor or transportation, the result in all cases is the same. Whoever competes with the nation by freely satisfying his own desires, selfishly appropriates to his own use that which is so urgently required for our fighting men in France.

For the sake of your country and the boys "over there," spend cautiously. Think of what Lord Kitchener has said, and ask yourself first, "Is this something I really need or can I do without it?"

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