

THE ECONOMY OF A LIGHT WEIGHT CAR

"Light weight in an automobile means more than it ever did before. Less weight in a car means less expense for gasoline—less expense for oil—and less expense for tires. It means longer service for less cost—the very thing that is eagerly sought by every motorist. The man who drives a light car isn't carrying around a lot of excess weight which he cannot utilize but must pay for dearly in extra fuel and tire wear.

"The light car not only costs much less to operate but it is easier to drive, especially in congested traffic. For long distance driving it is far more dependable. It can travel with ease over rough roads and get in and out of places where the heavy car handicapped with its own weight could never negotiate.

"But in spite of the many advantages of the lightweight car, which anyone can easily understand, if they give the subject a moment's thought, there are many laboring under the delusion that a light car lacks strength. That is not so. If built right, the lightweight car is just as staunch and sturdy as the heavy weight car. As a rule it also possesses longer life and depreciates less in value from year to year all because there is less weight which means less strain, less wear and tear.

"Anyone skeptical on this point should inspect the Chevrolet 'Four-Ninety' touring car. Here is a car weighing less than two thousand pounds yet possessing ample strength for all uses to which it could possibly be put to and power enough for all occasions. Because of its lightweight and famous valve-in-head motor, twenty-five miles on a gallon of gasoline is a common performance for this car. And a set of tires on a 'Four-Ninety' will give exceptionally high mileage."

The Chevrolet, Model 'Four-Ninety' is sold in Carleton County by G. W. Jackson, Manager J. Clark & Son, Ltd., Woodstock; H. N. Dickinson, Hartland; F. L. Tompkins, East Florenceville; W. J. Gallagher, Bath; and B. E. Cliff, Centreville.

Strictly Cash

Owing to business conditions brought on by the war, all products of our mills, including wood, will be sold on a

Strictly Cash Basis

Smith Lumber Company,
Woodstock, N. B.

April 2, 1918.



For a Growing Child

No article of food is more nourishing nor more readily assimilated by young bodies than pure, sweet milk. Our Milk would be no purer or richer than it is had it a chemist's certificate with each bottle. Every penny spent for our Milk buys the food elements necessary for bone and muscle building.

The Sanitary Dairy
WOODSTOCK, N. B.



EYESTRAINS Cause Inefficiency

The world offers its richest prizes to the Man who Sees, Thinks and Acts Quickly. Many Men are held back, not knowing it, by poor eyesight. It makes them inefficient. For the sake of your future success, come in, have your eyes examined and let us show you the benefits of our glasses.

H. M. MARTELL, Optometrist

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Opposite Stevens Druggist

KEEP YOUR SHOES NEAT

2 in 1

White Shoe Dressing

WHITE LIQUID WHITE CAKE

FOR MEN'S, WOMEN'S AND CHILDREN'S SHOES

THE MASTERY OF THE AIR

(Continued from Page Two.)

At the rear are attached the elevator, rudder, and stabilizing surfaces. The wings are attached to a fuselage near the front and underneath are the wheels or skids or combination of both for launching and starting. The pilot and passengers have seats inside the fuselage.

Biplanes present an appearance totally different from that of monoplanes. The construction of a biplane is a much simpler matter than that of a monoplane. Engine and aviator are carried between the two main planes, immediately behind them is the propeller, and below them is the under-carriage for starting and alighting. Outriggers carry the tail and elevator.

We might now consider the conditions that have to be fulfilled in the construction of a successful dirigible. The shape for the gas bag and other parts of the balloon becomes a matter of primary importance. The pointed prow cleaves the air in a manner which offers a minimum of resistance but the shape of the tail portion is such as to allow the air particles to re-unite along a line of least resistance. In fact the shape should be so chosen that distortion of the natural lines of flow of the air should be avoided as much as possible, otherwise eddies are formed in the air and a consequent loss ensues, energy being wasted in forming eddies which otherwise might have been used for propulsive purposes. The shape which, other things being equal, seems to offer a minimum resistance is that which approximates to the outline of a fish.

In the zeppelin airship maintenance of form is affected by means of a rigid external framework, divided by partitions into separate cells, each cell containing a gas bag filled with hydrogen. From its very nature the aeroplane has certain limitations. It cannot hover over a spot as a dirigible balloon can. It cannot rise or descend vertically but only in a sloping path. It cannot start without first getting up its flying speed, and can neither start nor land in a too confined place. Its speed makes the operation of landing one of some difficulty and of danger under unfavorable circumstances. Accidents to aeroplanes are most frequently caused by contact with the ground. Such accidents show an inefficiency either in the construction of the aeroplane or in the skill of the pilot.

Several years ago balloon corps were attached to the armies of leading nations, but there have been wonderful improvements in them since that time and today we find them at the head of every nation.

Of all the opportunities for service in this great war, none is in the nature of the case more conspicuous or more romantic than that of the aviator. However slow the Allies have been to recognize the fact—and in the early days they did seem inexhaustibly slow—today both sides realize the importance of supremacy in the air, and both sides are embarking on the building of planes and the training of aviators on a scale undreamt of even two years ago.

In war work, the fact is well recognized that the work of the aviator is not only a most romantic, but a most dangerous branch of the work. Therefore only those best suited to the work should be trained for this branch. But experience has proven that there are many men who want to fly for whom the attempt would be exceedingly risky. For this reason a very thorough medical examination is made, and after passing the medical examination the candidate is put through the tests devised to imitate some of the most unpleasant experiences through which the flyer is likely to pass.

There are certain definite conditions to be met with in aviation, and to meet these conditions requires certain characteristics of body, of disposition, and of intellect, characteristic so definite and so imperatively demanded that they must be found in every air fighter who survives any considerable number of air battles. First consider some of the physical conditions which the aviator must meet. His machine is at all times under the control of his muscles, and therefore his muscles must be such as respond instantly to the will. Therefore we find aviators of rather compact build, never heavy, slow-moving men. Next he must be prepared to climb in a few minutes, to a height of ten or fifteen thousand feet, where the atmosphere is so rare that an ordinary person's suffocates for what

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For Sick Headache, Sour Stomach, Sluggish Liver and Bowels—Take Cascarets tonight.

Furred Tongue, Bad Taste, Indigestion, Sallow Skin and Miserable Headaches come from a torpid liver and clogged bowels, which cause your stomach to become filled with undigested food, which sours and ferments like garbage in a swill barrel. That's the first step to untold misery—indigestion, foul gases, bad breath, yellow skin, mental fears, everything that is horrible and nauseating. A Cascaret tonight will give your constipated bowels a thorough cleansing and straighten you out by morning. They work while you sleep—a 10-cent box from your druggist will keep you feeling good for months.

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Oregon, Ill.—"I took Lydia E. Pinkham's Vegetable Compound for an organic trouble which pulled me down until I could not put my foot to the floor and could scarcely do my work, and as I live on a small farm and raise six hundred chickens every year it made it very hard for me."

"I saw the Compound advertised in our paper, and tried it. It has restored my health so I can do all my work and I am so grateful that I am recommending it to my friends."—Mrs. D. M. ALTERS, R. R. 4, Oregon, Ill.

Only women who have suffered the tortures of such troubles and have dragged along from day to day can realize the relief which this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, brought to Mrs. Alters. Women everywhere in Mrs. Alters' condition should credit by her recommendation, and if there are any complications write Lydia E. Pinkham's Medicine Co., Lynn, Mass., for advice. The result of their 40 years experience is at your service.

of air. Such conditions require lungs of extraordinary size and activity and a powerful heart to meet the emergency. Therefore we find the successful aviator a man of large, long, and deep lungs. Naturally men accustomed to high altitudes, mountaineers, make the best aviators. Italy finds her best aviators among her mountaineers. Mentally the equipment of the aviator must be of the very best. His ability to perceive and interpret the faintest indications on the ground below from a great height not only means much to his efficiency but in case of a night or forced landing it may mean life or death. The ability to judge distance, speed, balance and momentum is also of great importance to the aviator.

Resourcefulness is an important quality of the air fighter, and will no doubt be an important quality in the air pilot for many years to come in days of peace. He must be able quickly to detect the cause of trouble. He must be able to decide quickly and correctly on the right course to pursue. He must know how to climb out of an unfavorable wind. All of this means that he must not only have a thorough training in all that relates to the mechanics of his machine, to weather conditions, and to map reading, but he must have the ability to put his knowledge to instant use. In the early days of aviation, the need for mechanical and inventive ability was more pronounced than it is today, but even yet, and for a considerable time to come, the aviator will need to have the type of mind that readily understands machinery.

Many thousands of pilots have been trained in all the branches of war flying. The number of squadrons now in France would surprise the world if one were allowed to make it public; while other squadrons have gone excellent work in Macedonia, Egypt, Mesopotamia, East Africa and elsewhere. Mention must also be made of the Home Defence groups, but for which, wholesale zeppelin raids on the country would be of common occurrence.

The few dozen airmen who accompanied the little army on the retreat from Mons had no precedents from other campaigns to guide them, and the somewhat vague notion that their function was to gather information had to be interpreted by pioneer methods. These were satisfactory under the then conditions of war fare, inasmuch as valuable information certainly was gathered during the retreat, when a blind move would have meant disaster. To the observation of what happened behind the actual front was added the mapping of the enemy's trench-mosaic. For a month or two this was accomplished by the methodical sketches of a few observers. Then came the introduction of aerial photography on a large scale, and with it a complete birds eye plan of all enemy defence works, pierced together from a series of overhead snapshots that reproduced the complete trench-line, even to such details as barbed wire. The frequent bombing of German supply centres in Belgium and North France came into being with the development of aerial photography. Owing to the difficulty of correct aim, all the early raids were carried out from a low altitude, sometimes from only a few hundred feet.

Aerial bombing, now so essential and scientific a branch of modern war, was unimagined in 1914. Pilots and observers of the Original Flying Corps carried revolvers, and many observers also equipped themselves with rifles, but the aeroplanes were not fitted with machine-guns. As the struggle became more and more intense, so did the scene of it move higher and higher, prodded by an evergrowing capacity for climb, and the ever-growing menace of the anti-craft guns. The average altitude of today begins at an altitude between 12,000 and 20,000 feet. The conflict for mechanical superiority has had its ebb and flow, and consequently its proportional casualties; but the

British have never once been turned from their programme of observation. Machines fitted with cameras photograph every inch of the defences improvised by the enemy, and, as insurance against being caught unprepared by a counter-attack, an immediate warning of whatever movement is in evidence on the lines of communication will be supplied by the reconnaissance observers.

During the recent days of the German offensive another great battle was fought of which the world knew comparatively little, a battle for the mastery of the air. It was owing in no small degree to their decisive victory in this stupendous air fight that the Allies were ultimately able to dam the sweeping tide of the German infantry. Once having cleared the air of enemy planes, the French and English used their own entire aerial strength during six days and nights for incessant attacks with bombs and machine guns on German troops and organizations, thus proving for the first time the possibility of using air craft effectively against infantry.

It has been predicted that in a few years aeroplanes will be of great commercial value. Already mail routes have been established between different cities in the States. There is also a possibility that in the near future a mail route will be established between New York and London, the trip taking thirty-two hours. The fastest mail route before the war, by the fastest steamer, such as the Lusitania was never less than seven days. If the people of Canada and the States on one side and those of England and France on the other knew each other reciprocally much better—if travel was more rapid and attractive—what would happen? There can be but one answer. The tendency of all the sensible peoples of the world to draw together would soon become apparent. The most important, the most lasting, and the yet unforeseen effect of the wide-world development of aviation will be strongly in the direction of peace.

POTATOES IN WAR BREAD. TWO GOOD RECIPES

Here are two good recipes showing how potatoes can be utilized as substitutes; the first from the Canada Food Board and the second from the British Ministry of Foods:

POTATOES IN BREAD.
1 1/2 cups mashed potatoes packed solid.
2 1/2 cups flour.
1 1/2 teaspoons salt.
1 yeast cake in 2 tablespoons water.

Add yeast to lukewarm potatoes. Add salt and 1 cup flour. Mix and allow to rise until very light. Add remainder of flour and knead well. Have the dough very stiff. Cover and allow to rise until double in bulk. Shape into a loaf. Allow to rise until more than double in bulk and bake.

POTATO BUTTER.
Peel potatoes and boil until they fall to pieces and become floury. Then rub fourteen ounces of potatoes through a fine sieve into a warmed basin. Add two ounces of butter and one teaspoon of salt. Stir until smooth and then mould into rolls and keep in a cool place.

HER ORDER

She checked the list with the greatest care. She said: "I think that it's all down there—a pound of tea and a box of soap, a bag of flour and a clothesline rope, two pairs of socks and a gingham dress, a laundry tub and a toy express. Then there's curtain rods and a window shade, a cut glass jug to hold lemonade, some kitchen spoons and a box of tacks, a spool of thread and a good strong axe. There's that silk dress length and the art sateen, a driving belt for my old machine, a pair of lard and a kit of pork, a poultry house and a stable fork. There's my winter coat and my hat, of course, those sheepskin mitts and that rocking-horse, a folding bed and a bunch of lace and a nickel watch with a radium face, some liver pills and a pound of glue. My land!" she said, as she checked it through, "I've clean forgotten the paint and books, the mustard pot and the picture hooks, the frying pan and the dairy pail. It's great to order all these by mail, to shop at home in my easy chair, from my catalogue, when I've time to spare, to look it through for the things I need. It's a most convenient way indeed—on a list like mine they prepay the freight, and they'll all arrive at an early date. The time it saves, and the bother too!" And she seemed so sure that I judged she knew!

The trouble with many a young man is that he spends his fortune before he gets it.

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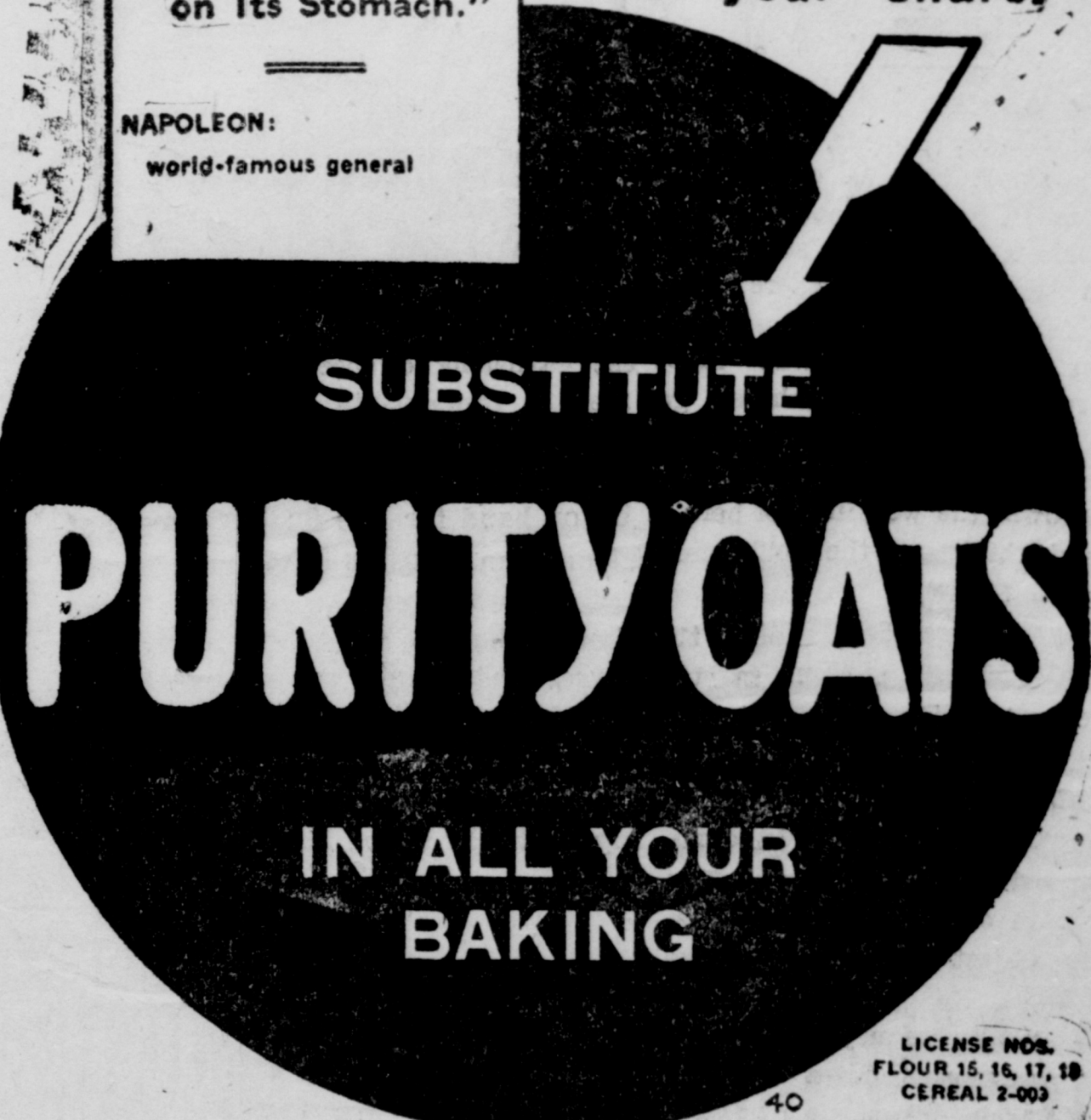
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