

## WANTED

WANTED—At once, an experienced waitress at "Ye Mecca Tea Rooms." Apply to Miss G. A. Young, York st.

WANTED—Books and magazines for distribution to returned soldiers en route home, in the Military Hospitals or going overseas. Telephone Mr. A. Murray, care of A. Murray & Co. Tel. No. 159, or leave at store for Military Y. M. C. A.

WANTED—An experienced and capable girl for general housework; good wages. Mrs. W. H. Irvine, 86 Carleton street.

## FOR SALE

FOR SALE—A quantity of useful household articles, including a large ruffled rug, some curtains, a baby's sleigh robe, a child's blackboard, several camp stools, etc., all in good condition. Will be sold at a bargain. Enquire at the Mail Office.

FOR SALE—Rhode Island Red cockerels, six months old. Strong, well developed birds, excellent for breeding purposes. Apply to C. A. MacVey, 219 George street, city.

NEW APARTMENTS TO LET—Four desirable apartments to rent from Nov. 1st in Hobson block, corner York and King streets; central location. The second and third flats of this brick building have been renovated. Nice quarters are here available. Inspection can be made on Tuesday and Wednesday, 30th and 31st, 4 to 6 p.m. For terms apply to Slipp & Hanson.

## BOARD OF HEALTH NOTICE.

To All Merchants.

By order of the Fredericton Board of Health you are herewith notified that no merchandise, until further advised, is to be sent out of your store for approval or return.

JOHN M. WILEY,  
Chairman F'ron Board of Health.  
GEORGE Y. DIBBLEE,  
Secretary.

## NOTICE OF SALE.

To William Cruikshank, of the City of Fredericton, in the County of York and Province of New Brunswick, and Louise W. Cruikshank, his wife, and all others whom it may in anywise concern

NOTICE is hereby given, that under and by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the thirtieth day of April, 1909, and made between the aforesaid William Cruikshank and Louise W. Cruikshank, of the first part, and the undersigned, Mary Jane Moore, of the second part, and recorded in Book 139, page 426, of the York County Records, under official number 53153, there will, for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in the payment thereof be sold at public auction in front of the Post Office, in the City of Fredericton, in the County of York, on THURSDAY, the Thirtieth Day of October, 1918, at the hour of twelve o'clock noon, the lands and premises contained in the said Indenture of Mortgage, and described as:

"All that certain lot, piece or parcel of land and premises situate, lying and being in the City of Fredericton, aforesaid, and bounded and described as follows: Beginning on the southeasterly side of Church street, 123 feet 6 inches from the corner of Church and George streets, thence along Church street northeasterly fifty feet; thence at right angles from Church street southeasterly 132 feet 9 inches, and parallel with George street, or until it strikes the northerly and westerly line of lands owned by George E. Fenety; thence at right angles along said Fenety line southeasterly 50 feet; and thence northerly on a line parallel with George street to Church street aforesaid, at the place of beginning."

Together with the buildings and improvements thereon and the appurtenances to the same belonging or in anywise appertaining.

Dated this 27th day of September, A. D. 1918.

(Sgd.) MARY JANE MOORE,  
Mortgagee.  
McLELLAN & HUGHES,  
Solicitors for the Mortgagee.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Vocational Building and alterations, etc., Military Hospitals, Fredericton, N. B." will be received until 12 o'clock noon, Tuesday, October 22, 1918, for the construction of Vocational Building, Boiler House, Disinfecting Plant, alterations to Old Government House and Ward, Unit "B," Military Hospital Buildings, Fredericton, N. B.

Plans and specifications can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa, the Superintendent of Dominion Buildings St. John, N. B., and the Superintendent of Military Hospitals, Fredericton, N. B.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 p.c. of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

By order,  
R. C. DESROCHERS,  
Secretary,  
Department of Public Works,  
Ottawa, October 9, 1918.

# LOOK!

If you were told of a new discovery for the treatment of coughs, colds and bronchitis, as certain in its action on all chest troubles as anti-toxin is on diphtheria, or vaccination on small-pox, wouldn't you like giving it a trial?

Peps is the discovery! Peps are little tablets, containing certain medicinal ingredients, which, when placed upon the tongue, immediately turn into vapour, and are at once breathed down the air passages to the lungs. On their journey, they soothe the inflamed and irritated membranes of the bronchial tubes, the delicate walls of the air passages, and finally enter and carry relief and healing to the lungs. In a word, while no liquid or solid can get to the lungs and air passages, these Peps fumes get there direct, and at once commence their work of healing.

**FREE TRIAL.** Cut out this article, write across it the name and date of this paper, and mail it (with 1c. stamp to pay return postage) to Peps Co., Toronto. A free trial packet will then be sent you. All druggists and stores sell Peps, 50c. box.

# Peps

## PROPHETS ASTRAY ON THE WHEAT CROP

Ottawa, Oct. 18—With harvest now over the Agriculture Department is receiving reports as to the yield from every Province. They indicate that, taking Canada as a whole there has been a good acreage crop. Ontario and Quebec had excellent crops in everything but corn, and have made up the deficiencies in Western Canada. In the Maritime Provinces the crop has been average.

Potatoes are one of the biggest Maritime Province crops. At one time it looked as if there would be a record yield. The wet weather of the past month, however, has given it a setback, and the present report is that rot will result in a loss of perhaps twenty-five per cent.

The only two Ontario crops which have not come up to or above the average have been fall wheat and corn. The fall wheat was largely a failure, though this was offset by the remarkable fine and large crop of spring wheat. The oats and barley were magnificent. The root crop is also good. The lack of warm weather was hard on the corn, which will be below average.

It is difficult yet to estimate the western wheat crop, but the officials of the Department are hoping that it will run to 175,000,000 bushels. Manitoba had a first-class crop, while Saskatchewan is turning out better than at one time expected. Many districts where it was reported there would be a complete failure there are proving to be good yields. For instance, the Goose Lake country was reported as being without any crop. In the Rosemount district of this region the grain is threshing out twenty-five bushels to the acre. In the northern districts where the frost was supposed to have wiped out the crops, there is turning out a fair yield. In Southwestern Saskatchewan as well as Southern Alberta, however, there are great tracts where the drouth completely destroyed the grain. Alberta is the hardest hit this year of any Province in the Dominion.

The Agriculture Department is making every possible provision to ensure that there will be plenty of grain in the drouth districts for seed for next year. Three million dollars has been appropriated for this purpose, although it is believed now that this sum will not all be required.

## CASTORIA

For Infants and Children  
In Use For Over 30 Years

Always bears the Signature of *Dr. J. C. Watson*

## BURTT & CATERER

Wagons and Sleds Made and Repaired.

T. J. BURTT. H. CATERER  
All Kinds of Jobbing Repairs.  
281 KING STREET

# THE AIR PILOTS TASK IS BY NO MEANS AN EASY ONE

## Many Difficulties Have to Be Overcome in Performing Aerial Work --- The Use of the Compass of Great Importance---The Pilot Must Keep His Wits About Him ---Machine Must be Under Perfect Control

London, Oct. 20—An airman's office where the pilot does his real work is the cockpit of an aeroplane, wherein sits the aviator. To the uninitiated it appears a confused medley of dials, recording needles and levers; mysterious, unfathomable, exciting. But to the trained airman these things are as an open book, and each one is in some way essential to the control of the machine and its manoeuvres.

The most important of the instruments is the compass. Without its aid an airman who is flying over the sea or over land on a misty day is hopelessly lost. In the Royal Air Force great importance is attached to the necessity for every pilot being able to fly a compass course, a course along which he is guided solely by his compass.

Many difficulties had to be overcome in the production of a satisfactory compass for aerial work. Chief among them were neutralizing the magnetism of the engine, particularly the magnet, and preventing the effect of centrifugal force, which caused the card or dial inside the compass to swing in a direction quite independent of north when the airplane was banking on a turn.

However, a truly excellent compass is now in use in the R. A. F. far superior to that employed by the enemy. And indeed it would be odd if the Germans should have proved able to compete successfully in this direction with a nation whose commerce for several hundred yards has been largely dependent on the excellence of its ship's compasses.

Probably the next most important instrument is the aneroid, or height indicator. This is worked on a simple mercury principle and is generally fitted with an adjustable dial which can be moved round so that the reading on leaving any given aerodrome is zero.

### Surprise for Trusting Pilot.

A pilot left his aerodrome for a cross country flight on a very misty day and carefully set his aneroid to 0. After flying a couple of hours by compass he thought he must be nearing his destination. He could see nothing below him and so descended to 500 feet. On he flew at this height for another five minutes. Deciding to land, he was about to make a magnificent volplane, when suddenly the mist cleared and he saw the ground immediately underneath him. His faithful aneroid still insisted that he was 500 feet high. The explanation lay in the fact that the place where he was about to land was 500 feet higher above sea level than the aerodrome whence he set out.

Trifles like this are all in the day's work and help to teach the young pilot never to become the slave or dependent of mere instruments.

Next is the tachometer or "rev counter," which records the number of revolutions the engine is making a minute. This varies from about 1,100 in rotary motors up to 1,800 in water cooled engines. The reading of this instrument is of great interest to the pilot, for modern aircraft are so carefully designed that their performance is affected enormously by even an extra 100 revolutions or so a minute one way or the other.

### Strain or Air Pressure

Another important instrument is the air speed indicator. This tells the pilot at what rate he is rushing through the air. The speed of course has no relation to the rate at which he is travelling over the ground. Nor is it intended to, for it is air speed which is of importance to the stability of the aircraft and the safety of the pilot. If a machine flying at 70 miles an hour is travelling against a forty mile wind, the A. S. indicator will show 110 m. p. h.

Air speed indicators have been fitted

to British aircraft for years past, and it is interesting to note that the Germans have just begun to use them.

The next item which calls for attention is the inclinometer. This is a curved spirit level fitted transversely across the machine. It is marked in degrees, and the pilot can tell from it at what angle he is banking his craft when turning.

### Airplane Watches Have Wings.

With the addition of a miniature set of electric light clusters and a neat eight day watch the list of instrumental equipment is concluded. The only remarkable feature of the watch is that if an aeroplane is left without a guard for five minutes after a forced landing the watch mysteriously disappears.

There are several pressure gauges

on the dashboard, one for each petrol tank, to indicate the pressure at which air is forcing the spirit to the engine and another one to show the pressure in pounds to the square inch at which oil is being driven through the various lubrication channels. On water cooled engines a thermometer records the temperature of the water in the radiator.

Space forbids a detailed description of the controls. There is a swivelling foot bar for the rudder, while a central lever, commonly known as the "joystick" actuates the elevation and banking of the aeroplane. A wheel at the side increases the angle at which the tail plane "attacks" the air, this being for rapid ascension. Two side levers control the speed and petrol consumption of the engine.

Then come the various articles of military equipment. These comprise the machine guns with their actuating gear, firing straight through the propeller and controlled by a lever on the joystick; the wireless outfit in the observer's cockpit, and finally, message bags, bomb sights and camera release handles.

And some folks seem to think pilots are not very busy people.

The more a man studies women the less he knows about them.

**Wood's Phospholine.**  
The Great English Remedy. Tones and invigorates the whole nervous system, makes new blood in old veins, cures nervous debility, mental and brain worry, leprosy, loss of energy, palpitation of the heart, failing memory. Price \$1 per box, six for \$5. One will please, six will cure. Sold by all druggists or mail in plain pkg. on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT. (Permit, N.S.)

# MINARD'S "KING OF PAIN" LINIMENT

The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

### Best Liniment Made

Mr. A. E. LADDY, Edmonton, writes: "I fell from a building and received what the doctor called a very bad sprained ankle, and told me I was not to walk on it for three weeks. I got MINARD'S LINIMENT and in six days I was out to work again. I think it the best Liniment made."

Minard's Liniment always gives satisfaction. For any ache or pain. It gives instant relief.

Minard's Liniment Co., Limited  
Yarmouth, N.S.

Maximilian Harden, who is about the only German who has been able to retain the respect of the Allied nations, in a recent public address said: "We are alone. When a fortress can no longer hold, it is no dishonor if the commander surrenders. The Kaiser must take up the cross of concluding quickly necessary peace and accepting whatever is hard. Let the Kaiser declare himself ready and let him fit himself with new Germany as her first citizen."

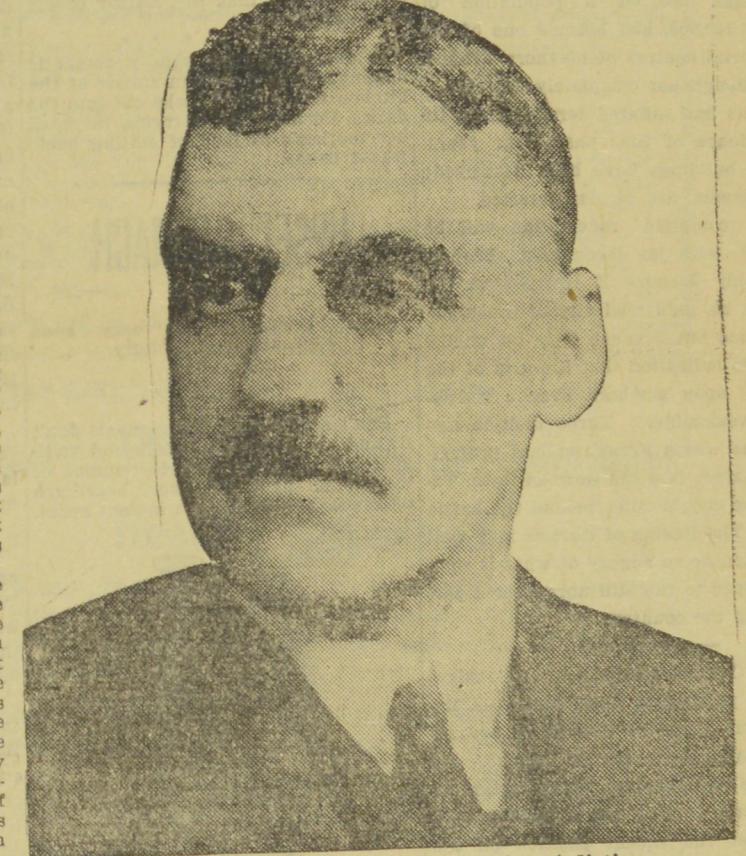
Mr. J. O. Allison of St. John is in the city.

## A STRONG C.P.R. TEAM

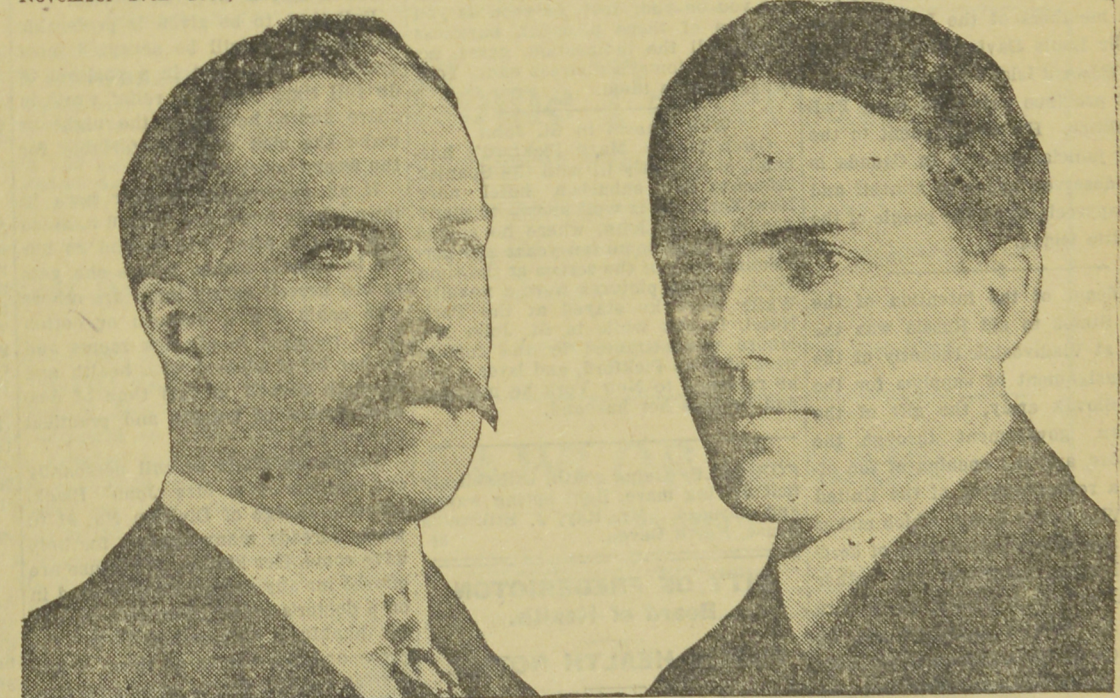
FOR the vigorous programme which Lord Shaugnessy recently hinted as planned by the Canadian Pacific for the period after the war, the Board of Directors have selected to assist Mr. E. W. Beatty, the new President, a team of Vice-Presidents well known for their driving force and executive ability, and particularly strong in the operating field. Grant Hall, who is Vice-President with jurisdiction over all lines, has been aptly described as a "big man physically with a heart as big as his body." "Grant," as he is known by the rank and file of the railway, is a favorite with everyone from the trackwalker up. He is a disciplinarian, but is a just disciplinarian, and is a matter of common knowledge that no matter in what position he may have occupied, since he rose from the ranks in the old Grand Trunk shops, and showed his ability in the old C. P. R. shops at Hochelaga, he has always made it a point to investigate any complaint made to him by a man under his control.

Westerners will tell of the time when he was in charge at Revelstoke some dozen years ago, and when he worked night and day for a week in the mountains to lift one of the worst snow blockades in the history of the transcontinental railway. It is matter of record on the Revelstoke division that "Grant" could get more work out of a body of men than any other half dozen men, and it is largely because he knows how to take off his own coat (if they do such things in snow blockades) and do his own share of the work."

Grant Hall was born at Montreal, November 27th 1863, and was edu-



Grant Hall, Vice-President with jurisdiction over all lines.



A. D. MacTier, Vice-President of Eastern Lines. D. C. Coleman, Vice-President of Western Lines.

ated at Bishop's College and School, Lennoxville, Quebec. He joined the C. P. R. in 1887 as locomotive foreman and from 1893 to 1898 was general locomotive foreman on the Intercolonial Railway at Moncton, New Brunswick. In September, 1898, he returned to the Canadian Pacific Railway, where he was consecutively general foreman, first at the McAdam and later at the Winnipeg shops; master mechanic of the British Columbia division; assistant superintendent of motive power, eastern lines, and superintendent of motor power and car department, western lines; from November, 1911 to December, 1914, assistant general manager, western lines; when he was appointed Vice-President and General Manager.

A. D. MacTier, who is now Vice-President in charge of lines east of Port Arthur, like his former chief, David McNicoll, was born in Scot-

land and proud of his birth. He came to Canada when a young man and entered the service of the C. P. R. as stenographer in the Baggage Department in 1887, becoming assistant to the Superintendent of Sleeping and Dining Cars in 1889. From 1891 to 1896 he was in the Car Service, Stores and Fuel Departments, and from 1896 to 1899 was General Baggage Agent. From 1899 to 1907 he held the position of General Fuel Agent, when he was appointed as assistant to the Vice-President. In December, 1912, he was appointed General Manager, Eastern Lines.

Mr. MacTier is very popular with the men on the road, whose interests he has always made his first concern. He has always insisted on giving proper credit for meritorious service. This is the first time that a special Vice-President has been appointed to look after Eastern Lines

and it is a tribute to Mr. MacTier's special ability that he should have been chosen by the Directors to fill it. D. C. Coleman, the new Vice-President of lines west of Port Arthur, has had a remarkably rapid rise to such a responsible position but has earned it, for he is known in railway circles as a man of exceptional ability. Born at Carleton Place, Ontario, in 1879, Mr. Coleman joined the C. P. R. as a clerk in the assistant Engineer's Office at Fort William in 1899. Rising rapidly he was appointed Superintendent at Nelson, B.C., in 1907, and in 1908 was Superintendent of Car Service, Western Lines. In April, 1912, he was appointed General Superintendent of the Manitoba Division at Winnipeg. In 1913 he became General Superintendent at Calgary and in 1915 Assistant General Manager, Western Lines, Winnipeg.