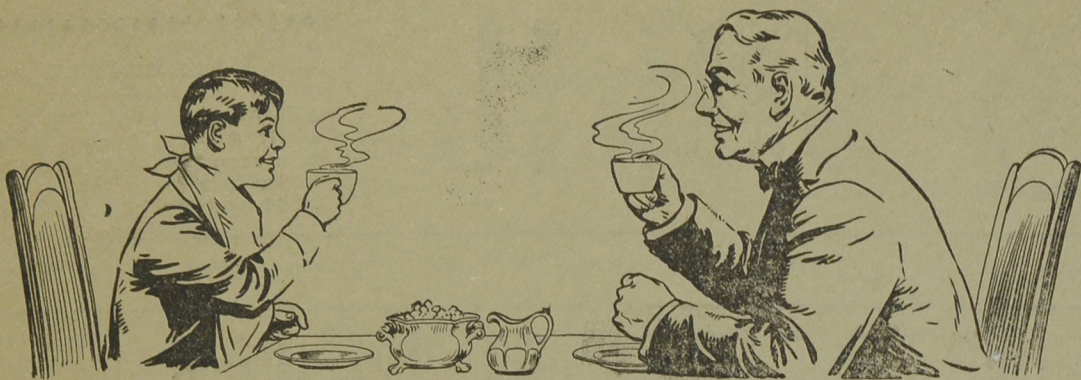




Here's to You and Me and POTUM

the pure food-drink that meets the desire of young and old for a palatable table beverage which is wholesome and satisfying.

Postum is made only of clean, hard wheat and a small per cent of New Orleans molasses. It has a delicious, snappy flavour, but is absolutely free from caffeine, the drug in tea and coffee which causes so much headache, sleeplessness, indigestion, nervousness and heart trouble.

Tea and coffee can learn something of value by a 10 days' change to Postum.

Then as the poison, caffeine is eliminated from the system, the brain works clear, nerves become steady, and the gradual of peace and comfort will show plainly

"There's a Reason" for POSTUM

Postum now comes in two forms.

Regular Postum--must be boiled 15 to 20 minutes.

Instant Postum--is a soluble powder. A scant teaspoonful stirred in a cup of hot water dissolves instantly.

The convenience of Instant Postum is apparent. But, when prepared according to directions, both kinds are exactly the same. The cost per cups about equal.

--Grocers everywhere sell both kinds.

CANADIAN POSTUM CERIAL CO., LTD, WINDSOR, ONT.

GHOST OR NIGHTMARE

Strange Malady May be Caused by Indigestible Food

Many superstitions and ghost stories are due to nightmares, says Dr. Walter R. Hadwen in the Commercial Review. The nightmare would appear to attack men much more than women, and to be a malady rather of early adult life than one of later years.

The malady can boast of quite a respectable antiquity. It was fully understood and accurately described by both Greeks and Romans of ancient days, and several well written treatises upon the subject have come down to us from the seventeenth century.

The illusory being which seems to settle on one's chest that in all ages and in every country of the world been called a demon or evil spirit, and has been held responsible for many an uncanny episode, both in ancient and modern times. Probably the ghuls and jins of all the African races which are believed to hover everywhere in the darkness, and of which even the strongest and stoutest warriors are terrified, have their origin in nightmare.

Nightmare, Dr. Hadwen says, is certainly quite different from a dream. Nightmare is neither sleeping nor waking, but it is a condition between the two, a kind of semi-consciousness. Men, the chief sufferers, are usually literary characters or those accustomed to indoor life. And coarse and unwholesome diet has often appeared to be the precursor of the

VALUE OF MAN'S SIZE

Modern Achievements Would be impossible to Tiny Men

If man were much larger or much smaller than he is he could not have accomplished many of the most important feats of civilization. For man, by his stature, is just the right size to make the best use of everything around him. If a man were the size of an ant, for example, he could have made none of the machines with which he has conquered the world. The dimensions of such machines as he could have built would condemn them to uselessness, as the surface upon which friction must take place would be out of all proportion to the volume of the apparatus.

Such a man could not make a balloon that would float in the air. The delicacy of the materials he would have to employ would prevent this, for when a certain point of tenuousness is passed the gas diffuses quickly through the envelope. He could not build ships that would cross the ocean or float on any large body of water, because the dimensions of such vessels would have to be so inferior to the length and height of the waves as to make certain the immediate swamping of the tiny craft.

He could not even produce great heat, because the external surface of his furnace would be so large in proportion to their volume that most of the heat would be lost. This would cut him off from all the chemistry that involves high temperatures, and therefore from metallurgy and mechanics.

A PECULIAR DELICACY

Among many strange foods which the inhabitants of this world partake of, and consider delicacies, perhaps the strangest of all is earth. Yet there are tribes, the Lastians of Siam, who actually eat and enjoy earth. It has never been discovered where these peculiar people contracted the habit, though it is generally believed that it probably came about in the time of a famine when there was nothing else to be had. However, the habit got such a hold upon them that, old and young, rich and poor, alike indulge freely in its consumption.

It is preferred when it has been obtained from the vicinity of waters so that it carries with it a taste of fish. It is made into a pasty substance and smothered into the ground in a hot fire. It can be obtained at markets and at stores, and is served at dinners and at big functions of any description. In some parts of the Congo earth is sold in the shape of apples and oranges, and is given out in various colors--yellow, brown, grey, and even pink, which is looked upon as a very delectable luxury.

Poorly Paid Farm Labor

During the three summer months the farm laborer in Sweden works on an average of 10½ hours a day. For this he receives pay at the rate of 86 cents a day, providing he pays for his board and room in addition.

SAME OLD STORY IN SEVENTEEN NINETY FIVE

(New York Evening Post)

"High Price of Grain and Other Articles of Provision, and Proposals for Reducing Them" is the title of a pamphlet of ninety pages, published by James Phillips of George Lard, Lombard street, in 1792. The remedies proposed are:

(1) Let public granaries be erected and in times of plenty kept full against a season of scarcity.

(2) Let tithes of all kinds be abolished, as well as those arising from the produce of the sea, as of the land.

(3) Let the number of dogs be lessened.

(4) Let the number of small farms be increased.

(5) Had powder, being an unwarrantable waste of one of the principal supports of human life, should not be used.

(6) Sugar in this nation is by custom become an article of provision; but on account of its high place for several years back, has been little used in many respectable families. Its late rises are attributed to exportation, which must affect the revenue by the drawback of the duty. Sugar, under pretence of being exported, is disposed of coastwise in our own.

It is probable foreigners can purchase this part of the produce of our West India Islands cheaper than can the subjects of the King of Great Britain. I am informed that evil may be checked by admitting East India sugar under the same duties as West India and by giving the same encouragement to the culture of it in the new African colony at Sierra Leone.

The greater part of the book is taken up with plans to increase production.

ACROSS ATLANTIC IN FIFTY HOURS

Noted Birdman Says it is Possible in Huge Aeroplane Carrying Two Hundred Passengers

Louis Bleriot, the first airman ever to fly across the English channel, has some interesting things to say about the possibility of trans-Atlantic flight. One of the most interesting is that he thinks it impractical. Bleriot is as great an expert in the mathematics of aviation as he is in the art of actually handling a machine.

"Do you think it is possible to fly across the Atlantic?" he was asked.

"Perhaps, but I would not wish to try it with the aeroplanes we have to-day. Only the very best of luck--miraculous luck--could get a flyer across. An attempt would be full of danger, with many odds in favor of failure and death."

"Why would it be dangerous?"

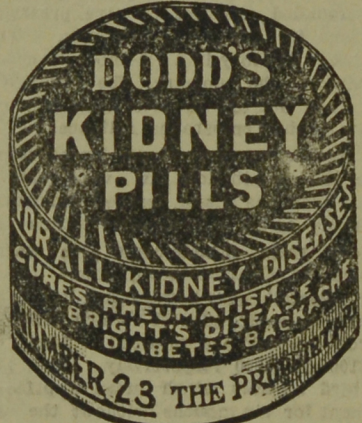
"Because, on the wastes of the Atlantic, the flyer would have to alight beside ships several times to secure fuel, and how could he be sure that he would find the ships. Even if there were a string of ships 200 miles apart--and that is not a long distance for a non-stop flight--how could he find his way from one ship to the next? There is no known way by which an aviator can follow a trail across the Atlantic; his compass might show that his machine headed for the west, but, in reality, the moving air might be carrying the flyer southward, without his knowledge, away from the next ship that he is seeking. It would be much the same as being lost in a desert."

"But would it be possible to build an aeroplane that could carry enough fuel for a non-stop flight across the Atlantic?"

"If I had the money and there was a commercial demand for it I could build an aeroplane within two years that would cross the Atlantic ocean in 50 hours! I have figured it all out and made all my calculations," answered the French flyer. "It would easily carry two hundred persons, in addition to the fuel!"

The great airman drew a pencil from his pocket and made some hurried calculations.

"My plan would be," he said, "to have an aeroplane of 10,000 horsepower. You see," he explained, "we figure that every horsepower carries 22 pounds, so our big trans-Atlantic aéro-

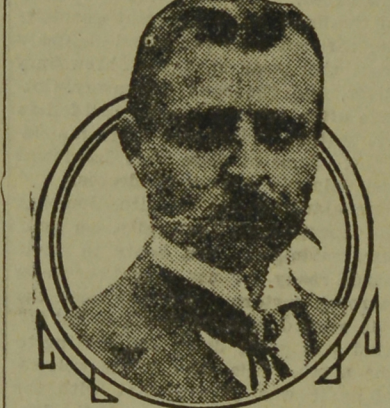
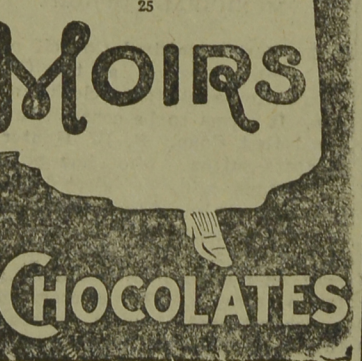


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Moir's, Limited, Halifax, Canada

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LOUIS BLERIOT

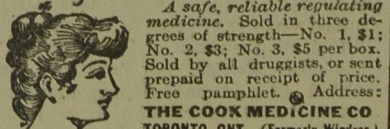
plane might weigh 220,000 pounds or 110 tons. The engine and the fuel together with the necessary lubricating oil, would weigh about 25 tons. I could build a very safe aeroplane that would weigh 40 tons, aside from the engine, and this would leave us 40 tons for the passengers. This would mean about 200 passengers, unless it was desired to use some of this passenger-tonnage in supplying luxurious surroundings for the passengers."

"How soon, do you suppose, with such aeroplanes carry passengers across the Atlantic?"

"Just as soon as there is a demand for such transportation. It is a problem of commercial demand; not of aeroplane building. But I do not think that aeroplanes will ever take the place of ships, for I doubt their commercial usefulness in crossing oceans. Airships will always be dependent on the weather."

A Valuable Autograph
Princess Mary, in accordance with a promise made to her by the Duchess of Fife, secured the last maiden signature of Her Royal Highness--excepting the signature in the marriage register. The Duchess signed the Princess's autograph album at Buckingham Palace on the afternoon before her marriage to Prince Arthur of Connaught. A lady who is a noted autograph hunter offered the Duchess \$500 to be paid to any charity Her Royal Highness might name for her

Cook's Cotton Root Compound.
A safe, reliable regulating medicine. Sold in three degrees of strength--No. 1, \$1; No. 2, \$3; No. 3, \$5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO. TORONTO, ONT. (Formerly Windsor.)



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Wanted

WANTED--Boys and girls to sell novelties just honest and ambitious who wish to earn from \$8.00 to \$12.00 per week. Write O. D. Ferdinand Co., 738 Norwood Blvd. Edmonton, Alta.
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Wanted

Man wanted for stable and general work. Married man preferred. Apply to
DONALD FRASER,
Woodstock Road

1wk

Hay Wanted

Wanted to buy good horse hay in car lots and would like a piece of standing Timber Pine and Spruce. Give particulars by letter, as for distance to mill and railroad would like to hear from farmers.
D. M. WOOD, Armory St.
Wakefield, Mass.

2wks D and W. Jan. 16.

For Sale

I have for sale a Brown mare, fifteen years old, about ten hundred weight. Will sell at a bargain. For price and other particulars apply to E. C. Barry at Waverley House or the undersigned at Durham Bridge
JOHN BARRY

sw 2 d 1

MALE--Earn \$15 weekly for few ours work mailing circulars for Large Mail Order House. Supplies furnished free. Men wanted everywhere.
NATIONAL SUPPLY CO.,
Windsor, Ont.

Young Men Wanted

200 station agents, telegraphers and clerks next year for the Canadian Pacific, Grand Trunk Pacific and Saint John Valley railways. Ages \$70 to \$125 monthly, with free house, fuel, extra commissions on express. To the first 20 students entering this School on Jan. 5th and paying for a course in Railroad Telegraphy will be given a 75 course in Station Agents' Duties the C. P. R. FREE. Write today for particulars. Great Trans-Pacific School of Telegraphy and Railroad Engineering, Fredericton, N. B.
W. T. LITTLE, Principal

Water Consumers

Consumers of water will take notice that their water rates are now due and in order to take advantage of the discount these rates must be paid in not later than the 31st day of December instant.
City Hall December 17th A. D. 1913

G. R. PERKINS,
City Treasurer

Births, Deaths, and Marriages York County

Physicians, Clergymen and others required by law to make returns of Births, Deaths and Marriages for York, are requested to send same in, before the first day of January next. Division Registrars Office, Fredericton, 10th Dec. A.D. 1913.
HENRY S. RAINSFORD,
Division Registrars, York.



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Fresh Smelts, Fresh Halibut, Fresh Haddock, Fresh Herring, Fresh Oysters, Sausages and Bacon. Oranges, Lemons, Apples and Grapes, Cranberries.
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