

COMBINE TWO AIR SERVICES

Lord Cowdray Placed in Control of Army and Navy Airplane Service

London, Jan. 3.—The Government has decided to solve the Air Board problem by transferring into the board the entire work of construction and equipment both for army and navy airplane services. In the future, instead of these two services competing against each other for manufacturers' supplies, they will both get airplanes through a single source of supply. Lord Cowdray has been appointed Chairman of the board in succession to Lord Curzon. Lord Cowdray is one of the greatest organizers in the country. During the war he and the members of his firm are rendering valuable service to the Government in the various departments, but he has not hitherto occupied any official position. He accepted the post on condition that he should receive no salary.

MOUNT ZION

Mr. and Mrs. Leslie Read and son of Brantford were over Sunday guests of the former's parents here. Mr. Jackson Woodhouse spent Christmas with friends in Flint, Mich. Mr. Metcalf and Miss Carter of Brantford spent one day last week with Mr. and Mrs. J. Read. Mrs. Elmer Noyse of Wisconsin in spending the holidays with her father, Mr. J. Davies here. Miss Eva Clark of Brantford spent a couple of days with her aunt, Mrs. Thos. Hanson. Mrs. S. Wallace and son of Alberta are visiting her mother Mrs. A. Secord during the holidays. Mr. William Woodhouse and friend of Lewiston, N. Y. spent the holidays with his brother, Mr. Jackson Woodhouse. Misses Ida and Ruby Crandell of

SALTS IF KIDNEYS OR BLADDER BOTHER

Harmless to Flush Kidneys and Neutralize Irritating Acids—Splendid for System.

Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, the water passes sometimes with a scalding sensation and is very profuse; again, there is difficulty in voiding it. Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from your pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder and urinary organs which then act normally again. Jad Salts is inexpensive, harmless, and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and causes no bad effects whatever. Here you have a pleasant, effervescent, lithia-water drink, which quickly relieves bladder troubles.

Brantford were the guests of Mr. and Mrs. James Murray over Sunday. Miss Irene Morris of Hatchley was the guest of Miss Gladys Swears a couple of days last week. Miss Bertha Carter of Salem was the guest of her cousins, the Misses Read one day last week.

CASTORIA In Use For Over 30 Years Always bears Signature of Dr. J. C. Watson

OUR DAILY PATTERN SERVICE Valuable Suggestions for the Handy Homemaker—Order Any Pattern Through the Courier. Be Sure to State Size.

BOY'S RUSSIAN DRESS. By Anabel Worthington. lar styles. Although called a dress the model illustrated is all a boy's own. The high neck, right side closing from shoulder to hem and neat fit across the chest and back with plenty of fullness below are points worth noting. The sleeves are fitted at the lower part with three under box plaits, and this treatment makes unnecessary the use of cuffs. The embroidered ornament is a pretty decoration; it may be worked by hand or brought in and sewed on. The model is suitable for morning or afternoon wear, according to the material employed. Cotton covert cloth, gingham or St. Nicholas cloth will be fine for a play garment. Linen may be considered for better wear and wool mixtures if you would rather have them. Several of these little dresses can be cut out and finished in a very short time. To French fold the seams, sew in sleeves, make buttonholes and sew on buttons is no more work than it sounds. Think of the satisfaction and saving that using the pattern means! The dress pattern No. 8008 cuts in sizes 1 to 2 years. To make in size 2 requires 1 3/4 yards of 36 inch material. To obtain the pattern send 10 cents to the office of this publication.

CHILD'S UNDERWAIST WITH GATHERED OR CIRCULAR PETTICOAT. By Anabel Worthington. Your good judgment will tell you that this little garment will look better, fit better and last longer than a bought one if made at home from the pattern. The under waist is cut on perfect lines, well shaped at the armholes and buttoned at back to the waist line. A waistband is fitted with buttons for attaching a gathered or circular petticoat, or the petticoat may be sewed to the waistband. When buttoned to the waist the petticoat should have buttonholes worked in its band at points to correspond with the buttons on the waist belt. Edging is used to advantage to trim the neck and armholes and for a ruffle for the petticoat lower edge. A small view of the model shows that the under waist and petticoat may also be used for the gathered petticoat. There is a silk embroidered skirting band in scalloped or hemstitching design, embroidered on both edges, enabling one to make two skirts out of one length. It costs less than fifty cents a yard and makes a very satisfactory purchase. The pattern No. 8063 cuts in sizes 6 months, 1, 3, 5 years. To make in size 3 requires 1 3/4 yards 36 inch material for the under waist and gathered petticoat, with 2 3/4 yards edging; 1 yard 45 inch goods required when circular petticoat is preferred. For the under waist alone, 1/2 yard 36 inch material; for petticoat of flounce, 1 3/4 yards 11 1/2 inch width. To obtain the pattern send 10 cents to the office of this publication.

Rippling Rhymes With Mason

THE NEW YEAR The New Year's knocking at the door, we greet him with a smile. "Oh, hang your hat upon the door, sit down and stay a while!" The New Year fills us all with hope of blessings we may share; and yet, according to the dope, such hopes are all a snare. Remember how, a year ago, we welcomed sweet "Sixteen, and how our mouths worked to and fro, with smiles that were serene? And then it brought financial wreck to many weary gents; potatoes sixty cents a peck, and eggs at fifty cents. It brought us drouth, H. C. L., more war across the seas; but why, fair reader, should we dwell upon painful things like these? The New Year's hanging round the place, come in, New Year, come in; to greet you with a gloomy face would surely be a sin. Come in, what are you waiting for? We welcome you with songs; perhaps you'll put an end to war, and regulate all wrongs. Perhaps you'll bring the hungry kid a biscuit or a roll, equip the widow with a lid, the freezing man with coal. Perhaps you'll scourge the soulless crew that speculates in wheat, and split the robber cost in two, on things the poor folk eat. Come in, New Year, the latchstring's gone, perhaps you'll come in; just make yourself at home, old stock, slide down our cellar door.

GOO By Leona Dalmore

THE PEACOCK PHEASANT. The Moon had made a pheasant of silver and the Sun had made a pheasant of gold, and of course, when those beautiful birds stalked forth upon the earth, the Rainbow was jealous. "Gold feathers," said the Rainbow Fairy, "may be bright and beautiful, but silver feathers, too, but I shall make a bird of all colors. When it stalks abroad mortals shall think it full of rainbow that has tumbled from the sky. And she did. She summoned the Bird Spirit and with their magic they called forth a rainbow-colored bird. But do you know that Rainbow Fairy had stared so hard at the pot that the bird was all covered with spots like an eye? Now the gold pheasant and the silver pheasant were as jealous as the rainbow pheasant. "Pooh!" said the silver bird. "He has spots all over him like the eyes of a toad." "Pooh!" said the golden bird. "He's no more rainbow than my head. Besides, he looks precisely like a peacock." Now the peacock is a vain and jealous bird, and the pheasants knew it. They stared at each other very straight and hard. "We'll tell the peacock that the rainbow pheasant looks like him," said "only he is more beautiful than them—" "And them," said the silver pheasant, "you and I both know what will happen." So together they went to the peacock and told him that the rainbow pheasant looked like him—only he was far more handsome. The peacock bridled and spread his tail. He lost his temper. He grew jealous and sulky. "Where is this bird?" he demanded. "How dare he look like me? How dare he look like me? How dare he be more beautiful?" "He walks yonder in the fairy forest," they told him. "Walk to the east in the fern glade and you will find him." So the peacock set forth and when he met the rainbow pheasant he gave a peacock scream and charged. He gave a peacock scream and charged after him and the rainbow pheasant, who was not so big, bolted away in terror. On went the rainbow pheasant, running for his life, and after him went the jealous peacock. They ran all day and they ran all night. And do you know, that dreadful old peacock drove the rainbow pheasant into the jungles of India, and Burma, and there he's lived ever since, afraid to come out. But the fairies all knew about the chase and every after they called that rainbow bird with the eye-spots on him a peacock pheasant!

BRITISH HARBORS MINED BY HUNS?

Passengers at New York Say That Entrances to All Large Ports Are Mined By Courier Leased Wire. New York, Jan. 3.—Passengers arriving here on the Holland American Line Steamer Nieuw Amsterdam say that German mines containing high explosives have been planted close to all the large harbors in England, Scotland and Wales. They point to the experience of the Nieuw Amsterdam and their own narrow escape as confirmation. Upon her arrival off the port of Falmouth, England, from Rotterdam a British trawler was sent out of Falmouth to sweep the channel for the entrance of the duties steamship. The trawler struck a mine and was blown to bits, seven of her crew of twelve men being killed. Two trawlers then proceeded the Nieuw Amsterdam, dragging the channel. The passengers heard that the mine planting was started two weeks ago, prior to the order of the admiralty forbidding the announcement by British firms in this country of the sailing and arrivals of vessels. They assert that the mines were anchored instead of being set adrift promiscuously in the war zone about the British Isles, and that submarines with compartments for divers were used in laying them.

EXPOSITION CLOSED. San Diego, Cal., Jan. 2.—The Panama-California International Exposition closed at midnight last night after having been open to the public continuously for two years. The attendance during the year is estimated by exposition officials to have exceeded 2,250,000, slightly under the record established in 1915.

SIR EDWARD CARSON AND HIS LADY.



The photograph shows Sir Edward Carson, now First Lord of the Admiralty and Lady Carson, strolling in Hyde Park, London, England.

C.P.R. CONSTRUCTION WORK in 1916 Completion of the Longest Tunnel in America

THE year 1916 has been an interesting one in the history of the Canadian Pacific Railway. It has been a year of progress, even though the Dominion is struggling in a great war. As compared with the previous year there has been a tremendous revival of trade. Several important works for which appropriations were made before the war, have been completed, the most important being the Connaught Tunnel through Mount Macdonald, in the Selkirk Mountains. The accomplishment of this task is a triumph of engineering and labor seldom equalled in the world's history. The tunnel is the longest double track tunnel in the Western hemisphere. The length is about 5 miles, the time in which the work was performed, in two and a half years, constituting a world's record. The number of men employed was about 600. The tunnel will mean the elimination of several miles of snow-sheds, will considerably reduce the distance connecting railway points, and affect a big grade reduction. The cost of the tunnel was \$6,500,000. The amount of material taken from the bore is approximately 1,500,000 cubic yards, and weighs considerably over 1,500,000 tons. Much of the centre portion of the bore was through solid rock. The work has been carried out under the supervision of Mr. J. G. Sullivan, chief engineer of the Western Lines of the C. P. R. Previous to this the longest railway tunnel on the American continent was the Hoosac Tunnel, 4 1/2 miles long, on the New York Central Railway line. The work of the Connaught Tunnel began in 1914, and has progressed steadily since that time. The contractors who had the work in hand applied an entirely new method in tunnel piercing, known as the "Pioneer Bore." It consists of an entirely separate tunnel driven in the first fifty feet, parallel with the course of the main passage through the mountain. The tunnel, which is 29 feet wide and 23 feet high, follows a straight line under Mount Macdonald, emerging in the Beaver Valley at a point about 1,000 feet below the present line. The eastern entrance is directly below the summit of the mountain Rogers Pass. The highest point reached in the tunnel is 3,795 feet above the sea level and 4,065 feet below the summit of Macdonald Peak. The passage through the mountains will have a grade of 1 per cent. up to the interior summit. The tunnel, which is 29 feet wide and 23 feet high, follows a straight line under Mount Macdonald, emerging in the Beaver Valley at a point about 1,000 feet below the present line. The eastern entrance is directly below the summit of the mountain Rogers Pass. The highest point reached in the tunnel is 3,795 feet above the sea level and 4,065 feet below the summit of Macdonald Peak. The passage through the mountains will have a grade of 1 per cent. up to the interior summit.

market place. Amongst the speakers was Sir James Carroll, New Zealand, who, in expressing his felicitations, described the C. P. R. as a powerful factor in the Empire. The new station at Quebec, which was opened on August 10th, is a triumph of modern railway station construction. The building has a central block and two wings, is akin to old French chateau style of architecture, and is admirably adapted to the quaintness of the old French-Canadian city. On the outside of the station building there is a pretty ground which in the summer time, when its shrubs and flowers are in bloom, will be a beautiful set-off to the stately edifice. At the banquet, held on the occasion of the opening, Mr. A. D. MacTavish, General Manager of the Eastern Lines, presented a silver key bearing the coat of arms of the city of Quebec to Mayor Lavigneur. It is interesting to note that the large window over the main entrance, which helps to light the ticket lobby, contains the arms of the seven great men of Canadian history, viz.:—Montmagny, the first Governor of Canada, 1638-1647; De La Roche, Governor of Canada, 1665; Beaulieu, Governor of Canada, 1726-1747; Montcalm and Wolfe, the famous French and English generals, whose names are familiar to all; and the first Governor of Canada, 1827, and Talon, the first Intendant of New France, 1665-1672. Recently the C. P. R. acquired the Lake Erie and Northern Railway, and by doing so brought their lines into touch with a flourishing and interesting territory in Western Ontario, running from Galt to Port Dover. The new line has connection with the Canadian Pacific main line at Galt and runs in conjunction with the G. P. & H. Railway, which gives access to Kitchener and intermediate points, as well as direct connection with Port Dover, Brantford and intermediate points. The district in which the L. E. & N. runs will benefit much by the new line which the C. P. R. is putting through. The service there. The transportation of the farming produce, so abundant in this part, will be facilitated, and tourists who wish to travel in the beautiful locality will find convenient and satisfactory service. During the year a new railway station was built at Brantford, as a result of an agreement between the C. P. R. and the Hamilton Railway. The new station is to be used by both. The building will be a pretty set-off to the town, and a convenience to the travelling public, as well as for the business people in the neighborhood. The Canadian Pacific Ocean Services had a busy and most successful year. On the Pacific the Empress of Russia and the Empress of Asia, two of the biggest C. P. R. vessels, which were released by the Admiralty, have returned to their usual routes between Vancouver and Hongkong. The Canadian Pacific is spending \$1,500,000 on the development of the port of Vancouver. Greater trade with Russia was one of the big ideas expounded in shipping circles during the later parts of the year. It was with a view towards developing trade with Russia that the C. P. R. appointed Mr. Owen as their general agent at Vladivostok, where he will look after the handling of business. During the summer improvement work has been carried out at the C. P. R. terminal at St. John, N.B., making it possible to handle freight in a more expeditious manner than in the past. The large piers in the course of erection last year have been completed, and many new tracks have been laid down, so that there is accommodation now at Sand Point for about 1,500 cars. Several new passenger berths which had been under construction during the year are now in use and at least 25 more

ocean steamships can be handled in excess of the number that was handled at the port last winter. Never a year passes without some alterations being made to the various hotels constituting the long chain which stretches from coast to coast owned and operated by the Canadian Pacific. The comfort and convenience of its patrons are ever in the minds of the management, and it is these factors which dominate all improvements. At the Lake Louise a new kitchen has been completed which is one of the finest on the continent. It is something like thirty years since the Canadian Pacific built its first hotel in Vancouver. Since that time various extensions and alterations have been made costing tremendous sums of money, and now the Hotel Vancouver stands one of the most magnificent hotels on the American Continent, and is complete with the exception of the new dining room, construction of which has to be postponed for the present. The Algonquin Hotel, a very popular hotel on the Atlantic coast, has been slightly altered, the office has been moved to the space formerly used as a drawing room, and the old office now forms an extension of the lounge, so that this splendid large room with its two fireplaces is now devoted exclusively to the comfort of the guests without interruption from the office routine. In 1917 there will be new quarters erected for the staff. One of the most famous hotels in the world is the Banff Hotel, with its most picturesque surroundings in the heart of the Canadian Pacific Rocky Mountains—the delight of the tourist. Here the C. P. R. has built a new boiler house, and a "Rope" dormitory. This was quite a large work, and a valuable acquisition to the stately hostelry of Lord Shaughnessy to provide, through the Department of Natural Resources of the C. P. R., farm homes for many of the returned soldiers, is a further proof of his desire that those who take part in our war will have recognition of their services. The extent and magnitude of the work of preparing 1,000 farms will be realized when it is noted that it involves building 1,000 houses, building 1,000 barns, constructing 1,300 miles of fence, digging 1,000 wells, breaking and cultivating 50,000 acres. The buildings will require about 20,000,000 feet of lumber to erect. The preparation of the farms will entail an expenditure of about \$3,500,000. Early in the year Lord Shaughnessy decided that Dominion-wide organization should be formed for scientific research in connection with Canada's vast metal, hydro-electric and chemical resources, which would ultimately result in the practical application to industry of many minerals heretofore neglected or exported to other countries. During the year the C. P. R. proceeded to mobilize the best brains in the country, and to utilize them in the manner which the President, and, indeed, the country at large, deems desirable. Arthur D. Little, Ltd., the Canadian branch of the well known Boston organization of analytical chemists, have been commissioned to put the ideas into practical effect. The C. P. R. has given more men to the war than any other concern in Canada, and large numbers of employees continue to join. The total number of the C. P. R. men enlisted is something like 7,000 and the number of killed who have appeared on the honor roll is 170, the number of wounded 408. Early in the year Colonel F. S. Meighen, a director of the C. P. R., was made a Brigadier-General, and he is now doing invaluable work for the Government. Many other important commands at the front.

Scotland Mr. and Mrs. Carm. Baldwin of Brantford spent part of last week visiting relatives here. Mr. and Mrs. David Fraser of Kelvin spent one day last week visiting Mr. and Mrs. Thornton. Mr. and Mrs. Chambers of Brantford are visiting relatives in the village. We are sorry to report the burning accident to Mrs. Olmsteads little girl and hope for a speedy recovery. Mrs. Ramsay is visiting her sister in Brantford. There was no election this year in the village or Township. Our school has opened with the same staff of teachers. MOUNT PLEASANT. (From our own Correspondent) All Saints' Church held their Christmas Entertainment for the Sunday School this week. There was a good turnout of scholars and officers and a pleasant time was spent. We regret to learn that the condition of Mrs. Dr. Mott is not encouraging. Mrs. Mott has been spending some time in Denver, Colorado. We trust the best condition will improve shortly. Dr. Mott left for Denver today. Mr. James Guest and bride have returned home from Chicago and points west. Mr. Charles Guest has purchased the Gould property which he intends to occupy this spring. Mrs. David Smith and Mrs. Alex. Decator left for Toronto to visit friends. Mr. Lorne Allan and Miss Eva Allan are visiting friends in the village. The Lake Erie and Northern Ry. are causing a lot of discomfort to their patrons by compelling them to wait for trains in the cold. There is no shelter whatever. This is a serious matter and should be remedied. Mrs. Alex. Briggs has vacated her home in the village and is now making her home with Mr. and Mrs. Walter Briggs.

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