

NORFOLK NEWS

MANY ILL FROM FEVER AT SIMCOE

Epidemic is Still Spreading,
Although No Deaths Are
Reported Today

MANY RECOVERING

Simcoe, Oct. 22.—(From Our Own Correspondent.)—Engineer Waita resumes his place at the pumping station this morning. Liston Kirkwood has been in charge there for the past week, the whole Waita family having been down.

Harry Hammond is off work with the epidemic, and has a rather severe attack.

Harry Shirk and James McKnight are able to be down town from the North Ward. Shirk, sr., was quite ill yesterday.

W. L. Jones is among the number sorely afflicted.

There were no deaths at the hospital yesterday and at the pumping station was considered the worst case, was last night reported improving.

Robert Rawling, Charles Smith, two Carter children, and the Coates' babe were discharged yesterday and taken to their several homes.

It is expected that four others will leave to-day.

Mr. Martin of the High School staff was yesterday reported on the mend.

Miss Margaret McKnight of the Public School staff joined the hospital staff yesterday.

Mrs. Harrison Stringer provided night supper for the nursing staff on Saturday.

Mrs. J. D. Christie followed this splendid example yesterday and any others desirous of continuing the service should give warning ahead to secure a date.

Chairman Crab of the Hospital Board called at 10 o'clock last night with the statement that there had been one death in town yesterday, that of Mr. Revinal Little of the North Ward.

Mrs. Little contracted the disease at Cayuga. No new cases were reported to the local physicians yesterday and it is believed that the epidemic wave has passed its maximum in Simcoe.

No Connection With Norfolk House. Though situated in the Norfolk House annex, there is no connection between the public house and the hospital. They are separated by a solid wall and sealed fireproof doors. Patrons of the house have nothing whatever to fear.

He Came Farther. The old man Taylor, after spending one week on remand, appeared before Magistrate Guntton yesterday, pleaded guilty of the theft of \$2 worth of hay and gave a lien on his team of horses as a guarantee of the costs. He had refused to answer to his summons. The case was adjourned for a week for his convenience and a second time the Crown witnesses turned up in vain.

Meanwhile Taylor got on to Mt. Eglin. A warrant for arrest brought him back, but the witnesses were out of town, some of them at Port Burwell, and Taylor refused to be detained in preference to the prospect of additional costs later on. Some two weeks ago we predicted that Taylor would come farther and pay more.

Another Defiant. Arthur Garvey was picked up by Dominion Policeman Attelear and

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Yesterday taken to Hamilton. He was married on September 5th in town on a license purchased at Dover, and was living with his wife in the same house with Mr. and Mrs. Chas. Garvey, Metcalf street. Garvey has a checkered career of defaulting.

BRITISH LEADERS' TRIBUTES TO NAVY

Appropriate Messages Sent On Occasion of Trifalgar Day

London, Oct. 22.—On the occasion of the annual celebration of Nelson Day, the Navy League received today messages from leading public men.

"On the courage, skill and endurance of British seamen depend, and always have depended, the issues of the great war," wrote A. J. Balfour, secretary of state for foreign affairs. "But for them, our continental allies would have been severed from all external aid."

Admiral Sir David Beatty said: "On this anniversary of the triumphant establishment of British supremacy, the grand fleet sends greetings to the Navy League."

A message from Sir Douglas Haig, commander-in-chief of the British armies in France, read:

"The heart of everyone in the British army goes out with mine to all officers and men of the royal navy and mercantile marine. Words fall me in expressing adequately the gratitude and admiration for our comrades of a sister service. Thanks to their triumphant efforts, we remain mistress of the seas and supplies of all kinds, not merely for our own empire, but also for our allies, have not for a moment ceased to flow."

Admiral Viscount Jellicoe wrote: "The events of the present year have emphasized to an exceptional degree the supreme value of seapower, not only to the British Empire, but to the Allies' cause as a whole. It is sea power alone that has made it possible to bring to and maintain in the main theatre of the war or the western front that great United States army which has turned the scale of battle. It is sea power alone that has made possible the recent great victories in Palestine and Macedonia."

To The Editor of The Courier

Buffalo, Oct. 18, 1918.

Dear Sir,—It is with profound regret that the writer learns of the death of two of the men who were numbered in the Rotary dinner at which I spoke. Mr. Gordon Scarfe's death comes in the nature of a gentleman's personal loss as we had been given a great deal before and after the accident that hastened his death.

Mr. Jarvis did not know as well, except that he was an enthusiastic admirer of mine, he had splendid ideas with reference to the strengthening of the relations existing between the British Empire and the United States, ideas that were of great value to both countries. The real tragedy in the death of these men was that they both were young, both were useful citizens of the great Dominion, both eager for righteousness, both took and gave so much to life, their death is felt by those far beyond the boundaries of Brantford. My sincere sympathy goes out to their loved ones and their friends.

Very truly yours,
JOHN Mc F. HOWIE.

Children Cry FOR FLETCHER'S CASTORIA

TURNIPS!

We are open to buy a limited quantity of turnips. Apply: Simcoe Canning Company, Simcoe, Ont.

Our Fall Lines of Wall Papers! Are Now Complete

The Patterns are beautiful. The colorings lovely, and the values are even better than previously, but this condition will not continue long, as prices will advance again very shortly.

J. L. Sutherland

"Paper Hangings and Window Shades"

MUST RAISE THE LOAN TO MARKET THE WHEAT

Great Dependence of Grain Growers on Success of Present Campaign—How it was Done Last Year

No class of men in the Dominion is more directly interested in the success of the forthcoming Victory Loan than the grain growers. Notwithstanding the decrease in the 1918 yield per acre throughout the West it is expected that there will be available for export to Great Britain close to 100,000,000 bushels, which at the price fixed by the Government will bring to the grain growers no less than \$225,000,000 in real money.

The grain growers responded to the appeal for more production by putting in nearly 2,000 more acres of wheat than last year. It is unfortunate that in these stressful times, there should have been a reduced crop year, but the fact that they responded to the urge to produce more indicates their hearty support of the Government's war policy. The circumstance that \$225,000,000 will pour into the pockets of the grain growers on the delivery of this year's crop is a great deal towards strengthening the country's financial position.

Britain Wants Our Wheat.

This is how the Victory Loan figures in the possibilities of the future: It is through the Victory Loan that the wheat crop is financed. Great Britain wants our wheat as she wants many other of our products, but under the necessity of continuing at high pressure the many war services she is not in a position to pay for the wheat at once. The Dominion Government must provide the cash which goes into the pockets of the western farmers, and it is done through the Victory Loan.

Hear the word of authority on the subject. Sir Thomas White, Finance Minister says:

"A very considerable portion of the Western wheat crop will be financed through the Victory Loan. The crop could not be moved unless the Dominion Government furnished a considerable amount of money by way of an advance."

This is the situation in a nutshell.

Last year the Dominion Government issued the Victory Loan amounting to \$100,000,000 to finance the war. Concerning those financial operations Mr. E. R. Wood, Chairman of the Dominion Victory Loan Committee, said:

"When the United States entered the war, in April, 1917, we were faced with two important factors, namely: that Great Britain could not pay cash for her purchases in this country, and that the United States could no longer help to finance Canada. That was the delicate and dangerous situation. The success of the Victory Loan means that situation was completely solved. For the farmer, the loan was able to finance the only producer who could buy his excess products, namely, Great Britain."

Made Business Good.

In the fiscal year, 1915, our farmers exported animal and agricultural products valued at \$209,000,000. During the last fiscal year they exported no less than \$740,000,000, the largest agricultural exports in the history of the country. The advances made by the Government last year permitted not only the prompt disposal and movement of the wheat crop but it put millions of dollars at the disposal of the pockets of the western farmers. This had a stimulating effect on the business life of the Prairie Provinces. There was never so much money in circulation.

There is only one market for this year's surplus wheat, and that is Great Britain. The success of the forthcoming Victory Loan will make possible the financing of this year's crop. Two million people living west of the great lakes primarily and all the people of Canada to a less extent are interested in the question. They cannot afford to let the wheat fail and it will fall, at least partially, unless the people of Canada place such a sum at the disposal of the Finance Minister as will be able to meet all financial contingencies.

HOW AIRMEN HURL DEATH TO THE FOE

Bombing Vividly Described—Huge Machines, to Carry Three Tons of Explosives, Now Building

By a U.S. Bombing Instructor.

To-day bombing, after a comparatively slow development at the start, has come into its own. In numbers and interest it outwells all other forms of the service. It counts in its list of pilots and observers among the most famous names in Allied aviation. It has become a tactical and strategic arm of paramount importance, carrying destruction and dismay from the remotest and most remote battle line to the towns and factories of the far interior.

The bombing plane operates in all altitudes, from 500 feet or less to four miles or more above the earth, and work which the days leave unfinished the nights complete. It is the latest and most powerful plane built, nearly equal in speed and climbing ability to the best of the pursuit machines. Heavily loaded for offense and armed for defense, it combines the best elements of other arms.

The efficiency of the service depends in the first instance on the directing headquarters, which must possess an exact knowledge of the objectives and must exercise a judicious choice of those which at the particular moment are most interesting from the standpoint of the military situation. In the second instance it depends on the mobile organization of bombing units, and the methods, permitting them to concentrate rapidly in that sector where their presence is needed, and to carry out prescribed raids without delay and in spite of the weather. On the third instance it depends on the precision with which the bombs are dropped.

With the present bomb sights and methods a good team should never make an error of more than 250 feet at 20 matter what altitude. This question of precision is one of training, combined with a morale which insists on obtaining over and over the same results achieved in practice at the rear.

Night bombing is unfortunately largely dependent upon atmospheric conditions. Certain objectives furthermore are difficult to locate at night, though fairly dark, yet permit flying. On the other hand, at night, anti-aircraft fire is much less intense, and up to the present time the defensive activity of enemy aviation is entirely negligible. Consequently the night bombing machines need not be particularly adapted for comb work, and may concentrate upon carrying capacity. Each team operates individually and may make one or several trips over the objective in order to obtain a good shot which, for the most part, is generally very important. The planes, as an enemy machine passes the lines, are visible from a great distance and serve as guides. The rocket from the trenches on dark nights, and the searchlights, the flashes of artillery may help to find our lines, and finally the system of flares and searchlights within our own lines, defining the aerial night routes, supply the necessary points of reckoning upon which to take the course of their objective and return to their aerodrome. Also, when the night light service is in action the corresponding system of lights, which is fairly permanent, is of invaluable assistance.

Navigation is accomplished by means of maps, compasses and, when possible, the stars. As their experi-

ences increase, however, teams constantly strive to reduce their dependence upon such aids by familiarizing with the sector in which they are operating. Nevertheless the use of maps remains indispensable, particularly for distant raids, and in the great night jiggernauts, such as the Humber-Pago, the navigation officer, seated in his compartment, surrounded by maps, charts, compasses and other meteorological instruments, directs the course much as a liner is piloted.

Formation flying is almost impossible at night. A squadron usually receives orders to hold itself in readiness several hours before hand with the searchlights and the searchlights are drawn out of the hangars. When final orders arrive they take the air individually and at successive intervals, generally three to five minutes apart, each machine, its motor humming sullenly, rolling momentarily into the flare of the field lights, which throw its least details and the faces of its occupants into high relief. A sharp signal from the field officers, a wave of the pilot's hand, the sound of the motor grows suddenly heavy and the huge ship glides slowly and majestically off. The same procedure follows for each of the remaining machines.

The summits of the highest mountains do not give an impression of solitude equal to that experienced by those who fly at night. Deafened by the roar of his motor, his eyes straining into the night world, the fiercer proceeds upon his mission, the sole moving point in the tenebrous infinity. On crossing the lines and at the noise of the rader's motors, all the enemy's lights for a radius of 15 miles or more are extinguished. The sharp flash of a machine gun and the cough of the anti-aircraft gun announce that the enemy is getting into action. Bullets whistle, shells burst, the enemy's searchlights peep forth their long fingers, creep about the sky, cross and re-cross, clothing the heavens in a Scotch plaid of mingling rays. The machine flies straight ahead. Its mission is to find its objective, launch its bombs upon it and return as quickly as possible to the artillery defence of the enemy is dangerous only if concentrated. If the ray of a searchlight catches and follows it, it zig-zags or sidesteps

back into the darkness.

HIDE AND SEEK

When the objective is small and well defended, the aviator, blinded by searchlights, plays hide and seek with his hunters. He withdraws, returns, withdraws again, and waits for his chance. Old hands at night bombing never lose their calm. They know that the defence is always a little behind the attack. When the objective is large the aerial defence can do nothing. If the barrage is concentrated at certain points of its circumference, the machine slides steps them and returns upon the target from another quarter. Though the circle of defence be complete, the barrage cannot nevertheless occupy all altitudes. If the straggled is bursting between six or eight thou-

INDIVIDUAL FLYING

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and feet the bomber climbs to ten thousand or descends to five thousand. Whether he goes above or below, it is of little importance. The target being large, he is sure to get a hit.

The bomber who places his shells in a factory under full activity, who destroys a munitions depot, or burns the warehouses of an important station, finds full recompense in the spectacle he leaves behind him. His apotheosis is written in flames which spread over the earth and mount triumphantly into the air. Such conflagrations will rise thousands of feet and burn hours after they have been started.

THE HOME JOURNEY

The home journey is accomplished in the same manner as the outward

(Continued on Page 6.)

Relieve Your Rheumatism For 25c.

NR does it by improving digestion, assimilation and elimination—the logical way.

NR Today—Relief or No Pay

There are three vital processes of human existence—the digestion of food, the extraction of poisons from it and the elimination of the waste.

Let anything interfere with these processes—let them be interrupted or improperly carried on, and sickness of some kind follows.

Poor digestion and assimilation means failure to derive full nourishment from food and that in turn often means impoverished blood, weakness, anemia, etc. Poor elimination means an accumulation of waste matter which pollutes the body, lowers vitality, increases the power of poisons to disease and leads to the development of many serious diseases.

Rheumatism, due to some interference with the process of elimination, is a waste of time and money. It cannot be expected to yield to any medicine that fails to correct the condition responsible for it. Could any reasonable person expect to rid himself of rheumatic pain as long as

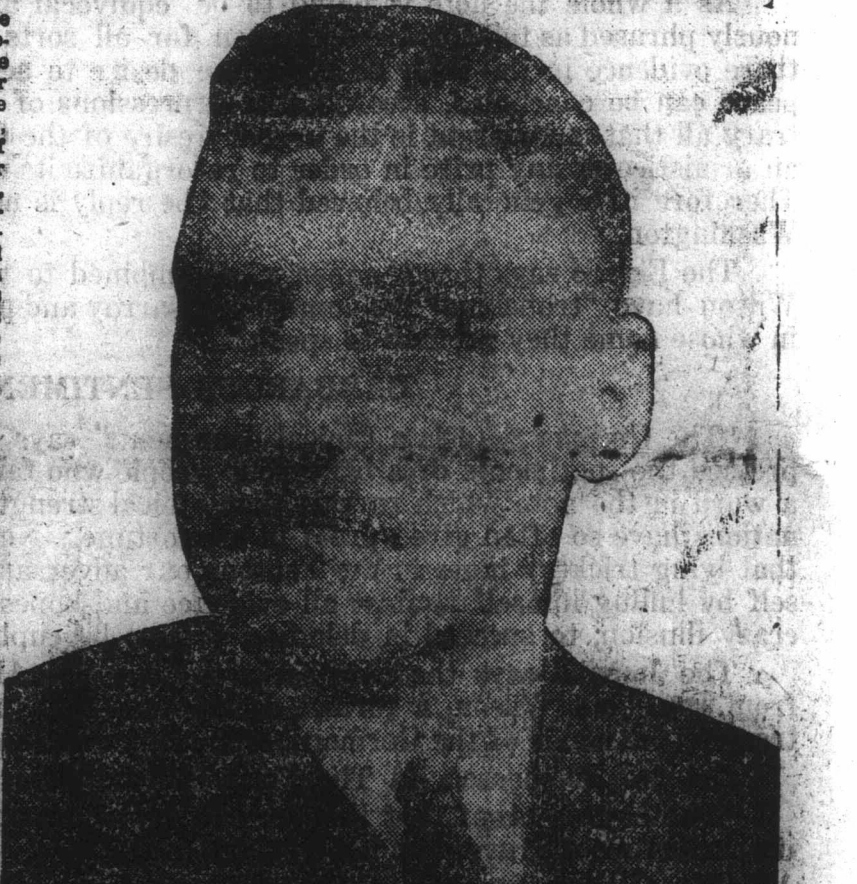
rheumatic poison is allowed to remain in the body.

Think of this: It explains the success of Nature's Remedy (NR Tablets) in so many cases where other medicines have failed. Thousands are using NR Tablets every day and getting relief. Why pay five or ten times as much for uncertain things? A 25c box of Nature's Remedy (NR Tablets), containing enough to last twenty days—must help you, must give you prompt relief and satisfactory benefit or cost you nothing.

And Nature's Remedy is not only the relief of rheumatism. It improves digestion, tones liver, regulates kidney and bowel action, purifies the blood and cleanses the entire system. You'll feel like a new person when you've taken NR Tablets a week. You'll try the expensive medicines and doctors, you'll make the most of your money, but Nature's Remedy (NR Tablets) is sold, guaranteed and recommended by

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Grant Hall, Vice-President with 4000 hours over all lines. A. B. MacIntyre, Vice-President of Eastern Lines. D. C. Coleman, Vice-President of Western Lines. It is a tribute to Mr. MacIntyre's special ability that he was chosen by the Directors as the new Vice-President of the C.P.R. in 1918. Mr. Coleman, the new Vice-President of the C.P.R. as a clerk in the railway service, earned it, for he is known in railway circles as a man of exceptional ability. Mr. MacIntyre, who was appointed as Vice-President of the C.P.R. in 1912, held the position of General Superintendent of the C.P.R. in 1915. He was appointed as Vice-President of the C.P.R. in 1917, and in 1918 was appointed as Vice-President of the C.P.R. in 1918. Mr. MacIntyre 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 Vice-President has been appointed to look after Eastern Lines.

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