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Call for Blasting of Raiders' Bases.

Allied Officers Urge a Big Campaign Against German Airdromes in Belgium.

Paris, Nov. 14.—"The best way to prevent German air raids is by 'smoking out the hornets' nests,' that is, by destroying the German airdromes in Belgium," said a Belgian staff officer with whom I was sitting a few days ago in a hotel at a small coast town near Neuport.

Our conversation had been interrupted by a sudden drone overhead, like the hum of giant bees, quickly drowned by the thunder of guns all around us.

"Gothas going to bomb London, Dunkirk or Calais," said the officer. "At this season they pass over here every fine night. Our anti-aircraft batteries always fire on them, but they fly so fast and so high, seven to ten thousand feet, at least, that it is very rare to bring one down."

"You Americans seem to be paying very great attention to aviation. Don't be misled by any wild talk about reprisals on German towns, which the military authorities will only adopt if compelled by public clamor. If you want to prevent air raids you must concentrate your efforts against the hornets' nests."

Calls Reprisals Unsatisfactory.

The officer's theory sounded reasonable, so I asked for further explanations. His argument was simple.

"Firstly," he said, "reprisals are objectionable from the moral viewpoint of the Allies. If a man throws a stone at your mother, would you defend her by throwing two stones at his mother?"

"Secondly, reprisals are in a military sense unsatisfactory. To reach even the nearer German towns, such as Karlsruhe, Cologne, or Frankfurt, allied planes must pass over a wide belt of German-held territory, French, Belgian or Alsatian, which they are reluctant to bomb. It is just this hundred miles of land that gives Paris immunity from raids as compared with London.

"Overland planes can be observed continually. Their advance can be signalled and preparations made to attack them in the air. To bomb German towns properly would require much larger air forces, both of bombers and of battle planes to protect them, than the results would warrant. We should be playing the Germans' game. Germany's whole object is to make us distract a big part of our air fleet from the actual battle line."

"Exactly the same thing applies to my third point, that it is wrong to send a strong force of battle planes back to England for London's protection. That is just what Germany is playing for. Fourthly, anti-aircraft batteries are inadequate. No one will dispute that.

"Finally, bombing airdromes from which raiders can start is not only logical, but perfectly feasible. The idea is here to bomb one or two of them here and there from time to time, but to concentrate all our efforts against them and never rest until we have destroyed them utterly."

Airdromes Easy to Photograph.

That sounded good, but I wanted further confirmation. I got it the next day from a flight captain in charge of the aviation photographic service on the Belgian front, which I was visiting. This officer has a high reputation and wide practical experience in all branches of aviation, as his row of decorations—Belgian, French and British—bears witness. He said:

"There are two points to be determined. First, can we locate the German airdromes? Second, can we smash them when located? As regards the first, let me tell you, of all the air photographic work, spotting airdromes is the easiest. Here is a photograph showing the characteristic shape of the hangars. And the general disposition of a field. Even from a great height, where the risk to the photographer is trifling, no mistake is possible.

"You suggest that the Germans can alter the shape of their airdromes or try camouflage. As an aerial photographer, and the British and French will bear me out, I tell you camouflage cannot deceive us long or successfully. Sooner or later the trick becomes obvious.

"By air photography we can locate

Nerves of the Stomach

Were Weak and Inactive as Result of Nervous Prostration. Lost Twenty Pounds—Had to Take Sleeping Powders to Get Any Rest.

St. Catherine's Ont., December 3rd.—Many people never realize that the movement and action of every organ of the human body is dependent on the energy supplied by the nervous system.

When the nervous system gets run down there is weakness throughout the entire body. You feel tired and languid and your stomach and other digestive organs are similarly affected. Appetite fails, digestion is poor, you do not get the good of what you eat and gradually grow weaker and weaker.

"This process can only be stopped by such treatment as Dr. Chase's Nerve Food, which goes directly to create new nerve force and thereby to invigorate the whole human body."

Mrs. Geo. S. Elise, 46 Davidson street, St. Catherine's, Ont., writes: "My husband had an attack of nervous prostration, and, although he doctored for some time and tried different other medicines, he could not get relief. He had to resort to sleeping powders given him by the doctor to make him sleep. The greater part of the trouble seemed to be with the nerves of his stomach. He began to lose weight, and kept on going down until he had lost twenty pounds. We had read advertisements in the news papers for Dr. Chase's Nerve Food, and noticed that it seemed to be doing a lot of good for people troubled with nervousness, so my husband decided to try it. He found benefit almost from the start, and continued this treatment until he had taken about twelve or thirteen boxes. The results were most satisfactory. He is now enjoying good health, sleeps well, and has gained back nearly all the weight he had lost. He also uses Dr. Chase's Kidney-Liver Pills occasionally, and thinks them an excellent remedy. I have also used this latter medicine for dizzy spells and liver trouble, and was completely cured of these complaints. We think a great deal of Dr. Chase's medicines, and cannot speak too highly of them."

Dr. Chase's Nerve Food, 50 cents a box, a full treatment of 6 boxes for \$2.75, at all dealers, or Edimanson, Bates & Co., Limited, Toronto. Do not be talked into accepting a substitute. Imitations only disappoint.

every airdrome positively. Mind you, all the airdromes from which London is raided, to say nothing of the centres for German planes used on the Flanders battle front, are in Belgium. To force them to move to Germany would increase their difficulties a hundredfold. Moreover, we could follow them there.

"Now, as to the question of destruction, if the Allies concentrated their whole bombing activities on airdromes, one of two things would happen: Either we should destroy the hangars, air planes, local supplies, rail heads, and crew shelters—the latter point being important, as airmen take a long time to train, and once a pilot's nerve is affected he is useless—or to prevent as the enemy would be compelled to withdraw an undue force of battleplanes from the front for protection. That would be the precise advantage in our favor that the Germans are trying to obtain, by raiding London.

Wants Policy of Initiative.

"In both cases we should be imposing our attack on the enemy, not accepting his initiative. There has been too much of that in this war already. If the Allies had followed Napoleon's policy of initiative, things would have been very different to-day.

"By bombing airdromes you destroy the air raid evil at its source. Reprisals, battleplane defense at home and anti-aircraft batteries are merely palliatives, like treating the symptoms of a malady and neglecting its real causes.

"His argument convinced me, but subsequent thought led to the query: 'If this plan is so obvious, why have not the allied army authorities adopted it?' I discussed this latter with Belgian, French, and British officers in the aviation and other services. Here is the sum total of my conclusions:

First, the army does it, but does not do it enough. The British constantly bomb German airdromes, but only some of them, with limited forces and only from time to time. Second, the army does not always do the obvious and logical thing. Army rulers do not always agree on a policy to be followed. They are hampered by tradition or by political considerations due to popular pressure. The case of Kitchener and explosive shells is an outstanding instance among many.

Third, a General commanding an army or a division, is naturally obsessed by the purely military side of his operations. There is a battery or munition dump he wishes to have blown up, a railroad or junction to be destroyed, a concentration of troops to be attacked and thrown into confusion or stores to be destroyed. He sends bombers out on these jobs in order that the task before him may be facilitated.

Losses Now Quickly Repaired.

Local advantages, no doubt, are thus gained, but railroads can be repaired, men concentrated afresh, pieces and munitions resupplied and batteries replaced. Meantime the German bombing planes are doing the

same behind his lines and the Gothas are raiding London, the former nullifying his own advantages and the latter bidding fair to force him to divert his air forces whether he will or not, to reprisals on German towns. He is not bold and up-to-date enough to take a wider view, to realize that if he can destroy the German airplanes he will 'put out the enemy's eyes' and his advantages will be multiplied enormously.

Finally, aviation is a new arm in war. Even now the British are only just making an independent air ministry, and by the nature of things the practical aviation leaders are young and consequently of inferior rank. It is difficult for them to impress their views, however backed by expert knowledge and personal experience, on their less well informed superiors. There are still too many obsolete methods, too much tradition in old Europe.

It has been America's pride to 'scrap' what is obsolete in favor of more up-to-date and better things. According to opinion here she must scrap the ideas of reprisals and aerial activities that balance and nullify each other. She must concentrate her effort and use her influence with the Allies to induce them to follow her example, on striking at the enemy's air bases and smoking out the hornets' nests. Thus and thus only can be won the absolute 'mastery of the air' with all that it implies.

Chinese Fleet.

For many years missionaries in China have been trying to educate the people of that country to discard the injurious practice of foot-binding. If these same Chinese women could see the atrocities in foot-wear now so common amongst the women of this so-called Christian country, they might well resort to the missionaries that they had better go home and preach common sense to their own women. A prominent physician in Toronto, speaking at a public meeting, last week, said: "Many people are being treated with drugs and liniments for various diseases when the root of the matter is their deformed feet. High heels and pointed toes are the doctor's best friends." At this same meeting, called together for the purpose of forming a society to educate people in the proper care of the feet, it was shown from various authorities that much harm accrues to the whole system, mental and physical, from the high heeled, cramped, balanced, forward, unnaturally level, pointed foot-wear of the present fashion and that its prevalent use is as much due to ignorance as to vanity. It looks very much like a rude imitation of the pagan Chinese whom we are attempting to convert. To say that the fashionable monstrosities of the present fashion are natural and conform to the normal shape of the human foot is to make a serious reflection on the wisdom and skill of the Creator.—Wesleyan.

The Anniversary of Ypres.

(London Times.)

This day, Oct. 31, will in future, we trust, always be held sacred to the memory of the officers and men of our old regular army, the army which in 1914, in the glowing words of the prime minister, "gathered the spears of the Prussian legions into its breast, and in perishing, saved Europe." Our suggestion that the most critical day of the first battle of Ypres should be made a national anniversary has been received with so much enthusiasm throughout the country that it needs no further commendation. The flood of letters we have received, the general approval expressed by the press, make it certain that in years to come this day of days will be set apart for the celebration of the deeds of the heroes who fought and died in 1914 for the greatest of causes. We did not expect that the movement would take definite shape this year, nor was this our object. Our new troops, including the legions to-day on the very slopes where the old army kept its line against the repeated attacks of great masses of the enemy. Our object in recalling the events of the first battle of Ypres has been to urge that, in contemplating the splendid achievements of the new armies we should never forget to hold for ever 'in remembrance the immortal valor of the 'Old Contemptibles.' This is now assured, and in years to come the day

should have its permanent place among our national festivals. We may have greater victories to celebrate, but none more instructive with the crowning glory of sacrifice.

By a natural mischance the early campaign of the old army has in the past three years been associated in the popular mind with Mons rather than with Ypres. The reason is that, while the incidents of Mons, where only half our forces were actually engaged, very quickly became known, the story of Ypres was only told long afterwards, and even now is still being gradually pieced together. The excellent narratives already in print tell much, but by no means all. Parts of the story may never be recovered. Sir Arthur Conan Doyle, who has diligently collected many details, relates as an example the episode of Captain Rising and ninety men of the Gloucester Regiment. These men defended some point with such heroic tenacity that when, some days afterwards, the brigade attempted to get the names of the survivors for commendation, not one could be found."

We have been asked why, when every battalion did magnificently, the 2nd Worcesters should be singled out for special commendation. The reason is that it was their proud lot, at the bidding of Brigadier-General Charles FitzClarence, to retake Gheluvelt at the point of the bayonet between 2 and 3 a.m. on October 31, and so to save the line. Lord French, who should be the best judge, said in his despatch that "if any one unit can be singled out for special praise it is the Worcesters." Again we have been asked why we should praise the general whose keen eye saw the danger and gave the order which turned the tide, while leaving unnamed the officer who led the battalion into action. In this instance the criticism is just. The officer who led the Worcesters on that great day was Major (now Lieut.-Colonel) E. R. Hankey, who happily still survives. We trust that the battalion he commanded will now receive some special battle distinction, such as the old army prized, and that their leader will not be forgotten. Yet other correspondents chide us for not calling attention to the steadfast courage and devotion of the 1st South Wales Borderers, whose staunchness alone endeavored the Worcesters to advance. The undying distinction of the Borderers is that when the line broke they stuck to their trenches and refused to budge. They were a little to the north of Gheluvelt, and they, too, stemmed the tide with indomitable fortitude. There were many such units, while the experience of Sir Thomas Capper and the Seventh Division is an epic in itself. The deathless story of Ypres, is so full of examples of matchless heroism that to tell in detail would be to recall to mind half the units of the old British army. There were the 2nd Queens, who had two officers and 60 men left that night; the 2nd Welsh, left with "three officers and 92 men," the 1st Coldstream, "perhaps the hardest hit of all" on Oct. 29, who "at the end of that dreadful day" had not a single officer left; the 2nd Wiltshires, almost destroyed near Zonnebeke on Oct. 24; the 2nd Life Guards, charging on foot behind Hugh Dawnay at Klein Zillebeke, together with the Blues under Gordon Wilson; the 2nd Royal Scots Fusiliers, who fought in the battle until the whole battalion disappeared; the 1st Camerons, who met a like fate; the list is so long that we know not when to stop, nor can we recount here the prowess of the French and Belgian units which share with the British the pride of the first battle of Ypres. For us, and for our Allies alike the memory of the struggle of October and November, 1914, can never fade away.

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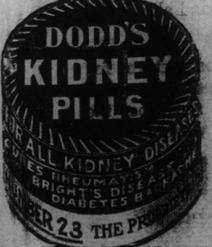
The Man Who Might.

(From the New York Sun.)

Russia is staggering like a small boy who has been running around a post; dizzy, without getting anywhere. In the whirl she has had various so-called leaders. Kerensky, a sort of pale and pompadoured Sulzer, went out without showing half the fight our own Bill made. The other creatures are negligible. There are a dozen amateur Anarchists in Greenwich Village who could do every thing that Lenin has done. A mob will follow the loudest voice and then wear the voice down. It might per-

haps be the best thing that could happen to Russia if the Grand Duke Nicholas, who is reported to be in command of General Kaledine's Cossacks, should become the head of the Government; or, more correctly, should establish government where none exists. It is evident that chaos will last until the army takes a hand. Nicholas Nicholasievitch is by far the best disciplinarian in the army. If the revolution had restored him to the command of the forces Russia might to-day be something more than a pitiful mess. But he was a Romanoff, and with the mock Republicans this outweighed his genius. At the head of the army Nicholas would be the real head of Russia, whether his official title was regent, president, dictator or generalissimo. If it is not too late, he would restore order, in time to confront Germany. It would be a day for easier breathing among the Allies if this laconic soldier took the place of the series of political mountebanks who have made a joke of Russia. It would be a painful day for the Prussians, who never could corrupt him.

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