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NUNGESSER'S RECORD

GREAT AVIATOR IS PAYING A VISIT TO AMERICA.

Famous Frenchman Claims to Have Brought Down More Planes Than Any Other Flying Fighter in the War — His Unofficial Score Is Given as 105 Kills, Although His Official Mark Is Much Smaller.

NUNGESSER, one of the greatest aviators in the war, is visiting in the United States, and receiving the public notice and compliments to which he is entitled. Some of his admirers contend that Nungesser brought down more planes than any other aviator, his unofficial score being 105. Officially he is credited with only 44. Probably no other aviator had so many narrow escapes from death as the famous Frenchman. To-day his skull, one arm, one foot and one leg carry metal supports, but nevertheless he moves about spryly and occasionally indulges in dancing, which is his favorite amusement. One of his compatriots says that in France Nungesser is more famed for his fetish than for his exploits. He attributes his remarkable escape from death to the fact that he invariably carried in his pocket a little gold medal upon which was carved a death's head. The same sign was invariably painted on his plane, and perhaps there was no other plane so well known to the Germans. Knowing the value he set upon the pocket piece the Germans are said to have offered rewards which eventually reached the sum of 500,000 marks to the Hun aviator who would secure it. Not while he lived would Nungesser surrender his mascot, and its possession would be taken as proof of his death.

Nungesser had experience as a flyer before the war broke out but he entered the army as a cavalryman in the Second Regiment of Hussars, which became part of the famous Fourth Division, and it was as a hussar that he first distinguished himself. The incident occurred "in the bad days of Charleroi" in August, 1915, when the French army was retreating under the protection of cavalry. French and German forces mingled in the dark one night, and Nungesser seeing a German automobile with nobody in it, sprang into the machine, and made off with his commander as passenger. The Germans gave chase. They fired on the car and swarmed toward it from all sides. They overtook it standing by

the road, but when they searched they could find no trace of the Frenchmen. For a moment as they explored the neighborhood, the car was again unguarded. Once more Nungesser with his commander sprang from the darkness, and whirled away with the car. This time they got free and rejoined their regiment. Nungesser was wounded, and by saving his commander he had performed a service so important that he was awarded the medaille militaire, one of the most coveted of French decorations. He still retains his rank of a lieutenant of hussars which he prefers to use instead of his aviator rank of captain. The scarcity of trained flying men led him to offering himself for this branch of the service and his first flight distinguished himself by bringing down a Hun who had made some reputation as a layer of French flyers. He used several planes from first to last, but his favorite was a Nieuport, a small, light machine of 130 horsepower. It was on this that his famous death's head was first displayed, and the little white plane soon became a special target for German airmen. On account of the reward offered for the killing or capture of Nungesser, the enemy was particularly keen to engage him, but not single-handed. Frequently he had to fight six or eight at a time.

Not counting the wounds he received as a hussar, Nungesser was wounded seventeen times in the war. It is said that time and again the surgeons despaired of ever being able to patch him together. Nungesser, himself, always attributed his recovery to his fetish. He was badly wounded in one side of the head, and had two bullet wounds in the other side. His jaw was splintered by an exploding shell. A bullet passed through each side of his chest. At various times, elbow, leg and foot were shattered. In addition he sustained several flesh wounds in different parts of his body. Not only were several of the wounds ordinarily sufficient to cause death, but the doctors were further hampered by the difficulty of keeping Nungesser in hospital long enough for him to completely recover. As soon as he was sewn up enough to sit in his plane he would insist upon returning to duty. The flames of fury against the Hun burned no more strongly in any soldier's breast than in that of Nungesser.

As soon as the war was over, Nungesser applied himself to the task of devising improvements for airplanes. He is an engineer and already is said to have several inventions to his credit, at least one of which seems destined to be extremely important. He is also the head of a school of aviation near Paris, for which office the French Government pays him more than a million francs a year. Nungesser says that while existing planes meet all demands for sport and war there is no type suitable for the needs of commercial transportation. It is his ambition to supply this need, and it is said that already he has made substantial progress toward his goal.

Best Methods in Preservation of Hay.

In a season of labor scarcity haying is a problem on the average farm. It is necessary to make use of all the modern machinery available in order to expedite the saving of this important crop. First, then, we must emphasize the use of machinery in curing and storing. Men are not to be had in plentiful supply, but, in most cases some form of co-operation may be resorted to in order to obtain the use of tedders, hay loaders and horse forks to handle the bulk of the crop. By all means plan to use machinery in place of men this year or otherwise considerable of the crop will not be harvested in the best possible condition.

It is usually safe to cut after a rain when the weather appears to have cleared. Red clover should be cut when about one-third of the heads have turned brown. The tedder should then be used until the crop is dry enough to rake—a period which will vary according to the weight of the cutting, the weather and the amount of sap in the stalk. Gather with a side-delivery rake if possible, or in small windrows with an ordinary dump rake. The hay loader works best with a small windrow. By all means use a loader if possible and to facilitate matters a sliding rack may be used so that when one-half the rack is loaded it may be pulled ahead and the remainder loaded. In a pinch this will save a man. The horse fork and slings save much time in unloading.

We mention red clover because it is the commonest and most satisfactory hay crop, and is used in all general farming hay mixtures.

Timothy should be cut either after it is out of the first blossom or after the second blossom has fallen—generally the latter. It will require less tending than clover, is more easily cured, and may be drawn in sooner after cutting. Do not let it get too ripe and woody.

Alfalfa should be cut when the young shoots are noticed starting out from the axils of the lower leaves on the stalks, and should be handled much like red clover, only greater care is necessary to preserve the leaves, a very valuable portion of the plants.—Wade Toole, O. A. College, Guelph.

Good seeds are uniformly bright colored, whereas seeds that have been exposed to moisture, or that are dead, are duller and darker in color. Some good disinfectant such as cresoline, zenoleum, or carbolic acid solution applied to the navel of foals immediately they are born and each day for a week or more will often save the colt from navel ill.

The Cunard Line.

Samuel Cunard was the founder of the Cunard line of steamers, and dispatched the first subsidized vessel, the Unicorn, from Liverpool to Halifax in 1840, followed by the Britannia, the first regular steamer of what became known as the Cunard Line. Samuel Cunard lived in Halifax.

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