

ROLL OF HONOR

Men From Watford and Vicinity Serving The Empire

27TH REGT.—1ST BATTALION
Thos L. Swift, reported missing since June 15th, 1915
Richard H. Stapleford
Bury C. Binks
Arthur Owens
L. Gunn Newell, killed in action
F. C. N. Newell
T. Ward
Alf Woodward, killed in action
M. Cunningham
Sid Welsh
W. Blunt
M. Blondel
A. L. Johnston
R. W. Bailey
G. Mathews
R. A. Johnston
W. Glenn Nichol
C. Manning
H. F. Small
F. Phillips
C. Toop
E. W. Smith
C. Ward
J. Ward, killed in action
F. Wakelin, D. C. M., killed in action
T. Wakelin, wounded and missing
H. Whitsett
B. Hardy

PRINCESS PATRICIA'S C. L. I.
Gerald H. Brown

15TH BATTALION
C. W. Barnes
Geo. Ferris
Edmund Watson
G. Shanks
J. Burns
F. Burns
C. Blunt
Wm. Autterson
S. P. Shanks
Walter Woollett
Lorne Lucas
Frank Yerks
Chas. Potter

33RD BATTALION
Percy Mitchell, died of wounds Oct. 14, 1916
Lloyd Howden
Geo. Fountain, killed in action Sept. 16, 1916
Gordon H. Patterson, died in Victoria Hospital, London

34TH BATTALION
E. C. Crohn
S. Newell
Macklin Hagle, missing since Oct. 8, 1916
Stanley Rogers
Wm. Manning
Henry Holmes, killed in action Sept. 27, 1916
Leonard Lees
C. Jamieson

29TH BATTERY
Wm. Mitchell
John Howard
70TH BATTALION
Ernest Lawrence
Alfred Emmerson
C. H. Loveday
A. Banks
S. R. Whalton, killed in action Oct. 1, 1916
Thos. Meyers
J. M. Wardman
Vern Brown
Alt. Bullough
Sid Brown, killed in action Sept. 15, 1916

25TH BATTALION
Thomas Lamb, killed in action

MOUNTED RIFLES
Fred A. Taylor

PIONEERS
Wm. Macnally
W. F. Goodman

ENGINEERS
J. Tomlin

ARMY MEDICAL CORPS
T. A. Brandon, M. D.
W. J. McKenzie, M. D.
Norman McKenzie
Jerrald W. Snell
Allen W. Edwards
Wm. McCausland

135TH BATTALION
Nichol McLachlin, killed in action July 6th, 1917

3RD RESERVE BATTERY, C.F.A.
Alfred Levi

116TH BATTALION
Clayton O. Fuller, killed in action April 18th, 1917

195TH BATTALION
R. R. Annett

70TH BATTERY
R. H. Trenouth, killed in action on May 8th, 1917

Murray M. Forster
V. W. Willoughby

142ND BATTALION
Austin Potter

GUNNER
Russ G. Clark

RNCVR
John J. Brown
T. A. Gilliland
1st Class Petty Officers.

ARMY DENTAL CORPS
Elgin D. Hicks
H. D. Taylor

ARMY SERVICE CORPS
Frank Elliot
R. H. Acton

Arthur McKercher

98TH BATTALION
Roy E. Acton, killed in action Nov. 3, 1917

64TH BATTERY
C. F. Luckham
Harold D. Robinson

63RD BATTERY
Walter A. Restorick

64TH BATTERY
Romo Auld

ROYAL FLYING CORPS
Lieut. M. R. James

If the name of your soldier boy does not appear in this column, kindly notify us and it will be placed there.

GRAND TRUNK RAILWAY TIME TABLE

Trains leave Watford Station as follows:

GOING WEST
Accommodation, 75 8 44 a.m.
Chicago Express, 13 1 16 p.m.
Accommodation, 83 6 44 p.m.
GOING EAST
Accommodation, 80 7 48 a.m.
New York Express, 6 11 16 a.m.
New York Express, 2 2 58 p.m.
C. Vail, Agent Watford

Great Britain's women's auxiliary corps has 4,000 members behind the lines in France.

Woman Advises Women

Tyneside P. O., Ont.
"I received your sample of GIN PILLS and after using them I felt so much better that I got a box at my druggist's and now I am taking the third box."

"The pain across my back and kidneys has almost entirely gone and I am better than I have been for years. I was a great sufferer from rheumatism but it has all left me. I strongly advise all women who suffer from pain in the back and weak kidneys to try GIN PILLS."

MRS. T. HARRIS.
GIN PILLS sell for 50 cts. a box or 6 boxes for \$2.50 at all good dealers. Sample free if you write to National Drug & Chemical Co. of Canada, Limited, Toronto; or to U. S. address, Nat. Drug Co., Inc., 222 Main St., Buffalo, N.Y.

TRY
GIN PILLS
FOR THE KIDNEYS



TRAINING THE FLYERS

IMPORTANT WAR WORK DONE AT CAMP HOARE.

Near the City of Toronto Is the Largest Airdrome in the British Empire, Probably In the World, a Fact That Is Unknown to a Great Many Canadians.

In a recent article in an English paper, Hamilton Fyfe suggests that few persons know that in Toronto is an aircraft factory with a production probably larger than that of any other in the world. Near Toronto is the British Empire's largest airdrome, and there also is a school for flyers as completely equipped as any in the world. Here in a factory planes and spare parts are being turned out at a rate equal to 175 complete machines a month. The organization in Toronto was built up in a little more than eight months, and is self-supporting, getting no supplies from England. It is under Brigadier-General Hoare, who "came out" with fewer than a dozen assistants last January, aged 35, and a colonel.

By February 5, ten days after his arrival, he had selected the site for an airdrome, acquired the ground and arranged for the buildings. He had his own desires for these. The ground was covered with two feet of snow and the site was dotted with tree stumps that had to be removed from the soil. Barracks already existed at Camp Borden and into these came 2,000 workmen, who in six weeks got the place ready.

Fifteen airplane several machines, each to contain several machines. Offices, lecture rooms, barracks and other accommodations were constructed. Good roads were laid, and water, drainage and heating systems installed.

Camp Borden is sixty miles from Toronto. Now that winter holds Canada fast the students have departed for Fort Worth, Texas, where they are training with Americans. But when the weather warms again and the snow melts they will return. At their Camp Borden school and at the flying school in Toronto, where the camp has borrowed quarters from the university, ingenious methods of teaching airmen how to use Lewis and Vickers guns, how to drop bombs, how to correct artillery fire, are in practice. In one class-room a class sits on a platform running round the walls just below the ceiling watching a big map spread over all the floor space of the room, a map of the country round Poperinghe, in Flanders, drawn to a scale that makes it look as the ground would look from an aeroplane flying at 6,000 feet. Then a student in a Curtiss machine, on the floor of another class-room, drops bombs. Below the machine is a map like the other. The student fixes a spot which looks like a farmhouse, pulls a lever and hears a whirring noise from a little apparatus fixed to the side. From the height at which he is supposed to be flying the bomb would take twenty seconds to reach the earth. At the end of twenty seconds the little apparatus releases a little bomb which falls as near the farm as his skill permits it. Until a cadet has shown a certain degree of skill at this game he cannot go up and practice bomb-dropping from

the air.
"Our aim all through," one of the officer-instructors said, "is to make the men familiar with the idea of being in the air. Airmen have to act automatically. They have no time to think over what they will do. We try to give them that automatic action that perfect union of hand with brain which is so necessary both for attack and defence."

Gun practice in the air is not easy without an enemy to practice at. But this lack of targets has been in large part circumvented. Gunnery is the last course the cadet takes before he passes out. He begins at a camp near Toronto, where he learns something about what "being in the army" means. Next he goes to school in Toronto. Then he goes to camp. Besides Borden there are four smaller camps. But all cadets have to go through Borden before they are pronounced fit for their commissions. Three wings are permanently there, each consisting of five squadrons. In a squadron there are eighteen machines and ninety men. Only eighteen or twenty are airmen. The rest are mechanics and others engaged in keeping the machines in flying and fighting trim. Squadrons are grouped and repairs done more quickly. Centralization gives excellent results. Yet, even so, the machines in actual use at any given moment are seldom more than half of the total number of the strength. But the hope is that this figure may be raised to 70 per cent.

For repairs of a more than light character both fuselages (bodies) and motors are sent to repair shops in Toronto. They are full of machine tools of the latest kind and provided with all means of dealing quickly and effectively with every kind of damage. They are able also to make certain small parts and fittings and so relieve the pressure on the airplane factory.

This is something new in factories. Designed for its special purpose by an active brain, it has features which are original and extremely interesting. In this carpenter's shop the framework of the wings passes from table to table, beginning as rough wood, becoming at every stage more and more developed until at the last table the delicate though sturdy skeleton is complete, ready to be clothed with the "doped" linen which turns it into a wing. The building of the factory, organized by a remarkable man, Mr. F. W. Bailey, was equally with the preparation of the airdrome a marvel of speed. It was begun when the thermometer stood at 10 degrees below zero. That was in February. The wide, high, light and airy shops were occupied in April. Early in May the first airplanes were delivered. But the school orders are wisely not for "so many planes," but for "so many machines and so many spares."

This question of spare parts to replace breakage has been turned into a science at Toronto. It is established that the amount of flying which can be done depends directly upon the number of "spares" available. The school directors know just what quantity of "spares" must be provided to make that amount of flying possible. In one month, for one wing alone 190 new propellers were required. The cadets do not leave before they have passed all tests and proved themselves fully equal to the work they will be given to do in war.

Miller's Worm Powders are complete in themselves. They not only drive worms from the system, but repair the damage that worms cause and so invigorate the constitution that it speedily recovers from the disorders of the digestion that are the result of the work of these parasitic intruders. They do their work thoroughly and strength and soundness follows their use.

Lesson in Thorough Bass.

The use of the word "stuff" in the president's Thanksgiving proclamation, comments the Brooklyn Eagle, furnishes the discord needed to emphasize the harmony of the flowing rhetoric. In effect the president says "We are the stuff." If our enemies twist it we shall not care. James G. Blaine was called the "plumed knight" by Ingersoll, and it passed for a fine compliment, but Blaine thought it suggested the "white feather." If the president thinks his boys are the stuff, we shall all agree with him. Here's where the kaiser gets a lesson in thorough bass.

Wise Bertie.

Mamma—Oh, Bertie, here you are again all covered with mud from head to foot.

Bertie (in tears)—It isn't my fault. I was sailing on a plank, when Willie Meigs gave me a push, and over I went.

Mamma—Well, what are you crying so about? Is it painful to be covered with mud?

Bertie—No, it ain't; but I thought that if I came in laughing you would whup me.

NO REST WITH ASTHMA.—Asthma usually attacks at night, the one time when rest is needed most. Hence the loss of strength, the nervous debility, the loss of flesh and other evils which must be expected unless relief is secured. Fortunately relief is possible. Dr. J. D. Kellogg's Asthma Remedy has proved its merit through years of service. A trial will surely convince you.

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SHERWIN-WILLIAMS PRODUCTS

They have proved that we do make Paint and Varnish to meet every condition of city, country and climate in Canada. And because SWP has proved its quality, and Sherwin-Williams products have always given satisfaction, this company stands today as the largest makers of Paints and Varnishes in the British Empire.

We carry a complete line of Sherwin-Williams Paints and Varnishes. Ask us for Color Cards, prices or any other information you may require.

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USE THE GUIDE-ADVOCATE TO KEEP YOUR STORE IN THE "SPOT LIGHT"