PILOTS, NOT MACHINES, TO BLAME FOR MAJORITY OF AERIAL CATASTROPHES, SAYS FORMER ADVERTISER MAN NOW IN AIR CORPS

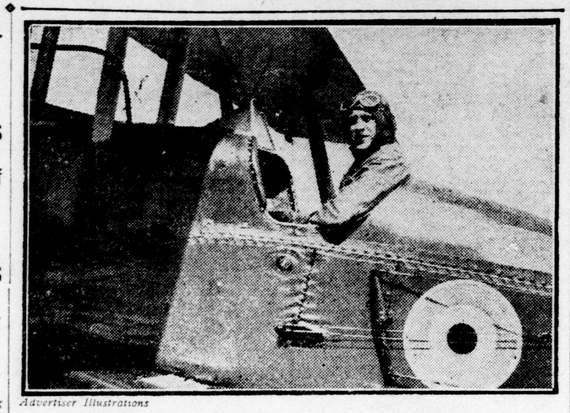
Lieut. Bert Perry Writes Interestingly of Experiences In the Air.

TRIBUTE TO JOE WALTERS

London Should Be Proud of Such Men, Declares Former Office Comrade.

MANY NARROW ESCAPES

Number of Casualties, However, Dulls "Wind-up" Feeling They Once Inspired.



Advertiser Illustrations

FLIGHT LIEUT. BERT PERRY, in fast scout machine.

Lieut. Bert Perry, former sporting editor of The Advertiser, who left his desk to join the 180th Sportsman's Battalion of Toronto, and who later transferred to the Royal Flying Corps, has had several narrow escapes in practice flights in England. Writing to a friend on The Advertiser staff, he tells interestingly of some of his experiences and makes the declaration that he considers aviation as safe as motoring. In describing his own accidents, he says that in nearly all accidents the pilot and not the machine are to blame.

In his letter he pays a glowing tribute to the memory of Lieut. Joe Walters, night city editor of The Advertiser, who was killed in action. London, he says, should be proud of such men as Joe Walters.

Lieut. Perry declares that he will be glad when he is sent to France. "I never expected to stay this long in England," he writes. "A good many of the boys who came over to this country when I did, and went through the same course with me at Reading, have gone to France. Many have 'gone west' also. Every day now the casualty list shows me the name of some friend, some former pal, among the killed, wounded, missing or prisoners. Three former room mates of mine have been killed so far, two in England and one in France.

Many Accidents at Camp.

"One was killed here a couple of weeks ago. This is one of the two big airdromes in England, and four squadrons are located here, so naturally there are a lot of accidents when there is so much flying. It is nothing unusual to see machines crashing. Even the fact that one or both occupants have been killed does not give you the old 'wind-up' feeling it did when I first entered this game. One grows callous to these things when they form part of one's daily life.

"I have been pretty lucky so far. I have done a great deal of flying, and have had one or two escapes. At Kilbourne, in the latter part of June, I was fooling around over two airdromes early in the morning at 5,000 feet. I was flying a fast little scout machine, single seater. The engine was overreviving, that is, giving more revolutions per minute than was conducive to it running perfectly. So I tried to throttle it down a bit by slowing up on the petrol feed a little. This had the desired effect.

Glided to 500 Feet.

"After spending half an hour 'upstairs,' as we call it, I decided to spiral down into the airdrame, and so shut off my engine. I spiraled down to 500 feet before again putting my engine on. I might explain that it was a rotary engine. Rotary engines cannot be throttled down to any extent, except in the case of a Le Rhone. So when you want to come down you have to shut them off entirely, either by turning off your spark switch or your petrol feed. The action of gliding down keeps your propeller ticking over. My experience with rotary engines was not as large then as it is now, so I did not know that while it was all right to starve the engine with petrol in the air, in order that it would over-rev, it was very important to turn the petrol on full again if using your engine when coming down.

"Of course, you never need your engine in landing, except when you have misjudged the distance into the airdrome, and are going a little short. Then you put your engine on and fly on until you have reached the required distance necessary to glide safely into the airdrome. With a stationary engine you can throttle down very easily, but with a rotary you have to turn if off completely.

Hit Fence and Hedge.

"Now perhaps you will understand that when I glided down to 500 feet and found I was going to be a little short of getting into the airdrome, I switched on my engine again. It responded beautifully, and after keeping it full on for a few minutes I again switched it off. But I saw I was still going to be a little short, so I switched on again. But there was no response this time. The petrol was feeding so slowly that when I turned the engine on the first time, all that had worked into the cylinders while I was gliding down was used up, and sufficient to start up again had not run in in the little time I had switched off. So I lost my engine with 200 feet to get into the airdrome, and only 200 feet of height under me. I thought I was going to make it all right at first. A hedge and fence formed the boundary of the airdrome, but I thought I would clear them all right. But there was a strong wind against me, and my machine being small and light, did not make the headway I expected. I had to keep the nose of the machine down so as to glide fast enough to keep flying speed and not stall the machine, which would result in a nose dive and crash that kills a good many pilots. I was too low to turn so I went straight on. I passed through the top of the hedge and hit the fence square. I was shaken up quite a bit, but beyond a cut on the head and a slightly sprained knee I escaped injury. The machine was a complete wreck. I was so mad I am afraid the air was blue for a moment with some of the things I was calling myself. It was my first crash, and it was all my own fault. I realized that when I lost my engine. I knew I was going to hit the fence while still a couple of hundred feet away, but I never once thought I would hurt myself. Everybody will tell you the same thing after they have had a crash. When they realize they are going to crash it makes them very angry, but never once do they think they are going to get hurt. I have often heard it asked of pilots who have had a crash, 'Didn't you make some effort to save yourself before you hit the ground?' and the reply invariably is: 'No. I never thought about whether I would get hurt or not.' Right up to the last minute you believe you are going to avoid a crash, and when you do finally realize you cannot avoid it, you haven't time to think of whether you are going to get hurt or not.

"Well, this has been a pretty long-winded affair, but I went into details because I thought you would understand better that in nearly all accidents the pilot and not the machine is at fault. I consider aviation as safe as motoring, every bit.

Many Forced Landings.

"I have had several forced landings when something has gone wrong with the engine in the air, but always managed to land without mishap. I have made several cross-country trips, and only got lost once. That was because I went up above the clouds and depended upon my compass to direct me. The compass was all right, but I flew too much southeast instead of south. When I thought I was near the place I was making for, Oxford, I came down through the clouds, which were about 2,000 feet up, and when I saw the earth again, I discovered I was away off my course. Didn't recognize any of the roads or places under me. Then I decided I had gone too far east, so I flew due west for about twenty minutes. I did not come in sight of any place I recognized on my map then, so I went down and landed in a big field beside a big country mansion, to inquire my way. Before landing, though, I circled around the field at about 700 feet a couple of times, to make sure there were no ditches or mounds in it that would damage my machine. This, of course, brought the country people out, dozens of them coming from nowhere particularly, and when I finally landed there were about two hundred people around the machine in about two minutes, and I was the centre of quite an interested group. I found out that I would have struck Oxford had I flown due west for another five minutes. I had landed at a place called Aylesbury, in Buckinghamshire. I refused all invitations to stay for tea, and, soliciting the aid of a couple of intelligent-looking farm hands, I got my engine going again, having to swing the propeller myself, and amid open-mouthed wonder on the part of the gathering I went off. Just as I was leaving the ground I noticed an old man with a stick hobbling across the field with more speed that he had traveled for years back, I'll bet. He was just too late to see the machine close up.

Another Narrow Escape.

An airplane is quite an object of interest in most localities in England yet, and you only have to land in some spot not situated near an airdrome to draw an immense crowd and be the centre of all kinds of admiration, etc. The members of the Flying Corps are always popular with the girls, especially in full flying kit and with a machine. Cross-country flying is fine sport, except when you have to battle with storm clouds at low heights. I got caught in a squall at 7,000 feet over the city of Northampton one day, and didn't care to repeat the performance. The squall was the preliminary action of a big rain storm which I was trying to dodge. It blew my machine about so that I lost control completely for a few moments, and didn't know where I was. I finally gained control after the machine started to go down at about 150 miles an hour, which is speed enough to tear the wings off any machine of the type I was flying at the time, but by some miracle did not damage mine. At the present time they are turning out machines that dive at nearly 300 miles per hour, which is some diving, believe me.

"I got my pilot's wings in May, and expected to go to France then, but suddenly they changed our squadron there from an artillery observation squadron to a scout squadron. They sent us fast scouts, which require more training for a pilot than other machines. So I was kept for the scouts. I was getting along fine, except for my crash in the Bristol scout, when they suddenly broke our squadron up after the big air raid in London in July, and I was sent on to fighters here. Some of the other boys in the squadron were sent to France, while others were put at home defence stations. I like the fighters much better than the scout machines. The present-day fighting machines are fast, and you can throw them about as easily as you can a scout. The work is more interesting, too. Besides, you have an observer with you, which means you have an extra gun, and two guns are better than one any time. And also two pairs of eyes are better than one any day out in France.

"I see now that all the papers are predicting the war will be won in the air. I don't know whether this is because of my joining the flying corps. You can draw your own conclusions about that, but I believe it will be, too. The aeroplanes are playing a tremendous part in the present day battle, and they have wonderful possibilities.

Eddie McKay a Captain Now.

"Eddie McKay is now a captain and flight commander of No. 74 Squadron, which is located at one of the home defence places near London. He is going to fly fast scout machines. He has been in England since last March, and expects to stay for some time yet. I hear from him nearly every week now that I found out accidentally where he is. I send him the 'Tiser when I get through reading it. I still get the old sheet regularly and enjoy it. The English papers print the baseball scores every day, but I have to depend upon The 'Tiser for the old dope. I see my prediction about the Sox and Giants for the pennants, as sent to Bill Hadon, is coming off all right.

"Sergt. Roy Campbell, who is well known around London as a runner and all round athlete, is in England at present taking a pilot's course in the R. F. C. Since leaving the 12th Battery he has been an observer out in France on fighting machines, and has won the D. C. M. I don't know where he is located at present, but am trying to find him. He is getting a commission, I believe. I hope to see him one of these days, and congratulate him.

"The Flying Corps is half Canadians now. Easily 50 per cent are from Canada. I have met hundreds of Canadians over here who are flying now. Capt. W. A. Bishop of Owen Sound, is the best pilot in the R. F. C. at present, but other Canadians are coming into prominence. Bishop has won all the honors held by the late Capt. Ball, who was a former pal of Bishop's, both being in the same squadron. I believe, Doug. Weld was at Oxford, but I did not see him there. One of the other chaps in our squadron met him there, and told me he was asking for me. I am sorry to hear he is missing, and hope he turns up all right.

Tribute to Joe Walters.

Joe Walters' death was an awful shock to me. I saw his name in the casualty list in the London Times, and it hit me pretty hard. No better boy, no better friend, no better soldier than Joe Walter lived, and he will linger long in the memories of those who knew him and loved him because they knew him.

About a month after his death I received a letter from him, dated April 17th. It had taken the letter two months nearly to reach me. His note was short, but it breathed enthusiasm in every line. He had read my account of my solo flight and wanted to congratulate me on it. He said little or nothing about his own deeds, his own hardships. Only that every day was one of excitement for him and one never knew what the next would bring forth. He said we would meet again some day. His is a spirit that no German bombardment, no German attack, no amount of hardship or hell, can ever down. No German bullet could ever stop Joe Walters. He is carrying on today in a better world. The city of London should be proud of such men as Joe Walters, and of the parents who gave him, their only one, to a cause that can ill afford to lose such men. Thank God, that some parts of Canada produce such men. It makes my blood boil to read what the Nationalists and other French-Canadians are doing in Quebec.

"Bob McEwen sent me a nice cake of maple sugar, and I wish to thank him through you for his kindness. That maple sugar was certainly appreciated. Had I known his address I would have written him personally, but Rust, old man, you can explain to him. Give him my best regards. Also remember me to Neil, and tell him I am going to write him soon.

"I guess the war is going to last another year. It may go on longer. But every day makes the result more certain.

"Do you ever hear from Harold Moyer, and where is he now? I saw 'Bat' Minhinnick in London. He is a sergeant now, but it trying very hard to get across to France in the infantry or artillery. He looks fine and is the same old Bob.

CARD OF THANKS.

Mr. and Mrs. W. F. Hardy wish to express their very sincere and heartfelt thanks to the neighbors and friends who have shown them so much kindness, because of their recent loss of their home by fire. b

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SAVING WHEAT, BEEF AND BACON ESSENTIAL NOW

Fighting Men Must Be Provided With Plenty of Food.

WOMEN MAKING APPEAL

Every Home in London Will Be Visited This Week.

The stern necessity for cutting down the normal consumption of wheat, beef and bacon in Canada, as in the United States, in order that the fighting men of Britain and her allies "may do their duty on full stomachs," and that Germany's plan to starve out Britain may be defeated, was convincingly urged last evening in the Masonic Temple by N. R. Davidson, K.C., of Toronto, and other speakers, by way of "preliminary bombardment" in the grand campaign which is being launched this week to obtain the pledges of the housewives of London to definitely support food conservation.

Former Campaign.

Recalling the greater production campaign of six months ago, Mr. Davidson reminded that it was difficult at the time to make people believe that unless production was largely increased, England, France, Italy and the troops at the front would be faced by hunger and actual starvation. But Canada responded splendidly. As the situation stands today, unless the people of Canada and the United States largely reduce the consumption of flour, bacon and beef, which are the foods most convenient for transportation, using substitutes at home, all the care possible exercised in France and England, and other allied countries, there will be suffering before May, 1918.

The Requirements.

Quoting the figures given by a statistician at the time of the French mission to Washington to the effect that 577,000,000 bushels of wheat will be required, grown outside these countries to tide over France, England, Belgium and Italy until the 1918 harvest, the speaker placed these facts before his audience for consideration.

Before the war, England imported four out of the five bushels of wheat required to feed her people. With all the production and conservation efforts of the men at home, the women and boys in Britain this year, Britain, like France, Italy and Belgium, will require to import a large amount. India and Russia were before-the-war markets. Russia cannot supply herself. Shipping by the Mediterranean from India invites disaster from submarines. By way of the south of Africa involves long time in transport.

A Big Job.

England has been using half her merchant marine for war purposes; the other half has been sadly depleted, notwithstanding the wonderful strides to keep it intact. The long distance largely cuts off Australia as a source of supply. Argentina, a former market, has had a crop failure, and embargo on wheat. England and her allies must depend on the North American continent within "ferrying" distance, comparatively speaking, and, owing to this, making possible escort of food ships by convoys.

The wheat crop in the United States has been the smallest in years, 653,000,000 bushels. Under normal conditions, 600,000,000 bushels is consumed annually by the people of the United States. Canada's wheat crop is 254,000,000. Normally, 50,000,000 bushels has been the estimated requirement of the Canadian people, with an added 50,000,000 bushels lost in milling, etc. This would leave, with normal consumption continued in Canada and the United States, 154,000,000 bushels from Canada, and 53,000,000 bushels from the United States towards making up the required 577,000,000. For this reason the governments of Canada and the United States are appealing to the citizens at home to do their share of patriotic service and to sacrifice so far as "substitution" may be considered such one-quarter of the amount of wheat flour used under ordinary circumstances.

Will Need More.

Even with this amount released, a large amount of wheat will require to be obtained from Australia, notwithstanding the shipping difficulties. So far as the beef and bacon are concerned, bacon includes all "cured" pork. Ham and bacon are especially suitable for export, owing to the small amount of space they take up. Furthermore, in the "cured" condition, they do not require refrigeration. Beef cattle can be shipped alive. The rations for the men at the front call for one pound of beef and a quarter of a pound of bacon every day.

Concerning this apparently large amount, Mr. Davidson reminded of the hardships of the men in the trenches, the long periods without rest, necessitating food of greatest nutritive value to keep them in condition to stand the strain.

Definite Regulations.

Two definite regulations have been made in connection with food control in Canada already. By the first, eating places serving more than 25 meals a day must not serve beef and bacon on Tuesdays and Fridays, under penalty, and only either of these at one meal in the day. Some wheat bread substitute must be served at every meal. On August 24th, the second law was put into force, forbidding the selling or buying of canned vegetables, excepting in mining camps, etc., where obtaining of fresh vegetables is an impossibility. The common sense reason for this regulation is that full use may be made of the fresh vegetables grown this year in abundance, and the canned vegetables released for export or conserved until the time when obtaining of fresh vegetables is not possible.

Making Appeal.

During the coming week an appeal is to be made to the housewives of Canada to enroll themselves as members of the food conservation army, to voluntarily apply to their own homes the regulations in force in connection with public eating places, and to do their part in saving 12,000,000 bushels of wheat in Canada this year to add to the contribution the Dominion is able to make to keep the troops at the front, Britain and her allies from hunger, and also to aid in releasing beef and bacon, which the soldiers must have.

"Thank God," said the speaker, "we are a home-loving people, and the great saving in Canada in wheat, beef and bacon can be made in the homes."

So far as the shipping of beef to the

Being Imported.

United States at the present time is concerned, the speaker stated that, while shipping is going on to the States, it is also being imported from there to Canada, balancing things up in the course of twelve months. Furthermore, the point is this: Canada and the United States are now standing together as a unit to supply Britain and her allies with the necessities they lack. Furthermore, the United States is dealing with food conservation even more rigorously than Canada. The speaker could not see that the shipments of beef to the United States could constitute any excuse for refusing to conserve in the home kitchens.

Concerning reducing the consumption of wheat flour, and the argument offered, "Why doesn't the Government make this law, instead of asking the housewives to do it voluntarily?" the speaker had this answer: "Because of the enormous amount of organization of machinery and expense it would involve. It would mean bread-tickets issued by the Government, practically a constable to keep tab on every home, endless interference, etc. Even in Germany, where life has been so regulated by law, rationing of the people has largely fallen down."

Voluntary System.

An example of the success of the "voluntary" system of conserving wheat was given in the case of England, where the total consumption of wheat has been cut down 30 to 35 per cent by voluntary measures.

In conclusion, the "service" side of joining in the conservation movement voluntarily was emphasized, Mr. Davidson declaring that such sacrifice was needed in Canada, for the sake of the nation, as well as for the fighting men and the allied countries.

"This war won't end," he said, "till the world is purged of its selfishness, its gross 'upsidedownness.'"

Pass Resolution.

At the conclusion of the address the following resolution, presented by Mrs. Williams, chairman of the local committee of the Women's Auxiliary to the Organization of Resources Committee, was uanimously carried:

Resolution.

Whereas, this meeting recognizes the compelling need that Great Britain, France and our other allies should be able to procure from Canada and the United States more flour, beef and bacon than ever before, so as to help shatter Germany's hope of winning the war by starving Great Britain into submission through the present ruthless submarine campaign;

Resolved that this meeting calls upon all citizens of London and its vicinity to take their full share in participation in the sacrifices of the war in the following ways:

1. That everything possible be done to back up in this locality the efforts of the food controller to increase the production and conserve the supply of foodstuffs, and that this be undertaken as a matter of prime patriotic importance.

2. That as a first step the food service pledge cards be signed and acted upon and that they be prominently displayed in every home.

3. That every housewife should reduce by at least one-third the amount of flour used in the household, encouraging the use of substitutes for bread, and where possible using brown bread.

4. That less beef and bacon be used by substituting therefor fowl, fish, beans, potatoes, nuts, bananas and other nutritious foods.

5. That public opinion stand behind the enforcement of the Government regulations now binding upon all public eating places, as to serving flour, beef and bacon, and prohibiting the sale or purchase of canned vegetables until further notice.

6. That those regulations be applied as far as practicable in each individual house, leaving each household to choose the two days that will best suit its own arrangements.

7. That every housewife should exercise in her houshold such care as will prevent the waste of any foodstuffs.

8. That perishable food which cannot be immediately sold or used be donated to the local food conservation committee.

The Fifth Line.

Seconding the motion, Rev. R. G. Peever, of the First Methodist Church, called the conservation army of Canadian women to be enrolled this week, the "fifth line of defence." The others he named as follows: "First, the soldiers in the trenches; second, the navy; third, the munitions workers; fourth, the men, women, boys and girls who have taken part in the greater production and saving of crops this year; fifth, the women in their homes." Mr. Peever added that he had devoted the whole of his evening service to the question of the forthcoming food conservation enrollment. He felt that it was a high Christian privilege to do so.

"We must stand by our men at the front," he said. "I feel strongly that many young lives would have been saved if we had supported them before."

From Australia.

Rev. Mr. Hammond, of Sydney, Australia, spoke for his country and also for food conservation. "We have had splendid crops in Australia, but the shipping difficulties make the sending of wheat to Britain and her allies almost out of the question. We have sent 400,000 men out of a population of 5,000,000, and we are prepared to do our part to the last man and last dollar. Man for man, we can match you, but we can't where the 'golden grain' is concerned in the way of rendering service.

"I hate to think of the noble fellows who never even heard of me literally enduring hardships, suffering wounds and dying for me. If locking my cupboard two days a week can be of any service, thank God I can make one towards one aspect of winning the war."

Vote of Thanks.

A vote of thanks to the speakers and others who assisted in the program was moved by Rev. Dr. Silcox, and seconded by Rev. Dr. Tucker. Enjoyable music was contributed by Miss Lola Stevens, Pte. Adair of the A. M. C., Miss Nora Brennan, and the Lombardo boys' orchestra.

Mayor Stevenson presided and with him on the platform were: Mrs. Williams, chairman, and Mrs. R. M. Graham, secretary, of the local food conservation committee; N. F. Davidson, K.C., Toronto, speaker of the evening; Col. L. W. Shannon, D. O. C.; Rev. Mr. Hammond, Sydney, Australia, and representative clergymen, Rev. Dr. Silcox, Rev. Dr. Tucker and Rev. R. G. Peever.

City Taking Census of Buildings Where Troops Can Be Kept

Mayor Declares That He Believes in Preparing For Emergencies.

Mayor Stevenson and the militia authorities are making a census, so to speak, of buildings that might be available here this winter for housing soldiers. His worship has written to the Thistle Curling Club, asking if the rink will be available this winter.

"We do not know what accommodation we will need, but we want to be prepared for any emergency," said the mayor.

ONLY 62 MEN SIGNED ON HERE DURING FORTNIGHT

Returns From British-Canadian Recruiting Mission Added Eighteen.

Only sixty-two men joined the Canadian army at the London Mobilization Centre during the two weeks just passed, according to figures issued at militia headquarters Saturday. This is about the same as the number of recruits obtained in the last two weeks in August.

Infantry units obtained fifteen men, forestry five, and miscellaneous units twenty-four. In addition eighteen men came from the British-Canadian Recruiting Mission in the United States, fourteen of them joining infantry units and four to miscellaneous units.

JEWISH NEW YEAR COMMENCED SUNDAY

Celebration of the Jewish New Year began on the part of the Jewish community in the city by prayer services in the synagogues on Wellington street and Horton street, beginning about 5 o'clock Sunday evening. These were continued for an hour or so, and will be resumed at 7 o'clock this morning. In accordance with custom, reading from the holy scroll will take place at 9 o'clock and at 10 o'clock, the shofar will be blown to remind the people on the occasion of the opening of the new year of the judgment of the Lord and the duty of self-examination and judgment. The forenoon services will be over by 1 o'clock and in the evening the program of Sunday will be repeated. The celebration will last two days in the city, owing to the fact that both congregations belong to the Orthodox Jewish Church. The reformed church celebrates only one day. With reference to this, Mr. Lastar, a leading member of the Jewish community, and the Zionist movement here, says, "So far as I know, there are no reformed Jewish congregations in Canada. All belong to the orthodox church."

BRUSH-PILE ABLAZE.

The fire department was called on Sunday evening to a brush fire at the end of Grosvenor street. It is supposed to have been started by boys smoking. A line of hose was laid and the blaze was soon put out.

MISS AUDRIE RUBANNI, the celebrated soprano, who opens an engagement at the Patricia Theatre today. Miss Rubanni has just completed a ten weeks' engagement at the Regent Theatre, Toronto, and comes direct from there to the Patricia.

MARC MacDERMOTT

Co-star with Alice Joyce in "An Alabaster Box" at the Majestic Theatre today and Tuesday.

Photoplay News

"The Deemster"—Patricia.

"The Deemster" is the most powerful dramatic story written by Hall Caine. The locale of its scenes is the Isle of Man. The time of its action is the early eighteenth century. Its motive is law and atonement.

Daniel Mylrea is the son of the bishop of Man, the hereditary baron of the isle, whose temporal power is higher even than that of the deemster, or governor. The bishop desires Dan to take orders. He prefers to become a fisherman. The deemster has a son and a daughter—Ewan and Mona. Dan and Mona are in love. They will marry when he can obtain her father's consent. Ewan becomes a clergyman in the face of his father's insistence that he take up business.

For seven years Dan lives alone in a hut by the sea. Then a plague strikes the people of Man. The bishop has learned of a monk in Ireland who has discovered a remedy for the pestilence and sends for him. The monk comes to the isle on a vessel which is wrecked on the shore near Dan's desolate hut. He dies in Dan's arms, who then dons the cleric's garb and carries the cure to the people.

When there is but one powder of the remedy left, Dan learns that the deemster is a victim of the plague. He faces his enemy to minister to him. He finds himself stricken. Either he or the deemster must die. Revealing himself to the deemster he elects to die himself. Giving the deemster the healing powder he staggers away to his hut. He is followed by Mona and dies in her arms. At the Patricia today, Tuesday and Wednesday.

CHARLIE CHAPLIN, in "The Immigrant," at the Patricia today, Tuesday and Wednesday.

WITHOUT BIBLE SOUL WILL LACK FOOD OF LIFE

"God loves the unlovely and unlovable," stated Rev. R. B. S. Hammond of Sydney, Australia, at St. Paul's Cathedral last evening. He said ministers of the Anglican Church get into the pulpit to give advice, rather than to carry the good news of the gospel. "Go to the smallest children's class in the public school, and they will tell you that gospel means good news," he said. "But little good news reaches the ears of the sinner from the pulpit. Condemnation and exposure of faults and failings are the limit of their visits to the church. Constant church-goers who have the idea that only such as go to church are worthy of the love of Christ, scorn the idea that God can love a sinner. The sinner and the saint are in the same rank in the eyesight of God, and each attain the same reward. The unlovely and unlovable are as the lilies in the field. Other church-goers wonder whether they really do benefit by going to church or reading the Bible. Take away the Bible," said Rev. Hammond, "and you take the backbone out of civilization; or take from the public library the books explaining the Bible, and it is not worthy of the name library. The Bible is the rock of our foundations. Without the Bible, the soul would be lacking the food of life."

MAY PRAY FOR RAIN

Traffic Cops Can Wear New White Duds If It Comes.

The white raincoats and white caps for the traffic officers on rainy days have arrived in the city, and were immediately cleared from customs by Mayor Stevenson.

The rainy-day apparel is now at the police station and will be issued to the traffic officers the first day it rains. The object is to make the trafficman stand out conspicuously on dark and cloudy days. The system of using white coats and caps on wet days is the prevailing custom in the large American cities.

CONSERVATORY VIOLIN CLASSES.

John Melvin Jones of New York in Charge of Special Department.

Intending students of the violin are offered a splendid opportunity of taking a course with one of the finest teachers, and perhaps the finest soloist in Canada at the present time. The London Conservatory of Music is extending its successful class method of instruction to its violin department. One advantage of this method is that a thorough course in violin is provided at an exceptionally small cost. Another advantage, and one of considerable importance to the beginner, is that a violin will be provided free of charge until such time as the student is assured of making his study a success.

The success of this method has been demonstrated in the piano, singing and elocution departments. The student is given his own separate individual lesson, and in addition has the benefit of the others of the same class. Each pupil can advance as rapidly as his talent and industry warrant.

The department will be in charge of Mr. John Melvin Bush, formerly of the Von Ende School, New York city. Mr. Bush has been engaged by the Conservatory as a member of the violin staff. His wonderful playing abilities will soon make him known to Canadian audiences.

Full particulars may be had on application to the registrar, 356 Dundas street. Phone 1101. b

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CONDEMNS PRACTICES OF PENTECOSTALISTS AS MAD EXCITEMENT

People Worked Into a Frenzy, Says Rev. Dr. McCrae.

Preaching the first of a series of sermons on the subject of "Cloven Tongues," at the Hamilton Road Presbyterian Church Sunday evening, Rev. Dr. McCrae strongly condemned the practices of religious sects throughout the country that claim to be capable of interpreting languages of the spiritual world while under the spirit of the Holy Ghost.

He said that various Pentecostal sects, one of which is holding services in the city, claim to fill people with the holy spirit by praying and singing supplications to the Deity. In reality these creeds work the weaker-minded of their followers into such a pitch of excitement and frenzy that these people become ready subjects for hypnotic influences.

When a man is rendered immune to his surroundings and falls on the floor, apparently overcome with the power of the Holy Ghost, he has really been placed under the power of hypnotism. The only sensation that comes to one when the spirit enters one's body is a feeling of contentment and gladness. This mild sensation which remains permanent, and is not momentary, as in the case of those who have experienced the practices of sects that abuse the work of God with false teachings. There is only one way to receive the potent holy influence. That is by constant prayer and absolute faith in God.

Not Spirit of God.

"How can a few people suddenly receive the Holy Spirit into their souls without any previous knowledge of the work and power of God?" the preacher asked. "Because some sophists, who have interpreted the Bible falsely, and derived a fallacious belief from their interpretations, work on the nerves of the weak-minded by harmful suggestions that it does not mean that those weak-minded persons have become enveloped with the spirit of God.

To force excitable people into a hypnotic state injures not only the body but the soul. I am not taking up this subject from the sake of beginning a controversy, but for assuring and enlightening the people to the fact that the only way of becoming an agent of God's work is to believe in sound teachings. Do not regard the accidental miracles which happened during Biblical times as presaging or forecasting events of the present day.

The Wrong Way.

The Holy Spirit cannot be obtained by rushing madly into mission meetings and asking for it.

The greatest paragraph in the Bible is "The life I now live in the flesh, I live in faith." Holiness simply means wholesomeness. If a man is wholesome in mind and body he is assuredly holy. Every man must obey the laws of God. If he is derirous of having the Holy Spirit into his soul, he can't just run into a tent meeting and have it thrown at him. He must commence to live a clean, holy life and then the mild sensation of knowin he is doing good and is good manifests that he is a part of the Spirit.

I believe in the teachings of the Salvation Army, because they do not try to teach ignorant people that which they do not understand themselves. The simple belief is the most beneficial, and the intricate fallacious teachings the most harmful.

CORNER-STONE LAYING INTERESTING CEREMONY TO WYOMING RESIDENTS

Many Take Part in Services at New Methodist Church There.

The laying of the corner-stones of the new Methodist Church, Wyoming, recently was an occasion of very great interest, and a large company of people met to witness the interesting and impressive ceremonies. The pastor of the church, Rev. S. J. Allin, presided and associated with him were a large number of prominent ministers who had some part in the service.

The president of the conference, Rev. S. W. Muxworthy, Exeter, conducted the opening exercises. Those who laid the corner stones were Mrs. Thos. Steadman, Rev. Geo. N. Hazen, Rev. Dr. Manning and Rev. J. E. Holmes, of London. To each was given a silver trowel.

The stone laid by Mrs. Steadman and which she, as president of the Ladies' Aid Society, presented, the church, was nearly seven feet in length and bears in large deep cut letters the words: "Methodist Church, A. D., 1917." In a tin box made to fit into an excavation in one of the stones was placed a copy of the daily papers and other interesting documents.

After the several stones were declared to be "well and duly laid" the pastor placed a plate on top of the chief corner for the offerings of the people. In less than five minutes more than $500 were placed upon the plate and that amount was suplemented by quite a large sum afterwards taken at the tea tables. The money thus secured will be additional to many thousands of dollars previously subscribed. Chris Pink, of London, added much to the pleasure of the afternoon by his splendid songs.

The contractor for the new building, A. J. McKinney, of Woodstock, hopes to have it completed by November 1. The new structure is being built of red pressed brick with white stone trimmings. It is to have a basement school room with classrooms on one side and having, besides a furnace room, a kitchen and large primary room.

Up stairs there will be in addition to the auditorium room for a vestry and choir and over these a club room for young men and one for young women. Over the entrance corridor there will be a gallery seating a hundred persons.

Those composing the building committee are: J. A. Rice, J. D. Wright, S. E. Wellington, Ellerby Steadman and F. E. Rice.

DR. MORROW PRAISES BYRON SANATORIUM

Dr. J. R. Morrow of Bergen, N. J., who is visiting friends in the city, on Saturday visited the Byron Sanatorium and Preventorium. He expressed himself as delighted with all he saw, and stated that he considered the location ideal and the institution splendidly planned and equipped.

Dr. Morrow is taking a short trip in Canada after attending the convention in Cleveland, of superintendents of institutions, which specialized in preventive medicine. A southerner by birth, he is seeing Canada for the first time. He was prepared to be well pleased, but what he has found has exceeded his expectations.

With regard to the medical profession in this country and the graduates of Canadian colleges who have gone to the States, he said: "Fifty per cent of our specialists in the New York state health department are Canadians, and a very large percentage of our foremost medical men in the United States have come from Canada." Dr. Morrow has also an exceedingly high opinion of Canadian nurses. In fact he married one, Miss Webster, a graduate of Victoria Hospital, and a niece of Inspector and Mrs. C. B. Edwards. He declares that in the nursing profession the Canadian girls cannot be excelled for intelligence, efficiency and conscientiousness, reasons that make them always in demand on the other side of the line. During his present trip, in fact, he has his eyes open for a Canadian nurse to occupy an important position on the staff of the Bergen Isolation Hospital.