

## ACUTE NERVOUS EXHAUSTION

All Treatments Proved Useless Until He Tried "FRUIT-A-LIVES".



MR. JAS. S. DELGATY.

R.R. No. 4, Gilbert Plains, Man.  
"In the year 1910, I had *Nervous Prostration* in its worst form; was reduced in weight from 170 pounds to 115 pounds.

The doctors had no hope of my recovery, and every medicine I tried proved useless until a friend induced me to take "Fruit-a-lives".

I began to mend almost at once; and after using this fruit medicine for 3 or 4 months, I was back to my normal state of health.

I never had such good health for twenty years as I have enjoyed the past six years. We are never without a box of "Fruit-a-lives" in the house".

JAS. S. DELGATY.  
50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid on receipt of price by Fruit-a-lives Limited, Ottawa.

### Auctioneer

J. F. ELLIOT,

Licensed Auctioneer  
For the County of Lambton.

PROMPT attention to all orders, reasonable terms. Orders may be left at the Guide Advocate office.

### MEDICAL.

JAMES NEWELL, PH. B., M. C.

L. R. C. P. & S., M. B. M. A., England.  
Coroner County of Lambton,  
Watford, Ont.

OFFICE—Main St., next door to Merchants Bank. Residence—Front street, one block east of Main street.

C. W. SAWERS, M. D.

WATFORD, ONT.  
FORMERLY OF NAPIER) OFFICE—Main Street, formerly occupied by Dr. Kelly. Phone 13 A. Residence—Ontario Street, opposite Mr. A. McDonnell's. Night calls Phone 13 B.

W. G. SIDDALL, M. D.

WATFORD ONTARIO  
Formerly of Victoria Hospital, London.

OFFICE—Main street, in office formerly occupied by Dr. Brandon. Day and night calls phone

### DENTAL.

GEORGE HICKS.

D. D. S., TRINITY UNIVERSITY, L. D. S., Royal College of Dental Surgeons, Post graduate of Bridge and Crown work. Orthodontia and Foreign work. The best methods employed to preserve the natural teeth.

OFFICE—Opposite Taylor & Son's drug store MAIN ST., Watford.  
At Queen's Hotel, Arkona, 1st and 3rd Thursdays, of each month.

C. N. HOWDEN

D. D. S., L. D. S.

GRADUATE of the Royal College of Dental Surgeons, of Ontario, and the University of Toronto. Only the Latest and Most Approved Appliances and Methods used. Special attention to Crown and Bridge Work. Office—Over Dr. Kelly's Surgery, MAIN ST.—WATFORD

### Veterinary Surgeon.

J. MCGILLICUDDY

Veterinary Surgeon,

HONOR GRADUATE ONTARIO VETERINARY College. Dentistry a Specialty. All diseases of domestic animals treated on scientific principles.  
Office—Two doors south of the Guide-Advocate office. Residence—Main Street, one door north of Dr. Siddall's office.

Waxed paper drinking cups can be used in an emergency as a little gelatine moulds.

AN OIL THAT IS PRIZED EVERYWHERE.—Dr. Thomas' Electric Oil was put upon the market without any flourish over thirty years ago. It was put up to meet the wants of a small section, but as soon as its merits became known it had a whole continent for a field, and it is now known and prized throughout this hemisphere. There is nothing to equal it.

## Science in War Time

THE other day two leading spirits in the Canadian Manufacturing Association asked these questions:

Can a beam of energy on the order of the X-ray be driven two miles horizontally upon the German lines?

Can the magnitude and intensity reach such proportions as to scorch and destroy living things in its path?

The answer was emphatically in the affirmative. Not only can the beam of energy be driven in a horizontal direction, but vertically downward from suitably equipped aircraft.

The same type of magneto-electricity used for wireless telephony is adaptable for this purpose. The number of wireless vibrations or cycles used for wireless telephony are near the bottom of the scale and cover only the "auditory range." The telephone vibrations, or waves, are diffused in different directions. By intensifying, increasing the quantity of current and concentrating its direction, a most intense heat may be obtained, to which that of a burning glass would compare as a candle to a house on fire.

The main point of discussion was the improvement of the design of propellers and flying surfaces of aircraft. The fact that no matter how we may improve the engine, the waste of power increase as greater speed is sought in aircraft, is fundamental to any significant advance or new departure in design of such constructions. The first and imperative requirement is greater efficiency in what the engine drives—the propeller and the surfaces of the body and wings.

For a moment consider the waste of power of the propeller entirely apart from the engine. All progress of the aircraft is obtained exactly in the same way as with the modern steamship; namely, from the thrust of its propeller screw, or wheel, all referring to the same instrument.

The engine furnishes, say, 200 horse-power to the propeller, while the plane goes ninety miles an hour. If this were exerted, all of it, as "thrust" without loss, it would be a steady push of 833 pounds, at ninety miles an hour. But the fact is that under the very best conditions less than 108 pounds of thrust is realized. So we see that about seven-eighths of the engine power is lost in various directions, while only one-eighth, or 13 per cent, remains as driving or lifting power, which is the same thing, and this is exclusively confined to the propeller operations.

Further losses to which the 108 pounds of thrust are later subjected must not be confused with those incident to operating the propeller itself and producing the thrust.

To put the matter of propeller loss another way, if the power supplied to the engine were all utilized or transformed into thrust by the propeller, being 108 pounds in the case stated, an engine of only twenty-six horse-power would be required.

The saving of weight immediately assumes great importance. The 200-horse-power engine weighs upward of 500 pounds. The twenty-six horse-power weighs only sixty-five pounds. Again, as to weight of fuel: the 200-horse-power machine carries a weight of the engine, or 500 pounds, while for the twenty-six horse-power engine only sixty-five pounds of gasoline are needed.

Taken together, the weight of 200-horse-power engine and fuel is 1,000 pounds at the very least, while the twenty-six horse-power engine and fuel would weigh but 130 pounds, a saving of 870 pounds or more. To this can be added another very important saving, namely, a decrease in the structural weight of the plane itself due to the diminishing strains, vibration and wrenching effect of the larger engine.

In fact, the whole design of aircraft becomes subject to entire revision as soon as the great and unnecessary weight of engine and fuel is obviated. The reduction of weight and size of the body and wings of the craft, reduces "head-on resistance" and swifter speed is at once obtained for this reason. The carrying capacity is not decreased, but on the contrary is increased at least to the extent of the 870 pounds saving in weight of engine and fuel.

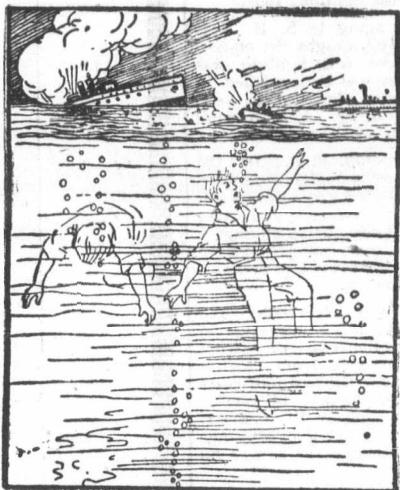
The demand of exceptionally good propellers has been accentuated by the problem of supplying several new classes of aircraft designed on better principles.

## Children Cry FOR FLETCHER'S CASTORIA

Fall Fair Dates—1918

Ailsa Craig	Sept. 19-20
Alexandria	Oct. 8-9
Bridgen	Oct. 1
Forest	Sept. 26-27
Glencoe	Sept. 24-25
Mt. Bridges	Oct. 1
Parkhill	Sept. 23-24
Petrolia	Sept. 19-20
Sarnia	Sept. 24-25
Watford	Oct. 2-3
Weyburn	Oct. 10-11
Strathroy	Sept. 16-18

# Remember By Giving



AT any other time than this, the heroism of the men of the *Merchant Marine* would fill the newspapers. As it is, you simply read of so many tons of shipping sunk by submarines.

Yet from the few words you read, you

must picture scores of scenes like the illustration. 15,000 men of this service, not officially recognized by the governments, have suffered death in order that soldiers, munitions and food may cross the ocean. Remember their widows and orphans, dependent for life itself on your generosity.

## Let Your Donation Be An Appreciation of This Sacrifice!

As each day sees new victims of the U-Boat, more and more mouths wait to be fed—widows and orphans, who cannot look to governments for relief.

"They shall not want!" Say this in the only way that counts—by your contribution.

WE MUST listen to the call that comes from the deep—"Remember the Lusitania! Remember Captain Fryatt! Remember the 176 vessels lost, together with all trace of crew and cargo! Remember the 15,000 men of the *Merchant Marine*, who have already made the supreme sacrifice! Remember the widows and orphans!"

## SAILORS' WEEK

SEPTEMBER 1st TO 7th INCLUSIVE

Ontario's objective \$1,000,000. Ontario has never failed!

CAMPAIGN COMMITTEE  
Sir John Eaton, Chairman

THE NAVY LEAGUE OF CANADA  
Commodore Aemilius Jarvis, President (Ontario Division)  
34 King Street W., Toronto.

An excellent French dressing for salad is made of olive oil, lemon juice, salt and paprika.

### FALL TERM

opens Sept. 3rd in  
The Elliott Business College  
Young and Charles sts., Toronto.  
Our courses of training are unexcelled in Canada. The demand for our graduates is more than five times our supply.  
Write to-day for catalogue.

### CHANTRY FARM

SHORTHORN CATTLE and LINCOLN SHEEP SOLD OUT

Will buy any number of registered or good grade Lincoln ram lambs or yearlings for immediate or September delivery, write or phone.

ED. de GEX Kerwood

### Clerk's Notice of First Posting of Voters' List

VILLAGE OF WATFORD

Notice is hereby given that I have transmitted or delivered to the persons mentioned in Section 9 of the Ontario Voters' Lists Act, the copies required by said Act to be transmitted or delivered of the said list, made pursuant to said Act, of all persons appearing on the last revised Assessment Roll of the said municipality to be entitled to vote in the said municipality at Elections for members of the Legislative Assembly and at Municipal Elections; and that the said list was first posted up in my office at Watford, on the 12th day of August, 1918, and remains there for inspection.

And I hereby call upon all voters to take immediate proceedings to have any errors or omissions corrected according to law.

Dated this 12th day of August, 1918.  
W. S. FULLER,  
Clerk of Watford.

When you want something real nice and good in

ICE CREAM

and

REFRESHING DRINKS

TRY

LOVELL'S

Canada Food Board License No. 5-1784

BREAD, CAKES AND CONFECTIONERY—THE BEST.