

Elgin— "The Spirit of Reconstruction"



War To Peace

AT this moment—the picture is as vivid to me as though I were again standing at the battery timing a barrage by my Elgin.

Over there, we learned the value of a minute—in fact, of a second. We saw results of tremendous significance achieved by operating to schedule—to the tick of the Elgin. From now on this business must benefit by the great lesson the war has taught us—the necessity of timing all operations and completing them on schedule.

To-day the Elgin stands, as it stood throughout the great war, as the symbol and the measure of accurate time. Accurate time makes it possible to work to schedule. Working to schedule guarantees greater production. Greater production means increased prosperity.

From the unloading of raw material to the shipping of the finished product, each operation must be done efficiently and completed on time—Elgin time.

Depend on the Elgin as the register of your schedule. It will serve you as efficiently in peace as it did the Allies in war.

There is a jeweler in your vicinity who is equipped to help you safeguard your Time.



CANADIAN ELGIN WATCH COMPANY LTD.
Toronto

One of the famous
streamline models

ONE OF CANADA'S MOST BRILLIANT AIR FIGHTERS

Major Raymond Callingshaw, D. S. O. and Bar, D.S.C., D.F.C. and Croix de Guerre—"What is Canada Going to do About An Air Service?"

(By Arthur Beverley Baxter for the Canadian Associated Press.) London, May 6.—(By mail.)—Among airmen and those who study their records, a constant theme of discussion is "who is the outstanding Canadian Aviator?"

Lieutenant Claxton of Toronto brought down twenty-four machines in one month; Colonel Bishop, V. C., holds the highest record; Major Barker, V. C., fought the greatest battle of them all and was looked upon as the finest tactician among the airmen on the Italian front; Major McKeever has the world's record as a two-seater pilot; Captain MacLaren should have had the V. C. for his fifty-seven machines; Captain McCall of Calgary has a tremendous record—and if Major Carter hadn't shot his propeller off and had to descend in German territory he would have been chasing the leaders very close.

But whatever name comes up before those impromptu tribunals, that of Major Callingshaw is invariably mentioned among the very first.

Callingshaw is now twenty-four years of age, but I venture the opinion that in the matter of advantage, he could give almost any octogenarian a decent start and still come ahead.

He started his career by being born in Victoria, B. C., and, at the age of four, he had been to Alaska and back. He was educated in Victoria, but the proximity to the sea and a personality that has something of a hurricane about it, was urging him to seek new experiences. Accordingly when Stefananson went to the Ant-Arctic one of his ship's officers was young Raymond Callingshaw, for which the latter received his first decoration—a habit that grew on him in later years.

Was in the Navy.

His next venture of consequence was to join that formidable service, the Canadian Navy, sailing on the good ship "Niobe."

When war broke out he was in the fishery patrol vessel Pipsa, operating off the British Columbia coast, and he conceived the idea of joining the air service, as that element of nature seemed to promise more excitement than the sea. He was one of the very first to try and fight in the air, and had the honor of being described by a (then, powerful) person, as "one of those fool would-be aviators."

However, he was granted the privilege of paying the Curtis Company for his tuition and with a dozen other air pioneers was taken to England and lost track of in the Naval Air Service. They were kept for months doing training more or less in connection with flying and France seemed an unattainable goal. At last they were sent out as an experiment, followed by the hearty doubts of every one. Of the eight greatest British pilots living today, seven are "would-be" Canadian aviators.

When the time comes to apportion credit for the tremendous prestige Canada has attained through her airmen, let it be remembered that those first few pilots fought without encouragement or recognition, but they blazed the trail for the thousands who followed, until the

Canadians dominated the whole British Air Force.

A Great Record.

Callingshaw shot down sixty Huns. At different periods he paused long enough to hold a D. S. O. then a D. S. C., followed by a D. F. C., and then a Croix de Guerre.

These, added to his Antarctic ribbon, made an imposing array which grew with a Croix de Guerre (two palms) and the 1914-1915 ribbon.

He has an extraordinarily virile constitution, and shows very little strain from his three years and two months flying service. True to his globe-trotting instincts he fought in Mesopotamia, as well as in France. In the latter theatre of war he commanded No. 8 Naval Air Squadron composed entirely of Canadians. In one year they shot down 208 hostile aircraft.

I ran into him the other day, when he had just landed from Canada. He is heavily built, with a broad face and forehead and one gets a distinct impression of power from the poise of the head.

He told me many interesting things about the enthusiasm of Canadians at home for their own air service, and when Callingshaw talks one listens. He is full of ideas and utters them with a rapidity that gives an impression of illimitable energy rather than nervousness.

"Are you going to fly the Atlantic?" I asked once when he paused.

"If I can get a machine I will," he said, "and if not I want to go to Russia. Say, listen—"

I inclined my ear.

"Australia had her own air force of six squadrons during the war and now she's going to maintain twelve. What's Canada going to do about it?"

The question was one of those that did not demand an answer, (like the queries put by clergymen to their congregation during a sermon).

However, there is no harm in passing the question on. I know we have a Canadian Air Force in England composed of two squadrons, but what will happen when they go home.

As that volcano of airmen, Major Callingshaw puts it—

"What is Canada going to do about it?"

LT. COL. HARRISON GIVES AN OVERSEAS TALK

Lieutenant-Colonel W. H. Harrison, D. S. O., gave a splendid account of the work of his unit, the Divisional Ammunition Column, to the members of the Women's Canadian Club last evening in the Red Triangle rooms, and was listened to with the greatest of pleasure. Mrs. G. A. Kuhring, the president, was in the chair and was supported by Mrs. R. T. Hayes and Miss Ethel Jarvis. It was decided that the club should erect a bronze tablet commemorating the forty-five units in which New Brunswick was represented in the great war. Songs by Elmer Belding, Miss Waterbury and Mrs. Blake Ferris were most heartily enjoyed and a special vote of thanks and appreciation was given Mr. Belding who had so distinguished himself as a soldier and as an entertainer for the soldiers overseas.

At the close of the evening, the club members were treated to a most enjoyable supper.

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World-Wide Dry Plans Outlined

Campaign to Open With Circuit Meetings—Coming Conference to be International

New York, May 19.—The call to the world-wide prohibition conference recently issued by the prohibition leaders of the United States and Canada to temperance and prohibition organizations in fifty countries, contains these statements:

"No great problem which has to do with human welfare can be solved fully and permanently by a single nation, regardless of others. Races and nations alike are subject to that high law of international ethics which insists that the solution by any people of a problem which concerns the world carries with it the duty and responsibility of passing on each solution to others."

"World conditions present an unparalleled opportunity for the prompt organization and speedy success of such a movement for moral betterment as that represented by the anti-liquor crusade. Hearts have been softened and chastened by the cataclysm through which the nations of the world have passed. Humanity has a larger vision, men are talking and thinking in world terms, and are prepared for a bigger problem of reform. The time is opportune for a great aggressive world drive against the drink traffic."

The call is signed by the following members of the International Committee for the Dominion Alliance: Miles Vokes, president; William H. Orr, treasurer; Ben. H. Spence, secretary; as well as by the foreign relations committee of the Anti-Saloon League of America, including P. A. Baker, general superintendent; H. H. Russell, associate general superintendent; Ernest H. Cherrington, executive secretary.

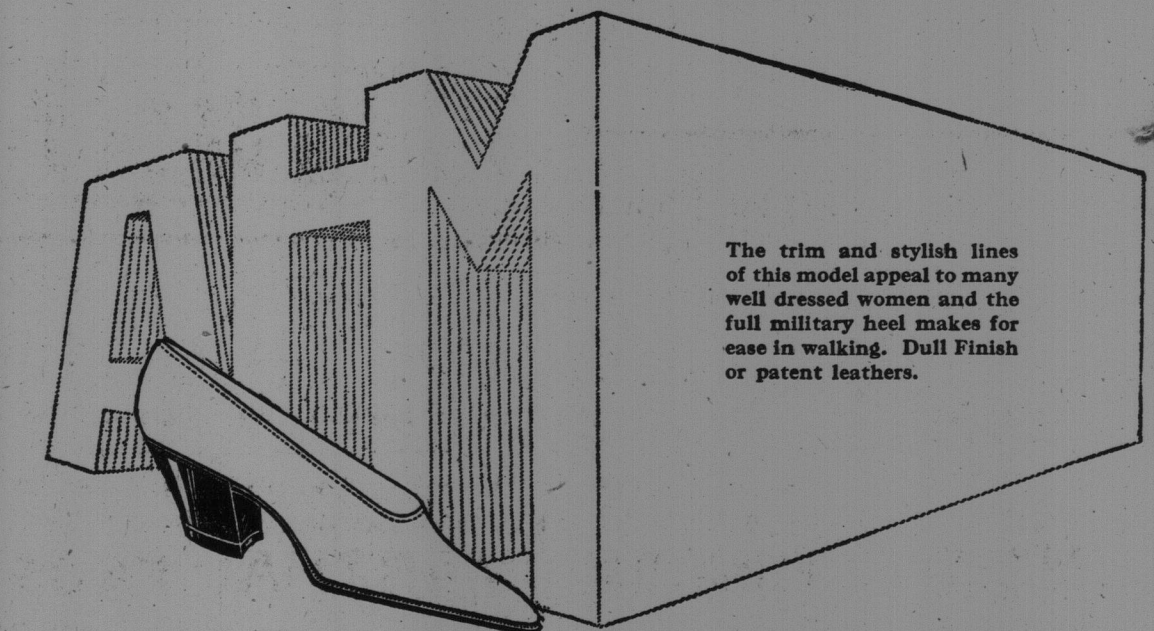
Circuit meetings have been arranged for the period preceding the conference to be held in Washington extending from May 19 to June 4, for which the following speakers have been announced:

William Jennings Bryan, Frank Willis, former governor of Ohio; Col. Dan Morgan Smith, commander of "the battalion of death;" George R. Stuart, Birmingham, Alabama; Richmond Pearson Hobson, hero of the Merrimac, and former Congressman from Alabama; and Malcolm R. Patterson, former governor of Tennessee.

Wayne B. Wheeler, general counsel of the Anti-Saloon League, will join the Willis circuit at Great Falls, Montana, on May 23. H. H. Russell, D. D., LL. D., founder of the Anti-Saloon League of America, will join the Patterson circuit at Madison, Wisconsin, on May 26. P. A. Baker, D. D., general superintendent of the Anti-Saloon League of America, will join the Bryan circuit at Indianapolis, Indiana, on May 26. The several circuits cover the entire country, and meetings will be held in important cities in each, and in Toronto, Ontario.

A RAILWAY TO THE ROOF OF THE WORLD

The Oroya or trans-Andean railway in Peru, lying within the territory known as "the roof of the continent," sets itself to climb still farther, even to the peak of the roof. The terminus is at Callao, the chief port of Peru. At Lima the road is joined by



The trim and stylish lines of this model appeal to many well dressed women and the full military heel makes for ease in walking. Dull Finish or patent leathers.

The Proof of the Pudding

SOONER or later you will buy a pair of A. H. M. Shoes. And if you are correctly fitted with the proper shoe for your type of foot, you are likely to conclude that your shoe problem is solved. For the shoes will give you satisfaction.

That is the purpose back of these little talks about buying shoes. For unless the shoes *do* give you satisfaction, you are not so likely to buy A. H. M. shoes again.

And so we ask you to go to a reliable dealer, and make sure of getting the right type of shoe, and the right size and width. We ask you to look for the manufacturer's trade mark, that you may be sure of quality, and that you may be sure of getting the same make again.

We gladly send our booklet "How to Buy Shoes" to any address in Canada upon request to our head office at Montreal. There is very little in it about ourselves—but a great deal about shoes.

AMES HOLDEN McCREADY LIMITED

"Shoemakers to the Nation"

ST. JOHN MONTREAL TORONTO WINNIPEG EDMONTON VANCOUVER

When you buy Shoes look for—



—this Trade-mark on every sole

a branch which starts from Ancon, and then it plunges into the Andes, cutting through one range, throwing out a spur to Tarma, at the foot of another range, and then turning northward again and gaining Cerro de Pasco, called the highest city in the world. A scenic railway through all its course, it ascends to and passes beyond abandoned agricultural terraces, which rise to a height of 1,000 feet above the present agricultural level of cultivation. These terraces, in the

days of the Incas, were irrigated from wonderful aqueducts, the water in which had been carried higher and higher above the parent streams, to flow back from height to height, making a garden of bloom and fruit of the now barren land. The road crosses the Andes at an altitude of 15,000 feet and more, and has a pass which is described as being "only a stone's throw" lower than Mont Blanc. The inhabitants of the valley and mountain towns are descendants of the

Quechua and Aymara tribes who lived there during the Empire of the Incas. They are known as Cholos and are an agricultural and pastoral people. Higher up mining is the only industry. The people of the valleys and uplands transport themselves and their produce on the backs of llamas.

SMOKE MACDONALD'S INDEX

New June Numbers of

Columbia Records

Ponselle Sings "Keep the Home Fires Burning"

Never in all its meteoric career has "Keep the Home Fires Burning" been sung with such vim and vigor. Ponselle has been acclaimed by thousands as one of the world's great dramatic sopranos. Her golden voice fairly makes you see the "silver lining" to the clouds in this great song.

49585—\$1.50

Happy Music of the Hour

They're up-to-date—they're never late—we have them all—you need not wait—they're thirty-nine—some one-steps new—some fox-trots fine—and waltzes, too—the newest air—the latest hits—band pieces rare—and comic bits—symphonic tunes—a hymn or two—our list for June's—made all for you.

Oh, Lawdy (Something's Done Got Between Rebecca and Me). Bert Williams. Bring Back Those Wonderful Days. Bert Williams. A2710, 10-inch 90c

Madison, Amante Farrar. When Johnny Comes Marching Home. Amante Farrar and Columbia Quartette. A2716, 10-inch \$1.00

In the Gloaming. Corinne Rider-Kelsey. My Laddie. Corinne Rider-Kelsey. A2718, 10-inch \$1.50

Onward, Christian Soldiers, and Stand Up for Jesus. Oscar Seagle and Columbia Stellar Quartette. A2726, 10-inch \$1.50

St. Julien March. Columbia Band. Salute to Buffalo March. Columbia Band. A2730, 10-inch \$1.50

Veil Dance, and Turkish March. Columbia Turkish Orchestra. A2731, 10-inch 90c

By the Camp Fire. Sterling Trio. Mammy O' Mine. Sterling Trio. A2712, 10-inch 90c

Alabama Lullaby. Campbell and Burr. Dreams. Sterling Trio. A2717, 10-inch 90c

That Wonderful Mother of Mine. Henry Burr. I Can't See the Good in Good-Bye. Lewis James. A2715, 10-inch 90c

No One But You, from "Sometime"—One-step. Introducing: Beautiful Night, and It Gals Them All—Fox-trot. Introducing: Just My Style; 2. Loving Eyes, and That Tumble-Down Shack in Alabama. Melley Waite. Introducing: 1. Bring Me a Rose; 2. Mickey. Dance Music. Columbia Orchestra, Charles A. Prince, Director. A2716, 10-inch \$1.50

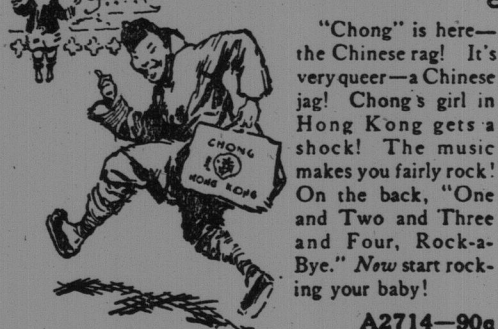
Some Day I'll Make You Glad. Sterling Trio. Wait and See (You'll Want Me Back). Henry Burr and Ruth Lenox. A2713, 10-inch 90c

Sweet Siamese—Fox-trot, and, Ruspama—One-step. Earl Fuller's Rector Novels Orchestra. A2714, 10-inch 90c

New Columbia Records on Sale the 20th of Every Month

COLUMBIA GRAPHOPHONE CO. Toronto. 111

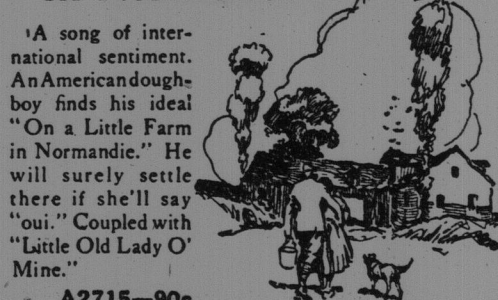
Rag Song "Chong" Has Come Along



"Chong" is here—the very queer—a Chinese rag! It's Chong's girl in Hong Kong gets a shock! The music makes you fairly rock! On the back, "One and Two and Three and Four, Rock-a-Bye." Now start rocking your baby!

A2714—90c

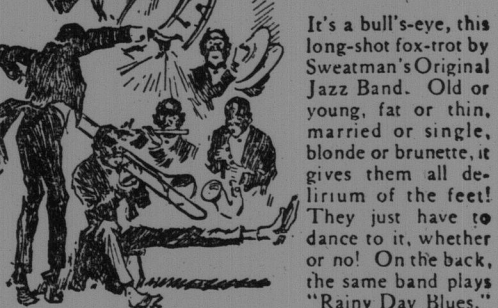
On a Little Farm in Normandie



A song of international sentiment. An American dough-boy finds his ideal "On a Little Farm in Normandie." He will surely settle there if he'll say "out." Coupled with "Little Old Lady O' Mine."

A2715—90c

"JA-DA"—the Big Jazz Dance Hit



It's a bull's-eye, this long-shot fox-trot by Sweetman's Original Jazz Band. Old or young, fat or thin, married or single, blonde or brunette, it gives them all a thrill of the feet! They just have to dance to it, whether or no! On the back, the same band plays "Rainy Day Blues," another fox-trot that keeps them moving.

A2707—90c

Bobby says—

POST TOASTIES

make glad smiles around the family table. Most delicious corn flakes ever known.

