



### TENERIFFE.

#### Spanish Possession Has Interesting History.

The most striking feature of Tenerife is, of course, its famous peak. It is one of the great landmarks in these seas, and the traveler who approaches the island from Madeira some 300 miles away to the north is not long out of Funchal before he catches sight of the great mountain rising slowly out of the water. And so it goes on to rise all day, if the weather is clear, over gathering to itself more detail, until, as his boat casts anchor off the mole at Santa Cruz, the peak towers above him, more than 12,000 feet. It gives one the impression that all of the island must be mountain, and the impression is not far astray, for, with its supports and spurs, the Pico de Teide, as the Spaniards call it, does, indeed, occupy nearly two-thirds of Tenerife. Its summit, on a clear day, is one of the great vantage grounds of the world. All the islands of the archipelago are visible from it, and the horizon is 166 miles away.

The island, of course, belongs to Spain, and, like most other Spanish possessions, has a long and interesting history. The story of Tenerife is concerned largely with tales of high adventure on the high seas; of great enterprises, carried out by great adventures, and afterwards "regularized" by the intervention of princes. This, although its existence was known for many centuries before his time, the island was officially discovered early in the fourteenth century.

**Minard's Liniment Co., Limited.**  
Gentlemen—My daughter, 13 years old, was thrown from a slight height and her elbow so badly it remained stiff and very painful for three years. Four bottles of MINARD'S LINIMENT completely cured her and she has not been troubled for two years.  
Yours truly,  
J. B. LIVESQUE,  
St. Joseph, P. O., 13th Aug., 1906.

by Jean de Bethencourt, a Norman, who gave up his title to the King of Spain. The Spaniards, however, held their title loosely, and evidently thought little of their possession, for when next Tenerife came into prominence it was in the possession of Henry the Navigator of Portugal, who made it and the adjoining islands a kind of base for his explorations in all directions. In the year 1478, however, the Spaniards determined to regain their lost possessions, and by the end of the century they had succeeded in completely conquering the original inhabitants, and were masters of the whole archipelago. They have remained in possession of it ever since, and, to-day, the islands form one of the most enlightened provinces of Spain. This is especially true, perhaps of Tenerife, which, only the other day, registered its views on the war in no uncertain way, when an immense mass meeting at Santa Cruz passed a resolution sympathizing with the Allies, and demanding that Spain should place herself on the side of the Entente powers.

Santa Cruz, indeed, has had some notable connection with the world's wars. It was bombarded by the British fleet in 1657, on the memorable occasion when Admiral Blake attacked the Plate fleet in the harbor of Santa Cruz, and demolished all the land defenses in his "incredible attack." It was bombarded again by Nelson in 1797, and, although the town is defended by modern forts, the ancient batteries still remain. Santa Cruz is, indeed, in many ways, reminiscent of a hundred years ago. It has taken creditable advantage of "modern improvements," but shone

who visits Santa Cruz, with its low, fast-roofed houses and its plastered red-tiled churches, is surely reminded, if he has been to Southern California, of the relics of Spain in that country, dating as they do from much the same period. In California, however, Spain is a thing of the past. The Spanish missions speak of something that has been left high and dry and has no longer any vital connection with the present. In Santa Cruz de Tenerife, however, Spain is all very much astir, and very much a matter of every day.—Christian Science Monitor.

#### Painting a Battleship.

One hundred tons of paint, costing approximately \$25,000, represents the initial color requirements for a new battleship. The annual upkeep cost may exceed this sum, since it is the custom to repaint the different parts of a modern war vessel every three or six months. This would indicate an annual paint protection outlay of nearly \$1,000,000 for the navy. If to this sum is added the cost of painting the thousands of lake boats, freighters, river steamers and pleasure craft some conception may be had of the importance of marine painting.

Among the most important naval paints are those which are applied to protect the submerged parts of the hull from corrosion or fouling by barnacles. The word barnacle is the popular name for that form of marine crustacea which consists of a clam-like body lodged in a shell that is often formed in a series of rings or plates. They adhere with great tenacity. Without anti-fouling plants the speed of vessels would be greatly retarded by the piling up of a thick incrustation of barnacles and attached sea grass.—Boston Herald.

### A GRAND MEDICINE FOR LITTLE ONES

Baby's Own Tablets are a grand medicine for little ones. They are mild, but thorough laxative, are absolutely safe; easy to give and never fail to cure any of the minor ills of little ones. Concerning them, Mrs. James S. Hasty, Gleason Road, N.B., writes: "I have used Baby's Own Tablets and have found them perfectly satisfactory for my little one." The Tablets are sold by medicine dealers or by mail at 25 cents a box from Dr. Williams Medicine Co., Brockville, Ont.

### SASH WINDOWS.

#### Probably a Dutch Invention of the Seventeenth Century.

The history of sash windows is somewhat obscure, but the probability is that they were a Dutch invention and that they were introduced into England soon after the revolution of 1688. The derivation of the word "sash" in this sense is the Dutch "sasz," a sluice—old English "sasse" in Queen Anne's reign they were yet so comparatively uncommon as to be mentioned as a special feature of houses that were advertised as "to let." In the Tatler, for instance, May 27-30, 1710, there is this advertisement: "To be let, in Devonshire Square, near Bishopsgate, a very good Brick House of 3 Rooms of a Floor, and a good Hall, with very good light and dark closets, the whole house being well wainscotted and sashed with 30 Sash Lights."

From England they passed into France, where the first to put them up was Marshal de Lorge, at his new house at Montmartre. Speaking of this, L'Esprit, in 1699, writes in his "Journey to Paris": "We had the good fortune here to find the marshal himself. He showed us his great sash windows, how easily they might be lifted up and down and stood at any height, which contrivance, he said, he had out of England."—London Standard.

### CARE OF YOUR WATCH.

#### Caution Should Be Expected in Method and Time of Winding.

Do you know how to care for your watch properly? Of course you know that you can't expect it to keep time or even to run if you drop it on a cement sidewalk or tumble out of a canoe with your watch in your pocket.

But here are many finer details of care necessary if you are going to get the best results from your chronometer, says the Brooklyn Eagle. Uncle Sam, through his bureau of standards, has investigated the matter and has prepared a bulletin of instructions for the benefit of watch owners. He issues the ordinary warnings, advising you never to open the back of the watch, exposing the movement, unless it is absolutely necessary; not to let your watch become magnetized by proximity to electrical apparatus; to replace broken crystals at once, etc.

In regard to the importance of winding your watch regularly, the bulletin says:

"Even the delay of an hour in the time of winding may cause considerable variation in the rate in some instances. The winding should not be done jerkily, but steadily, and not too rapidly, and its conclusion should be approached carefully to avoid injury to the spring or winding mechanism. It is generally regarded as slightly better to wind the watch in the morning than at night, as the large variations of the balance under the tight spring will perhaps give more uniform results with the movements and jar of the watch during the day than if the balance wheel were subjected to the lesser tension twelve hours after winding. The difference is, however, not so important as the regular winding of

# The Oldie Walker House

## "The House of Plenty" TORONTO

### Presents to the People of the Province of Ontario NAPOLEON BONAPARTE'S ADVICE TO A YOUNG MAN LEAVING FOR AMERICA

"You soon depart for the Western and I for the Eastern Hemisphere. A new career of action is opened before me, and I hope to unite my name with new and great events and with the unrivaled great name of the republic; you go to unite yourself once more with a people among whom I behold at once the simple manners of the first age of Rome and the luxury of her decline; where I see the taste, the sensibility and science of Athens, with her factions, and the valor of Sparta without her dissensions.

"As a citizen of the world, I would address your country in the following language: Every man and every nation is ambitious, and ambition grows with power, as the blaze of a vertical sun in most fierce. Cherish, therefore, a national strength; strengthen your political institutions; remember that armies and navies are of the same use in the world as the police of London or Paris, and soldiers are not made like potters' vessels in a minute; cultivate union or your empire will be like a colossus of gold fallen on the earth, broken in pieces, and the prey of foreign and domestic Saracens. If you are wise your republic will be permanent; and, perhaps, Washington will be hailed as the founder of a glorious and happy empire when the name of Bonaparte shall be obscured by succeeding revolutions." (Copyrighted).

Our advice to the Canadian people is to see that our political institutions are such, that the party in power will provide sufficient means for the necessary relief to our boys at the front, and that they will aim to keep this great heritage intact, until our boys come home again. The Politicians are not the Autocrat guides of our Nation. Therefore, it is our duty to see that the class of men whom we elect as Politicians, are the class of men who will hold sacred above all other things their duty to the flower of our manhood, who are now fighting the battles of democracy in the trenches of Flanders.

GEORGE WRIGHT  
E. M. CAREWILL } Proprietors.

the watch; and if circumstances are such that one is not apt to forget to wind it in the morning than in the evening, the latter time of winding should be preferred.

"If one has an opportunity to compare his watch daily at a certain time with some source of standard time—as with the time sent out by telegraph or by wireless signals or by regular comparison with some accurate clock, as one daily passes a jeweler's store, for instance—it would be well to establish the habit of winding the watch at that time, as it is better to have such daily comparison made at the time the watch is wound, and more regular winding will usually ensue.

"At night, or when the watch is not in use, it is desirable to leave the watch in the same position as during the day, and preferably in some place where it will not be subject to any great temperature change. If it is desirable to leave the watch in a horizontal position during the night, for the sake of compensating any considerable gaining or losing of the watch in the pendant up position during the day, the same precaution to avoid marked temperature changes should be observed, and the regularity with which such a change of position is carried out may be as important as regularity of winding."

### GOOD REASON TO BE PROUD

For the last two years the Canadian Pacific Railway, in connection with the Pacific steamers of the Canadian Pacific Ocean Services, has carried a very large proportion of the passengers from the United States to Europe, and as these passengers have included a great many American railroad men, who have been surprised at the excellence of the service, a remarkable volume of trade is developing, greatly to the benefit of Canada itself. Among these passengers was the American Railway Advisory Commission, consisting of the leading railway experts of the United States, who travelled from Chicago to Vancouver, and thence to Yokohama, via the Empress of Asia. Mr. Henry Miller, vice-chairman of this highly important commission, has written Vice-President G. M. Bosworth a letter of deep appreciation, in which, after referring to many individual courtesies along the route, he remarks: "You have good reason to be proud of your organization and service, and we take this method of thanking you heartily for your kindness and courtesy."

### What's the Answer?

What did Adam first plant in the Garden of Eden?  
His foot.  
Why is a stick of candy like a race horse?  
Because the more you lick it the faster it goes.  
Why is a peach stone like a regiment?  
Because it has a kernel.  
When is wood hard to split?  
When it is knot (not).  
What kind of robbery is not dangerous?  
A safe robbery.  
Why does a dressmaker never lose her books?  
Because she has an eye on each of them.  
What is the difference between an old dime and a new penny?  
Nine cents.  
What is that which the more you take from it the larger it grows?  
Hole.  
Why is the letter D like a sailor?  
Because it follows the sea (C).  
When is a clock on the stairs dangerous?  
When it runs down.  
Why is a bald-headed man like a nutting dog?  
He makes a little hair (hare) go a great way.

### VARIOUS TYPES OF AIRCRAFT IN BATTLE

As this is a war of scientific surprises and may later be won in the quiet laboratory of a professor of chemistry, it is only natural that the airplane should be constantly changed in design and equipment as either side developed improvements that might be copied.

Far from being the hapazard machine, juggling about in spectacular fashion and with its gas-turbine system or tactics, the branch of air fighting has been highly developed into a separate branch of military science.

#### THREE CLASSES OF PLANES.

To begin with the planes used by the Allies at present may be divided into three classes: About 20 per cent. of the service planes are the very old Avions de chasse, or pursuit machines used exclusively for fighting; 30 per cent. are the slower types used for directing artillery fire, for aerial photography and scouting in connection with infantry and cavalry operations; 50 per cent. are the slower and larger machines used for bombing. All of these machines carry machine guns and some of them mount small cannons.

Of course, these proportions vary continually as developments require. At the present time, with the chances of air raids becoming more extensive, an increase in the number of bombing machines may be expected. To protect these bombing planes and the slow type of observation craft, a greater number of the pursuit machines will be required.

It is quite possible, however, that the observation, or scout machines, will be so developed that it will be able to mount guns of sufficient number and size to protect itself. This would prove economical, for it takes from four to six pursuit machines to protect the artillery spotters and photographers—three or four guns and gunners—the observation planes will be able to protect themselves and to attend to the special mission that is theirs—gathering information and taking photographs. As this would release four or six pursuit machines the attention of designers is being directed to the construction of larger machines.

The various types of aeroplanes and their armament follow:

Avions de Chasse.

1. The "Spad," one-passenger; speed, 200-210 kilometers per hour; a Vickers or Lewis machine gun synchronized to shoot through the propeller.
2. The "Nieuport," one-passenger; speed, 150 kilometers per hour; same armament.
3. The "Avro," one or two-passenger; one or two guns.

Avions types "Corps d'arme" used for photography and spotting artillery fire:

1. The "Caudron," G-4, pilot and observer.
2. "Caudron," G-6, two-passenger, two machine guns, one forward, one in rear.
3. "Dorand," A-R, two-passenger; 1 Vickers gun forward; 2 Lewis guns in rear.
4. "Farman," two-passenger; two Lewis guns in rear.
5. "Caudron," R-4, three-passenger; two Lewis guns forward in turrets; two Lewis guns in rear.
6. "Lebor," two Lewis guns in turrets forward, two in rear.
7. "Moineau," three-passenger; two Vickers guns forward in turrets; two Lewis guns in rear.

Daylight bombing planes:

1. Sopwith, one-passenger; 12 bombs; one Vickers gun.
2. Sopwith biplane; two-passenger;

of battle the planes are manoeuvred as a fleet might be, and these mobile chasers move as a solid squadron from point to point.

In the battle, of course, there is a splitting up into individual duels and again ability to handle one's craft means life. If a cavalryman's horse is his best weapon, the airplane is wit-out doubt the best weapon of the Eagle of to-day.

Just as a horse must be groomed and kept up, the machines are constantly overhauled in camp. Usually two mechanic experts in their lines are assigned to each plane, so that there is a personal loyalty established between the flyer and the mechanics in whose hands his life is placed.

In the day's work the mechanics have the same pride in the performance of their pilot as the men of a stable would in the gallant running of a thoroughbred.

But personal gallantry, voyages into the sun and all the mediaeval romance of the air fights depends on materials and machines and gauges and all the thousand details of machine shops.

Thus it is that everywhere there is a lathe or a grinding machine there is a shop helping to turn out one thousand planes a month.

Minard's Liniment Cures Burns, Etc.

### Worth Protecting

A good article is worthy of a good package. A rich, strong, delicious tea like Red Rose is worth putting into a sealed package to keep it fresh and good.

A cheap, common tea is hardly worth taking care of and is usually sold in bulk.

Red Rose is always sold in the sealed package which keeps it good.

one Vickers gun forward; one Lewis gun in rear.

For night bombing raids:

1. Voisin-Pugot; two-passenger; two Vickers guns forward shooting through propeller.
2. Breguet-Bichelin; two-passenger; same armament.
3. Farman; two-passenger; one Lewis gun forward.

#### GERMANY'S COMBAT MACHINES.

On the side of the Germans, the combat machines are the Ago, the Fokker, the Halberstadt, the Roland, the Albatross, etc.

The problem of the air comes down to a question of high speed in flying, a high factor of safety and a low-landing speed. The trend of modern design is toward the triplane because that type gives these factors, with additional lifting powers.

The very great stresses caused by sudden changes in direction have been the reason for the collapse of many machines in action before the bullets of the enemy had reached the planes at all.

This sudden change of direction in the loops, the side slips, and the tail dives used by an aviator to gain the valuable position for which he manoeuvres puts speed at a premium, and in many cases the factor of safety was cut down almost to zero.

It is this new type of combat in air that has bred the new generation of Eagles. The tactics may be divided into three probable classes of combat.

First—Air duels of fighting machines where the object to be gained is to clear the sky of enemy airmen.

Second—Air duels between armed bombing machines, photographing machines or spotting machines.

Third—Air duels between large armed aeroplanes.

Fourth—Fighting in formation.

#### CLEARING THE SKY.

The first class of combats are settled by these tactics:

The aviator, being told to clear the sky of enemy airmen, proceeds to a speedy machine to climb as high as he can and remain up until he sights an enemy plane. Then he dives at it, firing as he drops. If he should not bring the enemy down at this plunge, the attacker must land between his own lines and try again by climbing. It would be fatal for him to try to climb again before landing, as his adversary would then have the position against him, and would swoop like a hawk and destroy him.

Both Lindbergh and Boelke, the famous German flyers, started this method of attack, and brought down many allied machines before these tactics were analyzed. The method, of course, is good only over one's own lines, despite the fact that all air forces are made to prevent hostile machines crossing one's line.

With a very speedy climbing machine and an expert flyer it would be possible to follow the rule laid down by Major Rees, of the British Royal Flying Corps, which was to dive as before, but unless an enemy was "out," to loop and start again to climb before the adverse plane has chance to take advantage of the position.

Against slow, heavy-armed observation planes the Avion de chasse have a harder time, owing to the large armament of these other planes. The same dive is attempted, but it will this time be met with the fire of one or more guns.

#### DUELS BETWEEN HEAVY PLANES.

The duels between heavy planes become more a question of marksmanship and navigation. The battle goes to the better handled plane or to the one with the better gunners aboard.

Formation fighting is the latest development in air fighting. In this class

### A Cure for Bad Breath

"Bad breath is a sign of decayed teeth, foul stomach or unclean bowel. If your teeth are good, look to your digestive organs at once. Get Selig's Carative Syrup at druggists. 15 to 30 drops after meals, clean up your food passage and stop the bad breath odor. 50c and \$1.00 Bottles. Do not buy substitutes. Get the genuine."

### A War Obituary.

Solomon Grundy Married on Monday. Died on Tuesday. Claimed exemption on Wednesday. While burning it Thursday. Sought the office Friday. Returned him with thanks to his country Saturday. And he'll burn up all Sunday. That was the end of Solomon Grundy.—Columbia Star.

When Willie Hearst shows signs of throwing the Kaiser overboard one realizes that pro-Germanism is becoming unpopular in America.—Charleston News and Courier.

### DRS. SOPER & WHITE

Specialists in Piles, Eczema, Asthma, Catarrh, Gleet, Gonorrhoea, Epilepsy, Rheumatism, Skin, Kidney, Blood, Nerve and Bladder Diseases.

Call or send history for free advice. Medicine furnished in tablet form. 10 a.m. to 1 p.m. and 5 to 6 p.m. Sundays 10 a.m. to 1 p.m.

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### ISSUE NO. 51, 1917

#### SITUATIONS VACANT.

**YOU CAN MAKE \$25 TO \$35** weekly, writing show cards at home. Easily learned by our simple method. No canvassing or soliciting. We sell your work. Write for particulars.

**AMERICAN SHOW CARD SCHOOL.**  
301 Young Street, Toronto.

#### HELP WANTED.

**WANTED — PROBATIONERS TO** train for nurses. Apply, Welland Hospital, St. Catharines, Ont.

**WANTED—LOOM FIXER ON CROMPTON** and Knowles Looms, weaving heavy blankets and cloths. For particulars, apply to Slingby Manufacturing Co., Ltd., Brantford, Ontario.

**WANTED—SLAUGHTER TENDER FOR** Saco-Lowell Cylinder Slaughter, Grey and White wraps for union. Blankets. For particulars, apply to Slingby Manufacturing Co., Ltd., Brantford, Ont.

#### HONEY ORDERS.

**DOMINION EXPRESS FOREIGN** cheques are accepted by Field Cashiers and Paymasters in France for their full face value. There is no better way to send money to the boys in the trenches.

#### MISCELLANEOUS.

**RAW FURS WANTED—ALSO BEEF** hides, tallow, wool, sheepskins, horsehides, calfskins; reference, the Bank of Montreal; I have bought furs since 1823; ships me, yours, Henry O'Brien, opposite Y.M.C.A., Third Street, Collingwood, Ont.

#### FARMS FOR SALE.

**150 ACRES—PARTS OF LOTS 5 AND 6** in third concession, township of Halton, County of Northumberland, 20 miles from Brantford, 3 miles from Cobourg; large brick house, 10 rooms; large barns and poultry houses; 20 acres in apples, 10 in cherries; two wells and cistern; also running water in pasture; rural milk delivery and telephone; price a moderate possession; owner overseas. Douglas Ponton, 10 King Street East, Toronto.

**A T A SACRIFICE—4000 ACRES LUMBER** land and ranch; 3,000 acres lumber and fruit lands; in Hurley and Lakeshore Valleys. Address, Box 78, Prince Rupert, B. C.

**65 ACRES—1800—TWELVE MILES** from London on a gravel road; two stone brick house; bank barn; half a mile to school; two miles to station; great bargain; 15 acres of wheat looking well. Choice warm soil. T. A. Paulds, 23 Victor Street, London, Ont.

#### POULTRY WANTED.

**A POULTRY WANTED OF ALL** breeds. Write me for list of prices. Write for complete price list. Walker's, 60 Spadina Ave., Toronto.

**WE HAVE THE BEST MARKET IN** Western Ontario for good live or dressed poultry. We supply crates and pack promptly. Get our prices before selling. C. A. Mann & Co., London, Ont.

#### BUSINESS CHANCES.

**JUST TWELVE SALES BARN** in premium area, \$25 in cash. Opportunity to make big profit. Write for details. Selig Phonograph Co., Foster, Que.

#### FOR SALE.

**BLACKSMITH SHOP FOR SALE OR** rent. Apply to C. O. Putnam, St. Ann's, E. R. No. 1, Ont.

#### SCOURING SOAPS.

**Some Handy Recipes for the Housewife.**

A good scouring soap can be made at home at practically no cost at all, while it will be found far superior to many of the scouring soaps sold in the stores.

Save all the ends of soap left in kitchen, laundry and bathroom until a fair quantity is accumulated. Melt these in hot water to the consistency of a soft jelly and then add an equal quantity of fine, clean sand or powdered pumice stone. Pour off into anything convenient to harden. This soap may be used for the usual household scouring, but should not be applied to paint, because it may scratch or otherwise destroy it. This does not apply to painted floors. It is excellent for kitchen tables and floors, where spots of grease are apt to fall.

Bits of soap melted into a jelly and mixed with fuller's earth makes a mild scouring soap for removing stains from light colored garments and carpets.

#### Minard's Liniment Cures Dandruff.

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