

Simple, Trim Street Suits for Spring and Summer

One-Piece Frock of Taffeta and Other Soft Silks Also Popular

Hip or Knee Length Jacket Favored

New York, May 1.—Although the fashions are still undergoing changes—and before summer is fairly here, we shall probably find many novelties which have as yet not put in an appearance—for street wear, at least, styles are established. The panniers, bustles, ruffles, wired hip pockets, and other weird effects, are relegated to the house for evening and afternoon.

The Morning Walk on the Avenue.

One is gratified at the simple, trim street suits and the smart little frocks of taffeta and other silks which greet our eyes in a morning walk on the Avenue. The jackets of the serge, gabardine, and novelty wool suits are hip or knee length, fitted well through the shoulders and at the waist, which is usually a trifle raised, and are finished with full basques. The skirts, many of them, are of the circular gor-

ed models, and hang full and gracefully from the top of a high inside belt. The effect of these jackets, worn with this type of skirt, or with one on the numerous pleated models which are equally popular, is exceedingly smart; and more to the point, perhaps, most becoming to almost all types of figure.

Styles Which Conceal Either Slenderness or Avoirdupois.

The spring and summer styles, many of them, seem to be designed with the idea of concealing slenderness, but at the same time, fortunately, they serve equally well to conceal an abundance of flesh. For instance, let us consider the fitted jacket, with waist raised slightly above the normal, and the full, fantail coat, pleated or flared; such a model, while softening to angles, also straightens out curves most effectively. These

coats, originated by Mme. Paquin, will in all probability be the features of the spring and summer tailored suits or serge, linen, or novelty sport materials.

The Charming Summer Silk Frocks.

We have too thoroughly enjoyed the comfort and becomingness of the simple one-piece frock of silk to let it disappear from view even for a summer. They are being used for the street, for the house, and for evening wear this season, being even more popular than for the past season or two. Plain, crisp taffetas are used in their fashioning, soft crepes, and crepe de chenes, foulards, and printed silks in checked and flowered effects. Mme. Callot sends a charming little model of plain navy blue taffeta, combined with pompadour silk; it has a full, gathered skirt of the plain blue, and a quaint corsage and bustle effect of the pompadour silk, in its soft, delicate colorings. There is a quaint laced bodice which lends a dainty touch. The sleeves and body portion of the waist are of white lawn, and the belt-girdle is laced over the bust and held in place with shoulder straps.



Adaptation of a Poiret Model.

There are any number of interesting sleeveless coats or three-piece dress effects which strongly appeal to many. These are of taffeta or satin, and are to a great extent replacing the short capes introduced a little earlier.

Belts and Girdles Again in Favor.

One of the most interesting details of the smart little summer frocks,

SHE RECOMMENDS "FRUIT-A-TIVES"

Mrs. Corbett Read the
Advertisement and Tried It

Avon, May 14th, 1914.
"I have used 'Fruit-a-tives' for indigestion and constipation with most excellent results, and they continue to be my only medicine. I saw 'Fruit-a-tives' advertised with a letter in which some one recommended them very highly, so I tried them. The results were more than satisfactory, and I have no hesitation in recommending 'Fruit-a-tives'."
ANNIE A. CORBETT.
Time is proving that 'Fruit-a-tives' can always be depended upon to give prompt relief in all cases of Constipation and Stomach Trouble.
50c. a box, 6 for \$2.50, trial size 25c. At dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

both of silk and wash fabrics, is the girdle. This is made of ribbon, one of the flowered or figured taffetas, an attractive Oriental silk, or a metal embroidered novelty; and for the serge frock or suit, the various leathers, suede, patent leather, buckskin, or a novelty of novelties, antelope skin. The ordinary silk girdle now measures at least four inches in width



Russian Blouse Costume

at its narrowest point, and at its widest, often from nine to twelve. The

SUNDAY SCHOOL.

Lesson VI.—Second Quarter,
May 7, 1916.

THE INTERNATIONAL SERIES.

Text of the Lesson, Acts xi, 19-26; xiii, 1-12—Memory Verses, xiii, 2, 3. Golden Text, Matt. xxviii, 19—Commentary Prepared by Rev. D. M. Stearns.

Before the Lord Jesus visibly ascended to heaven after He had appeared many times to His disciples during those forty days between His resurrection and ascension and spoke so often of the things pertaining to the kingdom of God He commanded His disciples to go and teach all nations what He had taught them; to go into all the world and preach the gospel to every creature; to proclaim repentance and remission of sins in His name among all nations. And He sent them, as the Father had sent Him, in the power of the Holy Spirit that people might believe that Jesus is the Christ, the Son of God, and, believing, have life through His name (Acts i, 1-3; Matt. xxviii, 19, 20; Mark xvi, 15; Luke xxiv, 47; John xx, 21, 31).

The disciples were slow to obey this command, and the Lord permitted Stephen to be killed, and the believers thus scattered abroad went everywhere preaching the word, but only to the Jews. Some went as far as Antioch, and everywhere they preached the Lord Jesus, and the hand of the Lord being with them a great number believed and turned unto the Lord (verses 19-21). In the chapters which we have already studied in this book of the Acts of a risen and ascended Christ through His witnesses we have seen how Peter and John and Stephen and Philip and Paul, and now these scattered abroad ones all have the same topic—namely, Jesus Christ crucified, risen, ascended and returning to set up His kingdom. And as they thus speak of Him the Spirit inclines many to turn to Him, and they become joined to or added to the Lord. Thus His body, the church, began to grow, as the word of God grew and multiplied (xii, 24). The one only calling of the believer is to proclaim Jesus Christ and win people to Him, that His Eve may be builded and the marriage of the Lamb come, for only after that will His kingdom come.

If denominations and societies and the so called boards could sink their self seeking and see and seek Jesus only and His kingdom so much more might they see of His good hand upon them.

When the brethren at Jerusalem heard of the good work at Antioch they sent Barnabas, true son of consolation, full of the Holy Ghost and of faith, and when he came and saw what the grace of God had done he was glad. The grace of our Lord Jesus Christ is briefly but fully set forth in II Cor. viii, 9, which with Rom. xii, 24; Eph. ii, 8, 9; Tit. ii, 11; iii, 4, 7, and other passages teach us that the be-

AFTER SIX YEARS OF SUFFERING

Woman Made Well by Lydia
E. Pinkham's Vegetable
Compound.

Columbus, Ohio.—"I had almost given up. I had been sick for six years with female troubles and nervousness. I had a pain in my right side and could not eat anything without hurting my stomach. I could not drink cold water at all nor eat any kind of raw fruit, nor fresh meat nor chicken. From 178 pounds I went to 118 and would get so weak at times that I fell over. I began to take Lydia E. Pinkham's Vegetable Compound, and ten days later I could eat and it did not hurt my stomach. I have taken the medicine ever since and I feel like a new woman. I now weigh 127 pounds so you can see what it has done for me already. My husband says he knows your medicine has saved my life."—Mrs. J. S. BARLOW, 1624 South 4th St., Columbus, Ohio.

Lydia E. Pinkham's Vegetable Compound contains just the virtues of roots and herbs needed to restore health and strength to the weakened organs of the body. That is why Mrs. Barlow, a chronic invalid, recovered so completely. It pays for women suffering from any female ailments to insist upon having Lydia E. Pinkham's Vegetable Compound.

Gifts of the finished work of Jesus Christ are for Jew and gentile alike, without exception, and that without any works of ours or any merit whatever on our part, any and every sinner truly receiving Jesus Christ becomes a part of Him, has in him eternal redemption and may become a messenger to win others to Him.

Barnabas and Saul, having been sent twelve apostles nor one of the committee of seven, but just a Levite of the country of Cyprus, who became a true believer and handed himself and his possessions honestly over to the Lord for His services (Acts iv, 36, 37). It is not necessary to be on the board or on the committee nor an elder or a deacon or a trustee, but it is necessary to be saved by grace and then to be in His hand for His pleasure, seeing no one but Jesus only. So Barnabas exhorted the believers to cleave unto the Lord with purpose of heart (verses 22-24), and much people was added unto the Lord. May we see Jesus only and sing, "Ever, only, all for Thee." The last we heard of Saul was that he had returned to Tarsus (chapter ix, 27-30), but Barnabas evidently has him much on his heart, for he went to Tarsus and found him and brought him to Antioch and for a whole year taught the believers there more fully of Jesus Christ (verses 25, 26). Either as a term of honor or reproach believers were first called Christians at Antioch. The affix "ian" may signify nothing more than "belonging to," but I like the suggestion of some one that a Christian is one who can truly say, "Christ is all," and, as the letters of the affix suggest, "I am nothing."

Barnabas and Saul, having been sent to Jerusalem with an offering from the saints at Antioch, in due time returned and continued to minister to the Lord there (chapters xi, 27-30; xii, 25; xiii, 1-3). As they thus continued the Holy Ghost called for the separation of Barnabas and Saul for a special work to which He had called them. So with fasting and prayer and laying on of hands they were sent forth by the Holy Ghost and preached the word of God at Salamis, in Cyprus. Saul had, no doubt, been a good witness at Tarsus, and now Barnabas has a like privilege in his native island. Note that John Mark sister's son to Barnabas was with them (verse 5; Col. 4-10). The principal thing to note is that all was under the control of the Holy Spirit (verses 2, 4, 9), always the director in all that is truly the work of the Lord. All true ministry must be unto the Lord, to glorify Him (I Pet. iv, 11).

widest point is directly in front, the point as a rule coming down over the front of the skirt. In some instances the point extends both up on the corsage and down below; this, of course, is nothing more or less than the quaint, fascinating bodice of our grandmothers' days. Others of the ribbon girdles are trimmed at the ends, gathered straight to the belt and forming a half tunic effect, with ribbon ruching at the bottom; or again, the sash ends are attached to the girdle at the sides, hang to the knees and are turned back on themselves, and caught at the back. Suspender trimmings, sash bows, rosettes, and all forms of ribbon trimmings are tremendously favored.

Narrow belts of leather, antelope, suede, buck, and other soft-finished qualities, are used as a finish to serge frock or tailored suit. Wool embroidery plays an important part on girdles, too, being deftly introduced to lend a note of sharp contrast to suit or frock.

A very popular Russian blouse dress is illustrated here, fashioned of crepe Georgette and satin; it is sashed with the Georgette, in a graceful knotted girdle. The frock of serge and organdie is an adaptation of Poiret's Pearl Grise, exhibited at the Plaza some months ago; it is a model that is well liked and becoming.

The Wagon Shop That Became the Largest Automobile Factory in the British Empire

Back in 1903, the town of Walkerville, Ontario, was possessed of a concern called the Walker Wagon Company.

If, on some day when business was not rushing, the general manager, Gordon M. McGregor, wished to take a little stroll, he could walk around his shop in about 2 minutes by the factory clock.

Nobody would have believed at that time that this shop would, in a few years, develop into the largest plant of its kind in the Empire having a floor acreage of over 435,000 square feet and making 3 times as many cars as any other automobile factory in the British Empire. But so it has come to pass.

Through the efforts of Mr. McGregor and his Canadian associates, this wagon shop has been turned into the great Ford plant at Ford City, Ont.

The factory today is one of the industrial show places of Canada.

Here are the highest paid automobile mechanics in the Empire who put their best into the building of a car that has won its way into the confidence of the Canadian public.

Here are hundreds of machines designed by Ford engineers, which are marvels of the industrial world.

Many of them would do the work of an ordinary sized automobile company in a week or so, but because of the demand for Ford cars they are kept busy the year round.

Here a new Canadian Ford car is born every three and one-half minutes.

Here workmen are busily engaged in making additions so that the production of cars may keep pace with the demand. There never has been a time since war began when gangs of men were not at work expanding the plant, literally building for the future.

Look in at the power plant and you will see two monster 650 horsepower gas engines. What a contrast to the early days when the factory power was derived from the hind wheel of a Model "C" car!

In the immense heat treatment plant, Vanadium steel, the most expensive and best of steels, is heat-treated the Ford way. Here each steel part is especially prepared for the stress and strain it will have to withstand in the completed car.

The machine shop contains many wonderful sights for the visitor. There are long rows of very expensive gear cutting machines. And there is the great machine that mills 48 cylinders at one time! And another that drills 45 holes at once in a cylinder casting from sides, top and bottom. Marvelous speed and equally marvelous accuracy!

Then there is the handsome office building in which close to 200 workers are employed. In all there are over 30,000 people dependent on the Canadian Ford Plant for their support.

In this plant the Ford car is constructed practically in its entirety—even the steel, as mentioned above, is refined here.

Furthermore, and here is a record rarely found in other large Canadian factories, all but \$16.88 worth of the material used in the making of the Canadian Ford is bought right here in Canada. Few products can lay claim to being so strictly "Made in Canada" as the Ford car.

Consider what this means to Canadian industry when it includes such immense purchases as 25,000 tons of steel, 1,500 tons of brass, etc., 120,000 wheels, 200,000 lamps, and other materials

in proportion. Practically the entire output of several large Canadian factories employing hundreds of workmen is taken by the Ford Plant at Ford City, Ont.

But great as this influence is for the increased prosperity of the Empire, it does not stop there. All over the Empire are Ford Dealers who are important factors in increasing the wealth and prosperity of their communities.

The spirit of faith in the future that has prompted the Ford Canadian Company to proceed with a policy of full-speed ahead in times that have seemed to many to require the use of extraordinary caution and conservatism, is a happy, progressive, enthusiastic spirit that is radiated in every city or town of any size in the whole Dominion and in the Empire over the seas through the Ford Dealer whom you will find there.

Besides this there are the nine branches in Canada and one in Melbourne, Australia, four of which have been rebuilt since war began at a cost of over \$1,000,000, that are powerful supports to these dealers in being elements of first importance in adding to the wealth and progress of the nation.

But, phenomenal as the development of the Ford Plant has been, its great success was not attained without its share of great difficulties.

The first three years of its existence were somewhat precarious. The first car was not shipped from the factory until six months after the company was organized. Nowadays, 20,000 cars would have been shipped in that time.

The first main building was a two and a half story brick structure and the entire plant occupied about one acre of ground. The machinery consisted of one solitary drill press.

But from 1910 on the business increased so fast that it was difficult for the plant capacity to keep pace with the sales, and additional buildings and equipment were constantly being constructed and installed.

In 1911 the output was 2,400 cars, in 1912, 6,500 cars were built, and so on up to this year's estimated production of 40,000 cars.

The executives of the Canadian Ford Company make no consideration of the war. They are so thoroughly Canadian in their ideals that they take the prosperity of Canada and the triumph of Britain and her allies as accomplished facts.

No stops have been made in their plans for progress—not the slightest hesitation has been evidenced in developing this great Canadian Plant to its highest degree of efficiency on account of the war.

As evidence of this \$652,000 has been spent on new buildings at Ford City—a million dollars has been spent on new equipment—over a million dollars was expended on branches in four Canadian cities—and 900 men have been added to the payroll—all this in a belligerent country during the progress of the greatest war the world has ever seen.

In addition, the price of the Ford car has been reduced \$120 since that memorable August 1, 1914.

So then, this story of the wagon shop that became the great Canadian Ford Plant. An industry that is proud to say that it builds its product from Canadian material, with Canadian workmen and that backs its Canadian patriotism with its hard cash.

Ford Motor Company of Canada, Limited, Ford, Ontario

Ford Runabout	\$480
Ford Touring	530
Ford Coupelet	730
Ford Sedan	890
Ford Town Car	780
f. o. b. Ford, Ontario	



All cars completely equipped,
including electric headlights.
Equipment does not include
speedometer.