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## Does Prohibition Prohibit ?

The Case for the Moderates.

(By WARWICK SMITH.)

### ARTICLE IV. ONE METHOD OF CONTROL.

In my last article I promised an explanation in detail of the plan proposed by myself and those associated with me. I shall mention alternative details, so that the public may consider which would be the best methods. We are committed only to a rationing scheme. We are ready to listen to any reasonable method of attaining that end. In fact we invite public discussion on the question. We want all the light that can be thrown upon this subject, and we shall give careful consideration to any reasonable suggestions.

First, I would have only one importer and wholesaler and that would be the Controller, and he should not be allowed to retail a single drop. He would bottle everything imported in casks, and make each liquor of a certain standard. The liquor should be good—neither wishy-washy nor yet overproof. It should be properly aged and bought subject to a test for purity. It should be put up in bottles or flasks of a standard size and each container should be sealed with his seal. It should be an offence to break the seal before the container is handed to the consumer. The liquor should be sold at a reasonable price sufficient to cover expenses.

The Controller should be subject to removal on a memorial of the Board of Control, and so should the dispensers, who will be paid a salary to dispense the liquors. There should be dispensers all over the country, who will receive neither profit nor commission but only a salary. This salary will come from a general fund to be created from the profits on liquor. The price of every container will be printed on the label by the Controller. Any breach of the law will result in fine, imprisonment, dismissal from office and disqualification of the dispenser ever again to hold any position in the Civil Service. The dispenser will have to account for every container received from the

Controller and it will be the business of the Board to appoint auditors to check the books and count the stock on hand. For every container which has been sold by the dispenser he must show not only the cash but also the coupon.

The consumer would be licensed. He may have to give bonds for good behaviour and certainly would have to do so when he applies for a new license, after he has had his former license suspended or revoked for breach of the law. Mere drunkenness itself, without disorderly conduct, would be made a breach of the law. The license would be issued by the Controller. It would be written on the inside cover of a book, the body of which would consist of numbered coupons. In larger communities the holder's photograph would be pasted on the cover and the seal of the Controller would bite through the photograph to prevent another being substituted. This is the plan used in passports. The consumer takes his license-book to the dispenser—asks for and pays for an "original package" of some alcoholic beverage. The dispenser tears from the book a coupon and stamps on the back of it his name and the date on which he served the licensee. He places the same name and date on the next coupon, and it would be unlawful for any dispenser to accept that coupon until it is a week old—or whatever other period is laid down by law. There must be at least a week between the dates on the face and back of any coupon accepted by the dispenser, and the auditors must make affidavit as to this fact. The auditors or inspectors will initial all coupons examined by them. They will inspect without notice.

There will be graduated penalties for all infractions of the law, including suspension of license for gradually increasing periods, together with fine and imprisonment. I would not penalize the mere giving of a drink to another; but I would subject the giver of the drink to the risk of sus-

pension of license. I would do this so as to oblige him to use discretion as to the class of man he treated. Of course sales by individuals should be forbidden. After a certain number of convictions for breach of the law, the name of the offender should be published.

In my next article I shall give my reasons why I think such a law would work.

### Aged Newfoundlander Died at Montreal.

Mr. John Hurd, the aged father of Adjutant Hurd of the Salvation Army here (Moncton, N.B.) succumbed to heart failure at Montreal on March 17th.

With reference to the death of Mr. Hurd who was in his 80th year, mention might be made of his early life. Mr. Hurd was born in Water Street, St. John's, Newfoundland on September 16th, 1846. His parents died when he was quite young, so that he only acquired a common school education, but with great memory and a strong body leaving school when eleven years of age, he set out to face the world, and shift for himself.

During the next seven years he served as an apprentice, learning the carpenter trade, after which he was employed by the Newfoundland government to travel around the Island and do government carpenter work where needed.

In those days there was no railway beyond Harbor Grace, so that much inconvenience was met as he travelled from and to distant parts of the Island—his work being then the building of light houses along the rugged coasts of Newfoundland. Dog teams were utilized over the fettered waters and white mantled earth while in summer and fall, boats were utilized where possible.

The deceased's work as a lighthouse carpenter, yet stands as a monument to his memory, some of which, are yet a boon to the Mariner. Aside from the light houses the deceased built many Newfoundland public buildings, including hospitals and jails, being in the employ of the government for some thirty years. After the fire in St. John's on July 8th, 1892, which destroyed over a thousand buildings and left many homeless, the deceased took contracts to rebuild sections of the burned city. In the spring of 1894 he left St. John's and went to Montreal, being later employed in the Montreal street railway shops completing twenty-five years of honest and faithful service for the Montreal Railway Company last July and owing to ill health was compelled to give up his work last November 10th and was given a pension on March 4th, passing away two weeks later on the 17th ultimo. The deceased was of a robust nature and had never known a day's illness with the exception of minor colds and a sprained hand working and making an honest living since twelve years of age.

Deceased is mourned by his wife, now seventy years of age; three sons and three daughters and nineteen grand children and one brother. The family consist of William Hurd the eldest son, a marble polisher in Montreal, Adjutant Hurd, travelling financial representative of the Salvation Army for the Maritime Provinces with headquarters in this city, and Arthur A. Hurd, who is an employee of the T. Eaton Mail Order house, Moncton. The daughters are Miss May Wilson, a widowed lady of Boston, Mrs. Sadie Bonner, of North Sydney, another widow who lost her husband in the early days of the Great War and Mrs. Albert Hale of Montreal. The surviving brother is Mr. Murray Hurd of 1545 Mance Street, Montreal—Moncton (N.B.) Transcript, April 4.

The freshets are making life profitable for Palmer (Mass.) men, who are hunting musk rats, driven from their nests. Some of the hunters are getting five or six pelts a day, readily bought by local dealers at \$5 a piece.

### The Oxford and Cambridge Boat Race

The honors of the Oxford and Cambridge boat race, or "The Boat Race," as is the all-sufficient designation in the United Kingdom, have certainly been fairly equally divided. When the war suspended the event, in 1914, of the seventy-one races which had then been rowed, Oxford had won thirty-nine and Cambridge thirty-one, with one dead heat. The win by Cambridge on Saturday, March 27, reduces Oxford's lead to seven.

The history of the great race extends, of course, much further back than seventy-one years. Indeed, it was as long ago as 1829 that the first inter-varsity race took place. This was decided on the upper reaches of the Thames, at Henley, and resulted in an easy win for Oxford. There was no race between 1829 and 1836, but, in the latter year, the crews met again, this time over a new course, extending from Westminster to Putney, a distance of about five and one-half miles. For the next four years the same course was used. Then, for two years, there was no race, and when the crews again met in 1845, it was on the present-day course, which measures just four miles and two furlongs. From 1845 down to 1914, the great annual athletic event took place each year without a break. Its resumption is one more of the many reminders to the Londoner and to many others of a return to the ways of peace.

On Saturday, March 27, everything that goes to make up a boat race day seems to have been present, the same huge crowds, lining banks of the river, jamming the bridges, camping out in barges, punts, and house boats, packing into grandstands, and dispersing themselves sily on the roofs of houses and other buildings. Even the weather was typical boat race weather. For although the race, in its long history, has been rowed in all manner of weathers, snow, rain, or shine, yet the light rains and strong breeze of Saturday, to those who remember many boat race days, were still typical.

As to the race itself, it was unambiguously a good race, but the win had the best of it, practically all the way through. For although Oxford shot away strongly at the start, and succeeded in taking the lead, the gain was only momentary. Cambridge soon forged ahead. At the mile post the Light Blues were a full length to the good, and, in spite of everything that Oxford could do, this lead was more or less steadily increased. It was when the crews were opposite the famous Duke's Meadows that Porritt, the Oxford coxswain, took the courageous, if rather despairing, course of cutting right across to the middlesex side of the river, in order to get the shelter of the right bank, which Cambridge had enjoyed from the start. The slack water, however, proved of no avail. Oxford had to come out again into midstream in order to shoot Barnes' Bridge, and, thence onward, the Light Blue's gain was rapid. When the Cambridge boat finally shot past the mark to victory, at the Ship Inn, Mortlake, she was a good four lengths ahead.—Christian Science Monitor.

### Fr. Duffy on Profanity.

Father Duffy—and if you have ever heard of the Old Sixty-ninth New York Regiment, which fought at the 165th in France, you'll know who Father Duffy is—talked on swearing and other army habits the other day.

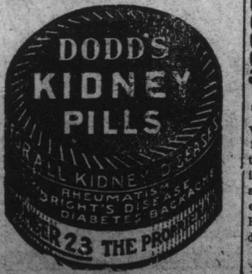
"I noted an odd thing in France," said he. "City boys swear less than do country boys. Most of us, I fancy, had always thought the reverse to be true. But a regiment of boys from the farm can swear a flickering halo around any city regiment I ever saw."

Not that Father Duffy was unduly censorious. The boys swore mostly for emphasis. The country boy, he thought, swore more than the city youngster because he was in the habit of handling horses and mules. After watching army horses and army mules the chaplain thought he understood.

"It wasn't regular swearing," said he. "Just O. D. stuff."

On A Change of Menu.  
His name is Jimmy, and he is classed as a bad boy in his western home. Not really bad, perhaps—mostly spoiled. Among other bad habits he has picked up that of excessive profanity. Last week his father shipped him to the home of a well-to-do friend here in the hope that some of the rougher edges might be rubbed off.

"Jimmy," said his father, "has at-



ways had his meals served in the old-fashioned way, with everything on the table at once. But his first dinner in the city mansion happened to be of a formal sort. As the meal progressed Jimmy grew redder and redder. Finally he burst out in a flame of indignation.

"I've eaten your soup without bread," said he, "and your bread without butter, but I'll be damned if I'll eat your potatoes without gravy."—Herbert Corey in Montreal Daily Star.

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