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## MUSIC

(Continued from page 24.)

as an opera singer, and, in fact, travelled in Cuba as orchestral conductress of an opera company. Her international fame as a piano virtuoso dated since her debut in Berlin about twenty-five or thirty years ago. The writer of these lines heard her first during the winter of 1898, when she played Rubinstein's concerto in D minor at the Gewandhaus concerts in Leipsic, with Arthur Nikisch conducting. While her hair was already then turning grey, her whole appearance was, in spite of her majestic stature, one of the greatest feminine charms. She was a feast to the eyes as well as to the ears. The characteristics of her playing were like those of her

own self, viz., real personality and bigness combined with irresistible charm and eloquence, strongly temperamental but totally free from demagogic vulgarity.

One must not forget that she was young when many great artists matured in traditions which went directly back to Beethoven, Chopin, Mendelssohn and Schumann were in the heyday of their fame. She, herself, knew Liszt, Rubinstein, Tchaikowsky, Brahms, Greig, Saint Saens. Edward MacDowell was her pupil, and what is known of his work in Europe is undoubtedly mainly due to her activity.

She was married four times, her first and third husbands being Emile Sauret, the famous French violinist, and Eugen d'Albert, the great pianist.

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The purpose of the book is threefold—first to trace the little understood history of the French and German schools in Ontario, in relation to the educational system; secondly, to show how the complicated language situation in the Western Provinces has been dealt with, and thirdly, to correlate the bilingual problem East and West, and to suggest the lines along which a solution must proceed.

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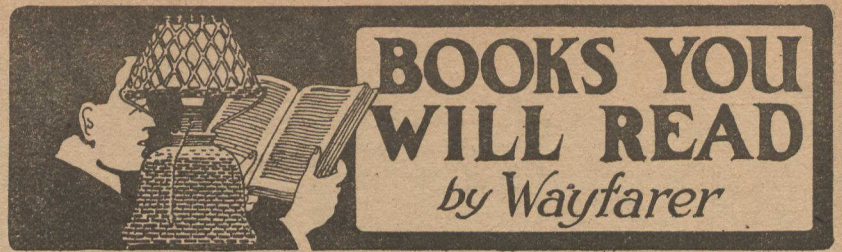
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### "A ROUND THE WORLD CRUISE."

By Frank Carrel. Quebec: The Telegraph Printing Company.

Usually we associate the acquisition of knowledge with long hours of hard mental labour spent in poring over heavily-bound books. In "A Round the World Cruise," however, Mr. Carrel gives us much interesting information in an interesting manner. The author leaves Quebec towards the end of January and travels direct to Chicago, thence to Los Angeles and San Francisco, sailing from the last mentioned city for Honolulu, then for Japan, China, et cetera. Of each country we learn many habits and characteristics of the people, their ways of living and certain of their peculiarities. Many anecdotes are also related which add to the interest of the book.

We are given numerous facts and figures and a number of excellent illustrations. Altogether the book is valuable in many respects.

### "THE TALE OF A TANK AND OTHER GOOD YARNS."

By Harold Ashton, (Author of "Private Pinkerton, Millionaire," etc.)

Toronto: Musson Book Co. \$1.25.

This book consists of a number of remarkably breezy sketches of war-time and peace, well written and in a certain humorous strain which is hard to resist. The first one, "Topsy, The Tale of a Tank," is especially good. The Tank is, of course, one used in this present world struggle, and the characters are very like those brave fellows, of whom we read so often, who smile in the face of death, yet count themselves not heroes. The manner in which one "Tommy" becomes acquainted with "Topsy" and the after adventures are well told. The other sketches are amusing also.

### "JIMMY'S WIFE."

By Jessie Chapman. Toronto: S. B. Gundy.

"Jimmy's Wife" is not as frivolous as is suggested by the title, and for these hot summer afternoons will prove very entertaining.

The character sketches are exceedingly good and a number of individuals of widely different vocations in life are gathered together and arranged oddly. An old bachelor professor is very amusing. His search for book romance and tabulations of "Love Symptoms" is cut short by the real romance which develops under his eyes. Then he applies his book knowledge in his endeavour to discover how far the "true love" is progressing. There is a hero, a heroine and a "villain-ess" of course, but everything turns out right.

The book is an excellent addition to the best class of light fiction.

### "THE CANADIAN RAILWAY PROBLEM."

By E. M. Biggar. Toronto: The Macmillan Co. of Canada, Ltd. \$1.25.

Mr. Biggar has a thorough knowledge of his subject and discusses it

from its inception, tracing its history and the opposition with which it met in England at first, as does any great innovation anywhere. The book was practically completed before the publication of the report by the "Royal Commission to enquire into Railways in Canada," but that report simply strengthened his views on national ownership of all railroads.

He sets forth five propositions and proves in each instance that, since the railroad is for public service, and we are dependent on it for practically everything we wear, use or eat, it should be publicly owned, saying that "private profit out of the control of a public highway is not an ancient right, but a modern wrong."

He proves that railway rates are taxes to maintain the railways, and while in theory railway companies have always been subject to government and public laws, in practice they exercise powers of "eminent domain," and their work being of a public nature, controlling to a great extent the economic life of the country, the government tends to pass into the hands of a few men to whom the powers of government are delegated.

Mr. Biggar shews us how private profit is the cause of conflict between public and private ownership and follows with chapters on Canadian Railroad Systems, their history, and reasons for "not paying," the express business, and competition. He also discusses the Belgian State Railways and those of other countries as well as Canal and Lake Transportation and competition.

In conclusion, Mr. Biggar says "if a public Canadian service is to be privately owned for personal profit, does it not logically follow that we should also give over the administration of the customs, post office, education and other public functions to private corporations on the basis of the ten per cent. obtained from the people by the Canadian Pacific?"

### "THE LAST DAYS OF FORT VAUX."

By Henry Bordeaux. Toronto:

Thomas Nelson and Sons, Ltd. \$1.25.

The thrilling story of the defence of Fort Vaux by the French against overwhelming German odds, is told by the celebrated French author, M. Henry Bordeaux, in a manner which visualizes the horrors endured and the splendid heroism displayed by those attacked. The siege lasted from March ninth till June the seventh, 1916.

The book is admirably well written and the weirdness with which the story is told holds the attention of the reader from beginning to end. Ultimately thirst forced the defenders to evacuate the fort but only after being practically without water for four days. The conclusion which one naturally reaches is that the French were not defeated by the Germans but that thirst was the real victor.



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