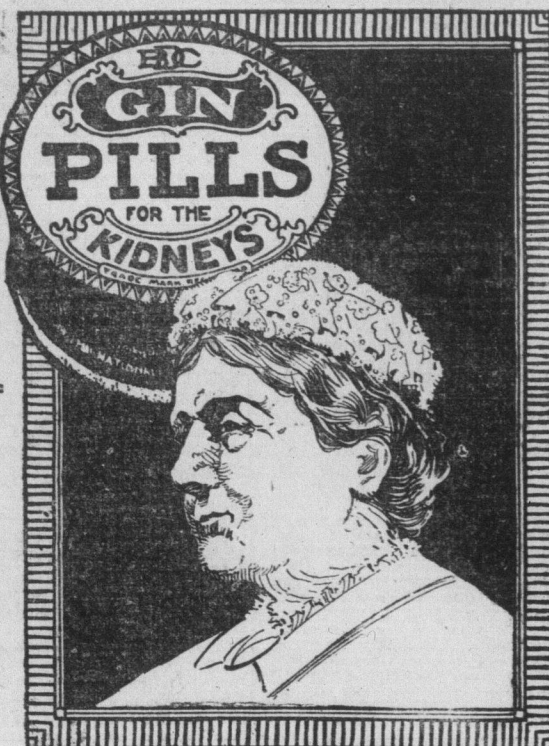


## Back of a Healthy Old Age.

Physical fitness does  
not depend on age—  
but on the condition  
in which the blood  
stream has been kept.



The purity of the blood stream depends entirely on the Kidneys. If the Kidneys are kept performing their function properly year after year, a healthy, sound body is the result, and the ailments that are generally characteristic of old age do not appear.

Insure a healthy body and comfortable old age by keeping the Kidneys in proper shape always with

## Gin Pills FOR THE KIDNEYS

Sheafs of testimonials from those in ripe years prove that Gin Pills have been the means of preserving their health and strength and freeing them from pain and disease.

Sold everywhere for 50c. a box.

The National Drug & Chemical Co.  
of Canada, Limited, Toronto.

U.S. residents should address: Na-Dru-Co., Inc., 202 Main St., Buffalo, N.Y.

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## Read Our Classified Ads

# Compare!

The  
*Pathephone*

DON'T believe everything you hear—without the proof. Do not permit mere sales talk to influence you in purchasing a phonograph.

When you are planning the purchase of the greatest of all musical instruments let your EARS, EYES and BRAIN compose the jury that will return the verdict as to which is the best phonograph for you. Compare the Pathephone with any other phonograph and in your comparison note particularly the following:—



"JACOBSON" PATHE  
Price \$215.00  
In Jacobson Oak, Mahogany and Walnut

The Pathe dealers will show you how easy it is to own a Pathephone, how a small cash payment—probably less than you expected to pay—will bring to your home the greatest entertainer ever invented.

PATHE FRÈRES PHONOGRAPH SALES CO.  
TORONTO

Montreal Office: 1004 New Birks Bldg.

Genuine Pathe products can only be obtained from

**SCHREITERS, LIMITED.**  
117 West King St.

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## Pays a Tribute To The Red Cross

PTE. W. SUTHERLAND IS VISITING HERE.

Was A Prisoner in Germany.

Private W. Sutherland who enlisted in the 118th Battalion is visiting in this city.

He enlisted in the 118th Battalion on December 7th 1915. He was here in Canada for thirteen months, going to England with the first draft of that battalion. He was stationed in England for fourteen weeks being transferred to the 1st. battalion in France. He saw active service for nine months and was captured while out on patrol duty. Private Herman Main of this city was in the same patrol and another sergeant. They were surprised by the enemy. Private Sutherland being shot in the left shoulder and Private Main in the side. The sergeant escaped back to the Canadian lines. Private Main was left on the field for dead and when he regained consciousness escaped. Private Sutherland was captured. He was taken to a dressing station and there an officer and private that had fired on them. The German officer was first attended to, and then Private Sutherland was asked whether he would rather be attended to first. He was an invalid for three months, and was behind the lines in an old fort mentioned in English papers as, "The Black Hole of Lille," where they were nearly starved to death. There were no sanitary fixtures in the building. Afterwards he was removed to Herne in Germany, where he had to unload lumber on a cart to be used in the German trenches. They had to work from seven to seven with two hours rest and they received one mark a day for this work. He says he would rather have had more food than the money. For one mark they received four cigarettes or a glass of two per cent beer. When the boys returned to England they were paid seven pence for one mark. Private Sutherland says that food was awfully scarce in Germany. They received a cup of coffee (which was a substitute), at each meal, a half a pound of black bread every day, and soup which had no fats in it, being made from cabbage, turnips and potatoes which they had in plenty. The meat shops were open every Friday, and they mostly horse meat was sold. Private Sutherland praised the Red Cross, if it had not been for them they would sure have starved. He said that one time they refused to work, they were taken outside and had to stand up all day, with no dinner and only a bowl of soup for supper.

When the armistice was signed Private Sutherland returned to England, where he was given two months leave. He visited his mother and friends in Scotland. He was then sent back to London where he received two months more leave, hence his visit to this city. He was visiting his brother in Harrisburg last week. Private Sutherland formerly worked at the Interior Hardware Company before he enlisted. He expects to work in this city after he gets his discharge.

Private Main is working on a farm near Preston. Private Sutherland thought he was dead until he came back and met him; the meeting was therefore quite a pleasant surprise.

OTTAWA, March 20.—Sir Thomas White made a lucid explanation to the House to-day of the position of the finances of the Grand Trunk Pacific and Grand Trunk in respect to the Government. The reasons for the Government's action in appointing a receiver and the policy of the administration towards the Grand Trunk. He was speaking to a resolution he had presented providing for ratification of the legislation in appointing a receiver for the road.

"In our view," declared Sir Thomas, amid the approving cheers of the Government members, "the attitude of the Grand Trunk Railway directors has not been reasonable because they have steadfastly refused to recognize their liabilities in regard to the Grand Trunk Pacific. Further negotiations are not possible until they realize that the liabilities must be considered a factor. We are willing to be generous."

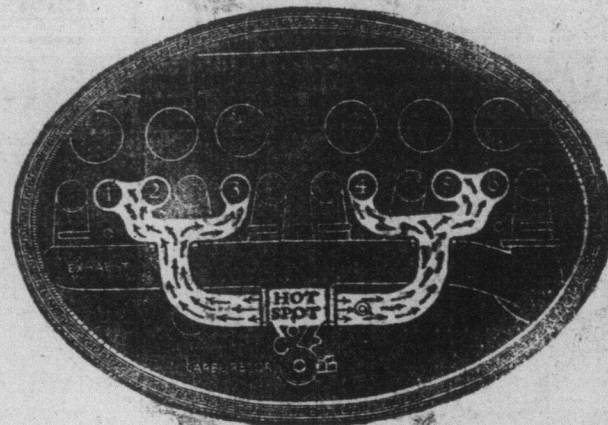
"We do not demand one pound of flesh, because if we did the Grand Trunk's equity would be wiped out, but we will not advance any further loans to the Grand Trunk for the liabilities of the Grand Trunk Pacific for which they are responsible. At present we are carrying on the G.T.P. as a receiver. We are maintaining a service upon which great communities depend. Unless a satisfactory issue ensues the Dominion Government will be obliged to pursue whatever legal remedies it may have and it has many. The next move is the Grand Trunk."

**RESOLUTION TO BE MOVED  
IN COMMONS TO MARK  
EACH YEAR THE SIGNING OF AN "ARREST"**

OTTAWA, March 19.—Mr. L.E. Pedlow, Liberal member for South Renfrew, has given notice of a resolution declaring that November 11 each year should be set aside as a day of national thanksgiving, to be a perpetual memorial of the signing of the armistice, ending the great war.

Representatives of the retail merchants of the Dominion, who waited upon Hon. A.K. McLean, minister of trade and commerce, yesterday also urged that November 11 be fixed permanently as thanksgiving day in the Dominion.

The Quebec Board of Trade is daily receiving letters from the public asking that it favor daylight saving.



## The Ram's-horn—able assistant to the Hot Spot, which makes Chalmers a great car

THERE has been so much favorable comment on the Hot Spot device of the Chalmers that often the Ram's-horn of this great car is overlooked.

The Ram's-horn completes the magnificent work of the Hot Spot, the main purpose of which is to fletcherize or "crack up" and heat the gas coming from the carburetor.

Having done its work the Hot Spot passes the 100% conditioned gas on to the Ram's-horn. Now here is where an important job begins.

Gas is a peculiar thing. It "sticks in corners," "collects at any angle," goes back to its raw state unless it is handled quickly and scientifically.

So the Ram's-horn, as one might gather from the name, is without sharp corners, has easy bends and entices the gas smoothly into each cylinder. The inside of it is not a rough casting. It is as smooth as glass.

Note the drawing above. See that the distance from the Hot Spot to each cylinder is the same. That is the great secret of the Ram's-horn.

Most cars have a manifold that feeds gas into one cylinder, whatever is left over goes on into number two, the residue to number three and so on.

Cylinder number six is usually "starved" or gets "raw gas."

Thus you see why the Chalmers engine runs so smoothly, why it gets every last bit of power out of gas, why cold weather does not affect its starting, and why it runs cool on a warm day.

If you have not looked over a present day Chalmers you have an incomplete education on the modern motor car. For Chalmers now is considered one of the few great cars of the world.

CHALMERS MOTOR COMPANY OF CANADA, Limited  
WINDSOR, ONT.

H. J. Hambrecht, Kitchener

## Overland



Overland Model 90 Touring \$2500  
Overland Model 85-4 Touring \$1975  
Willis-Knight Four Door Touring \$2175  
Willis-Knight Touring \$2425  
F. & W. West Toronto

## "Well Built"

The admiration for the Overland is due not only to its sturdy and graceful appearance but to its utility as well. Overland success is largely due to the fact that Overland owners have not only bought Overlands themselves but have enthusiastically recommended them to their friends.

**A. Lochart & Co.**  
Phone 597. 22-24 South Queen St.

Willis-Overland, Limited, Head Office and Works, West Toronto, Ontario  
Branches: Montreal, Winnipeg, Regina