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**First Indications of Spring**  
Simplicity, Trimness, Variety

One Notices a Tendency Toward Slender Waists

**Skirts Short and Full**

New York, March 28.

Paris and New York are both at the moment, and have been for ever so many weeks back, in the midst of the Spring opening hubbub. We are not quite sure as yet whether coats are to be short or three-quarter length, whether sleeves are to be tight or loose, whether blonde or brunette will be the fashion this season.

**Here and There the Tapering Waist**

Quite often one notices in the new importations a tendency to the slender, tapering waist; and this, of course, means the well-corseted figure. It is not probable that the hour-glass figure will be countenanced for a moment, but a trifle more trimness conducted by a well-fitting modern corset, is necessary to meet the requirements of the Spring suit, with its hint of a curve at the waistline, its graceful flaring skirt and coat-skirt. A carefully selected and properly fitted corset is necessary and always has been to a smart, well-groomed appearance. Rather than injurious, the right corset tends toward health.

Several of the Paris houses are advocating the three-quarter-length coat, and now and then one sees a polonaise effect. These coats are made with well-fitted shoulders and

rounded waistline. It is quite remarkable that this should be so just now, when we are massing so much fullness in the skirts between the belt and the knees, but it only goes to show the wide variety we are to enjoy this Spring and Summer.

**A Word on Skirts.**

Skirts continue short and full. Many of the houses are emphasizing the favor shown by them for the crinoline ever since the first whisper of full skirts began to circulate, and many are using interesting methods of extending the skirts; among these are reeds, featherbone, and even hair-cloth stiffenings. In many instances the reeds are graceful and becoming, but, as a rule, the effect is extremely awkward, as there is no pretense whatever of concealing the mediums, and they often protrude at unexpected angles, giving a curious, un-beautiful result.

In the regulation Summer frock and the dance dress of net, organdy, or other of the sheer, dainty fabrics favored this year, the fullness of the skirt is made decidedly graceful and youthful by tucks, ribbons, and bias bands of the same, or a contrasting material. Often folds of chiffon or net are attached to the inside of the

skirt of the dance dress giving a soft, bouffant effect. Taffeta is unusually effective combined with, or as trimming for, the pale-toned frock of organdy or net, fashioning the Summer, dance dress. In both illustrations this week the skirt is of taffeta and the effect of the deep tuck is well brought out. The first dress has an under-bodice of shadow lace and a simple over-drapery of chiffon. The short sleeve cap, while it concedes to Fashion's sleeveless demand, also makes a

most effective and easily applied. On some of the imported models cordings, pipings, and ruchings appear in most unexpected places. One cannot fail to see that handwork, and individual hand-made trimmings, stitchings, etc., can work wonders, and afford an effect which can scarcely be brought about by machine-made trimmings. It is quite interesting to see a little blue serge frock trimmed with insertions of matching net, with accompanying pendant ornaments of



**Dance Frock of Taffeta and Chiffon**  
concession to modesty. The second frock shows the combination of net and taffeta. Aside from being especially pretty, this combination is practical, as net wears particularly well and lends itself to almost any fashion of draping.  
**Ribbons and Ruchings.**  
Pleatings and ruchings of all widths and fashions are still favored trimmings for both street and house frocks. Narrow black velvet ribbon



**Net Bodice and Taffeta Skirt**  
wood or beads in a soft harmonizing coloring. Bead trimming is effective on both silk and wool materials; it is being used in any way that clever brains and fingers may design. The more original the notion, the more attractive the blouse or frock. Pale pink crepe de chine or crepe is made more delicate by a banding or an ornament of deft-blue opaque beads. Dark blue taffeta or serge may be brightened with a touch of emerald green, orange, copper, or a harmonizing, contrasting blue. There are any number of smart artistic ways of trimming frocks and blouses this season with practically no expenditure of money, if one has ideas and fingers deft enough to carry them out.

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\$147 Per Car  
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It is well known that the war has increased the price of practically all raw materials. And, although all but \$16.88 worth of material that goes into the construction of the Ford car is bought right here in Canada, a high import duty adds its burden to that material that must be bought in the United States. But in spite of increased duty and increased cost, the prices of parts that go to make up a complete Ford car have been decreased \$147 since war began. This reduction was made for two reasons. First, because under normal conditions, increased quantity production would have made these lessened prices possible. Second, under abnormal conditions brought about by the war, the executives of this company felt it their duty as loyal British subjects to absorb these taxes of war into their manufacturing costs. This reduction in price of parts is of first importance as a reduction in the cost of service to Ford owners. Prices of Ford spare parts have always been exceptionally low as compared to prices of parts for other cars, and under war time conditions the Ford company might have withheld, with seeming justice, any reduction in the price of parts in times such as these. But the Ford Canadian executives had enough confidence in the progress of the Dominion and of the Empire to feel that the future prosperity of the country was sufficiently assured to warrant making these reductions. This is improving a service already unrivaled in its efficiency. Ford, the Universal Car, can as well be named the Car of Universal Service. Thus the Ford Company has left dollars in the pockets of Ford owners which it might have acquired were it not for its policy of the best service at the lowest cost. Even the finest piece of mechanism, often through abuse or neglect, sometimes requires attention. The remarkable economy of this Ford service is known to motorists all over the world. In every community of any size in the Dominion there is a Ford dealer who carries a complete stock of parts and whose establishment is in itself a well equipped service station. A Ford owner, no matter where he drives his

car, is never far distant from a Ford service station that is ready to give prompt and efficient service in any emergency that may arise. Moreover, Ford parts, as is the Ford car itself, are standardized and will fit in place in any Ford car to the thousandth part of an inch. And every Ford dealer, because of this standardization of parts over a number of years, has an expert knowledge of the construction and repair of the Ford car. There is absolutely no guesswork in this Universal Service to Ford Owners. Backing up the service afforded by over five hundred Ford dealers are the nine Ford branches located in the nine leading Canadian cities from St. John to Vancouver. In four of these Canadian cities new branch buildings have been constructed since the war began and are themselves as large as many automobile factories. They are so completely equipped as to be able to build a Ford car complete. The buildings alone for these four new branches were erected at a cost of over a million dollars. This immense expenditure is another indication of the attitude of absolute confidence in Canadian prosperity that has always been shown by the Canadian Ford executives and that has not been altered in the slightest degree by any war conditions. At the same time that reductions in the price of Ford car parts were made there was also made a reduction in the price of complete car. Twice—on August 1st, 1914 and August 1st, 1915, the price of the Ford car was reduced by \$60—a total reduction of \$120 in the price of the car since the start of the war. This reduction is made on an estimated production of a definite number of cars for the coming year. Forty thousand Canadian Ford cars must be built and sold by August 1st, 1916 in order to warrant this last reduction of \$60 in price. And here is another most emphatic expression of confidence in Canada. The Ford Canadian executives are basing everything on the continued and increasing prosperity of the Dominion. And their judgment is being fully justified.

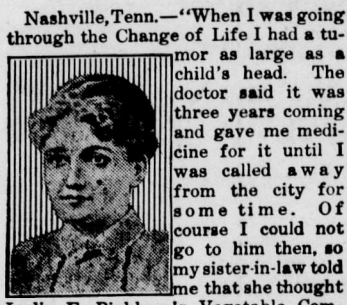
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shall say, "Lo, this is our God; we have waited for Him, and He will save us" (Zech. xii, 10; Rev. i, 7; Isa. xxv, 9). To Saul's question, "Who art Thou, Lord?" the answer came, "I am Jesus of Nazareth, whom thou persecutest." What an illustration of the assurance that believers are members of His body and that to touch one of His is as touching the apple of His eye! (Eph. v, 30; Zech. ii, 8.) Although Saul's natural eyes were blinded by this great light and he remained three days without sight, he received sight such as he never had before, the eyes of his understanding being enlightened, for the light of the knowledge of the glory of God in the face of Jesus Christ had shone in (Eph. i, 18; II Cor. iv, 6). From that hour he was born from above, a child of God, a sinner saved, a rebel surrendered, wholly submitted to Jesus Christ risen from the dead and ascended to heaven. The glory of that light from heaven made him forever blind to all human greatness or righteousness, and now to him to live was Christ (Acts xxii, 11; Phil. i, 21). With trembling and astonishment he submittedly said, "Lord, what wilt thou have me to do?" And thenceforth he was the bondservant of the Lord Jesus Christ. What his communications were those three days without sight or food or drink, and where he went in to Arabia, and his experiences there for three years (Acts ix, 9; Gal. i, 15-19) we may perhaps learn from his own

lips some day, but this we may be sure of—there was no one worth while to him but Jesus Christ. How wonderful are the words of the Lord to Ananias concerning him, "He is a chosen vessel unto me, to bear my name. \* \* \* for I will shew him how great things he must suffer for my name's sake" (verses 15, 16). Compare chapter xiii, 14-16; xxvi, 16-18, and get a better grasp of his full commission. "Take to your own hearts, O fellow believers, that these things were written for us and that we, too, may be vessels unto honor, sanctified and meet for the Master's use, prepared unto every good work (I Tim. ii, 21). The Lord had shown Saul, in a vision, during his blindness, a man named Ananias coming in, and putting his hand on him that he might receive his sight (verse 12), and Ananias in person literally fulfilled it, putting his hands on him and saying, "Brother Saul, the Lord, even Jesus, that appeared unto thee in the way as thou camest, hath sent me that thou mightest receive thy sight and be filled with the Holy Ghost." At once he received sight, something like scales falling from his eyes. He arose and was baptized, received meat and was strengthened, and preached Christ in the synagogues and he is the Son of God (verses 17-20). He soon began to realize something of the persecution he had made others feel. But perhaps one of the sorest trials was when the disciples at Jerusalem refused to believe that he was a disciple until Barnabas, true son of consolation persuaded them that he was truly a disciple and had been preaching boldly at Damascus in the name of Jesus.

His Standard.  
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**SUNDAY SCHOOL.**

Lesson I.—Second Quarter, For April 2, 1916.

**THE INTERNATIONAL SERIES.**

Text of the Lesson, Acts ix, 1-11, 17-19. Memory Verses, 17, 18—Golden Text, I Tim. i, 15—Commentary Prepared by Rev. D. M. Stearns.

The first two verses of our lesson chapter describe Saul going on in the same spirit as when he consented to the murder of Stephen and kept the raiment of those who stoned him. He is still breathing out threatenings and slaughter against the disciples of the Lord (what a horribly bad breath from the pit), and he is indorsed by Israel's high priest, who was professedly God's high priest. The account of his zeal for the devil is written in five different places—in our lesson chapter and in Acts xxii, xxvi; Gal. i and I Tim. i. He confessed that he was a blasphemer and a persecutor; that he was exceedingly mad against the saints, beyond measure persecuting the church of God, shutting up men and women in prison and giving his voice against them when they were put to death and all the time thought that he was right in thus opposing the teaching and the followers of Jesus of Nazareth. He was, as he afterward said, blinded by the god of this world and ignorant of his devices, and it was an exceeding abundant grace that had mercy on him and saved him (II Cor. ii, 11; iv, 4; I Tim. i, 14).

The day came when he reached the limit, and God's clock struck its "no further" (Job xxxviii, 11). He was not at a preaching service nor under any so called means of grace, but on his way to imprison and kill more saints and nearing his destination, many in Damascus trembling if they knew of his coming, when suddenly, about noon, he fell to the earth because of a light from heaven above the brightness of the sun which shone upon him, and he heard a voice saying to him in the Hebrew language, "Saul, Saul, why persecutest thou me?" The people who were with him saw the light, but did not hear the words. He not only saw and felt the light and heard the words, but he saw the Lord Jesus (verse 17), who thus condescended to appear to him personally, as He will to the nation at His coming in glory, for it is written, "They shall look upon me whom they have pierced," and they



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