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For the Liver and Bowels

Tell your druggist you want genuine "California Syrup of Figs." Full directions and dose for babies and children of all ages who are constipated, bilious, feverish, tongue-coated, or full of cold, are plainly printed on the bottle. Look for the name "California" and accept no other "Fig Syrup."

"PERFECT 36" NO LONGER IN FASHION SHOW

CHICAGO, March 18.—Farewell to the "perfect 36's." Fashion designers have put the delectable creatures out of the running, at least for this season, and there is much lamentation among the sprightly models who formerly swept majestically up and down in front of the buyers.

"There ain't no such a thing as a feminine form today," wailed Ger-

tie one of the models. "A lady might as well be a barrel of sauer kraut as a perfect 36. A classy built dame can't show the styles no more. What they need for a model is a circus freak—Rubinna, the rubber lady—or something like that. She's got to have a spaghetti spine, double joints and accordion pleated muscles to fit into more than one gown a year."

Gertie is right. There are two ways to follow the fashions this year. One

is to follow them all the way, in the morning milady will need a slim, wasp waist; in the afternoon, she will require a few curves and in the evening she will have to be as straight as a ramrod. As for the gowns displayed at the opening of the Fashion Art League, today, one must be a mathematician to guess whether the forms they encase are spheres, hemispheres, parabolas or comet-like wisps of atmosphere.

There is every fashion conceivable to fit every individuality conceivable and this is the secret of the second method, which is not to follow the fashions at all. Anything is fashionable. A hem cut from last year's dress will give the remnant the fashionable unfinished effect. A few patches cut from foulard and sewed over the worn spots in last year's serge will give the fashioned applied effect. A thousand dressmakers and designers are attending the convention.

TO FLY FROM ROME TO NEW YORK

ROME, March 18.—A giant airplane equipped with powerful engines and carrying a crew of five men, is undergoing its final tests, and within a week will be on its way to New York, according to inventors. The flight will be over a direct air route from Rome to New York.

The plane's sponsors expect it to develop a speed of 261 kilometers or slightly less than 160 miles an hour.

COMMISSIONER HIGGINS HERE TO CONFER ON SAL- VATION ARMY MATTERS

Com. W. J. Richards, head of the Salvation Army in Eastern Canada and Col. John McHillan, Chief Secretary are conferring with Commissioner Higgins, Chief of Staff and Second in Command of the Salvation Army for the work who arrived in Boston from London, England, recently. Com. Higgins came to America to discuss matters pertaining to Salvation Army affairs in Canada and the United States, with Commander Eva Booth, head of the Salvation Army in the United States and with the Canadian officials. He was for many years Chief Secretary of the United States and recently succeeded Com. Howard as Chief of Staff and Second in Command. Many matters having an important bearing upon the future policy of the Salvation Army, and its reconstruction work are to be taken up at this meeting and it is expected that on his return Com. Richards will have something to say in regard to the questions affecting the policies to be followed in Canada.

OUR NATIONAL ECONOMIC PROBLEM

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R., appeared recently in the Montreal Gazette:—"So much in the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian Railways as custodians of magic fortunes which cannot be exhausted. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people unthinkable. It apparently does not occur to them that no public utility is more important than to the Canadian public that the good reputation of its railway securities in the world of credit and investment should be carefully guarded. To those, however, who understand these things clearly and who view the matter from the standpoint of broad public interest, it is at once apparent that the Canadian public pays a very low rate for the quality of service rendered, and that a time is rapidly approaching when, if Canadian railway securities are not to be made less desirable to investors than any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is not because the situation of the railways is an easy one that certain companies have been able to show net earnings—very low net earnings compared to the actual cash invested in the industry—but because the shareholders of such companies have been, as they are to-day, courageous persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, resourceful and loyal business men, assisted by staffs filled with the spirit of pride and devotion to their work. This, indeed, is the thing which has made it possible for Canada's railroads to function successfully during the war without making anything like the demands that foreign roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made up their public exchequers. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been so consistently depressed.

"The net earnings during the war years, of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditures for maintenance which circumstances would have justified, but which conditions prevented during that period. These arrears have now to be made up. During 1919 the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 2,000,000 ties, worth 44c in 1914, the Canadian Pacific laid 4,434,000 ties at 55c per tie. The sensational advance in the rate of railway wages is well known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.69 in 1913. Now it is \$4.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1.50 in 1913, to \$2.49 in 1918. It is higher to-day. The operating expenses of one mile of line in 1912 were \$4.15; in 1918, \$7.04, and to-day they are even greater. On the other hand, railway rates, taking all classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation."

ADVERTISE IN THE JOURNAL

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The Great English Remedy
Tones and invigorates the whole nervous system, makes new blood, cures all ailments, restores vitality, mental and brain power, dispels drowsiness, loss of energy, palpitation of the heart, indigestion, etc. Price \$1 per box, 50c for 25c. One will please, six will cure. Sold by all druggists or mailed in plain package on receipt of 50c. New pamphlet mailed free. THE WOODS MEDICINE CO., Lowell, Mass.

Mothers' Advice

The responsibility for a daughter's future largely rests with the mother. The right influence and the information which is of vital interest to the daughter imparted at the proper time has not only saved the life but insured the success of many a beautiful girl. When a girl's thoughts become sluggish with headaches, dizziness, or a disposition to sleep, pains in back or lower limbs and a desire for solitude, her mother should come to her aid and remember that Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, will at this time prepare the system for the coming change and start this trying period in a young girl's life without pain or irregularities. Thousands of women residing in every part of the United States bear willing testimony to the wonderful virtues of this medicine, and what it has done for their daughters.

Brooklyn, N. Y.—"I cannot praise Lydia E. Pinkham's Vegetable Compound enough for what it has done for my daughter. She was 15 years of age, very sickly and pale and she had to stay home from school most of the time. She suffered agonies from backache and dizziness and was without appetite. For 3 months she was under the doctor's care and got no better, always complaining about her back and side aching so I did not know what to do. I read in the papers about your wonderful medicine so I made up my mind to try it. She has taken five bottles of Lydia E. Pinkham's Vegetable Compound and doesn't complain any more with her back and side aching. She has gained in weight and feels much better. I recommend Lydia E. Pinkham's Vegetable Compound to all mothers and daughters."—Mrs. M. F. FOWLER, 616 Marcy Avenue, Brooklyn, N. Y.



Lydia E. Pinkham's Vegetable Compound

NEW ENGLISH BOOKINGS MADE BY TRANS-CANADA THEATRES FOR DOMINION

An announcement of great interest to theatre-goers is made by Trans-Canada Theatres, Ltd., the new All-Canadian theatrical organization. It has already been made public that Mr. Tyrone Power, now touring in "The Servant in the House" and "The Little Brother" will cover the same ground from coast to coast next season, in "A Bunch of Violets" and "The Middleman." Further plans now embrace the return of this distinguished artist over the same territory in "Claudius," made famous by the late Wilson Barrett, and "The Red Lamp," Conan Doyle's fascinating romantic drama.

In addition to this Mr. Power will be followed over the Trans-Canada circuit of playhouses next season by two notable All-English productions, Grossmith's famous farce-comedy, "The Night of the Party," and a new play, "Lucky Durham," which has been drawing crowded houses throughout the English provinces, and which is still on tour across the water.

The success which attended the

opening of Mr. Power's tour in "The Servant in the House" is being duplicated along the route. From the middle west on he will play that drama and "The Little Brother," in which he made a big impression in Toronto, alternately.

The All-Canadian tour of Mr. Wilkie Bard, the greatest of all English comedians now upon the stage, will embrace two acts by Mr. Bard, and a series of first-class vaudeville attractions in addition. The selection of the acts in which Mr. Bard will appear has not yet been made, but it will most likely include at least one in which he has never before been seen on this side of the Atlantic.

FIFTEEN IN ONE FAMILY DIE WITHIN FIVE YEARS

ST. THOMAS, March 18.—Rev. F. Patrick Dennison, of Centre Street Baptist Church, here today received news of the death of the fifteenth member of his family in the last five years and the fourth in the last four months. Mr. Dennison's wife died late last fall in this city, and within a fortnight news came of the death of Mr. Dennison's sister in South America. The death of another sister in England was reported today. Six brothers and five half-brothers of Mr. Dennison lost their lives in the war.

CONVALESCING FROM INFLUENZA

The bracing atmosphere found in Algonquin Park is just what is needed for those convalescing from influenza or those who are in need of a rest and recuperation. The Highland Inn offers comfortable accommodation at reasonable rates. Apply any Grand Trunk Agent for descriptive booklet or write Mr. N. T. Clarke, Manager, Highland Inn, Algonquin Park Station, Ont.

ADVERTISE IN THE JOURNAL

KING GEORGE THEATRE

TO-DAY and SATURDAY
Wm. Fox Presents

Gladys Rockwell
In Her New England Drama

The
Flames of the Flesh

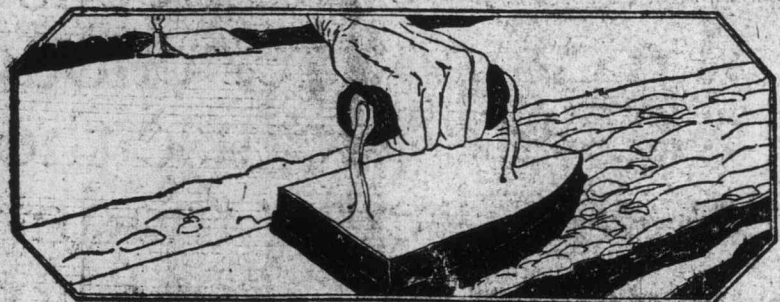
The Eighth Episode of Robt W. Chambers' Mystery Story

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New Triplex Springs Iron Out the Wrinkles of the Rough Roads

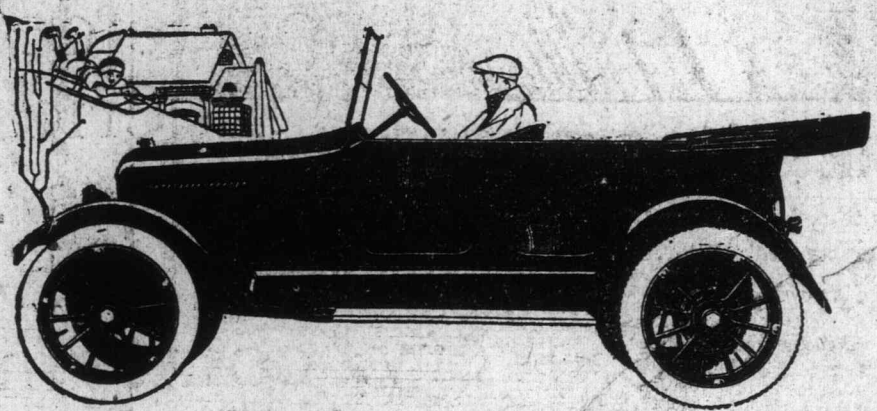


THE wrinkles of rough roads seem smoothed out completely by the wonderful springs of Overland 4.

These springs hold the wheels to the road, while the passengers ride in even comfort. The astonishing qualities of these diagonally attached Triplex Springs have created an utterly new conception of light car riding ease.

Best of all, this heavy car kind of comfort is now obtainable with economy in fuel and tires and remarkably low upkeep cost.

Overland 4 is started and lighted by two-unit electric starting and lighting system. It has rain-vision windshield and unit power plant. It is equipped with all the latest car essentials and conveniences.



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