

THE JEWETT BROUGHAM
Luxury For the Thrifty

The rule of thumb is unknown in the Jewett works. Before the days of pneumatic tools the art of coach building was a tedious and laborious task. When automatic tools came in they lightened the labour of mankind and left their mark in the progress of the world.

This precision in the Jewett works has resulted in the construction of a roomy five seater tonneau by master craftsmen in the coach building art. Comfort is enjoyed in every seat with its rich upholstery and its special Jewett construction. Supreme comfort, however, is found in the surplus power of the engine which propels the car with the smoothness of gliding.

It is truly a luxury to ride and operate a Jewett Brougham. As cool in the warm season as an open car, but a greater protection in inclement weather. The Jewett Brougham is constructed with all the appointments for those of wealth, however, at a price within the reach of those of thrift.

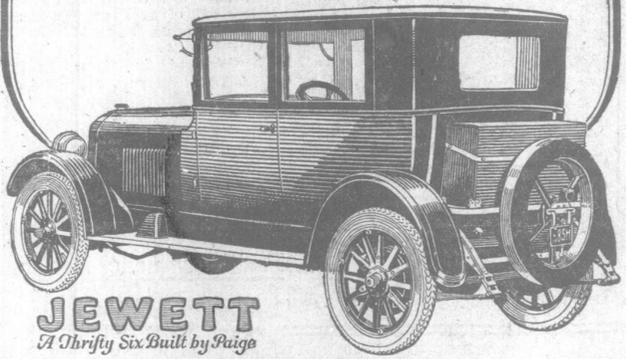
JEWETT SPECIFICATIONS:

Engine—6 cylinders, 3 1/2 x 5; lubricated by high pressure oiling to main and connecting rod bearings; two ball bearing timing and lighting; thermostatically controlled automatic spark advance; Paige-Thinker axle; extra heavy 6 inch 1 1/2" beam steel frame; improved type four speed transmission; dry plate clutch; special alloy steel springs, 36" in front, 54" in rear; all-steel universal joints; forced-feed chassis lubrication.

Special models furnished at slight extra cost with additional equipment

Special Robin—egg blue finish with upholstery to match; spare cord tyre, tube and protector; bumpers front and rear; sideled radiator and motor; trunk and trunk rack (except on two-seater); automatic windshield wiper and rear view mirror; rear stop signal; sun visor; parking lights on cowls. Disc steel or wire wheels optional on all models at slight extra cost.

JOSEPH COCKER,
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JEWETT
A Thrifty Six Built by Paige

London Letter

(By PANTON HOUSE.)

LONDON, Mar. 7.—(Canadian Press) Canadians in London probably know only that portion of the Regent's Canal which passes through Regent's Park. This waterway, constructed in 1812-20, which has an average width of 66 feet, curves through North London and joins the Grand Junction Canal near Paddington, which places it in connection with a network of other canals navigable by barges. It carries every year to the various railways having yards on its banks about 700,000 tons of heavy goods. A member of Parliament has just had the brilliant idea of converting the canal into a 60-foot motor road, the middle 40ft. being reserved for fast traffic, with 10ft. on each side for vehicles loading and unloading. Such a road, he believes, would carry at least 7,000,000 tons of goods every year, and would materially relieve London's existing roads of the great and growing press of traffic. The cost of turning the eight and a half miles of canal into a road, with a bed of some 2 1/2 feet of concrete, is estimated at \$14,000,000; and this allows nothing for the purchase of the canal itself.

BUCKINGHAM PALACE.

Buckingham Palace is known to the public by its east front, looking across a spacious forecourt at the Queen Victoria Memorial and St. James' Park; at no time is its interior accessible, save to the exceptionally favored traveller. It was originally Arlington House, built in 1674 and rebuilt in 1703 by John Sheffield, Duke of Buckinghamshire, who named it Buckingham House. George III. bought it in 1762, but Queen Victoria was the first British sovereign to live in it. It was not known as Buckingham Pal-

ace until 1825, when it was remodelled by Nash for George IV. The east wing mentioned above, was rebuilt as recently as 1913. The royal apartments are out of sight in the north wing. The palace has 40 acres of garden such as might be found in the heart of the country.

WORLD'S CHAMPION DANCERS.

Two hundred and forty couples competed this week at the Queen's Hall for the title of World's Champion Dancers and for silver challenge cups, presented by the London Daily Telegraph. For several weeks beforehand the eliminating rounds had been taking place in dancing centres in London and the provinces, and the 240 were the best of an enormous entry. They were invited to show their paces in four dances—fox-trot, tango, waltz and one-step. As there were three classes, amateur, mixed and professional, with a separate championship for each, this made twelve events, in each of which 20 couples competed. There was a large gathering of the general public to witness the finals, the spectators themselves "taking the floor" between events. The results of these competitions are important to professional dancers, as managers of big dance halls and hotels are always anxious to offer engagements to the winners.

COURTESY BY FILM.

On the whole, the men who work the lifts and the men who shepherd us on and off the trains on London's Tubes (underground electric railways) are polite and patient folk. But Underground Railway authorities appear to think that there is still room for improvement, for they have caused a film to be prepared, showing how to handle passengers. Photographs have been taken during the "rush hours" showing Tube officials doing the wrong thing when confronted with

the type of traveller who delays everybody and wears out tempers; or, again, showing examples of impressive courtesy. All employees are to have an opportunity of seeing the film.

GRANDMA SEES HERSELF.

Nearly 200 elderly ladies have been invited by the producer, Cecil Hepworth, to a matinee performance of the film "Comin' Thro' The Rye," which is based on a favorite old novel by Helen Mathers. Mr. Hepworth thinks it will be interesting to discover the opinions of people who actually remember the costumes and the ways of 1850, the story's date. Seventy years of age and the title of "Grandma" were the qualifications of his guests. Forty old soldiers from Chelsea Hospital will also be present as a guard of honor.

THE CHELSEA PENSIONERS.

Mention of the Chelsea Hospital reminds us that this refuge for old and disabled soldiers is one of the interesting London buildings which Canadian visitors often overlook. Built by Sir Christopher Wren in 1682-82, it stands in grounds which are, if anything, more beautiful than itself. Charles II. was the founder, and his statue in the central court is still wreathed with oak each 29th of May. Legend will have it that Nell Gwynn inspired him to make this provision for old soldiers; history coldly asserts that the scheme was originated by Sir Stephen Fox, paymaster-general in the latter part of the 17th century. About 550 pensioners, selected from among the many thousands who receive pensions from the Army, are boarded, lodged, clothed, nursed when ill, and provided with pocket-money. In summer, beginning on Royal Oak Day, they wear picturesque long scarlet coats. The old boys are delighted

to show their Hall and chapel to visitors in return for a small gift.

NATIONAL PONY SHOW.

This week, following the Shire Horse and Hunter Shows, is held the show of the National Pony Society, the central organization for the preservation and development of all the well-known breeds of British ponies. These breeds have been known for centuries, and include the Welsh, Exmoor, Dartmoor, New Forest, Fell, Dale, Shetland and other types. The Society is also interested in the breeding of polo ponies, and their development from our native breeds. The Arab Horse Society takes part in this show. Several classes of pure bred Arab are exhibited. Perhaps the most popular events are the mounted competition for children, among whom are always a number of very clever little fellows.

TRAINING BRITISH GOODS.

The National Training School of Cookery, founded in 1874, is keeping its jubilee this week with an exhibition of work by its students, of whom 400 are now attending. The school was the first to teach cookery as a class subject; about half its pupils became teachers of cookery, the other half taking engagements as professional cooks, or applying their learning in their own homes. Recently a number of naval cooks have been studying at the school, with excellent effect on the Service rations which they handle, as shown by a specimen dinner of tomato soup, steak pie, rice mould and stewed prunes exhibited by an expert from Chatham. Examples of work shown ranged from eggs and bacon and plain stews and puddings to a ball supper. Other branches of housewifery—laundry work, dressmaking, upholstery, carpet repairing—are taught in other departments.

Salvationists and Secret Societies

GENERAL BOOTH AND THE U.S.—"ARMY" SPLIT POSSIBLE.

New York.—The dissemination of orders approved by General Bramwell Booth in London, calling upon all Salvation Army officers to sever their connections with any secret societies of which they may be members, has created a profound sensation in the United States. General Booth is now on the way to India. Consequently it is impossible for anyone in America to communicate with him except by wireless. Yet the issue which his orders have broached is regarded as so important that it may not possibly result in the secession of the American branch of the Salvation Army.

The New York World, which maintains the closest touch with Salvation Army officers in this country, states that they interpret the general's orders as a renewal of the attempts to make the three great divisions of the army which are under the command of Evangeline Booth tributary to London. This interpretation is disputed by Commissioner Estill, of New York, who says that the association of officers with secret societies has long been a source of anxiety here. The fact remains that a large percentage of American Salvation Army officers are either Freemasons or belong to the Elks or other societies which are described in the orders published in the Salvation Army Staff Review as "openly worldly" and as condoning habits, such as the use of intoxicants, which are "too often at variance with our teaching and standard."

These societies have been liberal contributors to the funds and work of the Salvation Army in America. During the war their co-operation was particularly close. Buildings which have been erected in nearly 1,000 cities in the United States have been built with money largely raised by them.

American Salvation Army officers contend that to antagonize them would fatally cripple the operations of the army. General Bramwell Booth is spoken of with the utmost reverence in this country, but there is a widespread impression that he fails to understand the peculiar problems of America, which are very different from those of England. The best friends of the Salvation Army are convinced that

the existing differences can only be healed by a visit to the United States by the general. Without such visit it is feared that the cry of British domination is destined to spread.

Just Folks.
By EDGAR A GUEST

THE ONES WHO KNOW HIM BEST

Let it be written here and now.
Little but this has life in store;
A patch of ground where the blossoms bow.
A welcome smile at the open door.
This of a man is the final test—
The faith of the ones who know him best.

How does the money go, and why?
What has fashioned the yoke of woe?
What does the husband toil to buy?
What does the father work to get?
Here is a joy denied to kings.
Built on countless little things.

A child to love and a wife to please.
A rose to rear at the kitchen door.
Who has treasured his life with these,
Shall come to peace when the day is o'er;
And whether the house be great or small,
The same joy waiteth for one and all.

Babble of fortune and talk of fame.
But these are glories of strength and skill;
These are all that the great can claim:
A house where the voices of hate are still,
A home at night that is sweet with rest,
And the faith of the ones who know him best.

Out of his years he can take no more,
Strive, as he will for the yellow gold;
Love to welcome him at his door,
Friends to cherish the days of old,
This of a man is the final test—
The faith of the ones who know him best.

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Trade Schools

TO REPLACE APPRENTICE SYSTEM.

OTTAWA, March 24.—(Can. Press)—That Trades' Schools must be established in Canadian cities and the sooner the better to offset the effects of the collapse of the apprentice system, is the emphatic opinion expressed by Dr. J. H. Putman, Senior Inspector of Ottawa Public Schools, in his annual report for the year 1923. Analysing the "immediate destination" of the 2,094 pupils who left grade classes in the Public Schools during 1923 and commenting thereon, Dr. Putman remarks that "the number of boys who left school to learn skilled trades is insignificant and its inevitable consequence alarming." Dr. Putman instances some of the obstacles he sees being put in the way of technical training and comments that what he wishes to emphasize is

that union, whether of professional men or artisans, will not solve the problems of society.

"Eventually," he says, "we come to a deadlock and our social organization cracks. Every union, while it increases the social ties of its own members, has in it an element that is anti-social. It carries within itself the seeds of its own ultimate destruction. In the end only freedom can establish anything on a permanent basis," says the inspector. Human beings, he urges, must have houses, and houses cannot be built without carpenters, bricklayers, painters, plasterers, and plumbers.

"Society must protect itself. The apprentice system in these trades, at any rate, has become a joke," maintains Dr. Putman, who urges that trades' schools would not only assist in solving what is becoming an alarming economic problem; they would also help to solve a very difficult educational problem. Trades' schools would not involve the abandonment of technical schools which attempt to teach the underlying principles of all forms of industry. Trades' school classes would make it possible for boys between the ages of 14 and 16 years to attend school from November to April and find steady employment at a remunerative wage and at the same time be perfecting the theory and practice of their trades' school instruction. Dr. Putman maintains also that such a system would provide a mental, moral and physical discipline of incalculable value for scores of city boys, who now secure working permits to engage in blind-alley jobs, or who are held in school under compulsion pursuing courses in which they have little or no interest, he says.



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Royal Canadian Mounted Police

WILL GUARD CANADIAN BUILDINGS AT WEMBLEY.

MONTREAL, Que., March 10.—(C.P.)—The picked detachment of Mounted Police who are to mount guard over the Canadian buildings at the British Empire Exhibition at Wembley has passed through Montreal on its way to England. The detachment consists of ten men of the Royal Canadian Mounted Police, who will appear at Wembley in the full glory of their smart scarlet tunics, black breeches with the yellow cavalry stripe, immaculately polished brown top boots and broad-brimmed Stetson hats. Of the ten, six are Canadian-born, two are Englishmen, one an Australian and the other a Belgian. Four of the detachment are from Alberta divisions, two from Vancouver, and the others from various Ontario stations.

Perhaps a new coat of paint will make the kitchen seem a more livable place.

Motoring Laws

American's Report to a Magistrate

An American who had been in this country about two months, Thomas Ashkins, 35, of Bridge-street, Southport, was summoned at Rochdale for leaving the engine of his motor-car running and unattended. He said: "I guess I'm right sorry that I have broken your regulations, but I have just come from America, and ours are different from yours."
The Mayor: We think our laws are better than yours. Not knowing them will cost you 5s.
Mr. Ashkins: I guess, judge, you have no grounds for that observation. As we have 14,000,000 cars in our country, a deal sicker more than you have here, and so we know more about them. (Laughter.)

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Men Who

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