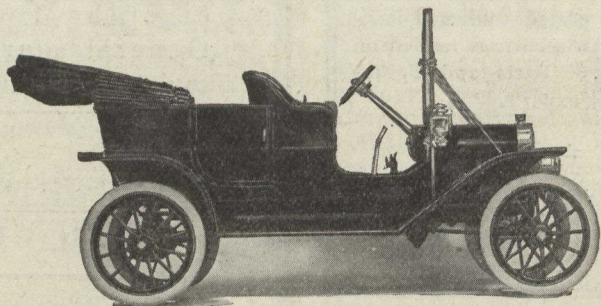


A Heavy Weight Car makes a Light Weight Pocket Book

—Henry Ford

Roadster	\$1,100	Tourabout.....	\$1,150
Coupe.....	\$1,250	Town Car.....	\$1,400

Price F. O. B. Factory



FORD high-priced Quality in a low-priced Car

4 cyl., 20 h. p. (1 h. p. per each 60 lbs.—100 in. wheel base,) 5 Passenger Touring Car, complete, \$1,150.00.

There are items which in connection with the Ford light, low-priced car are small in comparison with similar items for high-priced heavier cars. Repair bills are smaller; fuel bills are lighter; tire costs are less. A Model "T" costs less to maintain per month than a horse and buggy. A gallon of gasoline is enough for twenty-five or thirty miles; a set of tires lasts 8,000 to 10,000 miles or more, and repair parts are low priced and easily installed.

More facts like this in our new Catalogue—
SEND FOR IT.

Toronto Branch, 53-59 Adelaide Street West.

Winnipeg Branch, 309 Cumberland Avenue.

HEAD OFFICE AND FACTORY, WALKERVILLE, ONT.

The Ford Motor Company
OF CANADA, Limited

Cheaper than Printing



Send for Price List and
specimens of work

National Typewriter Co., Ltd.
78 Victoria Street - - Toronto



Hewson Underwear

embodies an abundance of beauty, comfort and quality that appeal immediately to the fastidious man. When you enter a store, with the idea of getting the best underwear, don't waste your valuable time examining inferior brands. Right at first - - -

Ask for Hewson

The name is your guarantee of a pleasing garment, well fitting, durable —"the best in Underwear."

HEWSON WOOLEN MILLS, Limited
Amherst, N. S.

SANDERSON'S
SCOTCH

"MOUNTAIN DEW"

POSITIVELY THE FINEST WHISKY IMPORTED

METALLIC CEILING
WRITE FOR PRICES
METALLIC ROOFING CO.
LIMITED
TORONTO, CANADA

Chief Office for Canada: TORONTO
ALFRED WRIGHT, Manager



IRISH & MAULSON, Limited
Chief Toronto Agents

PEOPLE AND PLACES

NOW that spring is flirting with us it is of some interest to observe what a contract she is to have when she flips her green handkerchief down some of the concessions of Ontario up towards Georgian Bay. The picture on this page was taken a week or so ago before the first warm spell. It shows that a country doctor may have as many troubles getting to a patient as Dr. Cook had getting to the North Pole. A good many

LAST OF THE SNOW



Puzzle—Find the Driver

Canadians seem to be getting restless over the winter. They sigh for the melting spring to come in the middle of March as though March hadn't the real right of way as a bang-up, unadulterated winter month with license to howl unchecked and to bite unmuzzled, and to go with a rip and a bang from coast to coast raising Cain without stint. A good blustering March usually means a fine blowy April and a lovely May. Three years ago we had a sultry March; also we had nipping frosts in July that killed both corn and beans in several counties of Ontario. Let's be thankful for the seasons as they march along; and for the snow that heaps up over the fall wheat—as long as we are not country doctors or undertakers or sewing-machine peddlars.

* * *

Canadians in Paris Flood.

CANADIANS figured in the great Paris flood which cleaned gayety off the boulevards, and wrought havoc in the lowly houses of the poor. J. A. Clark, St. John, was in the French capital and witnessed the thrilling scenes. Mr. Clark says that most of the damage took place in the residential districts along the Seine. The houses were all old and constructed of wood. They were floating in the streets like barges; sewers and water pipes were choked

by the overflow; one of the greatest underground railway systems in the world was ruined. The Misses Curry, of Windsor, Ont., are two other Canadians who have been picturing the horrors to their anxious friends at home. The young ladies are attending school at Colombes. When the papers came from Paris one morning announcing the plight of the city, they decided that school should not keep and left for the capital to take in the scenes. At night they came back to Colombes. They got a surprise—more flood than they had bargained for. The plague of waters had descended upon Colombes; moreover, there was a wall of water twelve feet deep about their homes. The school girls made the best of an awkward situation by abandoning their rooms to fate and ascending to the attic storey where they were confined for several days.

* * *

A Perplexing Situation.

THAT half-a-million-dollar fund which is to set Queen's University on its legs is heaving into sight. The college authorities have bargained with Andrew Carnegie for a hundred-thousand-dollar contribution provided that they can raise the rest of the money. They have almost fulfilled their part of the contract. Recently Messrs. Hon. Wm. Harty, M.P., Principal Gordon, H. W. Richardson, C. Bermingham, and G. Y. Chown handed the treasurer twenty-five thousand. Then along came Dr. Douglas, New York, offering \$50,000 to endow a chair in Canadian and Colonial History, to be held by Mr. W. L. Grant, son of the late principal of Queen's. His gift would complete the four hundred thousand. But there is a hitch in the proceedings. Dr. Douglas won't go into his pocket except on conditions; certain changes have to be made in the University constitution before he will write a check. Shall the trustees of Queen's and the General Assembly assent to the demands of Dr. Douglas, take his money and receive Mr. Carnegie's donation, or shall they go out and try to dig up the vexing fifty thousand somewhere else? That is a big problem before them to-day. In Kingston the general feeling is that the constitutional amendments will be made, and the endowment secured as soon as possible.

* * *

Halifax and the Chinese Invasion.

THE other Sunday four yellow men, quondam citizens of the Republic, in bond to Uncle Sam, got off a boat at Halifax. Haligonians were not a little curious at their presence. They nudged each other and were reminded that the new immigration restrictions upon Chinese had come into effect, whereby Halifax is to be the regular half-way house for Chinamen leaving or entering the United States. Washington regulations state that Chinamen must come or go only by way of 'Frisco, Seattle and Boston. Two thousand celestials, it is estimated, will be brought to Halifax annually by the plant Line boats, then shipped across the continent to the Pacific ports. The C. P. R., who take charge of the transporting don't take any chances with their Johns. Should an ex-laundryman slip away in a crowd, there is a five-hundred-dollar head-tax to pay into the Ottawa treasury. Every Chinaman looks alike to a Canadian, and so there is little probability of even an astute railroad detective catching up with a derelict.

So far the Maritime Provinces have been spared the perplexities of the brown man and the yellow man that of late years have so complicated the politics and the industrial life of British Columbia. But if Halifax and St. John are to take a hand in building the new Canadian navy, it's only fair they should have a fling at international problems.