

2 IN 1 SHOE POLISHES

A "2 in 1 Shoe Polish" is made for every use. For Black Shoes, "2 in 1 Black" (paste) and "2 in 1 Black Combination" (paste and liquid); for White Shoes, "2 in 1 White Cake" (cake) and "2 in 1 White Liquid" (liquid); for Tan Shoes, "2 in 1 Tan" (paste) and "2 in 1 Tan Combination" (paste and liquid).

10c Black-White-Tan 10c
F. F. DALLEY CO. OF CANADA LTD., Hamilton, Can.

QUICK—HANDY—LASTING

OBITUARY

CHARLES MARGISON

Chas. Margison, aged 77 years, died on Friday, February 23, 1917, at his home in Knoxford, leaving to mourn a widow and four children. Annie (Mrs. Frank Best), and Ray, of Barrington, Illinois, Mary, (Mrs. Fred Williams) of Chicago and Harley, at home, also four brothers and two sisters. George of Worcester, Mass., William of San

Francisco and Leonard and Joshua of East Centreville, Mary (Mrs. John Long) of Tracy Mills and Martha (Mrs. Charles Weade) of Winton California, besides a large family connection. For a year or two Mr. Margison's health had been poor but a frost bite received about a year and a half ago resulted in gangrene from which he suffered intensely for three months. Some weeks before his death he desired and submitted to the amputation of a toe in hope of relief.

Another of the pioneers of the place has gone. About the year 1858, Thomas Margison, of East Centreville, with three sons, George Amos and Charles, came up six miles into the wilderness and made clearings adjoining each other. After some years George sold out but the other brothers stayed and gradually they acquired good properties. Charles was a B. A. in law and his affairs were managed with foresight and intelligence.

In money matters he was scrupulously honest his dollars being acquired by hard work on the part of himself and his equally capable and thrifty wife. As a neighbor he was always helpful and obliging. The funeral services were conducted by his pastor, Rev. W. J. Hulow in the Lower Knoxford church, of which he was trustee for many years and a member until his death.

His remains lie in the adjoining churchyard beside those of his two young sons, the first of his family.

Minard's Liniment Cures Garget in Cows.

Let a woman ease your suffering. I want you to write, and let me tell you of my simple method of home treatment, send you ten days' free trial, post-paid, and put you in touch with women in Canada who will gladly tell what my method has done for them.

A MESSAGE TO WOMEN!
If you are troubled with weak, tired feelings, headache, backache, bearing down, pain in the sides, regularly or irregularly, bloating, sense of falling or misplacement of internal organs, nervousness, desire to cry, palpitation, hot flashes, dark rings under the eyes, or a loss of interest in life, write to me to-day. Address: Mrs. M. Summers, Box 881 Windsor, Ont.

TWENTY YEARS AGO

From the Sentinel.
April 3rd, 1897.

From Mr. W. D. McIntosh we have late copies of the Victoria, (B. C.) Colonist.

In the issue of the 14th ult, Charles H. Lugin contributes the following:—

I have been asked to print the following story as an illustration of true courtesy. Some years ago, when I was practicing law at Grand Falls, N. B. I had a student in my office, named Henry Bosse a French man. On the occasion of Prince Arthur's tour through New Brunswick he visited Grand Falls and was waited upon by Mr. Bosse, who was a captain in the Volunteers, and showed His Royal Highness such small attentions as were within his power. After the Prince returned to England, Capt. Bosse showed me a letter of which the following is a copy:

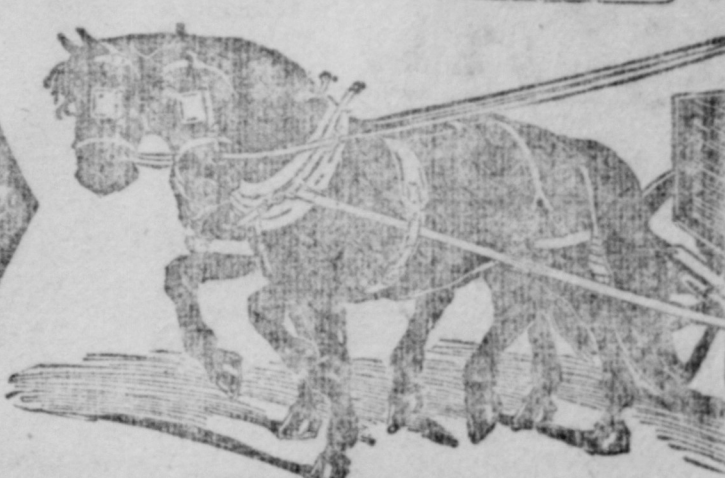
My Dear Prince—I enclose my photograph and ask yours in return. Please give my love to your mother and my most gracious sovereign,

I remain,

Yours respectfully,

Henry Bosse, Capt.

KEEP YOUR HORSES IN PRIME WORKING CONDITION



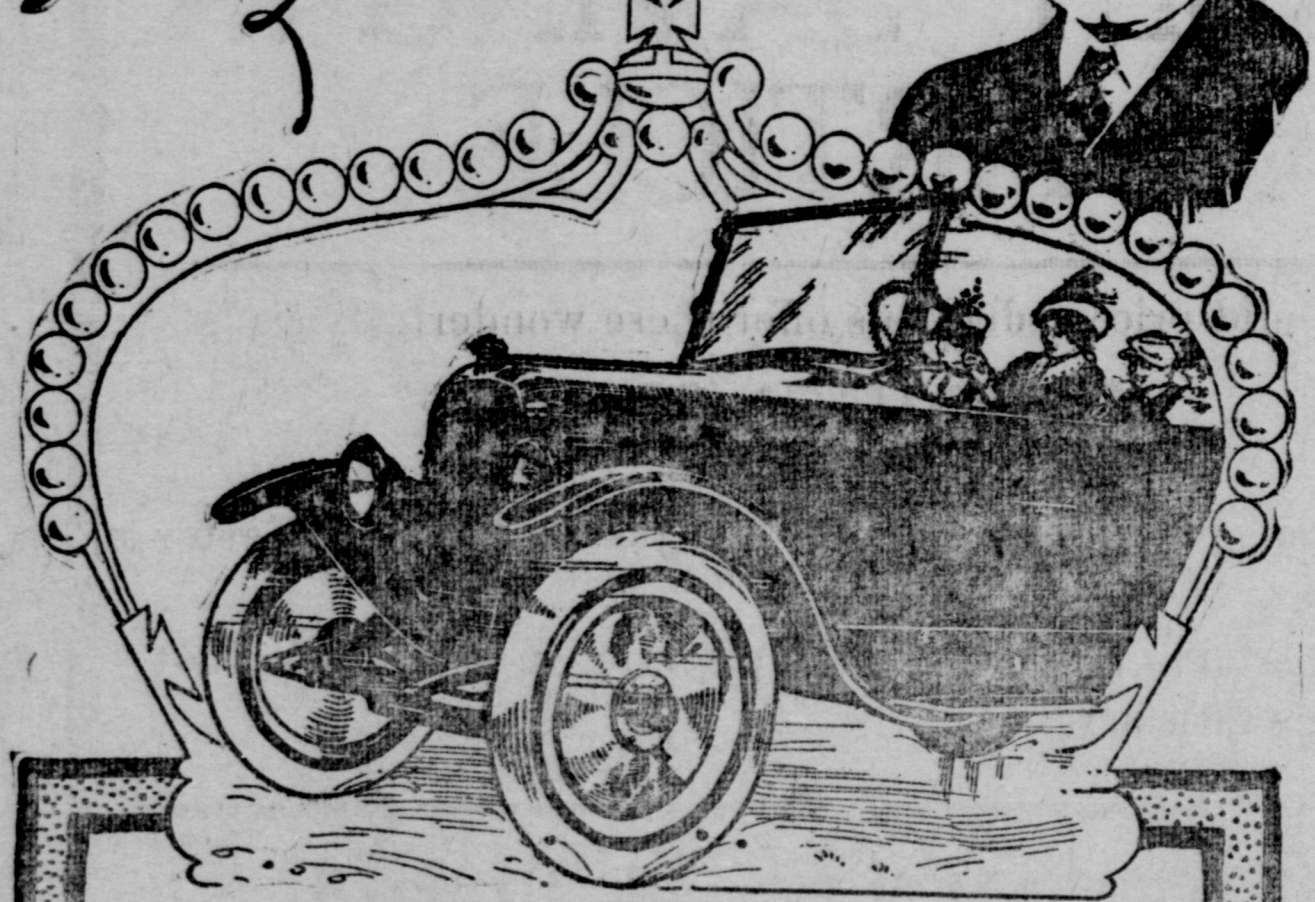
KENDALL'S SPAVIN CURE
SOUND legs pull big loads. No horse with a Spavin, Splint, Curb, Ringbone, Bony Growth or Spavin, can do itself justice. Thousands of horsemen have been keeping their horses sound by using Kendall's Spavin Cure—the old reliable, safe remedy. Mr. Maurice Wayville, Amherstburg, Ont., wrote on April 20th last:—"I cured a jack spavin with two bottles of your Spavin Cure. I am just taking off a big spavin. It is the best liniment for sprains you can get for man or beast. I would like to have a copy of your 'Treatise on the Horse'." 111 Dr. B. J. KENDALL CO., ENOSBURG FALLS, VERMONT, U.S.A.

The date of the letter has slipped my memory. The "photograph" enclosed was an inferior tintype. The letter was duly posted and, after a time, Captain Bosse received through the mail a fine cabinet photograph of His Royal Highness, with his autograph on the card and a letter dated at Windsor Castle, which was as follows:

My Dear Captain Bosse—I received your portrait and,

(Continued on page six.)

The Growning Achievement of Benjamin Briscoe



BENJAMIN BRISCOE, who has been identified with the construction of more than a million light cars, has succeeded in producing an automobile of the highest class to sell at a moderate price—an achievement without parallel in the automobile industry.

When you examine the BRISCOE you will be delighted with its beauty, comfort, power, sturdiness and economy. When you ride in it you will be astonished by its ease of control, smoothness and flexibility.

The price includes everything—no extras to buy. PRICE: BRISCOE, B "4-24" Touring Car, or 4- Passenger Roadster, 16-inch Wheel Base, \$895, f.o.b. Brockville, Ont.

WRITE for Benjamin Briscoe's own story of the "Half Million Dollar Motor."

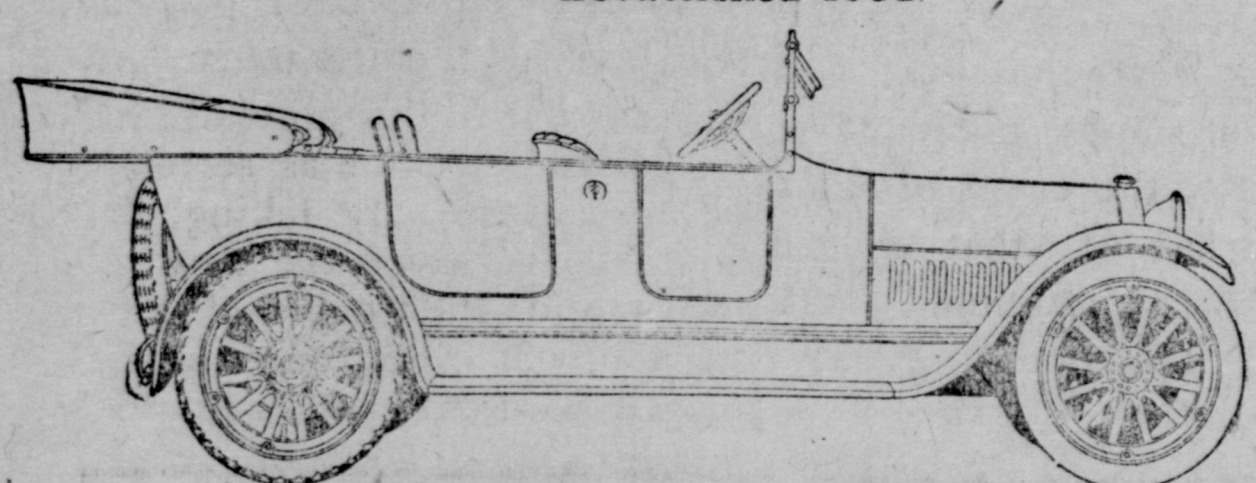
THE CANADIAN BRISCOE MOTOR CO., LIMITED, BROCKVILLE, ONT.

PHILLIPS ESTEY & CO. LTD.,

Woodstock, N. B.

Briscoe \$895 FULLY EQUIPPED

Studebaker
Established 1892



"Made-in-Canada" and Built for Canadian Roads

Studebaker cars are designed and built to meet all the emergencies and difficulties of driving which motorists in Canada are sure to encounter.

Studebaker cars predominate in the eastern Provinces, where style and appearance are the chief requisites.

Studebaker cars have made good in the prairie Provinces, where ability of a car to stand up under long, hard, continual service on the "gumbo" roads is the chief requirement.

And Studebaker cars have proven satisfactory in service in the mountains on the Coast, where endurance and grade-conquering power are the chief requisites.

That's because Studebaker cars are made in Canada—with the built-in stability that such a car requires in order to give the best of service on Canadian roads.

Come in and see the new Series 18 models.

"Made-in-Canada"

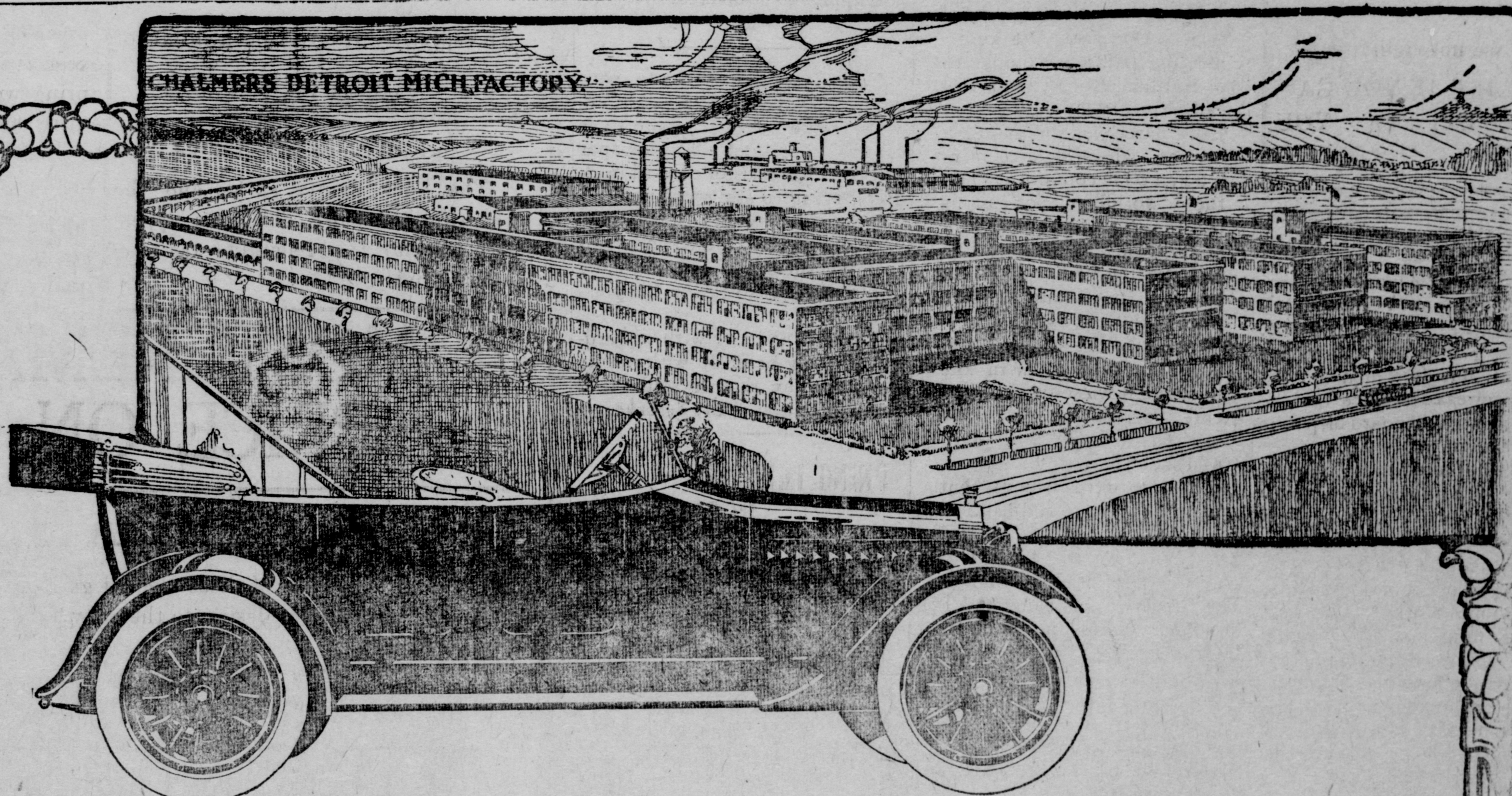
40 H. P. FOUR.....\$1375

50 H. P. SIX.....\$1685

F. O. D. Walkerville.

L. H. LONDON,

Woodstock, N. B.



The Car was built—a CHALMERS

Across the vision of a man came a car.

He built the car

—and with it built a world-famed institution.

The field of motordom choked with weeds. Luxury rode behind a Mogul engine in an upholstered truck. Men were tired of motor extravagance. But, the supreme comfort of motoring came not with economy.

Chalmers success—marvel of a decade—came from low-cost production of the car ideal.

Chalmers saw the sensible car—the sort of car a business man would drive. A car that would appeal to keen minds as a sound buy.

The Chalmers Institution, founded on ideals, took up the task, to bring to men of moderate means, comforts that until then only a Croesus could buy—luxury, beauty, fine furnishings and finish, light weight, speed performance.

Chalmers built the ideal car.

Not—mark you this—a car ideal for the price. Price never creates the ideal. Chalmers has said "Any fool can cut prices, but it takes brains to make a better article."

No, the Chalmers Institution made the car to the Chalmers ideal. Your Business Man's car must be a fine car. Luxurious comfort, his family expects. Appearance he must have, he's grown an aesthetic. Power, for speed and heavy going. Life, in crowded traffic. Pep, on the hills.

Security and reliability above all.

Chalmers made a car for every day business:

not a toy

nor a truck

—but a road-active pleasure car—A MOTOR CAR.

The car was built, a Chalmers. Chalmers efficiency held down costs. Chalmers markets supplied an output enormous. The Chalmers Institution produced the ideal at the cost of, mediocrity—\$1625.

CHALMERS BRIDGES THE BOUNDARY.

The Canadian Chalmers is made to the Chalmers ideal—in Canada.

Chalmers has created a Factory in Canada. The young giant parallels the old. It is one with the parent Chalmers Institution; one in purpose—one in ideals of making and marketing cars. Men high up in motordom have linked their fortunes with Canadian Chalmers.

In every city the big motor car distributors are Chalmers men. Local success joins with Chalmers success. Men who achieved by serving, well, are eager to sell the ideal car—the Chalmers. Chalmers is a symbol of success that attracts successful men.

Your business man drives his Chalmers. He chose it because it was the ideal car, the sensible car for him.

He calls it by name, "his Chalmers."

In Canada, throughout the world, the name rings clear.

Chalmers is a car, a man, an institution.

Chalmers 6-30 5-passenger	- - \$1625.
" 6-30 roadster	- - 1625.
" 6-30 7-passenger	- - 1775.
" Cabriolet	- - 1905.
" Sedan	- - 2555.
" Limousine	- - 3555.
" Tour Car	- - 3555.

CANADIAN
Chalmers

THE CHALMERS MOTOR COMPANY OF CANADA, LIMITED, WALKERVILLE, ONT.

A. D. Holyoke, Woodstock, N. B.