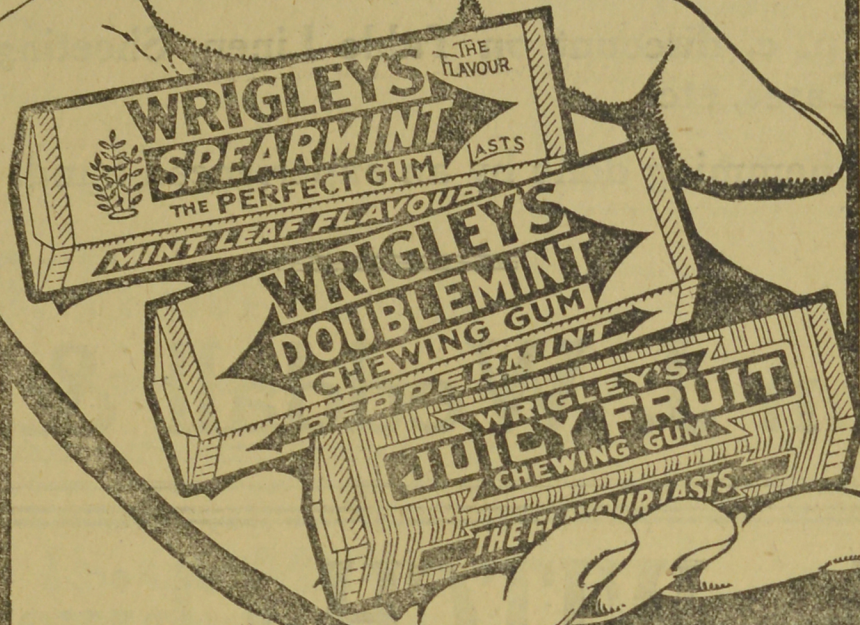


WRIGLEY'S

A Flavour for
every taste



Made in
Canada

ALL sealed air-tight and impurity-proof, in the wax-wrapped, safety packages. Be SURE to get WRIGLEY'S because it is supreme in quality.

The Flavour Lasts

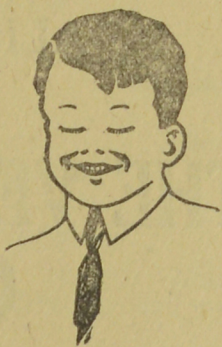
HAI HA! HAI HA! HAI!

When your cup of luck is tilting,
And your pep and punch are wilting,
Try a laugh!
Just because your foot is slipping
Doesn't mean your pants are ripping.

Have a laugh!

Even when life seems despairing,
It's yourself that needs repairing,
Spread a grin.
You can't always be a winner
In life's game, but every grinner
Cashes in.

I can shut
my eyes
and tell



POST
TOASTIES

from any other
corn flakes

—says Bobby

They taste so much
better and they
make a mouthful.

THE AGONIES OF HADES

Aren't supposed to be worse than a bad corn. For years the standard remedy has been Putnam's Corn Extractor. It painlessly removes the worst corn in 24 hours; try Putnam's Extractor. 25c. at all dealers.

RED SOX MAY GET MILLER

Chicago, Feb. 17.—Elmer Miller, the hard-hitting outfielder of the St. Paul club of the American Association, soon may become a member of the Boston Americans.

It was said today that Mike Kelley manager of the St. Paul club, was asked by Harry Frazee, president of the Red Sox, if it would be possible to buy Miller. Kelley informed him he preferred players for Miller instead of money.

Last season the St. Paul club refused an offer of \$12,500 for Miller.

RURAL CANDIDNESS.

"That your father up the road?" asked the man in the linen duster.

"Yes'r," replied the boy with many freckles.

"He tells me there are lots of mosquitoes around here."

"Why, mister, I don't see's he ought to have told you that Pap's gettin' kind o' weak in the eyes."

"What has that to do with it?"

"Well, you see, pap's got a system. When anybody asks about summer board they always mention mosquitoes and if Pap likes their looks he tells the truth, which is that we haven't seen a skeeter in ten years, but if folks don't happen to please him he draws on his imagination and fills the air with winged terrors."

A BANKERS VIEWS ON THE EXCHANGE SITUATION

The General Manager of the Canadian Bank of Commerce, in his annual address a few weeks ago thus reviewed the exchange situation and kindred circumstances:

The condition of the foreign exchanges is one of the problems with which we have had to deal during the past year, and it is one in which the people of Canada are deeply concerned, as it has a very direct effect upon their economic life. Canada is not alone in suffering from the effects of a depreciated exchange. In fact, it is a condition now familiar to almost every country in the world. The artificial expedients which have been resorted to in order to correct the situation, such as the shipping of gold, the sale of securities and an attempt at fixing exchange rates, are inadequate and may even prove dangerous. The rehabilitation of our dollar can only be accomplished by saving, economy and greater production. It has perhaps become fairly generally known among those who take an interest in the matter that our imports from the United States greatly exceed our exports to that country, and that in the case of our trade with the United States there is a scarcity of bills receivable which we can set off against our bills payable to that country; while in the case of our trade with Great Britain the reverse is true, and the bills receivable exceed the bills payable to such an extent that she has been forced to obtain credit from us for many of her purchases of food-stuffs produced in Canada.

Foreign Credits

There is much more, however, in the situation than this. We have been selling on credit to France, Bel-

gium, Greece, Roumania, and to some extent to Great Britain, manufactured goods, the raw materials of which are largely imported from the United States, and we are called upon to pay for these raw materials in cash. In addition to this, the interest payments on our debt abroad have increased, as well as the heavy shipping charges which have to be paid on waterborne goods. In paying for the raw materials referred to we are forced to use up a large part of those funds ordinarily available to defray the cost of our normal imports from the United States. The scarcity of United States funds has thus been accentuated by the increased demand, while the source from which we have been wont in the past to make up any deficiencies, that is, the balance due to us by merchants and others in Great Britain, is not now available for this purpose for two reasons: first, that Great Britain is now settling in cash as in the past; second, that such part of this indebtedness as might be made available for the purpose is not now acceptable to the United States as payment, because that country has already a surplus of British debts which she is anxious to realize. If to these factors in the problem be added the effect of increased purchases of luxuries imported from the United States in the present era of free and easy spending, an idea will be obtained of at least some of the main reasons for the present situation.

British Imports

It should not be forgotten in any discussion of the position of the foreign exchanges as affecting Canada, that so far as imports to this country are concerned the position of the British and Continental exchanges is just as favourable as United States exchange is unfavourable. The difficulty in this case is one of supply. Judging by recent accounts, however, Great Britain is bending all her energies in spite of labour troubles and other adverse circumstances, to resuming her place as an exporting nation, and now that the difficulty of securing vessel space is decreasing we shall hope to see a decided increase in the near future, in imports from the mother country, of those goods of which we stand in need, and which cannot be produced at home.

Buy in Canada

On the other hand in our relations with the United States we should aim to decrease our imports especially of those articles which are merely luxuries, or which can be produced equally well at home. The position of exchange at this moment is a lesson that our dollars can be more advantageously expended for a home made article than for one manufactured in the United States, and it is to be hoped that this practical lesson will not be lost upon our people.

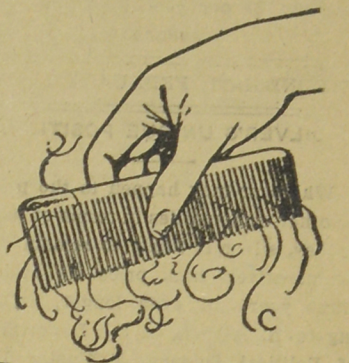
GRUMPY?

If Constipated, Bilious or
Headachy, take
"Cascarets"

Brain foggy? Blue devils got you? Don't stay sick, bilious, headachy, constipated. Remove the liver and bowel poisons which is keeping your head dizzy, your tongue coated, your breath bad and stomach sour. Why not spend a few cents for a box of Cascarets and enjoy the nicest, gentlest laxative-cathartic you ever experienced? Cascarets never gripe, sicken or inconvenience one like Salts, Oil, Calomel, or harsh Pills. They work while you sleep.

OH! EACH DAY A LITTLE MORE

Hurry! Let "Danderine" Save
Your Hair and Double
Its Beauty.

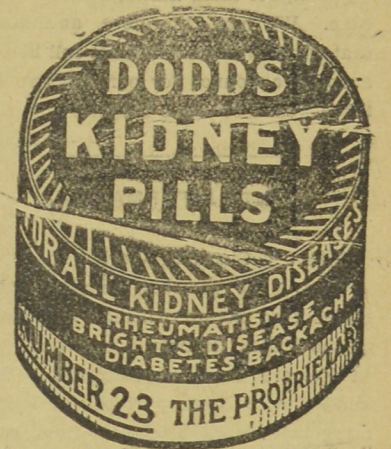


To stop falling hair at once and rid the scalp of every particle of dandruff get a small bottle of delightful "Danderine" at any drug store or toilet counter for a few cents, pour a little in your hand and rub it into the scalp. After several applications the hair usually stops coming out and you can't find any dandruff. Help your hair grow long, thick and strong and become soft glossy and abundant.

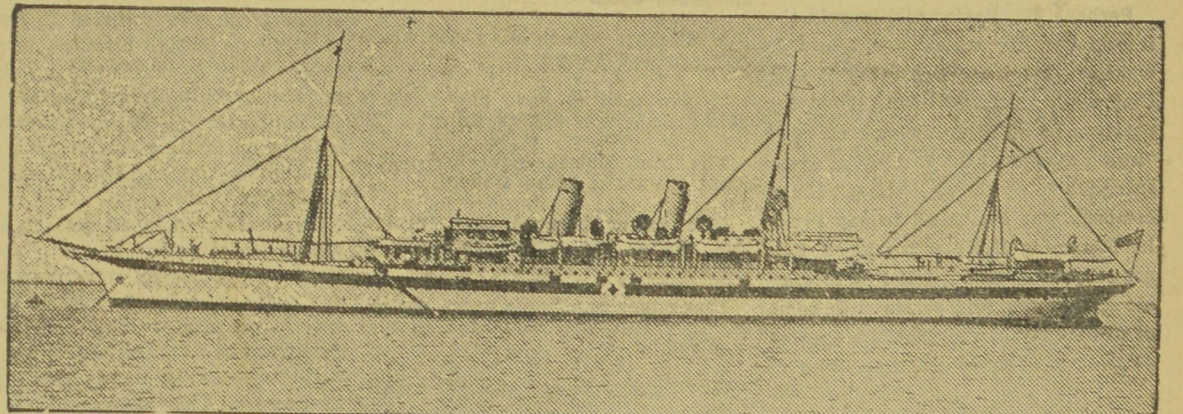
Its influence should be strengthened by merchants and importers discontinuing to import for consumption to Canada such unnecessary articles as we have referred to.

To sum up then, there is no royal road to the rectification of the foreign exchanges. Hard work and self denial, such as will increase our income as a nation, and decrease our expenditure, are the only sovereign remedies for the disease. Harder work and greater diligence are needed to increase production, and self-denial implies the cessation of purchases of imported articles which are only luxuries or can be produced at home. We doubt, however, whether ought, save stern necessity, can enforce these conditions upon our people.

Probably when Eve wanted a new dress she spent the whole forenoon shopping around among the trees to see which had the best shade of green.



The Hospital Ship "Loyalty" HER INTERESTING CAREER RECALLED



1915, ex-R.M.S. "Empress of India" Hospital ship "Loyalty," Bombay.

QUITE recently the hospital ship "Loyalty" has been converted in Bombay into a troopship, and the occasion appears to justify publication of some account of her career as a hospital ship, a career which was not only one of great service, but which reflects in a very remarkable way the great generosity of his Highness, the Maharajah of Gwalior. In August, 1914, his Highness the Maharajah of Gwalior visited Bhopal and arranged with the Begum Sahiba to present the Government with a hospital ship, to be called "Loyalty," to which the Chiefs of India were to be asked to subscribe. The offer was gratefully accepted, but there was considerable delay in procuring a suitable ship. Eventually the ship chosen was the "Empress of India," built by the Naval Construction & Armaments Company, of Barrow-in-Furness, in 1891, for the Canadian Pacific Railway's Pacific Ocean trades. Together with her sister ship, "Empress of China," and "Empress of Japan," she was specially designed, built on very handsome lines, and fitted most luxuriously with everything considered necessary for the comfort of passengers of all classes. The matter of engine power and speed was kept specially in view, so that the ships in their time were the fastest in the Pacific trade, and earned a great name for the quick transmission of passengers, mails and fine goods, such as silk and tea, between Hong Kong, Japan and Vancouver, and thence to various ports by the Canadian Pacific Railway across the North American Continent. It will thus be seen that the "Loyalty," prior to becoming a hospital ship, took a great part in the "Empress of India," in the opening up and developing of commerce in one of the outlying parts of the Empire. Incidentally she has the honor of carrying King George as a passenger when he was Prince of Wales.

It would almost seem to be in the

Record of Four Years.

The "Loyalty" sailed from the Persian Gulf on November 29th, 1914, having been renamed by Lady Willington on the previous day, and from that time up to nearly the end of last year she was in commission. On her first voyage she was deflected to Karachi, where she stayed till December 24th, when she left for England. During this time the ship was bought outright for the Chiefs, and subsequently remained their property.

In the four years she has sailed 41 voyages and carried 15,406 patients, British, Indians, Chinese, West Indians, East and West African, and German, Turkish and Arab prisoners of war.

The hospital was staffed with three or four I. M. S. officers and one military assistant-surgeon, and one matron and four to six nursing sisters and sub-assistant surgeons, com-

pounders, ward orderlies, etc. A few lent by the Government of India, the rest being recruited from Gwalior, Indore, Dhar and Bharatpur States, and the balance locally in Bombay. The cost of buying and fitting out the ship was approximately \$600,000, and her upkeep for four years was \$1,800,000, the total being nearly two and a half million dollars, of which by far the greater part was paid by H. H. the Maharajah of Gwalior, though contributions were made from other States.

Incidents at Sea.

Unique as part of the ship's life-saving work was the rescue of the crew of the steamship "Ben Vorlich," after that ship had been shelled and torpedoed by a German submarine near Ushant, on August 1st, 1915. This incident and the sinking of the steamship "Clintonia" were witnessed by the "Loyalty" from a distance of about 14 miles, when she was full of badly wounded men (British cases from the Dardanelles) on her way down Alexandria and Malta to Southampton.

When plying in Indian waters, the "Loyalty" had the good fortune to render assistance to a transport which took fire and was abandoned at sea, the "Edavana." Hearing the distressed vessel's messages on the wireless, the "Loyalty" proceeded with all speed to the place indicated and picked up 70 of the burning ship's people in three boats during the night, afterwards transferring them to the steamship "Madras," which was bound for Bombay. Had the "Loyalty" not been an hospital ship she would have towed the "Edavana" into Bombay, but, of course, could not do this without infringing the Geneva Red Cross Convention.

She also rendered assistance to several India and native craft met at sea during her voyage, short of water and provisions, and to a lighthouse crew in the Red Sea.