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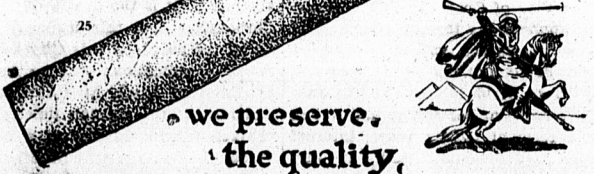
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FOUR REMARKABLE PAIRS.

(By W. H. Gocher.)

Of all the great mares that have appeared in double harness, there has been but four pairs that were assigned as prominent a place in the brood mare ranks as they earned on the turf or road. They are Amazonia and Sophonisba, which John Tredwell drove on the Long Island roads prior to 1822, when he bred both of them to Mambrino; Belle Hamlin and Justina, the Village Farm pair that placed the world's record at 2.13 in 1890, and with Globe placed the three horse team record at 2.14 the following year; Sally Simmons and Rose Leaf, whose race record of 2.15 1/4 made at Columbus in 1894 remained unbeaten until last year, when Lucy Van and Roy Miller cut it to 2.10 1/4 at Syracuse; and the Wilton mares Silicon and Scourine, both of which produced a number of successful performers.

John Tredwell's team was the best pair of trotters in their day, Amazonia being credited with a mile in 2.54 to saddle prior to 1820. In 1823 she produced Abdallah, the sire of Hambletonian, to whom practically all the present day trotters trace, while the same year her mate Sophonisba foaled Almack, the head of the Champion family, the first of which in 1845 trotted in 3.05 as a three year old.

Of the Village Farm pair, Justina produced the pacer Evangeline Rex, 2.19 1/4, and her mate Belle Hamlin, became the dam of Lorenzo Hamlin, 2.24 1/4, as well as the grandam of a number of fast performers. Sally Simmons, however, leads them all, as she produced Hamburg Belle, the trotter that reduced the world's race record to 2.01 1/4, and was sold for \$50,000. Rose Leaf also became the dam of a number of useful performers, Ormonde Rose, 2.12 1/4, being the fastest.

As a race mare, Silicon was the most successful. She won six events in her two year old form, her last appearance that season being at Nashville, where she defeated a field of fourteen in 2.15 1/4. As a four-year-old she also won a \$24,000 purse at Terre Haute in 2.13 1/4. Hickok drove her and after the race he had a merry time with the manager of the meeting, when the latter decided to retain the excess over the \$11,000 guaranteed for the event. Scourine was raced as a two and three year old when she won in 2.18 1/4. She was also in the money in the futurities which were won by Oakland Baron, Boreal and Impetuous. John E. Madden hitched her with Silicon and sold the pair to Ed de Cernea for Charles M. Reed of Erie, Pa., for \$10,000 for a road team. In time he sold them to O. T. Mackey of New York. He sent the pair to Kentucky, where they were bred.

Silko was Silicon's first foal. He won the Lexington Stake in 1905 and Kentucky Futurity in 1906. The following year he was sold for export and in 1908 over the five eighth mile track at Vienna, Al Pennock won the Summer Prize with him in 2.08 3/10, a new European record, which remained unbeaten until 1910 when Prosty defeated Krepish in 2.08 at Moscow. Brighton, a brother to Silko, trotted in 2.11 1/4. He sired Brighton B., 2.05 1/4, who with Lettie Lee trotted in 2.07 1/4 to pole. Silicon also produced Sister Francis, 2.11 1/2, and the pacer Winans, 2.10 1/4. Four of Scourine's foals made records, the fastest being Roma, 2.18 1/4.

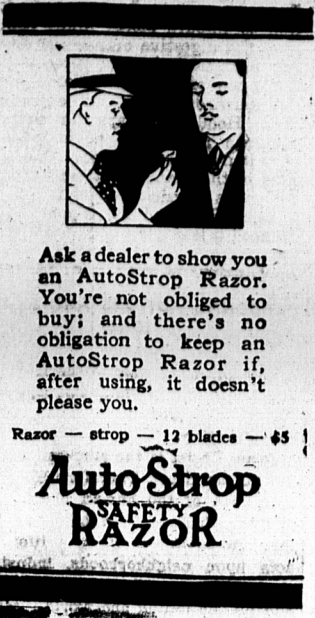
Silicon and Scourine were got by Wilton, Silicon being out of Silhouette, a daughter of Hambrino and Silverlock, the dam of Silverone, which was one of the leading three-year-old trotters when Patron and Manzanita were making world's records, while Scourine is a member of the Mamie family, that has been represented on the American and European tracks by such horses as Jack Leyburn, 2.04 1/4, Willy, 2.05; Will Leyburn, 2.06 and Fred Leyburn, 2.10 1/4.

Of the other pairs, Sally Simmons was got by Simmons out of Sally Adams, by John Burdine, a son of Almont. Atlantic, another son of Almont, got the dam of Rose Leaf, her sire being Gold Leaf by Nugget. Belle Hamlin and Justina were both by Hamlin's Almont Jr., another son of Almont, out of mares of Hamlin Patchen. There is a skip of seventy years between them and the Tredwell pair, which were put together at the dawn of light harness racing. Nothing definite is known of their breeding, although Amazonia is supposed to have been got by a son of imported Messenger and Sophonisba by a grandson of imported Baronet.

British Institution Which is Unknown in Canada.

England has an institution unknown in this country—the professional toastmaster, whose duty it is at all large public dinners and luncheons formally to announce the toasts, as well as to call the guests to order. In fact, he performs the functions of a herald.

The Lord Mayor of London has his own toastmaster as well as his individual liveried servitor who attends and serves him when he dines,



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both at the Mansion House and elsewhere. He stands behind the Lord Mayor's chair, clad in suitable livery; a dignified, handsome old man, clean-shaven and gray haired.

The present Lord Mayor, Sir Charles Hanson, looks the part. He is jovial and urbane, of a very pleasant visage. Clad in his medieval robes of office, wearing his chains and star, he is a commanding figure, recalling the best traditions of his place.

A Canadian, of course, thinks of Dick Whittington when he imagines a picture of the Lord Mayor of London, and indeed the present incumbent very pleasantly gratifies this imagination by his appearance and speech. Apart from the picturesque aspect which is in keeping with the office the present Lord Mayor, is an exceedingly efficient executive, and has made a splendid record.

The other evening I was present at a dinner attended by the Lord Mayor. He did not wear his robes, but, of course, he carried the chains about his neck suspending the large, and elegant, jeweled badge of office, and wore a glittering star on his left breast. Behind his chair stood his dignified liveried, servant silently attentive to his needs.

When he arose to speak he made a pleasant picture, to which his genial remarks added piquant zest. In concluding them he raised his glass and said: "Here's to our next merry meeting." "Merry meeting" was just what the Lord Mayor of London ought to have said. It recalled fairy-story books, and was most gratifying.

There are probably many professional toastmasters in London, but the one I happened to hear frequently is a solemn-faced individual, clad in black, with weary eyes and a heavy, drooping black moustache. He is perfectly impassive; lacking the faintest sense of humor, he takes himself and his office most seriously, and is never seen to smile. He has a wonderfully penetrating, sonorous, massive voice, which he uses to magnificent effect.

Preceding the dinner or luncheon, he stands with sepulchral dignity at the entrance to the reception room, announcing the guests as they arrive. It is "The Voice of London" heralding the advent of the individual who approaches. "Lord Lovens!" "The Right Hon. (William Brown)!" "The Earl of Pawtucket!" "Col. Jones!" "Admiral Smith!" "Sir Thomas Robinson!" "Mr. Nobody!"

After the menu has been disposed of, he, meanwhile, standing back of the chairman, mallet in hand, raps smartly on the table, and says in a commanding voice something like this: "Your excellency, my lords and gentlemen, pray silence for the chairman, who desires to offer a toast."

The toast being proposed, he again raps, "Mr. Chairman, your excellency, my lords and gentlemen, the toast is the king." Thereupon the toast is drunk standing, after which he says: "Mr. Chairman, your excellency, my lords and gentlemen, you may now smoke."

After the chairman has spoken, calling upon some one present to respond, the toastmaster pounds with his mallet on the table and says: "Mr. Chairman, your excellency, my lords and gentlemen, the toast is—whatever it may happen to be, and after it is drunk, to the invariable preliminary he adds: "Pray silence for Sir Thomas Brown," enumerates and place a nut meat on each. Baking his office and titles in minute detail.—Wm. C. Eagan in the Bellman.

TRUE SONS OF THE EMPIRE

If one remembers that life is not measured in years but by achievements, it must soften the deep regret felt for the more than probable loss of Harry Hawker, the daring aviator, and Commander Grieve. No matter who eventually flies across the Atlantic and makes a safe landing, he cannot take from Hawker the distinction of having first crossed that great

stretch of water in a frail little land plane, so long as nothing definite can be proved concerning his fate. His effort cannot be a failure, if his plane was picked up only forty miles off the coast, nor indeed if that report is never verified. It was a wonderful adventure, as daring and courageous as any deed done on the battlefield in the past four years. His wife and child will have the sympathy of the world but they will also have a glorious heritage of pluck and daring that the world can neither bestow nor destroy. It is not a moment for grieving, it is a moment for exaltation. The British Empire has once more given to the world a son who knew that the Great Adventure was worth all a man could offer. All honor to Harry Hawker, Commander Grieve and their wonderful flight. Hail and farewell, brave spirit! By your example the world will be the gainer as it moves onward and upward in the cycle of progress.

THE WEATHER AND THE PHILOSOPHER

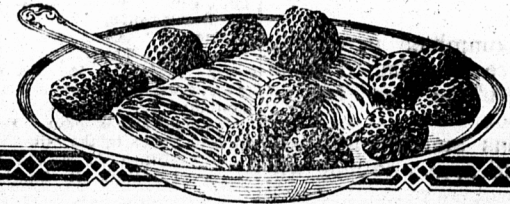
(From the Montreal Herald)

During the past week or so we have heard a lot of hard thing said about the weather, and if April is true to its traditions atmospherically, we shall hear a lot more hard one before the month is out. But after all grumbling does not improve conditions. It is better to take the same views that Ruskin took. He declared that there was no such thing as bad weather—and he lived in England. An old English rhyme goes a little further. It says: "Whichever way the wind doth blow, There is some heart that wants it so. Then blow it north, south, east or west! The one that blows—that one is best."

Another philosophic way of looking at the weather is that of James Whitcomb Riley, who wrote: "Whatever the weather," says he, "Whatever the weather may be, It's the song ye sing, And the smiles ye wear, That is making the sun shine everywhere."

TIME TO REBUILD

Winter foods clog the liver and tax the digestion. Summer brings relief in cereals, fruits and green vegetables. Shredded Wheat Biscuit with berries or other fruits is a life-saver for thousands—the whole wheat steam-cooked, shredded and baked. Combines deliciously with berries and all kinds of fresh fruits—a satisfying, nourishing meal for a few cents. Easily prepared without kitchen worry or work.



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ANALYZE the work your truck must do and you'll invest in the Maxwell. Because the Maxwell is the economical buy—from every angle.

Heavier trucks than the Maxwell there are. They cost more to buy—from 100 to 400 per cent more. They cost more to operate.

Yet they can do only 10 to 20 per cent more work. Obviously they do not give the same value as the Maxwell.

For the Maxwell is a ton-and-a-half job—will carry four out of every five loads conveyed by horse or motor. Ten foot loading space—big enough for a ton-and-a-half of sewer pipe, fifty bushels of wheat, or an overload of hay.

Lighter trucks than the Maxwell there are—trucks that take more time, more fuel to handle the same load as the Maxwell. And they lack the complete equipment of the Maxwell.

Even trucks that have the same capacity as the Maxwell cost several hundred dollars more. And specification data will prove to you that the Maxwell is through and through a better job.

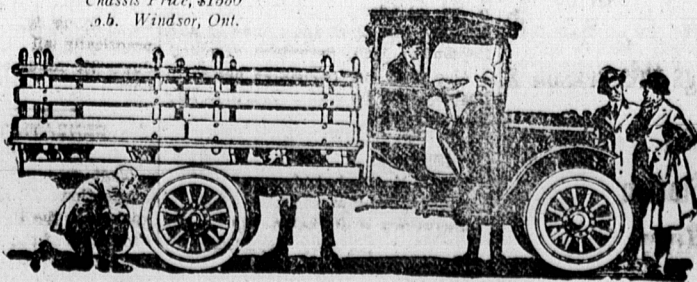
The best scientific engineering brains on the continent have developed the Maxwell. It is not a mere assembled job. Quantity production on a sound manufacturing basis has kept its cost amazingly low.

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