When Stores are Dear

In hard times you stop the wastage of food in the larder—stop the wastage of food in the *body* also. Bovril enables you to extract much more nourishment from your food—nourishment that would otherwise be wasted or clog the system because it is not assimilated.

And remember—in a bottle of Bovril is the nourishment and stimulating qualities of *many pounds of beef.* It is because of its unique *feeding* properties that Shackleton, when planning his great Antarctic Expedition, said

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The Right Way To Strike a Match

Once in a while we have complaints about our matches breaking in two. This is no fault of the match, as **EDDY'S MATCHES** are made from specially selected straight-grained wood only. For the benefit of those who are still in ignorance of the proper way to hold a match (and there are many) we give the following rule—

"The forefinger of the right hand should be placed"
"over the tip of the match, and withdrawn quickly"
"when the flame comes. This prevents any undue"
"leverage on the match, and instinct prevents one"
"getting one's finger burned."

THE E. B. EDDY COMPANY OF HULL, CANADA.

FEEDING THE TROOPS

ALMOST INCREDIBLE SUPPLIES NEEDED FOR THE ARMIES.

British Soldiers Are the Best Fed at the Front and Have a Wide Variety of Viands—French and Germans Trust to Foragers to Get Much of the Supply—Five Hundred Cars a Day.

The soldiers who are fighting in the many armies of Europe eat 11,250 tons of food each day. These figures are based on the allowances made by each country for each man in war time and averaged by an authority on commissariat.

It is figured that the average for each man is 2 1-4 pounds of food a day. It has been stated that there are from 8,000,000 to 16,000,000 men now on the battle lines. Just what the real figures are it is impossible to determine, but 10,000,000 is probably nearly correct.

A box car on a Canadian railroad will carry about twenty tons. This means that to transport the food of one day for 10,000,000 men 560 of these cars would be needed. If these 560 cars were divided into trains of forty cars each it would means fourteen trains drawn by the largest engines in the country.

Each nation has its own system of feeding its men, and now it is realized everywhere that to enable the men to fight at their best they must be fed properly. Great Britain sends food trains to follow each division, and these trains, equipped with the different foods, deal out to each regiment provisions, which are served to the men or are cooked and served from the kitchens. The French also furnish their men with food, especially when they are fighting on the defensive, as they have been so far in the present war, but when they are in an enemy's country they follow largely the system of the Germans, that the country should support the army as far as possible. The Germans in the present war have been able to follow this plan, so that it is probable that they have not had to draw very largely on their reserve stores.

Catering for the army has become a science. Each country has its experts who have figured out just what is needed for the men at home and when in the field carrying arms. Each has figured just what is necessary for all climates, and men who are sent to fight in cool climates have different food from those sent to war in the tropics. They have learned, too, what foods will be best to nourish and sustain men in their tremendous work and have selected foods easy of transportation and which have as little waste as possible in preparation.

It is absolutely necessary that the men should have good wholesome food, and it is also an important item that this food should be put into as little space as possible in order to facilitate transportation.

Each army has its own rations. One ration is for the army when on a peace footing at home and the other for the men when they are in the field fighting. Germany and France, too, have another ration for the men when they are taking part in the manoeuvres, and with these two countries these rations are very similar to the war ration.

In all countries bread forms the most important part of the ration. The British allow their men 24 ounces, the French 32 ounces, and the German 26 1-2 ounces to each man. This bread is baked in the army ovens. The German ovens are drawn by motors and they arrive with the troops as soon as the battle is over. For each division there are twelve ovens and these can turn out 30,000 loaves of bread a day. The dough is mixed in the usual way. Sometimes this bread is turned out in biscuit form. Each man receives two rations, which he carries in his haversack. Each one of these ovens can turn out 2,500 bread rations a day.

The British also have these field overs, but they also have portable kitchens which are drawn by horses or by motors and follow the army. About four men are necessary to manage one of these kitchens and these men cook the meals for the soldiers, which is served out to them night and morning as long as it is possible for them to do so.

These kitchens make stews for the men, cook bacon, make tea or coffee, and with the British army jams and sweets form a large part of their food. It has been said that the British soldier in the field lives well and often has what might be termed luxuries. He gets his meat, 12 ounces being allowed each man. Then he has 16 ounces of potatoes, 8 ounces of fresh vegetables when they can be procured, 3 1-2 ounces of milk, an ounce and a half of sugar, and a quarter of an ounce each of tea, coffee and salt.

The French ration is somewhat different. It consists of 32 ounces of bread, 9 3-4 ounces of meat, 3 1-2 ounces of fresh vegetables and 1 ounce of sugar. The French soldier also gets, whenever possible, about half a pint of red wine and coffee.

The daily field ration of the German army is 26 ounces of fresh bread or 17 ounces of biscuit, 13 ounces of raw meat, fresh or salted, or 7 ounces of smoked beef, pork, mutton, bacon or meat sausage, 4 ounces of rice or 8 ounces of pulse or flour or 52 ounces of potatoes, coffee or tea, sugar and salt.

These various ingredients are not doled out to the men to cook for themselves, but the food train uses them to make stews and to be cooked in different ways, and then when they are cooked the men are served. Each soldier has what is known as a haversack ration and an emergency ration.

His Memory.

"Has he a good memory?"

"No, just a common, ordinary, everyday memory. He remembers people who owe him money much better than those to whom he owes money."

The people who are scared at their own shadows have plenty of entertainment always on hand.

We haven't the slightest sympathy for the pain and distress of others when they are of our own causing.

SIX MOLARS NEEDED.

Canadian Soldiers With False Plates Are Barred by Regulations.

Toronto dentists, if the Government and General Sam Hughes approve, are shortly to establish a dental clinic at the Exhibition Camp, in Toronto, which will make it thereafter impossible for a man to be rejected on the count of bad teeth. Many Torontonians have complained that they were not allowed to go and fight the Kaiser because their molars weren't mates, and the public has been examining its own outfit and wondering just what kind of teeth the Germans like. This is the regulation: A man must have on each side of his mouth three molars in opposition, either two in the upper jaw biting on one in the lower jaw, or one in the upper jaw biting on one in the lower jaw. That makes six molars in all. Partial plates are allowed, and bridges, but no entire plates.

As their share of patriotic work a number of local dentists have volunteered their services to remedy the teeth of the rejected, and the officials of the Toronto Dental Society are now in consultation with Dr. Fotheringham, who represents the militia, regarding the establishment of a dental clinic. Here recruits who have been rejected solely on account of defective teeth will be made perfect again. But the dentists must first be assured that the patients were rejected entirely on account of their teeth. They do not wish to repair a man's teeth and then find the total result rejected because his eyes or feet aren't working correctly. It is also necessary that the man be not able to pay for the work himself. Another and important proviso is that the army dental surgeons be consulted.

The Canadian army has for some years past had army dental surgeons on its staff, though in England this has not been the case. The dental condition of England is deplorable. Among the poorer people teeth are seldom filled, but are extracted on the first pain, which accounts for the almost toothlessness of many quite young men and women who migrate to Canada.

"They are realizing that now," said a local dentist. "They are having big dental clinics at all the concentration camps, and plates and bridges are being made for the rejected men."

If the dentists' offer is accepted it will mean that hereafter any volunteer need only present a certificate from the medical examiner, approved by the dental surgeon of the army, and his teeth will be treated free of charge. There is a rumor to the effect that men examined merely by a medical examiner are ordered to have strange and wonderful things done to their teeth, which do not need doing at all.

"It stands to reason that a dentist would know better when a man's teeth were in good condition, than a doctor would," explained one dentist. "Men have been going to the clinic at the college asking for most absurd things to be done for them. But with a dental clinic all that difficulty would be obviated."

Brothers.

A story that is causing considerable amusement comes from Salisbury Plain from a soldier to his mother in Toronto. The two principals in the anecdote are Lieut. Gerald Warner, of the 100th Grenadiers of Winnipeg, and Signaller R. Lindsay Warner, of the 2nd Battalion, 1st Brigade, of the 1st Canadian Contingent, who wrote the letter. Mrs. J. B. Warner, of Toronto, the mother of both soldiers, received the letter, and tells the story.

Signaller Warner received three days' leave of absence from Salisbury and having not seen London before, decided to spend his time there. Soon he found himself among the jostling crowds of Piccadilly Circus, and on all sides he was greeted with words of welcome. Quite suddenly, over the heads of the crowd he espied the khaki hat of a Canadian soldier.

Keeping his eye on the hat he drew slowly nearer, and suddenly, and to his very great surprise he found himself face to face with his brother—the superior officer, Lieut. Warner, of Winnipeg. Grinning, his hand flew to the salute, which was quickly returned by the officer.

"Enjoying London?" queried the officer.

"Yes, sir!" replied the signaller grinning.

"If you care to see me drop around to the —— hotel," said the officer, his face imperturbable.

"Yes, sir!" again replied the signaller.

The signaller clicked his heels together, saluted gravely, the officer replied, and the two passed on their respective ways.

Troubled by Conscience.

Goaded by a troubled conscience evidently, some one up in the Niagara district has sent anonymously $250 to the Hon. Frank Cochrane, Minister of Railways and Canals. It is accompanied by a note with the one word "restitution." The letter was post-marked at St. Catharines.

It is apparent that the fraud was committed upon the Railways and Canals Department, possibly in the days of canal tolls. It will be credited to casual revenue. Receipts of conscience money are not unusual, but as a rule they come to hand in Lent.

Millionaire Orderly.

"Where's that ruddy orderly?" yelled an English officer, recently in headquarters. The orderly appeared.

"Say, you, why don't you clean up this place occasionally?" asked the officer.

The orderly got busy. Who was he? Why, he is the son of a Canadian millionaire, who enlisted as a private for "the fun of the thing."

When the officer was told the name of the private that he was ordering about he replied, "Ah, there are lots of them around here. This war will make men of them."

Setting a good example is certainly praiseworthy, and following it is apt to be strenuous.

Walking is good exercise. It is especially commended to those who are short on car fare.

CANADIAN ART.

Why It Is Not Popular With Canadian Collectors.

To follow up Mr. John Lane's rather remarkable pronouncement on Canadian art, the writer paid a visit to the Studio Building, on Severn street, Toronto, to discuss Mr. Lane's criticism with some of the younger Canadian artists who work there. It will be remembered that Mr. Lane, the well-known English publisher and art collector, said that the only thing lacking in the private collections of Canada was a representation of Canadian art! Mr. Lane expressed also his high appreciation of Canadian art, and wondered at the slight recognition it received in its own land.

Tolerance is growing in Canada. It used to be that a man could not not eat a bun on the streets of a city without exciting the public. An Indian in full feathers can parade the streets to-day, however, and be calmly accepted. Artists are no longer considered fritterers. Art exhibitions are becoming customary events of the season. Music in particular, and literature to some extent, are entering into our life. Our private collectors are attracting renowned visitors. All in all, Canada is not neglecting her spiritual expression.

Mr. Lane's comparison of the Canadian school of art with the modern Dutch school does not meet with the same approval as do his other criticisms. Dutch art, says the three interviewed, is essentially commercial. It has no aspirations. Its only virtue is a picturesque field of activity. But Canada is nevertheless flooded with it, mediocre as it may be. One story is told of a picture dealer who brought to Toronto a number of the works of a certain Dutch artist and sold them all, the least at $700 and the greatest at $1,400. It turns out that these canvases were painted for a picture-post-card firm at the rate of $40 apiece, one a week. The dealer bought them from the card company. Such a thing argues a good deal of cupidity on the part of Canadian picture buyers, who are enslaved to foreign names. It is such prejudice as Canadian artists have to meet at every turn, even though the awakening to things Canadian has begun.

The new fields, fresh motives, original subjects that are at hand on every side, the sane and healthy outlook of Canada, neither academic nor super-refined and erotic, both of which extremes are upsetting European art; and the enthusiasm that accompanies the growth of a national spirit, are all important factors whose existence presages much for the future of Canadian art. There is a certain puritanism about Canada, a puritanism as distinct compared even with the United States as is the spirit of the States compared with Europe's. An interesting question arises—whether any art can flourish in a puritanical atmosphere? Are not art and puritanism almost a contradiction in terms? Possibly not, although the experience of Europe in all ages would prove it so. But Canada, with her breadth of spirit, her great distance of growth yet to come, may maintain her puritanism, and then any art not puritan would not be an expression of the national spirit. Certain it is that an austerity, almost a puritanism of spirit, has dominated the truer Canadian art so far.—Gregory Clark in Toronto Star.

Evenly Balanced.

Some years ago the "Bathurst School Question" was a very live issued in the Province of New Brunswick, and the matter was finally taken to the Supreme Court of that province.

The Protestants claimed that Mr. O'Brien, a trustee of the Bathurst schools, was unduly favoring the Catholic teachers and endeavoring to introduce religious teaching in the Public Schools.

In referring to this part of the case, Judge Barker, the present chief justice, said:

"It seems that he (O'Brien) was born a Roman Catholic, but afterwards became a member of the Church of England, to which he still belongs; his wife is a Catholic, and of his six children one-half are Roman Catholic and the other Protestant. One would suppose that a gentleman whose religious balance was so admirably adjusted had especial qualifications for a position in which the rule of the road required such strict observance:

"Steer straight as the wind will allow; but be ready
To veer just a point to let travelers pass.
Each sees his own star—a stiff course is too steady
When this one to Meeting goes—that one to Mass."

A Silent Indian.

There is a real Indian chief in the fourth battalion of the Canadians at Salisbury. He is Captain Smith, chief of the Mohawk tribe of Ontario. Here he has charge of a company, but often the men under him make a mistake and address him as "chief." He is very popular among the officers and men of the battalion, but is known as the most silent man on the force. He never says anything, except when he is giving an order.

"Silent as a clam," was the way a brother officer described the big Indian. "The only thing that he apparently ever says is 'huh.' I was out for a long stroll with him yesterday and I don't think that he said a word during the whole journey. Now and then it was just 'huh.'"

Montreal Customs Decline.

The customs receipts at Montreal is now practically closed, totaled $11,618,710.81, a decrease of $4,101,715.51 as compared with the receipts for the seven months of navigation last year.

Mines First Appeared In 1585.

The first recorded appearance of mines as instruments of naval warfare was at the siege of Antwerp in 1585, when they were employed by the Dutch against the Spaniards.

Some of us are so busy thinking about the halo we are going to wear in the next world that we forget to secure transportation.

You can't always judge a man's worth by the taxes he pays.

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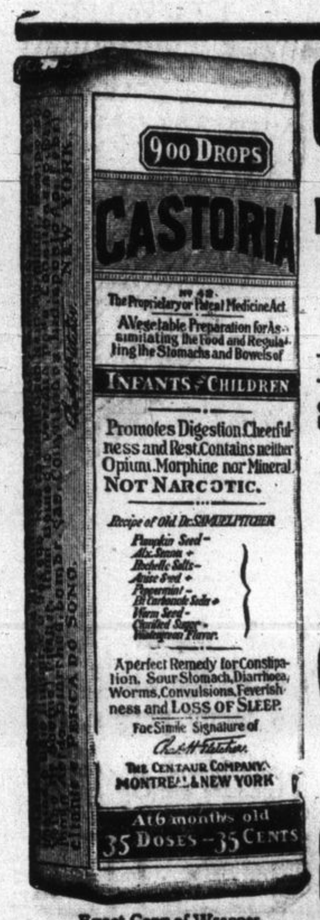

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