

# The Canadian V.C.'s

## How Men From Canada Earned the Empire's Highest Tribute for Bravery in the Field of Battle.

For most conspicuous bravery and outstanding devotion to duty when in charge of a company which he led in attack during two days with absolute fearlessness and extraordinary ability and initiative, the extent of the advance being twelve miles.

On the first day of operations shortly after the attack had begun his company's left flank was held up. Brilliant rushed and captured the machine gun personally killing two of the enemy crew. While doing this he was wounded, but refused to leave his command. Later on the same day his company was held up by heavy machine gun fire. He reconnoitred the ground personally, organized a party of two platoons and rushed straight for the machine gun post. Here 150 enemy and 15 machine guns were captured. Lieut. Brilliant personally killing five of the enemy, and being wounded a second time. He had this wound dressed immediately and again refused to leave his company.

Subsequently this gallant officer detected a field gun firing on his men over open sights. He immediately organized and led a rushing party towards the gun. After progressing about 600 yards he was again seriously wounded. In spite of this third wound, he continued to advance for some 200 yards more, when he fell, unconscious from exhaustion and loss of blood.

Lieut. Brilliant's wonderful example throughout the day inspired his men with an enthusiasm and dash which largely contributed towards the success of the operation.

—Official Record.

Amiens trench system. The 22nd took over the line and at 1 o'clock the afternoon of Friday, the 9th, the men attacked the enemy, who was ready this day with hundreds of machine guns and strongly held posts, to contest the advance.

The 22nd was advancing through a valley from each side of which the enemy had gun posts in commanding positions. One mile east of Caix, soon after zero, Lieut. Brilliant's company from the left. The gallant company commander rushed the post, killing two of the enemy himself. He was



LIEUT. JOHN BRILLIANT, V.C., M.C.

By Carolyn Cornell  
The second division held the left sector of the Canadian line in the attack of Aug. 8, 1915, on the Amiens front. On its left, it joined with the Australian troops, the boundary line being the Amiens-Chaulnes railroad. At 9.30 o'clock on the evening of Wednesday, Aug. 7, the troops moved to the assembly area, the second division taking shelter in Monument Wood, just behind the "jumping off line." At 4.20 o'clock Thursday morning the bombardment opened which was the first intimation to the Germans that the attack was on. Following the creeping barrage the second division men passed over the high land lying between the valleys of the Somme and the Luce. The advance was very difficult on account of the height of the ground and the strength of the enemy fortifications at cross roads and in mills and other buildings along the railroad.

Early in the morning of Aug. 9, the Canadian corps "side-slipped" to a position four thousand yards to the right. This brought the 22nd Battalion in front of Caix, a town of considerable size near the source of the Luce. The men in the first wave of battle had left this town behind, passing by the crucifixes which guard the roads entering it, and taken up their position in front of the old 1916

seriously in the abdomen. He staggered on for 200 yards more, then fell unconscious, from exhaustion and loss of blood. He was taken back to the Casualty Clearing station behind the line, but died Aug. 11. He is buried in the Canadian soldiers' cemetery, near Vrely. In recognition of his services the British army officials awarded the Victoria Cross posthumously to this hero.

John Brilliant was the descendant of two distinguished French Canadian families, established in Canada before 1700. On his father's side he belongs to the family, Bois Brilliant de la Duranty, landlords under the French regime. On his mother's side he is related to the Garons, who were also landlords, and to the Raiche, one member of which family, Canon Raiche, presided at Montcalm's funeral in 1759. Under the British regime several of the V.C.'s ancestors held commissions in the Canadian militia. John Brilliant was born at Bic, Quebec, in 1890. He held a commission in the 189th Regiment militia and in 1910 was one of the Canadian officers delegated to attend the King's coronation. He enlisted at Quebec in February, 1916, in the 186th Battalion. Arriving in England he was attached to the 22nd Battalion with which unit he went into action first at the Somme, and served continuously until his death.

Lieut. Brilliant won the Military Cross in July, 1918, in a raid on an enemy observation post opposite the trenches of the 22nd Battalion. (Registered according to the Copyright Act of Canada. Book rights reserved.)

### ENTERPRISE EAST NEWS.

The Lakes Are Frozen Over—Visitors to Kingston.

Enterprise East, Dec. 10. — The lakes are frozen over and will soon be ready for traffic. The cheese factories have closed for the season. The bazaar and concert in B. O. Jackson's hall on Friday evening was largely attended.

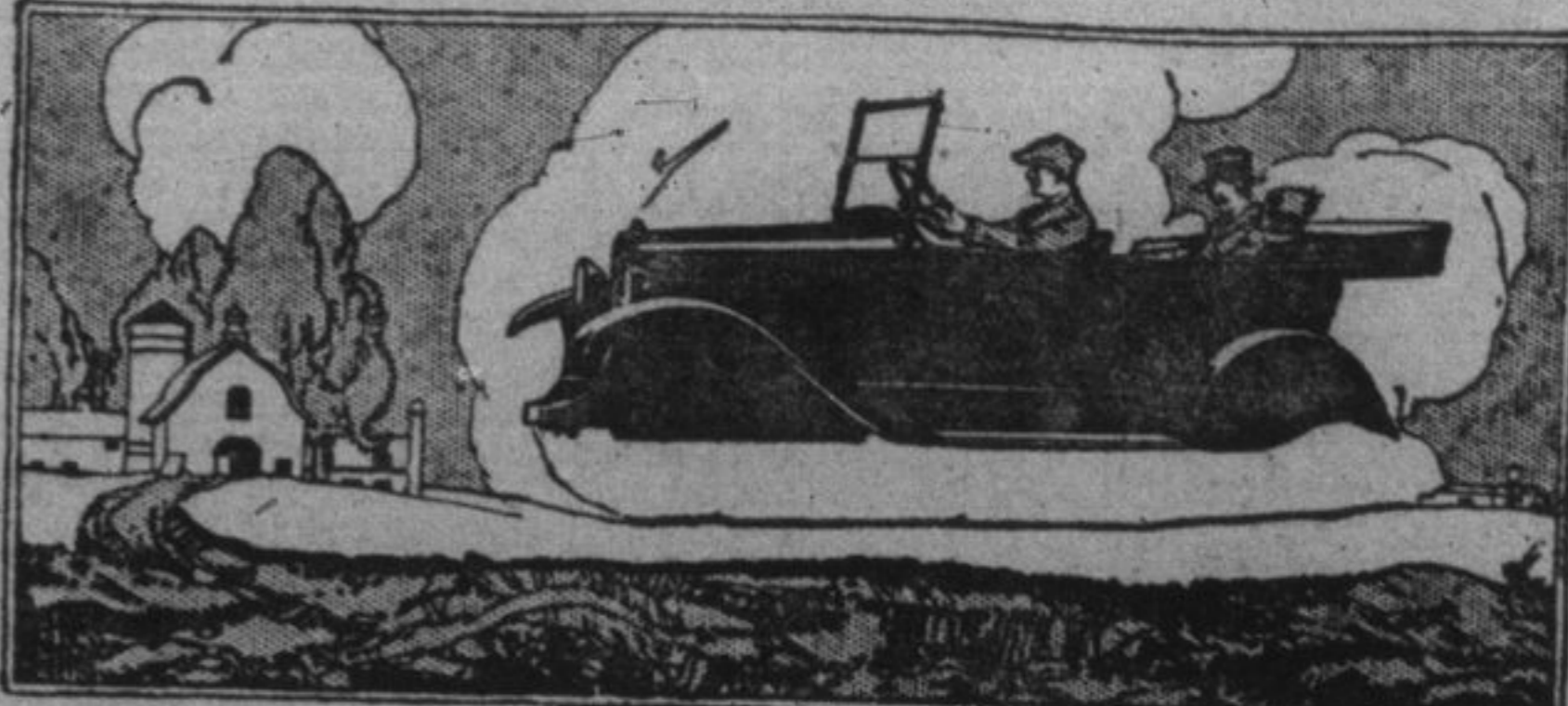
The funeral of the late John Huggison was held on Monday last. Patrick Kelly and sister, Annie, spent the week-end at Mrs. John McKenna's, Smith Falls. Miss Evelyn Finn returned home on Saturday after spending the past month with her sister on Wolfe Island. Mr. and Mrs. George Snyder spent Sunday at James Fallon's.

Miss Mabel Kidd entertained a number of her friends on Sunday evening. Miss Anna G. Finn spent Thursday in Kingston. Miss Marie Laveck is visiting friends in Kingston. Misses Grace Foster and Lizzie Loveck are spending some time in Trenton. Joseph Dillon shipped a car load of cattle to Toronto on Saturday last. The many friends of P. Furlong are pleased to learn he is recovering from his recent illness.

William Lyons, Joseph Kehoe and Stafford Murphy motored to Kingston on Friday last. Mr. and Mrs. J. B. Fisher spent Sunday at P. M. Sagar's. Mr. and Mrs. James Evans, Moscow, visited at Thomas Scanlan's recently. Many attended the play entitled "When a Man is Single," in Tamworth, on Saturday evening.

No girl cares to have a man admit that she is the only girl he ever loved platonically.

Speaking of ducks, it takes greenbacks to catch canvasbacks. Beauty is only skin deep, but ugliness is built up from the bone.

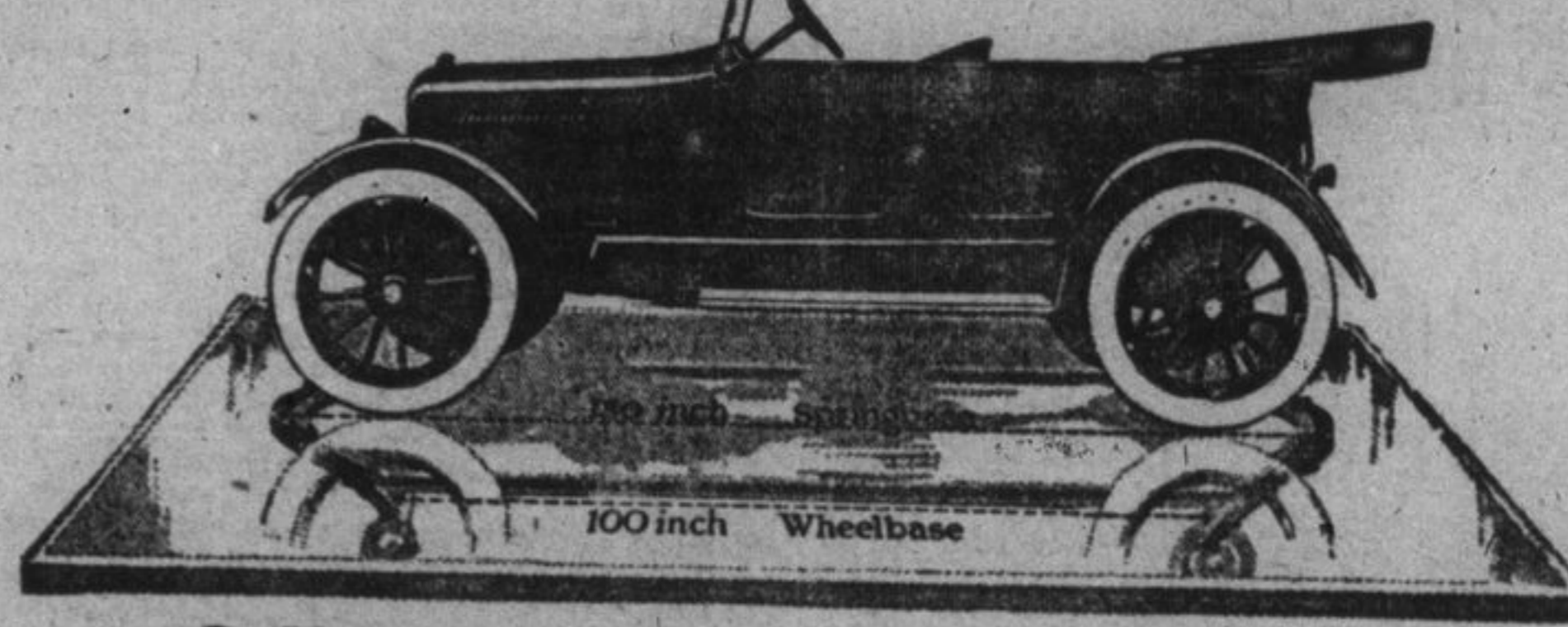


## With Three-Point Suspension Springs New Overland 4 Seems to "Sail Over the Roads"

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Bumping, twisting, swaying and vibrating are wonderfully lessened. The springs of Overland 4, attached at the ends of a 130-inch Springbase, give the riding comfort and road steadiness heretofore possible only with cars of long wheelbase and great weight, yet Overland 4 retains the light weight and economy advantages of 100-inch wheelbase.

Three-Point Suspension Springs protect the car from the hammering and wear of road blows. They lengthen its life and reduce upkeep costs. Equipment of Overland 4 is dependable and complete from Auto-Lite Starting and Lighting to Demountable Rims. 250,000 miles of test have made the strength and endurance of this car a matter of record. See Overland 4 at the first opportunity. Ask for Booklet. Overland 4 Touring, \$1195; Roadster, \$1195; Coupe, \$1845; Sedan, \$1995. Prices f. o. b. Toronto, War Tax included.



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## WHEN HEALTH FAILS

## What Does Health Mean to You?

HAVE you ever waited to think out the answer to that question? Or are you like the great majority, who only appreciate good health after it is lost? Slowly, but certainly, we are getting round to the idea of preserving health so as to avoid serious disease. The old way of waiting until you are seriously ill before sending for the doctor is all wrong. We all know the old saying, "an ounce of prevention is worth a pound of cure," but we neglect to carry it out in actual practice. If you are familiar with Dr. Chase's Receipt Book you know that "Dr. Chase's Plan of Health" is built up on this idea of preventing disease, and the same applies to his well-known medicines. Take Dr. Chase's Nerve Food for example. This food cure has established a wonderful record as a cure for nervous prostration, nervous exhaustion, nervous headaches and indigestion, and all forms of nervous disorders. And yet above all it is recommended as a means of keeping the blood rich, the nervous system in good condition and thereby preventing serious nervous disorders. To most of us our health is our working capital. We cannot afford time or money for rest cure in a sanitarium or expensive trips down South. For this reason we must seek other means of keeping the health up to high water mark. So long as the blood is kept rich and pure the nervous system is well nourished, and it is by this means that Dr. Chase's Nerve Food effects such splendid results in the building up of the system when there are signs of exhaustion. When you cannot sleep and begin to feel tired and irritable it is time to call in the aid of Dr. Chase's Nerve Food. You may also find your appetite failing and your digestion slow, for as the nerves become exhausted every organ of the human body is bound to lag in its work. Dr. Chase's Nerve Food, 50 cents a box, 6 for \$2.75, all dealers, or Edmondson, Bates & Co., Limited, Toronto. Every box of the genuine bears the portrait and signature of A. W. Chase, M.D., the famous Receipt Book author.

### LEAVING AUTO ON ROADSIDE

#### OVER COLD WINTER NIGHTS BEST WAY TO HELP REPAIR MAN CARELESS TREATMENT SO COMMON AT THIS SEASON OF THE YEAR BRINGS BIG BILL OF EXPENSE.

A sympathetic listener to the trials and tribulations of automobile owners, often has occasion to suggest remedies to existing conditions and incidentally he learns a great deal about the causes of trouble. A short time ago a benevolent advisor was approached by a fellow owner, and at the end of a sorrowful tale was asked "Now, why does my car cost me so much to operate?" This followed the recital of a number of items on a repair account which included everything from new tires to a reconstructed radiator. "Is your garage heated?" asked the source of consolation. "Heated," replied the main-stay of the repair station. "Yes, when the sun shines. Why, I have no garage. I keep my car in front of my home. And he wondered why his car seemed to cost a lot to run!

It is not to be expected that a car will stand up under the adverse conditions which Canadian winters afford, and consequently, if a car is worth having, it is worth being cared for, and one of the essentials to the proper use of a car is that it be housed, particularly at this season of the year. It is not an uncommon sight to see a car left standing in the road or in a yard near the owner's home. The top is raised, side-covers carefully pulled down and fastened, and a blanket thrown over the radiator. The latter precaution may help to conserve the heat for a certain—very limited—length of time, but provides no source of heat against the falling temperature. When the harassed owner goes out for his machine in the morning, he has to chop the tires out of the frozen mud and ice. And he asks why he finds the operation of a car expensive.

Without enumerating the advantages accruing from proper housing and the abuses and consequent cost avoided thereby, it is sufficient to strongly advise every owner of a car to provide garage accommodation for his machine and then to figure out whether or not his investment was a good one. It is safe to say that he will more than save the cost on his repairs. Correct Way to Adjust Bearings. To adjust front wheel-bearings put a jack under the front axle so that the wheel swings clear of the floor and then remove the hub cap. Remove the cotter pin from in front of the lock nut with the pliers. A thin lock washer comes off next. Now grasp the spokes directly below the hub and with the right hand in a perpendicular position grasp the upper edge of the tire. Work the wheel back and forth to detect any looseness. There should be a barely perceptible looseness, and if there is more than that, tighten up the lock nut a trifle.

### Try This to Stop Rattling Tire Chain.

The common method of locking spare tires is to use a chain and padlock. The only trouble with the idea is the noise incident to the rattling of the chain and the fact that it mars the finish of parts with which it comes in contact. Some car owners cover this chain with a bit of hose, but this is usually too stiff and is somewhat noisy and even permits marring of the finish. A bit of leather or heavy substitute, the length of the chain and wide enough to form a tube to inclose the chain offers a satisfactory solution of the problem. Turn in the edges of the leather case, and if you cannot do the job yourself, the nearest harness maker will make the tube for you.

Fire Bonus. One concern operating a number of trucks offered their drivers 33 1-3 per cent. of any service extracted from tires over the 7,000-mile guarantee. If the driver by care is able to get 8,000 miles over the guarantee this gives him a bonus equal to two cents per mile for the excess mileage. The result was that instead of failing to reach the guarantee, as had often been the case, every one of the drivers earned a premium for rolling up an excess. The bonus was a money saver for the concern in question.

Rust Preventers. Vaseline to which a little powdered gum camphor has been added, the whole being heated over a slow fire, will prevent the formation of rust on tools. A mixture of one pound of hard, an ounce of gum camphor and a little lampblack melted together will protect bright metal work from rust. To Remove Play. In removing play from rod bearings by reducing shim thicknesses, great care should be exercised to get each rod bearing as free as every other bearing. To make one bearing tight and another rather free in movement is courting trouble, for in most cases it will be found that a knock will result.

Old File Best For This. Occasionally it becomes necessary for the man who operates his own car to file a piece of cast iron that has been subjected to friction and has acquired a glassy surface or "skin." The best way to get through the skin is to use the edges of the old file, as using a good file on such surfaces will spoil it. Salt As An Anti-Freeze. In an emergency common table salt may be used as an anti-freeze medium. A saturated solution of water and salt freezes at about zero. After the emergency is passed, the cooling system should be thoroughly flushed out and be refilled with a recognized anti-freeze.

The only effective way to convince a contrary man that he is wrong is to agree with him. You will derive crumbs of comfort from giving a hungry man a square meal.

## U.S.L. Storage Battery

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