

## INCREASES IN THE TARIFF

General All Round Advance of Seven-and-a-Half Per Cent. in Customs

A despatch from Ottawa says: A general tariff increase of seven and a half per cent. intermediate and five per cent. preferential, with certain exceptions, such as tea, sugar, tobacco, wheat, flour and agricultural implements.

Special war taxes including:

One per cent. on bank note circulation.

One per cent. on the gross income (Canadian) of trust and loan companies.

One per cent. on the net premiums of insurance companies except life, fraternal and marine.

One cent on telegraph and cable messages.

Ten cents for every five dollars on railroad and steamship tickets.

Ten cents on sleeping car and five cents on parlor car tickets.

One to three dollars per passenger from steamship companies carrying to ports other than in Canada.

Canada, Newfoundland, the United States of America and British West Indies.

Two cents on all bank cheques, receipts and bills of exchange, express and post-office orders.

One cent on postal notes.

One cent (war stamp) on each letter and postcard.

Two cents on bills of lading.

Five cents per pint on non-sparking wines sold in Canada and twenty-five cents per pint on champagne and sparkling wines.

One cent on each cent's cost of proprietary medicines.

These are the provisions announced by the Minister of Finance on Thursday for restoring the revenues to "the minimum amount regarded as necessary."

The special taxes are expected, on a rough estimate, to produce eight million dollars.

The increased Customs duties will add to the revenue from twenty to twenty-five million dollars.

## GERMANY WARNED BY UNITED STATES

Latter Will Not Tolerate the Loss of Life or Property on the High Seas.

A despatch from Washington says: A very pointed warning to Germany, against causing loss of American life or property in her efforts to enforce a blockade of the British Isles, and a friendly note to Great Britain intimating disapproval of an officially sanctioned general use of the American flag by belligerent vessels, were sent by the United States to the German and British Governments, and the full texts of both communications are made public.

The note to Germany, which is stiffer in tone than was anticipated, warns her that the destruction of American neutral vessels and lives by Germany would be hard to reconcile with friendly relations, and the United States would hold Germany to strict accountability and take any steps necessary to guard American lives and property.

## 800 German Deserters Have Fled to Holland

A despatch from Amsterdam says: The Telegraaf has received a message from Antwerp saying that 800 German deserters who had been ordered to the year have fled into Holland. The despatch also alleges that large numbers of soldiers are deserting from the Antwerp forts.

## BRITISH VESSEL FOILS SUBMARINE

German U-2 Tries in Vain to Destroy the Laertes—Latter Uses Dutch Flag

A despatch from Ymuiden, Netherlands, says: The German submarine U-2 attempted to torpedo the British steamer Laertes, which arrived from Java. The vessel escaped by adroit manoeuvres and fast steaming. When attacked the steamer was flying the Dutch flag. Captain Prophet was in command.

The attack on the Laertes was made while the vessel was steaming between the Meuse lightship and Schouwen Bank. The submarine fired several shells, which damaged the steamer's funnel, compass and upper deck. As this did not induce the captain to stop, the submarine made an unsuccessful attempt to torpedo the steamship.

The Laertes, when challenged by the submarine, was proceeding without showing her nationality. When

asked to stop the vessel flew the Dutch flag.

A despatch from Rotterdam says: There is reason to believe that the submarine sank. She was last seen in a cloud of steam.

The Laertes is one of the smaller liners of the Ocean Company, a British corporation, plying between Harwich and Dutch ports. It is supposed that the submarine encountered the liner off the Hook of Holland and prevented her entering Dutch waters. The captain at once headed north, and finally managed to elude the submarine and reach a safe port.

The Dutch authorities will make an inquiry into the attempt of the German submarine U-2 to torpedo a British steamer inside Dutch territorial waters.

## ENEMY'S BASES ARE DESTROYED

British Air Raid on Bruges, Zebrugge and Ostend Districts Described.

A despatch from London says: Aerial warfare was waged on Friday on the largest scale in its history, and under adverse circumstances from the standpoint of the weather. British airmen, buffeted by banks of snow in the air, swept over cities of Northern Belgium held by the Germans and dropped bombs on Ostend, Bruges and other places.

Thirty-four aeroplanes and seaplanes of the British navy took part in the operations, and all of them returned safely to their base without casualties to their drivers.

Although no submarines were seen, the British Admiralty statement indicates that the raid had satisfactory results, for considerable damage is said to have been done to German gun positions, railway lines and railway stations.

The Ostend station is reported to have been set on fire, and that at Blankenberge to have been badly damaged. German mine-sweeping vessels at Zebrugge also came in for a hail of bombs, but the damage done to them has not been stated.

At various points the airmen were received by the Germans with firing from anti-aircraft guns and rifles. None of the airmen are reported by the Admiralty to have been wounded in these attacks.

One of the machines, driven by Flight Commander Claude Graham-White, among the most intrepid of the British fliers, fell into the sea while returning to its base after the raid was over, and the aviator had a narrow escape from drowning. Fortunately for him a crisis was nearby and picked him up, and then towed his aeroplane into port.

Revolt Breaks Out in Transylvania

A despatch from Rome says: News has been received here to the effect that a revolt has broken out in Transylvania, where provisions have been requisitioned for the army while the inhabitants are starving. The gendarmes charged the citizens, and many were killed or wounded.

An agitation bordering on insurrection is spreading in South Hungary. Rioting has been repressed only through bloodshed.

## OIL SHORTAGE IN GERMANY.

Price Charged Is Double What It Is in France.

A despatch from Paris says: An official account of the situation at Douai, a French city under German occupation and control, reports that petrol which is brought in from Germany has reached the unprecedented price of \$1.40 a can. This is regarded as most interesting in France, as it shows that Germany already has begun to feel the scarcity of illuminating and motor oils upon which so much depends in this war. The price of petrol in Paris to-day is 70 cents a can, one-half the price exacted in German territory. This is an increase of only six cents to the can since the war began.

## German Bomb Thrower Captured

A despatch from Paris says: An appended note to the official statement of the French War Office makes an announcement which is received with the liveliest satisfaction by Parisians. It says that in addition to destroying a German signal balloon in the vicinity of Cagny on Wednesday, at Verdun they brought down a German aeroplane, the pilot of which proved to

## PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Broadsifts.

Toronto, Feb. 16.—Flour—Manitoba first patents, 88c in 50 lb. bags; second patents, 87c; strong bakers, 87c. Ontario wheat, No. 1, 81c; No. 2, 80c; No. 3, 79c. Rye, 50c per cent. patents, quoted at 87c to 87.25, seaboard.

Wheat—Manitoba No. 1 Northern, 81.67c; No. 2, 81.64c; No. 3, 81.61c; No. 4, 81.58c; No. 5, 81.55c; No. 6, 81.52c; No. 7, 81.49c; No. 8, 81.46c; No. 9, 81.43c; No. 10, 81.40c; No. 11, 81.37c; No. 12, 81.34c; No. 13, 81.31c; No. 14, 81.28c; No. 15, 81.25c; No. 16, 81.22c; No. 17, 81.19c; No. 18, 81.16c; No. 19, 81.13c; No. 20, 81.10c; No. 21, 81.07c; No. 22, 81.04c; No. 23, 81.01c; No. 24, 80.98c; No. 25, 80.95c; No. 26, 80.92c; No. 27, 80.89c; No. 28, 80.86c; No. 29, 80.83c; No. 30, 80.80c; No. 31, 80.77c; No. 32, 80.74c; No. 33, 80.71c; No. 34, 80.68c; No. 35, 80.65c; No. 36, 80.62c; No. 37, 80.59c; No. 38, 80.56c; No. 39, 80.53c; No. 40, 80.50c; No. 41, 80.47c; No. 42, 80.44c; No. 43, 80.41c; No. 44, 80.38c; No. 45, 80.35c; No. 46, 80.32c; No. 47, 80.29c; No. 48, 80.26c; No. 49, 80.23c; No. 50, 80.20c; No. 51, 80.17c; No. 52, 80.14c; No. 53, 80.11c; No. 54, 80.08c; No. 55, 80.05c; No. 56, 80.02c; No. 57, 79.99c; No. 58, 79.96c; No. 59, 79.93c; No. 60, 79.90c; No. 61, 79.87c; No. 62, 79.84c; 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