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**TIRPITZ TO RUN AS A NATIONAL LIBERAL**

LONDON, July 20.—A dispatch to the Exchange Telegraph from Amsterdam says German political circles anticipate the sensational entrance into political life of Admiral von Tirpitz, father of the submarine campaign. It is expected that he will contest one of the vacant seats in the Reichstag as a National Liberal candidate with a view to becoming a leader of the National Liberals jointly with Dr. Gustave Stresemann and Major Ernest Bassermann.

**650 Wounded, 57 Killed in Petrograd Disorders**

PETROGRAD, July 20.—The casualties incident to the disorders here of the last three days are given as 57 killed or dead from wounds, and 650 wounded.

**PREMIER LVOFF HAS RESIGNED**

Kerensky Takes Up Reins and Keeps War Portfolio.

PETROGRAD, July 20.—The Bourse Gazette announces that Premier Lvoff has resigned and that Alexander F. Kerensky has been appointed premier, but will temporarily retain his portfolio of minister of war and marine. Mr. Tsereteli has been appointed to the post of minister of the interior, which was held by M. Lvoff, but will retain his portfolio of minister of posts and telegraphs. M. Nekrasoff has been named provisionally as minister of justice in place of M. Perevezoff, who resigned Thursday.

LENINE ARRESTED? LONDON, July 21.—A dispatch to the Daily Mail from Petrograd says it is rumored there that Lenin, leader of the extremists, and seven of his lieutenants have been arrested while trying to escape to Kronstadt.

**Netherlands Asks Full Satisfaction of British Govt.**

Minister to London Instructed Regarding Attack on German Ships.

THE HAGUE, July 20.—It is officially announced that the Netherlands Government has instructed its minister in London to draw the attention of the British Government to a violation of Dutch sovereignty and neutrality involved in the attack on the German merchantmen off the coast of Holland early in the week. The minister is instructed to express confidence that the British Government will give complete satisfaction in the premises according to international law.

**The World's Appetiser**

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**INQUIRY PROMISED INTO COLD STORAGE, BUT NOT BY JUDGE**

Minister of Labor Says Report Was Premature.

BETTER IF NOT PRINTED Borden Says Judicial Inquiry—Crothers Not Aware of It?

[Special to The Advertiser.] OTTAWA, July 20.—It is announced that there is to be further inquiry into cold storage. The form of the inquiry has not been determined, but when his estimates were under consideration, Hon. Mr. Crothers stated that there was to be a follow-up of Mr. O'Connor's report. He said that Mr. O'Connor himself had suggested that there should be an examination of the affairs of the cold storage companies made by expert accountants.

Speaking of the report that recently created a sensation, of which Sir J. Wesley Flavelle was the centre, Mr. Crothers said in the House of Commons today that Mr. O'Connor felt it would have been better if the report had not been made public until there had been further information secured.

Mr. Crothers stated today that in the inquiry made, the cold storage firms had been asked for statements of the amounts of bacon and other foods laid down in storage, including freight and handling charges. These questions were answered.

Firms Unable to Answer. Statements were also asked for overhead and other costs, and these questions several firms, including the Flavelle Company, professed themselves unable to give answers. Mr. O'Connor did not have this information, his report did not profess to state net profits, but what are technically known as margins.

Two days after the O'Connor report had been published in the press, the Davies firm discovered the information they had stated they were unable to give. To questions Mr. Crothers said that he did not think that it would be necessary to have the further inquiry into the affairs of cold storage companies made by a judicial officer. In his report Mr. O'Connor stated that the inquiry should be completed by expert accountants.

Publication Premature. "Then the minister thinks his action in publishing the report was premature," asked Mr. Pugsley. "I frankly admit it," said Mr. Crothers. "It would have been better if further inquiry had first been made."

A. K. McLean wanted to know if there would be inquiry further than that of Mr. O'Connor's into coal and sugar. Mr. Crothers said that inquiry had ceased; the department was requiring monthly reports from dealers and producers of these commodities.

Crothers Not Enlightened. Dr. Pugsley said that Mr. Crothers did not appear to know what was going on. As evidence of this he read a telegram in the press from the prime minister to the Hon. J. B. Hazen, in which there would be further inquiry into the matter.

"By this time," said Mr. Pugsley, "it should have been known that there would be inquiry further than that of Mr. O'Connor's into coal and sugar. Mr. Crothers said that inquiry had ceased; the department was requiring monthly reports from dealers and producers of these commodities."

"That finished the matter," said Mr. Pugsley. "I am not sure, but I think it is better to know what is going on. As evidence of this he read a telegram in the press from the prime minister to the Hon. J. B. Hazen, in which there would be further inquiry into the matter."

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**The Studebaker Car A Safe Investment**

STUDEBAKER cars are built in Studebaker factories at Walkerville, Ontario. They are built with full knowledge of Canadian roads and conditions throughout the Dominion. The men who build them are skillful, trained mechanics.

Their work is carefully supervised by the most expert engineers in the automobile industry.

The materials used are tested and proved in the great Studebaker laboratories.

Many materials have been developed by Studebaker solely for Studebaker purposes.

No car at any price uses higher grade steels than Studebaker. Studebaker uses drop forgings instead of castings at every possible point—this insures lightness and great strength.

The Studebaker motor has been developed by four years' experience with the same basic design in the hands of thousands and thousands of owners in every part of the world. It is an evolution, not an experiment.

It is the most clean cut, accessible motor you ever saw. Its valves are noiseless and do not require frequent lubrication. It is probably the most powerful motor ever used in a car of such light weight as the Studebaker car.

Its power is free flowing and flexible. Its response to the throttle is instant. It is very economical in its consumption of gasoline.

The Studebaker electric system is simple, accessible, never failing. It is the best electric system that the highly

organized skill of Studebaker and Wagner engineers working in close harmony could devise.

All wiring is easy to get at—all wires are protected from grease and damp by flexible steel conduits.

No matter what the climate the Studebaker starter never fails. It exerts a cranking torque equal to two hundred pounds. It always starts the motor.

Studebaker cars are big and roomy. The front seats are individual and form-fitting, adjustable forward and back to all leg lengths, the one next the driver is reversible—its occupant may face the tonneau if desired.

The tonneau seat is 48 inches wide—the ideal width for a five passenger car.

There are two auxiliary seats, arm chairs in fact, stored under the tonneau seat, enabling you to carry extra passengers in comfort if desired.

These chairs are standard in both FOUR and SIX cylinder touring models.

All Studebaker upholstery is of genuine, high-grade, hand buffed leather. Studebaker doors are wide opening—easy to enter or leave.

These are only a few of the qualities that make the Studebaker car the great value car of Canada today. No other car at anywhere near the Studebaker price offers them all.

You owe it to yourself to let us prove in an actual demonstration the quality and value of the Studebaker car. We are at your service at any time.

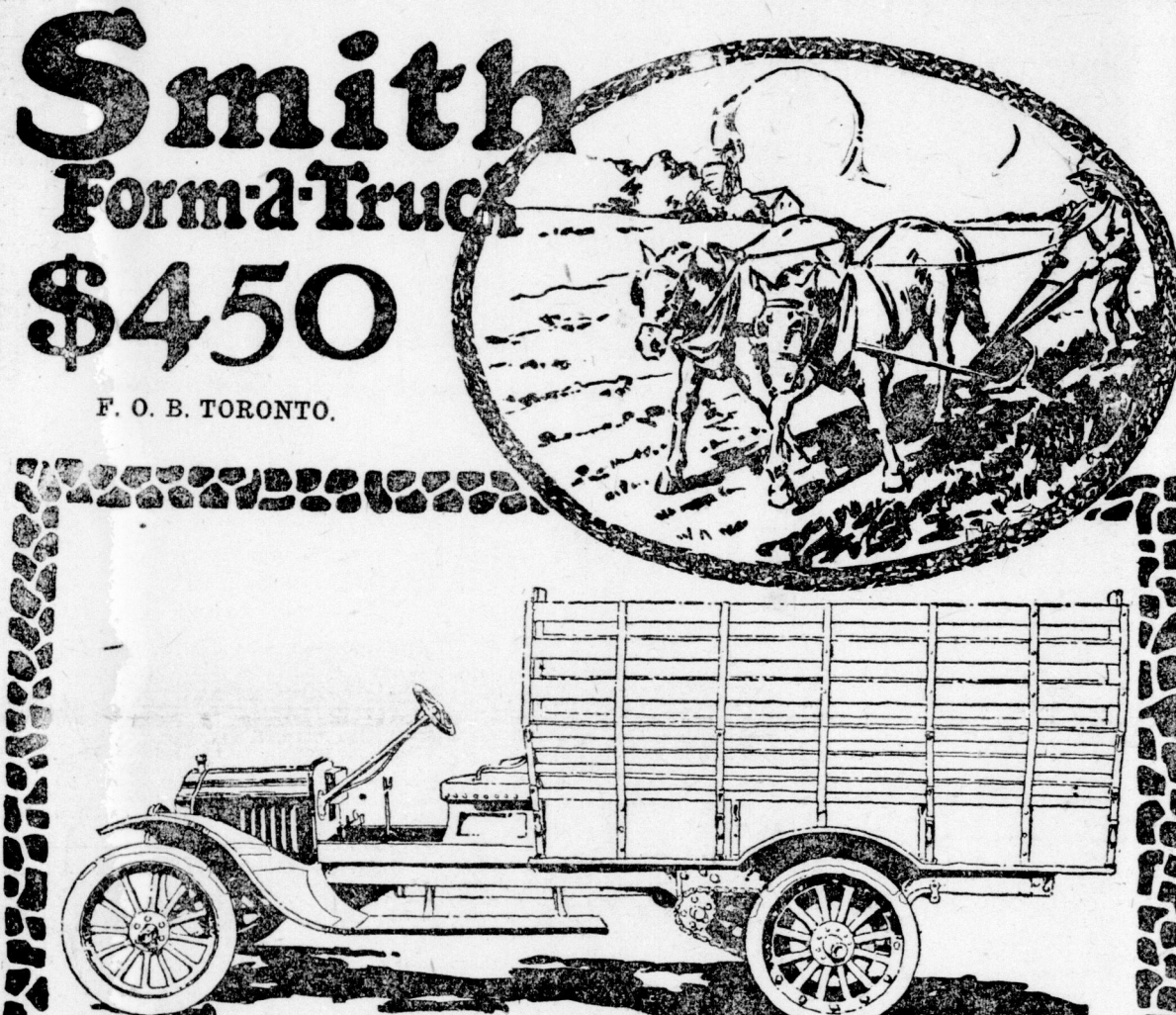
There will be no change in Studebaker models this year, but the increased cost of materials and labor may force Studebaker to make an advance in prices at any time without notice.

"Built in Studebaker Factories at Walkerville, Ont."

**ONTARIO GARAGE AND MOTOR SALES, Limited**  
DUNDAS AND COLBORNE STS.  
S. H. Rowed, Manager. Phone 2431.

Six-Cylinder Models	
SIX Roadster	\$1685
SIX Touring Car	1685
SIX Landau Roadster	1900
SIX Touring Sedan	2245
SIX Coupe	2318
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**Sell all your Horses except those you need for Work-in-your-Field. Haul Cheaper—Faster with Smith Form-a-Truck**

YOU are losing money—losing time—delaying farm work—when you take your horses out of the field to do your hauling.

Get a Smith Form-a-Truck—let it carry the manure—your hay—your fertilizer. Use it for hauling crops—feed—lumber—coal—and everything on the farm.

If you are a dairy farmer, sell all your horses. Use Smith Form-a-Truck. Save two thirds your time. Treble your profit.

**Twice the Work of 4 Horses** Hundreds of farmers are proving in actual daily performance that one Smith Form-a-Truck will do twice the work of two teams. And at half the cost. Yet Smith Form-a-Truck costs you no more than a good team and harness—\$350.

**Save 2/3 the Time** The best speed a team can make on the road under full load is three to four miles an hour. Smith Form-a-Truck can carry the same load at the amazing rate of 12 to 15 miles an hour—one-third the time of slow, costly horses.

Think what this tremendous saving means in drivers' wages!

**Goes Anywhere** Use Smith Form-a-Truck any place on your farm—over roughest roads—through worst field—through deepest sand—through mud, sand, snow. No hill is too steep for it.

**Costs Nothing While Idle** Farm horses work only 1,000 hours a year—100 days of 10 hours each. Yet they eat—get veterinary services and extra care for 365 days. Think of the tremendous money you are losing. 265 days of idleness.

Use your Smith Form-a-Truck as many hours a day as necessary—for 365 days every year. When idle, it costs you not one penny. And when it works, it makes big profits for you.

**Amazing Economies** Less than 8c per ton mile. 6,000 to 8,000 miles per set of tires—12 to 18 miles per gallon of gasoline—12 to 15 miles per hour under full load—and repair expenses practically nothing. Smith Form-a-Truck shows record of 20,000 miles' service with average loads of 2,650 pounds—at a total of \$8 for repairs.

**Famous 8-in-1 Convertible Farm Body** Pull the lever! Instantly you get any one of eight combinations of farm bodies without single tool—stock rack body—hay rack—basket rack—hog rack—grain—flat rack—high flare board—flat rack, scoop board down. Exclusive Smith Form-a-Truck feature.

**Now for 6 Cars** Smith Form-a-Truck attachment combined with a Ford, Maxwell, DeSoto, Chevrolet, Buick or Overland chassis makes a fully guaranteed, pot-erful, strong one-ton truck. Double construction—the strongest known to engineering. 90% of load carried on Smith Form-a-Truck rear axle. Ford rear axle merely acts as a jack-shaft.

Come in NOW. Let us show you how Smith Form-a-Truck on your farm will save you big money.

**BARTON & RUMBLE**  
PHONE 4004. 596 HAMILTON ROAD.  
Distributors for Middlesex, Elgin and Oxford Counties. Bodies built to order.

**PUGSLEY SHOWS UP MALICE IN CHARGES LAUNCHED IN 1909**

Geo. E. Foster Wrote Hazen, Then Premier of N. B., "We Propose to Get After Him (Pugsley) Before He Gets Copy of the Evidence"—Borden Stops Discussion Until Next Thursday.

[Special to The Advertiser.] OTTAWA, July 20.—The House of Commons was treated to a little political history today. Hon. William E. Foster, who has been in politics for a good many years, made a speech in which he made this a matter of privilege.

When the Teller-McLeod commission was named to investigate the investigations Judge Gault made into Hon. Robert Rogers' connection with the construction of the Manitoba Agricultural College, there were sarcastic remarks from Liberal benches. This was on June 1st, and the prime minister, in reply, said this was not the only time a member of a Dominion Government had been reported on by a provincial commission.

Investigation, for Hon. Dr. Pugsley, who was minister of public works in the late Laurier Government, had some rather severe things to say about his connection with the Central Railway of New Brunswick. The findings were made by a royal commission, as was the case in Manitoba.

The Report of 1909. The Central Railway investigation put findings on record against Dr. Pugsley in 1909, and ever since it has been occasionally commented upon in the heat of debate, by his opponents.

Recently the Conservative Government went out, and a Liberal Government took office in New Brunswick. Following political practice, they dove into the files to see what their predecessors had left behind. The search disclosed some unpublished documents that shed light on the circumstances which compelled Dr. Pugsley to make his famous speech in his defence in Parliament.

To "Get After" Pugsley. Dr. Pugsley read a letter written from Ottawa by Sir George Foster on April 14, 1909, to Hon. J. B. Hazen, then premier of New Brunswick. The letter was a telegram report of a morning drive to the commission, and it was printed, which probably you have not read. I suppose, voluminous. Why I did so was for this reason. Pugsley, so far as now appears, will try to bluff the matter out of federal affairs, as will say that the report is not based on evidence, and that he will, after getting a copy of the evidence, issue a statement showing this to be so. That was his defence. We propose to read the evidence, but if by any possibility we can get it, then we need the evidence to meet him here. I presume the evidence will not be available in printed form for some time. If he sends a copy, I hope you will see that several copies were made at the same time, and we got one or two here. I have not seen the full report, but what I have seen is pretty straight goods.

"By My Christian Friend." There was much amusement in the House as the letter was being read, and the members seemed to relish the glimpse of inside political works that is carried on all the time. Even Dr. Pugsley smiled when he commented on the situation he faced eight years ago. "This was made by my Christian friend, Mr. Crothers, and my high-minded friend, Mr. George Foster."

There was another letter from H. A. Powell, counsel in the case for the provincial Government, to Premier Hazen, which stated the charges, and false that Dr. Pugsley, when premier of New Brunswick, had issued bonds to the amount of \$250,000 without the authority of the Legislature. He started to read the letter, when Premier Borden protested that the matter was out of order, and if it went further, there would have to be a reply.

Dr. Pugsley said he would welcome a long argument over order followed, and was settled by an assurance from the prime minister that Dr. Pugsley would have the opportunity of going into the matter next Thursday.

Thus the book of political history was closed for a week.

**STEERING MIDDLE COURSE DOESN'T ENTHUSE BERLIN**  
New Chancellor Has Not Aroused Enthusiasm.

BERLIN, July 20.—Via London.—Yesterday's speech by Dr. Michaelis, the imperial chancellor, before the Reichstag, is interpreted as an indication that he is for the present steering a middle of the road course.

The speech may be said hardly to have aroused pronounced enthusiasm. The new chancellor, according to the Tribune, does not present the heroic figure of Dr. von Bethmann-Hollweg did. Furthermore, he did not reveal himself as an equally impressive speaker in his speech at least.

**VETERAN PRINCIPAL TENDERS RESIGNATION**

AYLMER, July 20.—W. W. Rutherford, after more than 30 years of faithful service as principal of the Aylmer High School, has tendered his resignation. He will be succeeded by E. O. Awde, science master.

Mr. Rutherford will continue on the staff of the school as teacher of mathematics, but he did not wish to any longer carry the responsibilities of principal.

The Junior League of the Methodist Church picnic at Port Bruce proved most enjoyable. The sports consisted of races of all kinds, boating, bathing and fishing.

Ernest Millard has sold the repair business in connection with the Ark garage to Geo. W. Howes. Mr. Millard will, however, continue as agent for the McLaughlin cars for this district.

The building now occupied by Mills & Wolfe as an implement shop, which was to have been remodelled for a garage for Mr. Howes, will not now be changed, and in all probability the present firm will continue to occupy these premises.

**MAY FIGHT ATTEMPT OF PERE MARQUETTE OUT OFF TWO TRAINS**

ST. THOMAS, July 20.—Mayor Trotter is in receipt of a communication from William Gray of Chatham, head of the Gray-Dort Motor Car Company, pointing out that the new Pere Marquette schedule going into effect July 23 is contrary to the ruling of the Dominion railway commission, and requests that the city of St. Thomas take some action in the matter, in conjunction with Chatham and other towns.

The new timetable cuts off the evening train from St. Thomas to Sarnia, and the morning train from Sarnia to St. Thomas. The matter will be referred to the city council.

**KEEPS BABY'S SKIN HEALTHY**

WHAT is so beautiful as the soft, rosy, delicate skin of the baby. And yet baby's skin is so tender and so easily chafed and irritated that it must have care and consideration.

It is a fine habit for mothers to have Dr. Chase's Ointment at hand for use after the bath. By its soothing, healing influence it soon allays the inflammation, brings relief and comfort, and prevents the development of eczema, for eczema is the natural result of neglected skin irritation.

Mrs. W. L. Barnes, Timmins, Ont., writes: "I want to tell you about the case of my little boy who had baby eczema when he was three months old. It started on the top of his head, on his forehead and around his ears. The doctors failed to do him any good, so I tried Dr. Chase's Ointment on his first visit to the British front. They will be the guests of Sir Douglas Haig, the British commander-in-chief, returning to the capital on Sunday.

**Dr. Chase's Ointment**  
60c a box, all dealers, or Edmanson, Bates & Co., Ltd., Toronto. Do not be talked into accepting a substitute. Imitations only disappoint.

KILLED WHILE HAYMAKING. FENELON FALLS, July 20.—While haymaking today Thomas Isaac, a farmer of Cameron Point Fenelon Township, was thrown off the machine on which he was riding and his neck was broken, causing instant death.