

SHIPS NEEDED TO CARRY MUNITIONS

New Tri-Weekly Service Inaugurated, Canada to France.

SHIPMENTS ARE HEAVY

Eighteen Vessels Besides Colliers To Be Placed in Commission.

[Special to The Advertiser.] OTTAWA, March 5.—The inauguration of a tri-weekly steamship service from Canada to France for the conveyance of war supplies for the British War Department is announced by the Canadian Government. The admiralty has undertaken to supply eighteen freight boats for this service until the end of the war. Immense quantities of supplies for the British and French armies are being obtained from Canada and the United States. Cargoes of food, clothing, transport vehicles, equipment and horses are being sent forward almost daily. This traffic has reached such a volume as to warrant the authorities to inaugurate a regular steamship service to handle the carriage of army supplies to France.

Shipments Have Been Large. The conveyance of war supplies from Canadian ports to Europe since the opening of the war has been very large. Shortly after the outbreak of hostilities the Canadian Government induced Sir Thomas Shaughnessy, president of the Canadian Pacific, to give his attention to it. After conference with the heads of other large transportation companies, Sir Thomas placed at the disposal of the Canadian and Imperial Governments the services of Mr. A. H. Harris, special traffic representative of the Canadian Pacific, and since Mr. Harris has acted as director of overseas transport from Canada.

Rates Almost Normal. It is stated that from August 20 to the close of navigation in the St. Lawrence, 120,000 tons of Imperial Army supplies were forwarded to British and French ports, and that during December and January 50,000 tons were shipped from St. John and Halifax. The tonnage was handled at rates very close to those prevailing in normal times. Near the close of January, Mr. Harris called the attention of the Canadian and Imperial Governments to the fact that tonnage was growing scarce and rates were advancing and suggested the establishment of a war transport service across the Atlantic, which is now announced.

Great credit is to the British and Canadian Governments has already been accomplished through this arrangement and the new plan is expected to continue to effect economies in transport.

SARNIA YOUNG MAN IN PITIFUL PLIGHT

[Special to The Advertiser.] SARNIA, March 5.—George Fischer, a well-known cleaner and dyer of this city, formerly of the Sarnia, is now in the local county jail as a result of mental trouble. It is understood that the young man will be placed in some institution where he can receive proper treatment for the ailment. Mr. Fischer has had considerable trouble during the past few months, and only a few months ago his second wife, who died from burns received on a gas stove.

Freckle-Face

Now is the Time to Get Rid of These Ugly Spots.

Do you know how easy it is to remove those ugly spots so that no one will call you freckle-face?

Simply get an ounce of ointment, double strength, from Calmarcos & Lawrence, and a few applications should show you how easy it is to rid yourself of freckles and get a beautiful complexion. The sun and winds of February and March have a strong tendency to bring out freckles, and as a result more ointment is sold in these months. Be sure to ask for the double-strength ointment, as this is sold under guarantee of money back if it fails to remove the freckles.

J. FERGUSON'S SONS
FUNERAL DIRECTORS
180 KING STREET,
PHONES 543, 373, 2066.
OPEN DAY AND NIGHT.

GRIFFITH & WILLSIE
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104 Dundas Street, London
Residence on premises. Phone 459.
Private ambulance service.
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491 RICHMOND STREET.
PHONE 3971.

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Phone 1955. Personal Attention

INDIAN SOLDIERS

They Have Their Own Food, and Live By Themselves.

WONDER TO THE FRENCH

Cosmopolitan Gathering Is British Expeditionary Force.

[Frederick Palmer, who is at the front in France for the Canadian Press.] British headquarters in France, via London, March 5.—3:30 p.m.—The picturesque of the Indian troops of the British Empire breaks the monotony of the grim, colorless business of modern war at the British front. The little mule carts of these soldiers move about among the powerful motor trucks from England.

It was first feared that the Indians might not stand shell fire well, but they became used to it, and now they are even contemptuous of it. Accustomed to a hot and dry climate, the chill and rainy weather and the mired mud of Northern France has been their worst enemy. When the sun shines a smile spreads over the whole Indian force. Thanks to many layers of warm clothing and careful attention, the sick report of the Indian troops is normal.

His Regiment by Themselves. All the food of these men has to be brought from India. Speaking no word of English, these dusky strangers have come from the other side of the world to fight in France for Great Britain. Billeted in barns with thick layers of straw, for their beds, they cook their food to its taste and according to its taste customs, they form a separate world of never-ceasing wonder to the French inhabitants. This morning there was seen 3,000 cavalrymen riding by on a muddy road with a background of flat and misty landscape with all the precision they would show at a royal review. Occasionally among the dusky faces under the turbans there were the white faces of the Indian officers who had trained these varied tribes and who have stood with them in the trenches in icy waters up to their waists.

Head Regiment at 72. Sir Pertab Singh, 72 years of age, rode at the head of his regiment. He said, "but I am too old," he said, "but I replied, if you will not let me fight in France I will go to Afghanistan and fight there. I don't mean to die in my bed, and I cannot fight much longer." So they let me come.

Although all the cavalry is fighting as infantry in the trenches, the Indian troops ride to serve in the cavalry and the horses are in condition. This is because there may be a chance for the Indian officers when the German break comes. Everybody on the line speaks of the Germans going back as if this was as certain as the coming of spring.

Canadians Doing Well. One of the British officers with whom the newspaper correspondents watched the newspaper correspondents made the remark: "The Canadians in their trenches are now doing well."

The driver of the motor car in which the correspondents were conveyed to the front revealed his Americanism by the use of New York slang. He had had sixteen taxicabs running in New York, and he came over, as the English say, "to do his bit."

One meets here, Englishmen, Irishmen and Scotchmen from every part of the world ready to serve in any mental capacity in order to help. "Now, you take this message to all my Irish friends in America for me," said an elderly Irish medical officer in charge of a hospital train. "Tell them I have been sleeping on that seat for six weeks, with the harp alongside me, and the Tullin Jack over my head. It was a fine time we had when they let me lead my train with wounded Irish where the shells were falling, but they do not permit that any more."

Shells No Worry. In the outskirts of a village where German shells fall in intervals, there was seen infantry detachments practicing at hand grenade attacks and in the defense of trenches. Nobody worried about the danger from German shells, while they rent the air with their own explosions of bombs thrown at close quarters. At another place the correspondents entered a building which seemed neither wholly hospital nor wholly Y. M. C. A. The reason for the location of this and many other places is not given, but it is clear that the men are comfortable. There are also clean cots where they turn in, and a reading room with games. Here no one is kept longer than fourteen days. If in that time they have not sufficiently recovered from the exhausting demands of the trenches to return to the front, they are sent back to the base.

"Doesn't some malinger," I asked "ever hesitate to face the horror of the trenches again?"

"Men Are Game. "Occasionally there is one," was the answer. "That's human nature. We are amazed at how few. When well enough the average man goes. He says he will play the game. You will soon know what he is going to do."

Before leaving the convalescent home the correspondents were given each an identification metal disc with his name on it. "It is best to have one," was the remark. "You are going into the trenches tomorrow."

BOY KILLS HIS FATHER FOR ATTACK ON MOTHER

BUFFALO, March 5.—John J. Hotli, a railroad brakeman, was shot and instantly killed by his 16-year-old son, Lea, today. According to the boy, his father was chasing his mother with a butcher knife in his hands. The boy brought a shotgun from an upstairs room and fired the fatal shot just as his father was about to stab his mother. The boy was arrested.

STORSTAD ARGUMENT ENDS.

MONTREAL, March 5.—The argument in the Empress of Ireland-Storstad case was brought to a conclusion this afternoon after having occupied the attention of the court for two weeks. Mr. Geoffrey K. C., counsel for the C. P. R., concluded his address in the course of which he dealt principally with the contradictory testimony as to the movements of the two vessels immediately prior to the collision. He submitted that Capt. Ken-dall's testimony was amply corroborated by that of the Storstad witnesses themselves, and particularly by the evidence made in the engine-room log of the defendant's vessel.

GOVERNMENT AGAIN PERSISTS IN SPENDING WITHOUT ACCOUNTING

Will Not Let Legislation Direct New Ontario Work—Opposition Criticises.

[Special to The Advertiser.] TORONTO, March 5.—Friday's usually listless session of the Legislature was enlivened this afternoon with a renewal of the Opposition's attacks on the method adopted by the Government of handling the fund for new Ontario development. The question arose out of consideration in committee of the bill to provide for the expenditure of \$100,000 for seed for the settlers.

Mr. Rowell pounced on the proposal and reviewed the manner in which the \$5,000,000 had been administered. He recalled that the Opposition objected that the money should be spent as directed by the Lieutenant-Governor in council, but that all items should be voted by the House and raised the more serious criticism that while the money had been voted for Northern Ontario development, only \$1,000,000 had been applied to that purpose and \$3,000,000 of securities had been sold under the loan and the proceeds used in other branches.

"Just shaking old bones," said Hon. I. B. Lucas, who declared that the subject had been worn threadbare. There was a cry authorized of \$5,000,000 for Northern Ontario, but all the money had to go through the consolidated revenue fund.

A. Carter Supports Rowell. Mr. S. Carter (South Wellington) strenuously supported Mr. Rowell. The money should be earmarked for the particular purpose for which it was voted. The old Government had spent money for political effect and he was not sure that the present Government was any better.

"How did you win in South Wellington?" he asked. "I will tell you some time," he replied. "That election was corrupt and abominable on the other side."

The Premier declared that the work in Northern Ontario was being done under a man appointed by the late Government—Mr. Rowell, he claimed, proclaimed love for New Ontario on the house top and tried to hamper the Government in every way.

Mr. Rowell offered an amendment that the House should control the unexpended portion of the fund, but this was rejected.

The Unemployed. Before adjournment, Mr. Rowell rapped out a series of remarks to deal with the unemployment situation. He asked for a return of all correspondence, petitions and documents relating to the matter, and expressed the view that had the Government appointed a commission, as he suggested a year ago, results would now be apparent.

"The Government have not lost any opportunity to co-operate with any movement that was calculated to meet the condition of things that was on or was expected to be on in this province as the outcome of the present war," said Mr. Hanna in reply. "The facts when laid down will show."

HYDE PARK Y. P. U. PROVING A SUCCESS

Interesting Papers Read and Musical Program Rendered at Meeting.

Hyde Park, March 5.—The Young People's Union held a very successful meeting in the Methodist Church on Thursday evening, and, despite the exceptionally cold weather, a large number of members and guests were present. Since organizing in January, the society has prospered, and interest is keen. It is unimpaired, and enables all to do their part in the work of the church and become well acquainted with each other.

The advantages of the union were clearly explained in papers read by Mrs. (Dor) Rose entitled "Working in the Dark." In it the reader proved that oftentimes it is the little acts in life that give the larger results, also that God has assigned to everyone work to do.

Mrs. D. A. Gray gave a splendid paper on "Friendship," after which Misses Deane, Anna, and Margaret sang a duet, Miss Ruby Ramsay acting as accompanist.

The next meeting will be held in the Presbyterian Church on Friday, March 11. The program will be St. Patrick.

Walter Springett, of Hyde Park, who has filled the position of public school teacher in Croton, Ont., for the past six months, was taken violently ill with appendicitis. He was rushed to Victoria Hospital, where he underwent an operation. Although in a critical condition, hope is held out for his recovery.

Cecil Kerchon, G. T. R. operator, has been relieving Aunt Samson, who was attending the funeral of his sister-in-law, Mrs. George Sampson.

SAYS WESTERN ROADS NEED NEW CAPITAL

[Canadian Press.] CHICAGO, March 5.—More high officials of western railroads were to be heard before Interstate Commerce Commissioner Daniels today in support of the claim of the western roads that higher freight rates are necessary on certain commodities.

Ben F. Bush, president of the Missouri Pacific, was ready to give his testimony, in which he held that many of the 41 western roads which are jointly petitioning for higher rates are not only unable to pay dividends, but are in need of new capital for betterment.

STANDARD BANK CHANGES LOCATION

[Special to The Advertiser.] THUNDERBOLT, March 5.—The Standard Bank business carried on here for a number of years by the late Thomas Parkinson has been transferred to W. C. Tudor, who will remove the business to rooms in connection with his store. Mr. Tudor was in the Forest on Tuesday making final arrangements with J. N. Gordon, manager of that branch.

Rev. C. Mills conducted his farewell service in St. Paul's Church last Sunday afternoon, and leaves this week for his new charge at Brandon, Man.

Mrs. (Rev.) P. K. Hughes and son Kingsley, of Milbank, are visiting her mother, Mrs. George Coulters.

MINING INSTITUTE OFFICERS.

TORONTO, March 5.—The Canadian Mining Institute elected the following officers this morning: President, G. S. Thomas, Toronto; Vice-presidents, Thomas Cantley, New Glasgow, N. S., and A. Cole, Cobalt; Council, Prof. Baker, Kingston; John Bell, Montreal; R. W. Brock, Vancouver; T. Denny, Quebec; T. A. Dunlop, Toronto; M. B. Gordon, Cobalt; S. S. McKenzie, Ottawa; D. T. McDougall, Sydney, N. S.; J. T. Shirling, Edmonton, and A. P. Young, Toronto.

PROBE ALLEGED DUM-DUMS.

WASHINGTON, March 5.—Investigation of alleged manufacture of dum-dum bullets in the United States for the use of the Allies has been undertaken by the state department, as the result of the submission of new evidence by the German embassy.

PIRATE SCHOONER AYSHA STILL IN INDIAN OCEAN

TOKIO, March 6.—10:45 a.m.—The Japanese steamer Luzon Maru, which sailed from Mito, reports that the schooner Aysha is still active in the Indian Ocean on November 10, some 40 members of the crew of the Enoden, under command of Lieut. Commander Von Mueck escaped. These men were members of a landing party which was on Cocos Island at the time of the battle. They commandeered the Aysha and sailed away. From that time their movements are in doubt. A Manila report stated that the crew of the Aysha had captured a collier on which they mounted two Maxim guns, presumably brought from the Enoden, and had been making raids on commerce. On December 13 the French ministry of marine announced that the auxiliary cruiser Empress of Japan had captured the collier with the men on board. A Berlin dispatch on February 6, however, said that the Aysha had reached Hodeidah, Arabia.

SENT TO ASSIZES ON BIGAMY CHARGE

[Special to The Advertiser.] ST. THOMAS, March 5.—Mrs. Mary Gilbert, the alleged bigamist, appeared before County Magistrate Hunt this morning and was sent up for trial at the sessions in June. The bill of \$1,000 was again renewed.

Without Doubt the Most Extraordinary Announcement in the History of the Automobile

CHANDLER SIX

For the New Season

\$1750

The Pioneer Light-Weight Six

NOW comes the only high grade six cylinder motor car for less than \$1,800. The Chandler! This identical car last summer broke sales records at \$2,150 and set the standards of the light six market. This same car, lacking some of its refinements and with a body design not nearly so beautiful, was a sensation two years ago at \$2,350.

It was the pioneer light six. It opened up the whole light six market. Men experienced in the industry said then, two years ago that such a car couldn't live at \$2,350.

And yet here it is today, the class and standard-maker of the market, with the price for this season fixed at \$1,750.

How can Chandler do it when similar cars still sell from two to five hundred dollars higher?

The Chandler Company has made money from the day that first of the light sixes took the road. The Chandler has pointed the way every step of the way.

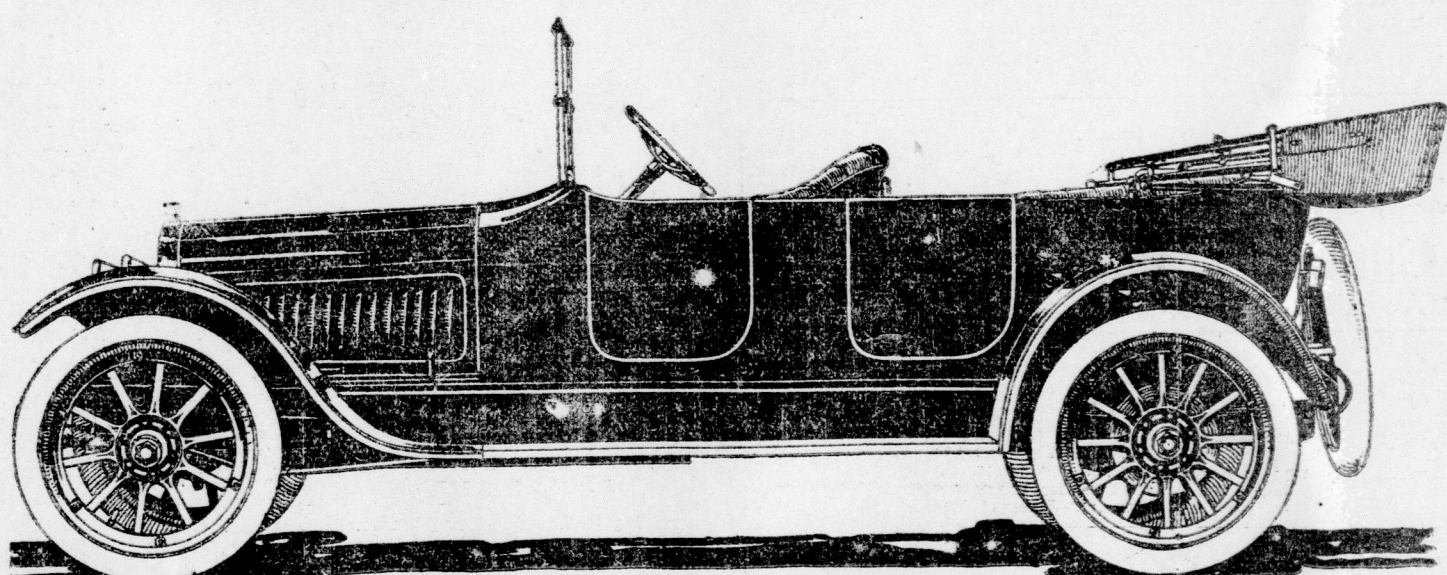
At this new price, the pioneer Chandler retains absolutely every feature of construction and quality that has made it the leader of all light sixes. You will find all these features on the Chandler, and not on any other six selling for less than \$2000.

Bosch magneto. Gray & Davis electric starting motor. Gray & Davis generator. Enclosed silent chains for driving motor shafts. Bosch spark plugs. Mayo genuine Mercedes type radiator. Cast aluminum motor base extending solidly from frame to frame, giving rigidity to engine mounting; providing pedestals cast integral for magneto, pump and generator; and obviating necessity for dirty, rattly sheet metal drip pan. Rayfield carburetor.

Worm-bevel rear axle. Imported annular ball-bearings throughout. Oiling system completely contained within the motor; no outside piping. Genuine hand-buffed leather (not machine buffed, split or imitation). Luxurious streamline body, with clean running boards. Golde patent one-man top with Jiffy curtains. Large gasoline tank carried in rear. Firestone demountable rims. Motor-driven horn, speedometer and all the usual incidental equipment.

And the Marvelous Chandler Motor Built in Our Own Factory

The Chandler weighs 2985 lbs. completely equipped. Averages 16 miles or more per gallon of gasoline, 700 miles per gallon of oil, 7000 miles per set of tires. Speed 3 to 55 miles per hour on high gear.



See the Chandler at Hendrick's Garage

We anticipate some skepticism, but the Chandler routed skepticism last year, and the year before that, and will rout any skepticism there may be this year. We expect every man who thinks of paying more than a thousand dollars for an automobile to look the Chandler over carefully. The car itself will make any argument on our part unnecessary. It won't cost you a cent to convince yourself that not a thing has been cut off the Chandler, not a thing in it cheapened, not a detail of its workmanship slighted.

Five and Seven Passenger Touring Bodies \$1750

HENDRICK GARAGE, Dundas and Colborne Sts.

Distributors for the Counties of Middlesex, Elgin, Lambton, Bruce, Oxford, Perth, Huron, Kent, Waterloo, Norfolk.

LIVE AGENTS INVESTIGATE THE GREATEST SELLING PROPOSITION IN CANADA THIS YEAR.

CHANDLER MOTOR CAR COMPANY, Manufacturers, CLEVELAND, U. S. A.