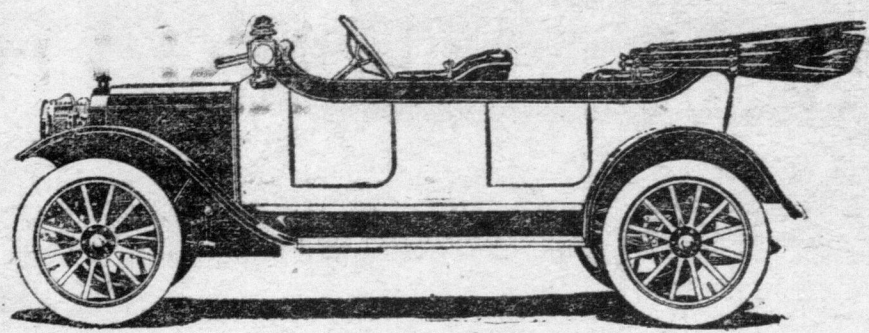


The Latest Creation of R. C. HUPP



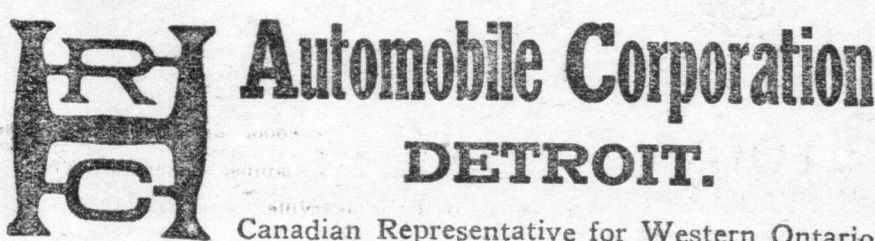
R. C. H. "25" 5-Passenger, 110 Wheel Base Touring Car, Full Equipment, \$1,050; Special Equipment, \$1,175, F. O. B. Windsor.

R. C. H. "25" Roadster, Full Equipment, \$850, Special Equipment, \$975 F. O. B. Windsor.

Full equipment includes, top, side curtains, windshield, two gas lamps, three oil lamps, generator, horn, tools, and tire repair kit. Long stroke motor, three speeds, sliding gear transmission, inclosed valves, Bosch magneto.

Special equipment includes Self-starter, Prest-O-Lite Tank, Demountable Rims and one extra rim, 32x3½-inch Quick Detachable Tires, Splittorf Dual Ignition.

THINK THE PRICE OVER. Isn't it by far the biggest value ever offered in the industry? In design, in construction and in price it is the greatest creation of R. C. Hupp, Detroit.



DETROIT.

Canadian Representative for Western Ontario

THOMAS AGAR,

125 BATHURST STREET, LONDON, CAN.
Phone 2158.

WRITE FOR CATALOGUE, PRICES AND TERRITORY.

An exhibit of R. C. H. and Nyberg Cars will be made by Thos. Agar, Local Representative, at the Automobile Show, Feb. 7 to 10, in the Armories. Intending purchasers be sure and see the exhibit.

SCATHING CRITICISM OF WHITNEY'S WAYS

Northern Ontario Is Becoming Restless Under Unfair Treatment of Government.

Toronto, Feb. 3.—"Unless the revenue system is changed, which now takes four million dollars a year out of the north country and spends only five hundred thousand there, there may be two provinces, made of Ontario some of these days; one down here south, paying your own taxes for the first time, and one up north, enjoying the fruits of its own wealth and industry. There is intense thinking being done, but it does not do to talk out like that."

This was one of the pungent utterances of Mr. A. W. Roebuck, of New Liskeard, last night before the MacKenzie Liberal Club at Prospect Park clubhouse. In an hour of rapid retort he packed a vast amount of information about Northern Ontario, and scathingly criticized the Whitney administration in several particulars. Among his trenchant sentences on these points were the following:

"If these facts were known to the people of Ontario, it wouldn't be long till the T. and N. O. railway commission was paying its taxes just like any other business concern, and so it should."

"The blind pig system—possibly the most disgraceful method of revenue-raising devised outside of Russia or China."

"You can get along up there in spite of this Government; but these difficulties and dangers are absolutely unnecessary, and it is not business, it is not Christian or human, to send men in there to hew out farms under those conditions. We should bring such pressure to bear upon the Ontario Government that it will remedy these matters."

would before many months bring forward such a measure, particularly one to abolish the bar.

Mr. E. Fielding presided, and there was quite a discussion following the reading of the two chief speakers, in which Messrs. D. H. Walkershaw, of Haldimand, G. W. Weaver, of New Liskeard, and half a dozen club members took part.

SENATOR GRADY DEAD

Was Noted Orator and for Many Years a Leader of Tammany Hall.

[Canadian Press.]
New York, Feb. 3.—State Senator Thomas F. Grady, of New York, and familiarly called "the silver-tongued orator of Tammany Hall," died at his home here this morning. The senator, for many years a minority leader in the state senate, had been ill for several weeks, and recently underwent an operation.

SINGLE TAX IN WEST

New System Will Be Tried in Alberta Villages.

Edmonton, Feb. 3.—A bill will be introduced in the Alberta Legislature by Government members providing for single taxation in villages in the province. If it proves successful the entire taxation of the province will be on the single tax basis. This will be unique in the history of taxation, for no other province or state has yet attempted it.

RECEIVED SAD NEWS

Telegram From Detroit Tells Zurich Resident of Son's Death.

[Special to The Advertiser.]
Zurich, Feb. 1.—Mr. William Bassan has received a telegram from Detroit stating that his son, Frank, died very unexpectedly there following an operation.

Mr. Abel Shiller, who recently sold his dwelling to Mr. Julius Bloch, has moved to Waterloo.

Miss Ethel Hartleah, who went through an operation in St. Joseph's Hospital, London, is doing nicely.

Mr. J. Frummer, from Cavelier, N. D., is visiting relatives.

A shrewd wheat banquet held in the town hall under the auspices of the Ladies' Aid of the Evangelical Church was well attended. Following the supper a fine programme was given. Rev. G. F. Brown, pastor of the church, presided.

The funeral of John Newslinger, held to the Lutheran cemetery, was very largely attended.

MINISTER'S ABSENCE AROUSSES FARMERS

Hon. James Duff Has Not Put In an Appearance at Tilbury Fair.

SAYS HE IS VERY BUSY

Keen Criticism All Through County of Kent Over the Attitude of the Minister of Agriculture.

[Special to The Advertiser.]

Tilbury, Feb. 2.—The absence of Hon. James Duff from the big corn fair here, particularly after what has been said, is causing general comment of the most unfavorable nature here. The farmers all through the district feel that they have been distinctly snubbed by the minister of agriculture and they do not like it.

Some time ago Mr. Gosnell, of Chatham, the county clerk, wrote to Hon. Mr. Duff, arranging for an interview, when the minister of agriculture would be in Tilbury for the corn show. It appears that Mr. Duff expressed his willingness to meet the county council, but as one of the county councillors put it, "We were here and he wasn't." "It looks as though he tried to avoid us," said Mr. Byron Robison, of Wheatley, one of the councillors. "We had also invited his deputy, but not even he turned up. A number of these men came from a distance and they are not pleased that their time and money should be spent at naught. President Williams, of the Corn Growers' Association, stated today that it was the intention of the executive to endeavor to convert Mr. Duff regarding their work."

MINISTER'S VIEW.

Toronto, Feb. 3.—Hon. James Duff does not take kindly to the criticism that has been heaped upon him in regard to the Tilbury episode.

"I have only this to say," he stated yesterday, "that I never promised to attend, and that I have many things to do. I have no indifference to the corn growers and their work. The facts are these: Some time ago I was asked if I would be present, and I intimated that I would do my best to do so if I found it at all possible. As the date approached and I found that it was near the opening of the session and there was a great deal of business to be done, I intimated that I would probably be unable to attend, as I could not spare the two days that would have been required. I have no doubt that I had arranged with Dr. G. C. Creelman attended and delivered an address in my behalf, but I notice this is not even referred to in the press."

As to the talk of indifference either on the part of myself or of this department, it is simply ridiculous in the light of the facts. In the first place the association was organized, largely through the efforts of the district representative of this department, and its continued success has been due in no small measure to the continued work of the district representative of this department. Furthermore, they were at the outset given a grant of \$250 towards their fund. This was afterwards doubled, and they have for the past few years been receiving \$500, which makes up over one-third of the prize money of their exhibition. In addition I may say that at every show several of the officials of this department have been present, and I do not think there has been a single show at which either myself, the deputy minister or the president of the college has not been present. With demands from all parts of the Province, it can easily be understood that we cannot all attend every gathering."

REPEAL NAVAL LAW SAYS HENRI BOURASSA

Le Devoir Comments On Beresford's Book Attacking the Imperial Navy.

Montreal, Feb. 2.—Henri Bourassa, in Le Devoir today, makes some rather strong statements in regard to the publication of excerpts from Charles Beresford's book "The Navy."

"The publication of Lord Beresford's book gives much for reflection. Has Canada reached the apogee of its power in regard to command of the seas? Mr. McKenna, whom Beresford practically chased out of office, was the man who gave us the Laurier navy."

The only ones who have any right to demand an inquiry into the Beresford charges are electors of the United Kingdom, our 'brothers' and our 'equals' theoretically, but our 'masters' in fact.

"What we can do is to tell the British authorities that we are not prepared to enter into any blind agreement with any organization which is absolutely useless."

"Why, seeing that three of the naval question, just as much as on reciprocity, should not the naval law be repealed? Then the new Government could propose any measure it saw fit for the defence of the country."

**MANY APPOINTMENTS
IN WESTERN ONTARIO**

Ontario Gazette Announces Various Positions Filled by Orders From the Government.

[Special to The Advertiser.]
Toronto, Feb. 3.—The following appointments are announced in the Ontario Gazette today:

To be a notary public—Walter George Bartlett, Windsor.

Balliff of tenth division court, County of Huron—Robert Welsh, Clinton, to succeed David Dickinson, resigned.

Registrar of deeds, north riding of Wellington—James Tucker, Peel Township, to succeed J. A. Anderson, deceased.

Associate coroner, County of Essex—Dr. Paul Polsson, Township of Sandwich.

MINARD'S LINIMENT CURES COLDS, ETC.

THE LIBERALS CARRY SCOTCH BY-ELECTION

Hogge Elected at East Edinburgh To Succeed Late Sir James Gibson.

Edinburgh, Feb. 2.—Polling took place yesterday in East Edinburgh. The by-election was caused by the death of Sir James Gibson.

The result was declared today as follows: J. M. Hogge (Liberal), 5,064; Gordon Jameson (Unionist), 4,130. Majority for Liberal, 934.

The votes recorded at the previous election were: Sir James Gibson (Liberal), 6,436; R. M. Cameron (Unionist), 3,782. Majority for Liberal, 2,654.

THE CHINESE TONGS RENEW BLOODY FEUD

War Between Secret Societies Breaks Out In U. S. Pacific Coast Cities.

[Canadian Press.]

San Francisco, Feb. 3.—Pacific coast cities from San Diego, Cal., to Vancouver, B. C., found themselves today confronted with a Chinese tong war. With three men already bullet-riddled, and an armistice flagrantly violated, the Chinese and leaders of the great Chinese family society made ready to defend themselves and avenge their friends. While tong wars are strictly Chinese affairs they interrupt all business and disturb the peace of the cities.

Two distinct feuds must be wiped out before the clans in Portland, Ore., and other points may lay down their strictly modern armaments, which have replaced the hatchet of former days, and turn over to occidentals the taxicabs in which they pursue and escape.

At San Jose, Lee Koo, a member of the Hip Sing Tong, is dead and Wah Get, a Hop Sing Tong man, is under arrest. This feud, starting in the beating of a Hop Sing man who was collecting a gambling fund, has swept over the efforts at pacification of the Six Companies, the supervising body of all tongs. In San Francisco, when Lee Koo's death becomes known, allies of the Hip Sing shot two Hop Sing men, Lip Song and Wong Wuk Song. This news, reaching Portland, led to a rush for quantities of arms purchased today. In Portland also the situation is accentuated by the Hop Sing and the Bow Lung Tong, over the recent murder of Seld Bing, who was a Bow Lung man. Finally the Hop Sing Tong is lined up with the Hip Sing to fight the Hop Sing, although it is not generally known just where the Suri Sing come into the fray.

SAYS BESSEMER SUNK NEAR PORT BRUCE

J. A. Stephenson, of Conneaut, Sends Letter Regarding Lost Car Ferry.

[Special to The Advertiser.]

St. Thomas, Feb. 3.—J. A. Stephenson, of Conneaut, Ohio, has written the following letter to a local paper in regard to the big Marquette and Bessemer car ferry, which was lost in December, 1909:

"The Bessemer lies five-eighths of a mile east of Port Bruce pier and one and three-quarters miles south, or by the compass the course is five points east of south and two miles from a given point. The lost car ferry lies in fifty-four feet of water, with twelve feet of water over her. She was fifty-four feet wide and 360 feet long. She was about 34 feet from keel to deck. As I can't get the required assistance after paying for it I have decided to give up information to the world. There is a reward of \$1,500 offered for information as to her exact locality and \$3,500 when she is raised. The underwriters' address is R. Parry, 1000 Broadway, New York City, Building, Cleveland, Ohio. I shall reserve to myself for the present how I came by the knowledge above given."

PRINCESS TO UNVEIL

Sixteen and Make First Public Appearance.

[Canadian Press.]

New York, Feb. 3.—A London cable says:

Princess Mary, the only daughter of King George and Queen Mary, will be sixteen on April 25, and it is rumored that she will soon make her first public appearance when the statue of Peter Pan, by Sir George Frampton, will be unveiled.

The statue represents James M. Barrie's fairy hero, and is to be erected in Kensington Gardens, where the original Peter Pan, of Barrie's book, had his haunts and wonderful adventures.

Princess Mary will unveil the statue and the function is to be entirely a children's affair, with hundreds of London's poorer children as guests of honor.

This appearance of the Princess Mary will be a special one in honor of the children, and she will not make her formal debut until she is eighteen years old. In public the young princess, like her brothers, is wonderfully self-possessed and never fidgets or looks nervous, no matter how much attention is directed toward her or how long she is under the battery of curious eyes.

In private she likes nothing better than to romp with her father, who dotes upon his only daughter.

KILLED BY CAR

William Flynn, of Kincardine, Victim of Grand Trunk Accident.

[Special to The Advertiser.]

Kincardine, Feb. 2.—William Flynn, a local Grand Trunk truckman, died at his home here last night from injuries he received by being struck with a car as it was being shunted. Flynn leaves a wife and two children.

Unless You Buy the New Self-Starting Hudson "33" You do Not Get the Latest

Three years ago the magneto was sold as extra equipment on most cars. Today it is regularly furnished with all first-class automobiles. It is now considered as essential as the carburetor.

Next year, or as soon thereafter as the change can be made, all automobiles will have self-starters. It will be just as difficult two years hence to sell a second-hand car not equipped with Self-Starters and Demountable Rims as it now is to dispose of a car not equipped with a good magneto.

What other makers cannot furnish before next year you get now in the New HUDSON "33."

Don't overlook this feature in buying a motor car. You may want to sell it in two or three years. The feature that all will want then you can get now if you choose the New HUDSON "33."

And Don't Buy a Make-Shift

The New HUDSON "33" is a brand-new car—the creation of the foremost engineer in the industry. Howard E. Coffin is its builder. He worked from the ground up. His were all original designs. He was not compelled to utilize old stock. We had nothing that had to be used up.

The bodies were designed for the "33." Every unit is as it was originally planned. Therefore the HUDSON "33" is all new. It is not an old model at a new price—not an old design with a new name. And best of all, Howard E. Coffin designed it. That in itself establishes its worth. The ablest engineers and the leading specialists in the business gave their aid to him in its building, for they are his assistants.

The automobile world is always on the alert to know what new short-cut to simplicity Howard E. Coffin makes. He is the great constructive builder—the man who, more than any other, has brought about the present high standard of motor cars.

For years he has led. He establishes the trend of engineering practice as certainly as Paris makes the styles and as Edison drives the new mile posts of electrical advancement.

That's the type of car you get in the HUDSON "33" with its almost 1,000 fewer parts than are used on the average car—with its dust-proof features, the

entirely inclosed motor and its practically noiseless operation—to say nothing of the car's great beauty—the high degree of refinement, soft cushions, easy riding qualities and all the new features not known on any car at its price one year ago. By examining the New HUDSON "33" you get an idea of what types of cars will prevail next year and the year after.

The Ideal Is Possible Now

There is no need to wait to buy the ideal car. Under any other name than the HUDSON "33" you cannot get these features earlier than two years.

Many good cars are offered now. Many are the result of the most painstaking, skilled workmanship—but they are not so modern. The usual difficulties experienced in automobiles of three and four years ago have in a measure been corrected by good workmanship—but the cumbersome design still prevails.

In the HUDSON "33" is combined the skill, experience and ingenuity of Howard E. Coffin, and his corps of the ablest engineers to be had.

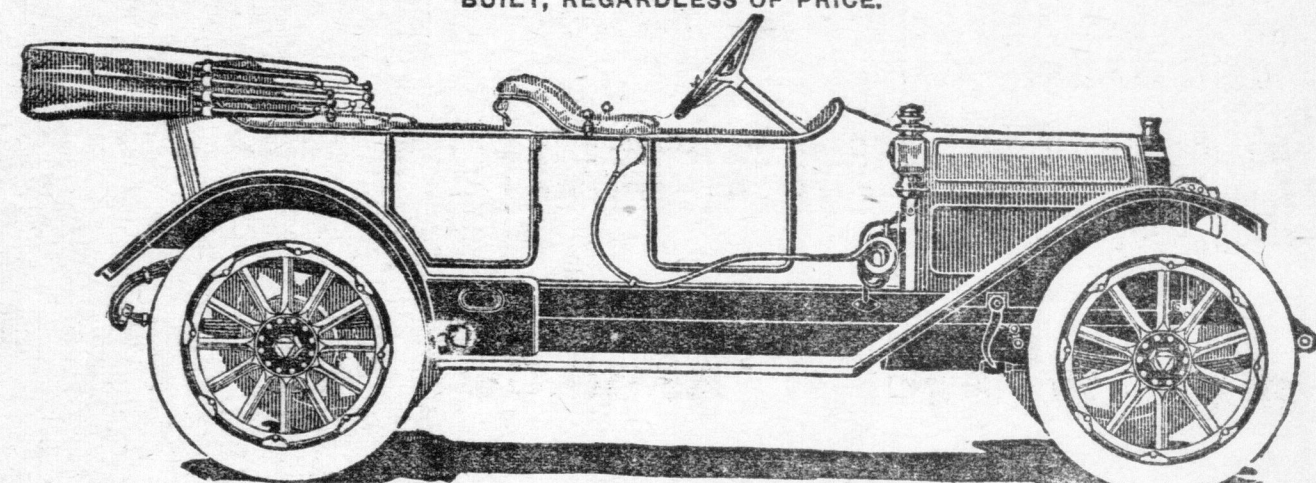
**Read Automobile Advertisements
In City Newspapers**

The classified advertisements in the Sunday newspapers will give you a true insight into the value at which second-hand cars are held. There are thousands of HUDSONS in use. Yet they are not offered for sale at the low prices at which many other cars are advertised.

The HUDSON "33" is distinctly advanced. It is as modern three years after its delivery to the user as is the then current models of other cars. It has always been thus.

Isn't it worth while to insure yourself against taking a big price sacrifice by buying a HUDSON "33"? Do you think any other automobile is quite so certain to have a market value when you are ready to sell it in order to get the then latest HUDSON?

THIS BIG, HANDSOME, NOISELESS, SELF-STARTING, FULLY EQUIPPED AUTOMOBILE IS HOWARD E. COFFIN'S LATEST CAR—THE SIMPLEST AND MOST ADVANCED AUTOMOBILE BUILT, REGARDLESS OF PRICE.



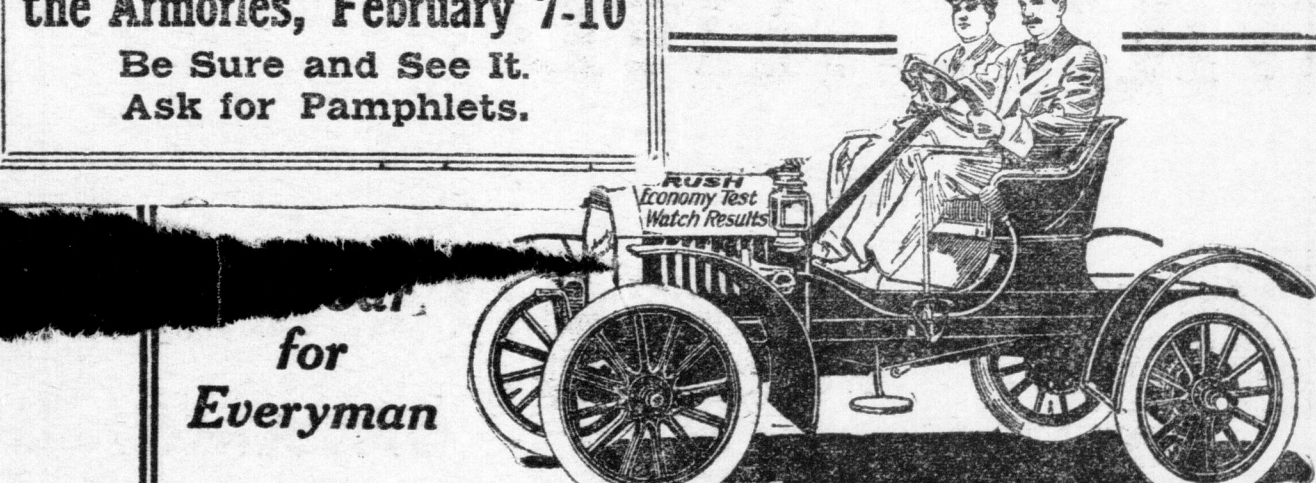
NEW SELF-STARTING HUDSON "33" TORPEDO—COMPLETE, \$2,150.
A smart car, short coupled, with long, low, rakish lines and high-back comfortable seats. It is equipped with magneto and storage battery, genuine mohair top, glass windshield, 34 x 4-inch tires on Demountable Rims, extra rim and tire iron. Inside control, full lamp equipment with Prest-O-Lite tank, big beautiful lamps enameled black. Robe and foot rails, cocoa floor mat. Tool box on running board. Tools, license number holders, etc.

C. E. BERNARD - Distributor
SALESROOM 247 DUNDAS STREET, LONDON

**The Liberty-Brush
Complete for \$550.00**

**Will Be Exhibited at the
London Automobile Show in
the Armories, February 7-10**

**Be Sure and See It.
Ask for Pamphlets.**



for Everyman

This is Cheaper Transportation than Horse, Trolley or Train

These are not reckless statements, but cold facts: One Brush car actually covered 100 miles at a cost of 39 cents in an economy contest on July 4. 108 other cars competed and the average cost was only 65¢ per cent for the distance.

These cars ran in 109 different cities—so they covered all sorts of roads under all sorts of conditions. 98 cars ran the distance for less than one dollar—less than one cent a mile.

One car ran 48.4 miles on a gallon of gasoline. Two others did more than 40 miles—a dozen made over 30 miles.

One ran 100 miles on a gill of oil—or 3200 miles on a gallon.

The poorest record was phenomenally good—100 miles for \$1.30.

These are facts—this is their significance: No known means of transportation is so economical—it's cheaper than a horse, trolley or train.

It's swifter than a horse, more reliable than a trolley, more flexible than a train—you're not compelled to go only where steel rails lead.

Thousands are using it effectively in their business, not only for its economy of time and money, but because it makes more work possible, enables one to earn more money.

Write for data how others are using the Brush for pleasure and business.

Come see the car—ride in it—learn what it can do. You'll wonder how such a little automobile can be built for \$550. This price includes full equipment, and is f.o.b., London.

For Sale DUFFIN ARRAND & CO.

By 90 King Street, London

141-A

DIED AT WOODSTOCK

John B. McKay Resided in Oxford for Half a Century.

[Special to The Advertiser.]

Woodstock, Feb. 2.—John B. McKay, aged 70, and for half a century a prominent resident of Oxford county, died at his home here today. He was

at one time proprietor of the Royal Hotel and he also conducted the old Carsten House many years ago. Up until some time ago he was a contractor for road work in the employ of the county.

GIVEN PURSE OF GOLD.
Brantford, Feb. 2.—Rev. H. F. D. Woodcock, who goes to Oakville Angli-

can Church, was presented with a purse of \$162 last night, and an address. R. S. Leblitt made the presentation.

How to cure a cold is a question in which many are interested just now. Chamberlain's Cough Remedy has won its great reputation and immense sale by its remarkable cure of colds. It can always be depended upon. For sale by all dealers.