

ABDICATION OF CZAR IS PROBABLY ONE OF MOST SIGNIFICANT EVENTS

Was Serious Trouble in 1905, But It Was Suppressed by Armed Force—Sketch of Nicholas's Life

The abdication of Czar Nicholas is an event, perhaps the most significant of modern times. Long before the war began a revolution in the land of the Muscovites was not unexpected. It was predicted nine years ago that in the event of his death a revolution was bound to come.

Trouble in 1905.

The winter of 1905, before the close of the war with Japan, saw the smoldering dissatisfaction break out in Petrograd. Thousands of peasants marched to the imperial palace that the czar might see for himself their misery. The soldiers shot them down—men, women and children alike—ran them through with bayonets, and left scores dead.

Born in 1868.

Nicholas II. was born May 8, 1868, at Petrograd, the eldest son of Emperor Alexander III.

In his education the dead languages were omitted, but he was made proficient in Russian, English, French and German. At thirteen years of age he was appointed a subordinate officer in the Cossack army and was rapidly advanced through the various grades.

Attempt on Life.

In 1890-91 he made a tour in great state through India, China and Japan. In the latter country a fanatic made an attempt upon his life. He was saved by his giant cousin, the late King George of Greece, who was a member of his party.

On that eastern trip he familiarized himself with the condition of eastern Russia, Siberia and Manchuria.

As a youth he was regarded as a mild-mannered fellow. He surprised the empire, when he succeeded to the throne on the death of Alexander III. in 1894, by his energy in propagating the old system.

Married Princess Alix.

He was married the year of his accession to Princess Alix, daughter of the Grand Duke of Hesse, who afterward assumed the name of Alexandra Feodorovna. Then the empire awaited the birth of an heir to the throne. They had four daughters, Olga, born in 1885, Tatjana, 1897, Marie, 1899,

Anastasia, 1901. Nicholas was in despair of having a male heir to his crown, but in 1904 a boy was born and the Romanoffs were happy.

The czar is devotedly attached to his wife and children and spends practically all the time not required for official duties in their company.

Became Czar in 1894.

On his accession, Nov. 1, 1894, Nicholas conceived the policy of developing the empire along commercial lines, and sought an outlet to the Pacific. Port Arthur and Dalny were acquired, and all the time relations with Japan were becoming strained. The desire of the Czar to push the Siberian railway down through Manchuria brought matters to a head and the war followed, with such disastrous results to Russia.

The Hague.

The Czar, the prime mover in the first peace conference at the Hague in 1898, was a strong advocate of peace when there was nothing to be gained by war.

He owns 100 palaces and estates but uses only four of them. He has a salary of \$5,000,000 a year and a private income of \$10,000,000 more and carried 30,000 servants on his payroll.

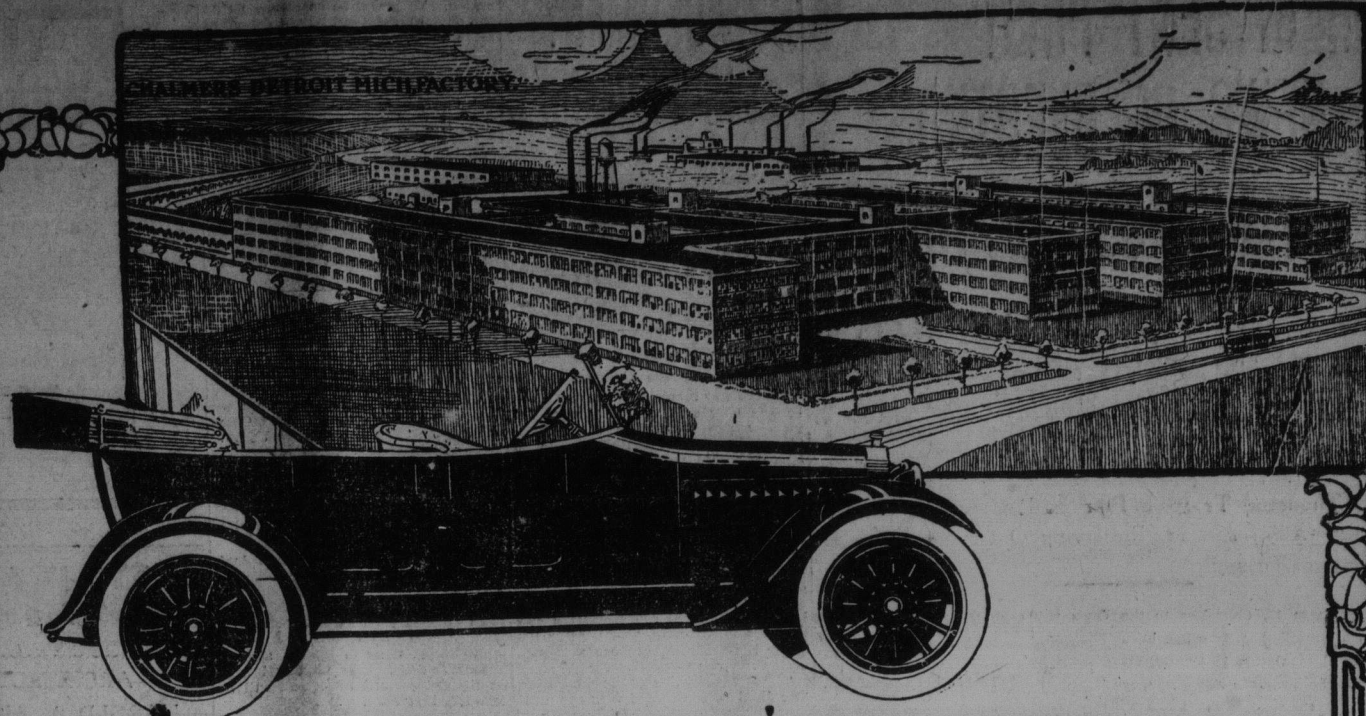
Rebellions By Progressives.

While the Russian army was being beaten in Manchuria, the Progressives at home took hope and rebelled. The Czar was ruthless in suppressing these rebellions. One adviser at this time, Trepoff, gave Nicholas this assurance in January, 1905: "I vouch for it with my life, your Imperial Majesty, that so long as I hold command over the police and military of the capital no revolutionary uprising will prove successful."

The Duma.

But out of all this unorganized revolt, this much was accomplished: the Czar was forced to call a duma, composed of representatives chosen by the people, to have some part in making the laws which governed them.

The poorer classes in Russia—and the poorer class is by far the more numerous—have believed for many years that the "Little Father" was not informed on the real condition of his subjects.



The Car was built—a CHALMERS

Across the vision of a man came a car.

He built the car—and with it built a world-famed institution.

The field of motordom choked with weeds. Luxury rode behind a Mogul engine in an upholstered truck. Men were tired of motor extravagance. But, the supreme comfort of motoring came not with economy.

Chalmers success—marvel of a decade—came from low-cost production of the car ideal.

Chalmers saw the sensible car—the sort of car a business man would drive. A car that would appeal to keen minds as a sound buy.

The Chalmers Institution, founded on ideals, took up the task, to bring to men of moderate means, comforts that until then only a Croesus could buy—luxury, beauty, fine furnishings and finish, light weight, speed performance.

Chalmers built the ideal car.

Not—mark you this—a car ideal for the price. Price never creates the ideal. Chalmers has said "Any fool can cut prices, but it takes brains to make a better article."

No, the Chalmers Institution made the car to the Chalmers ideal. Your Business Man's car must be a fine car. Luxurious comfort, his family expects. Appearance he must have, he's grown an aesthetic. Power, for speed and heavy going. Life, in crowded traffic. Pep, on the hills.

Security and reliability above all.

Chalmers made a car for every day business: not a toy nor a truck

—but a road-active pleasure car—A MOTOR CAR.

The car was built, a Chalmers. Chalmers efficiency held down costs. Chalmers markets supplied an output enormous. The Chalmers Institution produced the ideal at the cost of mediocrity—\$1625.

CHALMERS BRIDGES THE BOUNDARY.

The Canadian Chalmers is made to the Chalmers ideal—in Canada.

Chalmers has created a Factory in Canada. The young giant parallels the old. It is one with the parent Chalmers Institution; one in purpose—one in ideals of making and marketing cars. Men high up in motordom have linked their fortunes with Canadian Chalmers.

In every city the big motor car distributors are Chalmers men. Local success joins with Chalmers success. Men who achieved by serving, well, are eager to sell the ideal car—the Chalmers.

Chalmers is a symbol of success that attracts successful men.

Your business man drives his Chalmers. He chose it because it was the ideal car, the sensible car for him.

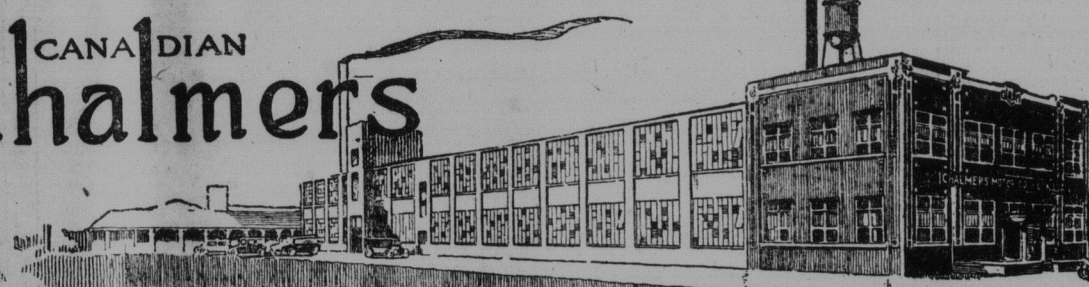
He calls it by name, "his Chalmers."

In Canada, throughout the world, the name rings clear.

Chalmers is a car, a man, an institution.

Chalmers 6-50 5-passenger	- - \$1825.
" 6-50 roadster	- - 1625.
" 6-50 7-passenger	- - 1775.
" Cabriolet	- - 1945.
" Sedan	- - 2355.
" Limousine	- - 3555.
" Town Car	- - 3555.

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BOSTON FEARS FOOD SHORTAGE

Boston, Mar. 15.—A shortage of food supplies in this city to an extent which would amount to a disaster: would result from a railroad strike row, according to prominent produce dealers here. One of the most serious features would be a shortage of grain, of which there is only enough on hand for 10 days, according to chamber of commerce officials.

One wholesale provision dealer estimated that the supply of meat of all kinds in the hands of the trade in New England would not last for 60 days and that fresh meat in stock here would last less than 30 days. The stock of canned goods, he said, was the smallest in ten years. To complicate the situation a strike of fisher men at this port and at Gloucester has cut down the fresh fish supply.

It is estimated that there is a six weeks' supply of butter on hand, but that eggs would become so scarce prices would become prohibitive.

N. B. Potatoes Pass.

While this city is confronted with a shortage of potatoes, carloads of tubers are being shipped through this port to Cuba where they bring even higher prices than they do here. About 35 carloads will be shipped on the United Fruit Co.'s steamer San Jose which sailed today. Lemuel S. McLeod, a member of an exporting firm,

STEAMER SAGAMORE SUBMERGED

Boston, March 15.—Agents of the Warren Line announced today that they had received indirect word that the British steamer Sagamore, which sailed from Boston on February 21 for Liverpool had been sunk by a submarine. The Sagamore was in command of Captain P. Cummings and had a crew of fifty. There were no Americans aboard. She carried a general cargo and was armed astern with a 4.7 inch gun. Vessel and cargo were valued at \$1,500,000.

While declining to give the source of their information, Warren Line officials said they were satisfied that the vessel had been sunk.

The Sagamore, which registered 3,067 tons, had accommodations for twenty-five passengers, but had been engaged exclusively as a freighter since the early days of the war. She was built at Belfast in 1892.

It was said today that not only do the Cubans pay higher prices for potatoes here, but they pay in addition a freight rate of 55 cents a bushel from this city. Most of the tubers come from New Brunswick and Maine.

Bringing Up Father

