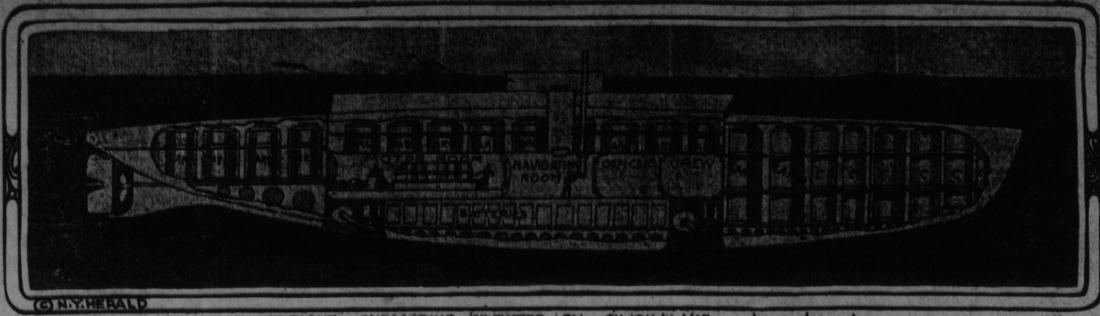


EARLY VISIONS A REALITY, SIMON LAKE INVENTS FREIGHT CARRYING SUBMARINE



ADDING TO STATEMENTS WHICH HE MADE BEFORE THE BEGINNING OF THE PRESENT EUROPEAN CONFLICT, SIMON LAKE, PRESIDENT OF THE LAKE TORPEDO BOAT COMPANY, TO-DAY INSISTS THAT THE CARGO-CARRYING SUBMARINE WILL BE OF VITAL NECESSITY BEFORE THE END OF THE WAR. MR. LAKE HAS LONG SINCE INSISTED THAT THIS TYPE OF UNDER WATER CRAFT IS THE ONLY ONE WHICH, WITH SAFETY, WILL BE ABLE TO CARRY SUPPLIES DURING A PERIOD OF WAR BECAUSE OF THE RAPID DEVELOPMENT OF THE SUBMARINE FOR WAR



PURPOSES. WITH THIS IDEA IN MIND, MR. LAKE HAS INVENTED A FREIGHT, AND THEREBY REALIZED HIS VISION OF SEVERAL YEARS AGO. THE NEW SUBMERSIBLE DOES NOT DIFFER RADICALLY FROM THE PRESENT TYPE OF SUBMARINE, ALTHOUGH IT IS SOMEWHAT GREATER

IN DEPTH. IN SPEAKING OF HIS NEW UNDER WATER CRAFT MR. LAKE DECLARED THAT IT IS A PROBABILITY, IF THE WAR CONTINUES, THAT MINE LANES WILL BE LAID DOWN CERTAIN POINTS ON THE COASTS OF BLOCKADED COUNTRIES, TO THE SEA, TO SERVE AS ENTRY GUIDES AND PROTECTORS TO SUBMARINE CARRYING SUPPLIES. ONLY THE SUBMARINE COMMANDERS AND NAVAL OFFICIALS WILL KNOW OF THE APPROACH OF THE SUBMARINES, AND THE SAFE GUIDANCE INTO THE SECRET LAKE OF THE UNDER SURFACE MINES WILL BE DIRECTED BY SIGNALS FROM AEROPLANES.

RETIRING ALLOWANCE FOR ARTHUR W. SHARPE

Council Adopts Legislation to Give Late Chairman of Assessors \$800 Per Year. At the meeting of the common council, held at noon yesterday, it was decided to procure legislation empowering them to grant a retiring allowance of \$800 to A. W. Sharpe, late chairman of the Board of Assessors. It was also decided to purchase a machine for printing plans which could be used for other city work as well. Commissioner Potts reported that he had received a letter from H. C. Groulx, superintendent of the C. P. R., stating that they could not dispossess their tenants in the building at the corner of Mill and Main streets until the first of May. The Mayor and Com. Potts were appointed a committee to try and arrange to get the tenants to move sooner as they wanted to get the street widened. The north end survey plans were then taken up. It was decided that Acadia street, south of High, should remain Acadia, instead of Acadia street extension, and the portion of the street from Main to High should be named Shannon Place. Commissioner Russell reported having an interview with J. A. Barry in

Was Helpless for Ten Long Months

Then Dodd's Kidney Pills Cured Walter J. Roberts. Newfoundland Man Tells How He Turned to Dodd's Kidney Pills When Everything Else Failed. Lewisport, Twillingate Dist., Nfld., Feb. 18.—(Special).—People all over this district are talking of the wonderful cure of Walter J. Roberts. For ten months he was so crippled and helpless he could not even feed himself. He found a complete cure in Dodd's Kidney Pills. "My trouble started from a cold after measles," Mr. Roberts says in telling the story of his cure. "For nineteen months I was confined to the house and for ten months I could not take one step. "I tried many doctors and medicines, but got no relief from them. The trouble was in my legs and arms and was almost unbearable. I could not feed myself for those ten months. "As a last chance I tried Dodd's Kidney Pills, taking twenty-eight boxes in all and am glad to say they made a firm cure of me." "The moral of this is that if Dodd's Kidney Pills are good as a last chance they are far better as a first chance. If Mr. Roberts had taken Dodd's Kidney Pills at the first symptoms of kidney trouble he would have avoided ten months of suffering.

VICTORIAN ORDER HAD VERY SUCCESSFUL YEAR

At the 16th annual meeting of the Victorian Order of Nurses held in Trinity school room on Thursday reports were presented and officers for the ensuing year elected. Hon. J. G. Forbes was re-elected president and the board of management is Mrs. J. V. Ellis, Mrs. George F. Smith, Mrs. Jas. Dever, Mrs. M. B. Edwards, Mrs. D. McCallan, Miss C. MacLaren, Mrs. H. A. Powell, Rev. R. A. Armstrong, Judge Forbes, Hon. R. J. Ritchie, T. H. Bullock, Senator Daniel, Senator Thomas, E. J. Basing and C. W. Hallam. The financial report was as follows: Receipts. Balance 1914 \$ 148.90 Subscriptions 100.00 Patients' fees 721.90 Metropolitan Life Ins 603.85 Interest 184.69 From Emergency Acct. 700.00 Expenditures. Salaries \$1,741.60 Board of Nurse, West side 61.00 Travelling expenses of nurses 28.45 Cars 150.00 Hospital supplies, etc 72.65 Ferry, stamps and stationery 35.80 Telegrams and express 8.75 Rent safety deposit box 5.00 Advertising 1.25 Sunday 8.00 Balance on hand 855.84 \$2,468.14

QUEEN VICTORIA'S Favorite Song by Sir Arthur Sullivan

The favorite song of Queen Victoria was composed by Sir Arthur Seymour Sullivan, who was afterward knighted by Her Majesty. This favorite song of England and England's Queen was "The Last Chord," which Sir Arthur composed at the bedside of a dying brother. He has written many popular songs, but is best known as the composer of "H. M. S. Pinafore," "The Pirates of Penzance," "Patience," and "The Mikado," and was associated in his work with William S. Gilbert as his librettist. His popular hymns include "Heaven is My Home," and "Onward, Christian Soldiers," which find their place in nearly all collections of sacred music. "The Last Chord" and other world famous songs by Sullivan are printed in "Heart Songs—a volume of world-wide music now being offered by this paper to its readers. Read the terms upon which it may be had, published in the coupon elsewhere in today's paper.

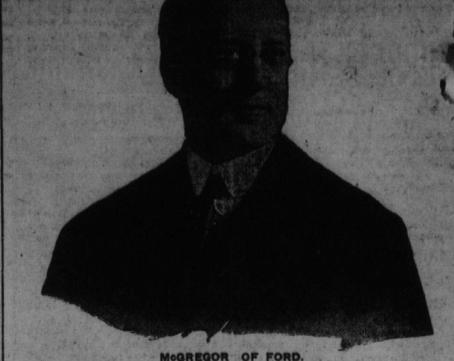
THE POLICE COURT.

In the police court yesterday morning three civilian drunks were fined \$8 each. Two soldiers found guilty of drunkenness are slated to come under the Dominion Act and were remanded. Thos. Longley for being drunk and otherwise acting disgracefully on Union street, was fined \$14. Two seamen for causing a disturbance in the Imperial Theatre have a fifty dollar fine hanging over them. Private Frank Fournier, the 77th Battalion soldier, who was mentioned in yesterday's Standard as being drunk and causing damage in Albert Black's house 115 Queen street, was remanded, after some evidence was taken in the case. Violet Burr, alias Strayhorne, was committed for trial on the charge of blackmailing a business man.

RENNIES SEEDS PUREST-CLEANEST MOST RELIABLE GET CATALOGUE AT BEST DEALERS OR DIRECT 190 McGill St., Montreal, Que.

OBITUARY. St. John friends will learn with regret of the death on Thursday of Mrs. Isabelle Kerr Johnston, widow of Mr. John Johnston. While on a visit to her daughter, Mrs. Kenneth Bonnell, Montreal, Mrs. Johnston was stricken with paralysis. The news of her death was a great shock. A woman of fine character, an active member of St. Stephen's Church congregation, she had a large circle of friends. There survive three sons, Messrs. R. L. and William Johnston of this city, and Lieut. Gov. Joe Johnston of the 29th Battalion, and four daughters, Mrs. Thomas Wren, Campbellton; Mrs. Bonnell, Montreal; Miss Bessie in New York, and Miss Mary at home. Mr. R. A. C. Broyna of the Marine and Fisheries staff is a brother. Mrs. Emma A. Masley, 4555 Emma A. Masley, of Portland, Me., died at the Maine General Hospital after a week's illness, Tuesday, She

The Best of All Virginia Cigarettes Send for free, Profit-Sharing, Gift Catalogue Carveras & Marquis of Canada Limited Dept 25 550 St. Lawrence Blvd., Montreal. Mild or Medium Black Cat Cigarettes 10 for 10 Cents



RECENTLY ONE OF OUR FRIENDS FROM ACROSS THE line was standing on the sidewalk in one of our larger Canadian cities viewing a march past of some of our soldier boys. The Klites were going by. "How typically Canadian are the Klites," he remarked. "We on our side of the big pond associate the Highland uniform as much with Canada as with Scotland. Why is it?" The reply was to the effect that it was because the Scotch had contributed so largely to the settlement and upbuilding of the Dominion and so many Canadians of Scottish ancestry had made themselves worthy of high ranks in the history of Canada. Among these Canadians of Scotch parentage who have won a place among Canada's great builders of industry we must reckon Gordon G. McGregor of Ford, Ont.

McGREGOR OF FORD.

About the year 1850 Mr. McGregor's grandparents set out from Glasgow, Scotland to settle in what was then a new and far away country—Canada. A few years later we find them located at Garsin, Ontario, where a son, William, was born. When still a young man William McGregor took a very active interest in the business and political life of the country and was elected a member of the Dominion Parliament, serving his country and his district well and faithfully for twenty years. Gordon McGregor about whom this is written was the son of William McGregor and was born at Windsor, Ont. As Gordon McGregor grew to manhood he capably assumed much of the business cares of his father. William McGregor eventually became interested in the Walkerville Wagon Co., at Walkerville, Ontario, and shortly after, his son Gordon McGregor, was made manager of the firm. Here the son began to show that business foresight that has made him one of the prominent figures in the business world of Canada. About this time an event took place in the carriage and wagon industry that caused the greatest concern. This was the advent and the establishment of the automobile as a practical vehicle. Some dealers and builders were so alarmed that they thought their business would go to immediate rack and ruin and that the auto would supersede horse-drawn vehicles entirely. Others were cool-headed enough to see the advantages that this new industry afforded and governed themselves accordingly. Among the latter was Gordon McGregor, who believed that he could successfully enter upon the business of manufacturing automobiles and looked about him for wise methods of doing this. He got in touch with many manufacturers and looked over many makes of cars. Finally, he decided on one make and effected arrangements for its production in this country. The car he chose was the Ford. He then tried to induce some of his friends in Canada to invest in the project and encountered all the usual cold, disheartening difficulties attendant upon the organization of a new and untried proposition. If they could have but looked ten or eleven years ahead he would have had no worries over the organization of a company even double or quadruple the size. No stock was offered for sale outside of the Dominion until all Canadians had been given an opportunity to subscribe. Finally, in August 1904, they organized the company with a capital of \$125,000. Then came the difficulties of manufacture and for three years it was a constant struggle to win success. But success came and a greater success than the founders ever dreamed of—a success abounding in truly marvelous facts and figures. And this is the story of Gordon McGregor of Ford, Ontario, and of the establishment of the Ford Motor Company of Canada, Limited. Today, half the population of four towns depend upon the Ford Company of Canada for their earnings. These are Ford City, Walkerville, Windsor and Sandwich. The last census states that the average family consists of five persons. As there are over 3,000 employees in the towns mentioned above whose work is devoted to the manufacture of Ford cars, this official census figure shows that there are over 15,000 people that look to the Ford Company for their support. This does not include the nine cities in Canada in which Ford branches are established, which would add over 3,600 more. And Ford employees are paid three times as well as the average as shown by government wage reports. In April 1915, a time when most Canadian manufacturers were following a policy of retrenchment, the present Ford schedule of wages was adopted by which the company virtually handed to its employees, \$50,000 a month increased wages and reduced the working hours from nine to eight per day. Surely, this is a great boon to Canadian workmen and their families. It is a boon to the Canadian merchants who benefit by the increased purchasing power of all these families. It is a boon to the entire country in time of war when living expenses are higher than ever before. And these employees have responded in like measure to the Empire's need for her people's support. Ford city alone having made what is probably a record contribution to the Patriotic Fund of \$24 per capita. More than 300 Ford employees have enlisted for overseas service and the company is spending thousands of dollars in moving pictures which are offered free to assist in recruiting work all over the Dominion. What an immense expression of confidence in the ultimate and unquestionable success of British Arms and the allied cause was this great wage increase! But it was not the only evidence of the Ford Company's faith in the Empire. Before the outbreak of hostilities the company decided to reduce the price of the car by \$60. When the war came upon us the company might well have been pardoned for withholding this reduction for a time. Yet they never even considered it. The reduction was made the same day war was declared. And you can realize how real this confidence in the victorious prosperity of Canada was when you consider that the price of Ford cars are set in accordance with the estimated production for the coming fiscal year and not by any means are they based on the profits of the preceding year. \$62,000 has been spent on new buildings in Ford City since the war began. Over \$1,000,000 has been spent on new buildings in four Canadian cities since the war began, making a total expenditure for new buildings of approximately a million and three quarters. \$1,000,000 has been spent in new equipments since war began. 900 men have been added to the pay roll since war began. And if there is needed further proof of this company's absolute conviction in the progress and prosperity of the Dominion, it may be found in the fact that another \$60 reduction in the price of the car was made last August—making a total reduction of \$120.00 since war began. This new price requires an output of 40,000 cars this year. Then, too, the price of Ford parts has been reduced by \$147 per car—a reduction that means a big increased economy to Ford owners. Such immense expenditures and price reductions as these are of the greatest benefit to the general welfare of the nation under existing conditions. They form one of the greatest possible influences towards boosting the prosperity of Canada. Remember that all but \$16.88 worth of the material that goes into the construction of a Ford car is bought here in Canada—and it would all be bought here if it were possible to get it. Truly, the Ford is, after all, a Canadian car, built by Canadians. Very few Canadian manufacturers are able to show such a support to Canadian industry as this. The Canadian Ford Company is basing this year's factory production plans on just double the business done last year. They stake everything on the conviction that Canada is bound to prosper. They place all on the belief that Britain and her allies are bound to win. McGregor of Ford, and his Canadian associates may be pardoned for feeling proud of this record.

NEW TENNIS HEAD GEORGE T. ADEE George T. Adees, who was one of the most noted football players in America when he was at Yale years ago and who for a long time has been one of the leading lights in the lawn tennis world, was elected president of the United States National Lawn Tennis Association at the annual meeting of the organization to succeed Robert D. Wrenn, who had served as president for several years. Regret was expressed about the retirement of Mr. Wrenn, whom Mr. Adees called the best asset of the association, and it was voted that the Executive Committee be empowered to present him with a suitable testimonial for his services.