

POSTAGE TO CANADA NOT SATISFACTORY

Increased Costs Imposed on
Subscribers to British
Weekly Papers.

PROTESTS IN LONDON

English Journals Needed to
Counteract Enemy's Publi-
cations for Dominion.

Canadian Associated Press Cable.

LONDON, Feb. 23.—It was a most unsatisfactory answer which the postmaster-general gave to Mr. Touche in the house of commons with reference to the Canadian postal rates, declares The Daily Graphic. The postmaster-general said, in his reply, that the postage of one penny up to six ounces in weight, provided for the despatch of single copies of practically every daily newspaper. But what about the illustrated weeklies, which, by their very nature, are immensely popular in the colonies, and much more eagerly passed from hand to hand than the stale news of the daily papers? Mr. Hobhouse could have told Mr. Touche that the new rates must mean an increased cost to all who subscribe to the high-class weekly illustrated papers; and these are the very papers which are of imperial importance, as they illustrate great events and are kept for many weeks. At a time like the present every effort should be made to counteract the evil effects that may be produced by the dissemination of anti-English newspapers in Canada. We have before us a copy of The Hamburg Free Press, which is produced in English, and published on its front page, "The Real Truth About the War." The whole paper is full of gross insinuations and virulent abuse of the English. It gives an illustration of a man in a military uniform, and a wounded British soldier on different battlefields of Belgium. No one can stop such poison. But we must not allow the antidote to be circulated cheaply.

Protest in Times.
On the same subject, Mr. Carmichael Thomas of The Graphic writes to The Times: "Mr. Hobhouse, in reply to Mr. Touche's question, stated the postage of one penny on packets up to six ounces in weight provided for the despatch of single copies of practically every daily newspaper."

This is so; but he omitted to mention that single copies of the weekly papers have been charged a higher

ANTI-SPASMODIC SALAD GET WELL

By Taking "Fruit-a-tives,"
Says Capt. Swan.

Life is very miserable to those who suffer with indigestion, dyspepsia, sour stomach and biliousness. This letter from Capt. Swan (one of the best-known skippers on the great lakes) tells how to get quick relief from stomach trouble.

"PORT BURWELL, Ont., May 8, 1913.—A man has a poor chance of living and enjoying life when he cannot eat. That was what was wrong with me. Loss of appetite and indigestion was brought on by constipation. I have had trouble with these diseases for years. I lost a great deal of flesh and suffered constantly. For the last couple of years I have taken 'Fruit-a-tives,' and have been so pleased with the results that I have recommended them on many occasions to friends and acquaintances. I am sure that 'Fruit-a-tives' have helped me greatly. By following the diet rules and taking 'Fruit-a-tives' according to directions, any person with dyspepsia will get better."

"Fruit-a-tives" are sold by all dealers at 50c a box, 6 for \$2.50, or trial size 25c, or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

rate from Jan. 1. What does that mean? It means that American weekly illustrated papers are sold at a cheaper rate in Canada than British ones. It means that encouragement is given to American publishers to the detriment of English publishers. It means that an impetus is given by our postoffice authorities to the dissemination of the frequently untruthful and untrue statements concerning the great struggle in which we are now engaged. The saving of a few thousand pounds is the reason why this set back in the sale of high-class English weekly newspapers is agreed to by the postmaster-general.

Death of Sir Luke O'Connor.

Referring to the death of Sir Luke O'Connor, V.C., "A Friend" writes in The Daily Telegraph: "When quartered in Montreal 44 years ago, I had the privilege of knowing Capt. Luke O'Connor, V.C., of the Royal Welsh Fusiliers a friendship which had lasted since then; and there must be many still living in Montreal and many Canadians of that generation now residing in London who knew him well and mourn his death today. He was at that far-off period a conspicuous figure in the garrison of Montreal, owing to his having risen from the ranks of his distinguished regiment and having won the Victoria Cross, and he was one of the most popular officers of the garrison and the spirit of the bright life for which Montreal was then so noted."

Since his retirement Sir Luke lived principally in London, and was a familiar figure in the west end and the clubs, and his charming Irish personality endeared him to everyone who knew him. He was a devout Catholic, and devoted a great deal of his means to Catholic charities, especially an Irish orphanage in which he took a deep interest.

He was greatly affected by the war, and used to say it was not war at all, but wholesale murder. He was an intimate friend of Lord Roberts, and the night before he died he told his faithful nurse that he had a most vivid dream that he was speaking to him about the war. And in a few hours he joined his illustrious comrade in the land of deathless heroes. He used always to say that he had extraordinary presentiments and premonitions manifested to him in his dreams, a characteristic of his Celtic nature. The writer had the privilege of seeing Sir Luke in his last peaceful sleep the rugged lines of his features effaced and smoothed by death, his hands—those hands which had gallantly planted the standard of victory on the heights of Alma—clasped on his breast, holding his blessed rosary, and his soul, his heroic soul, at rest in the bosom of his Saviour and his God.

No Imperial Conference.

In deciding not to hold an imperial conference this year, the government has endorsed the views recently expressed by responsible Canadian ministers, and has discarded the contrary opinions expressed in Australia, says The Financial Times. The attitude adopted by Canada toward the present abnormal conditions is that every energy should be concentrated upon recruiting for the European campaign, while in Australia the dominant impression appears to be that the conduct of the war should be discussed by the various members of the empire. The opinions are not necessarily opposed to one another, the question at issue being one of precedence. Most people will agree, however, that the maintenance of an adequate supply of men in the field is the one to which the outlying portions of the empire should devote themselves.

The authorities at Downing street may properly be left to deal with the question of administration. The lessons to be learned from the war may be discussed at leisure later on.

To Tackle Railway Problem.
"It is becoming increasingly evident," says a Canadian correspondent of The Morning Post, "that the railway problem in Canada will require very careful handling. The Dominion Parliament is to meet in February, and it is likely that the affairs of the three principal transportation companies will then come in for rather extended discussion. So far as the Canadian Pacific is concerned there is little anxiety, and some are even of the opinion that the ten per cent. dividend is not in danger. The company's action in pressing forward with the plan for paying off the balance of its bonded indebtedness indicates clearly that the treasury is well supplied with cash. Then, as regards the falling off in earnings, there will be in all probability some relative improvement in the early months of the current calendar year. It will be remembered that in January, 1914, occurred the first precipitous decline in the record of weekly gross earnings. Up to the end of 1914 the figures came in comparison with the abnormally large results of the preceding year. Henceforth the comparison will be with the diminished earnings of 1914. Also it is remembered that the Canadian Pacific has enormous reserves and a very large profit and loss surplus to draw upon."

"With reference to the Grand Trunk, it is believed here that the London interests identified with the company will be able to finance its require-

MAYOR DROVE CAR OVER NEW LINE

Became Motorman on Bloor
Street and Officials Were
Passengers.

CHIEF SPECULATION

Advertise, Borrow or Make
Appointment Suggested
Regarding Fire Dept.

Mayor Church became a motorman for a short time yesterday afternoon, when he formally opened the new civic car line on Bloor street, running from Dundas street to Quebec avenue. Many members of the city council and officials of the city were the passengers in the first car to leave the line. Three new cars have been provided for this line, and a five-minute service will be put on with two cars, the third one being kept at the barns for emergency purposes.

Rumors of Chiefs.
There is much speculation at the city hall as to just how the fire department situation will be settled, now that the chief and deputy have both resigned. Some of the aldermen would advertise for a new man; others would borrow a man from some U. S. city to reorganize the force, and the suggestion has been given out that Ald. David Spence be made chief. Chief Graham of Ottawa has also been mentioned as a possible chief.

Cemeteries a List.
The board of control yesterday decided to have compiled a complete list of all the motor vehicles owned by the city, the names of the men caring for and operating same, and the names of those who use the vehicles.

Will Get Increased.
Controller Foster's motion before the board of control yesterday, that the bylaw providing for the annual increasing of the salaries of city officials be suspended for 1915, was voted down, and as a result the natural increases will be allowed.

There is some marked difference between the assessment and the value placed on the Watson property which is required in connection with the Humber boulevard scheme. The assessment is \$13,660, and the price asked is \$247,000. The matter is before Official Arbitrator Drayton.

Col. Langton is the choice of Controller O'Neill for the position of head of the fire department. Col. Langton organized the Volunteer camp, and the tattoo and parade held in Riverdale Park a few years ago.

Carry Soldiers' Frost?

Mayor Church would like to have the soldiers carried on the civic car lines free. It is done on all the street railways in Britain, according to the mayor.

The Catholic Order of Foresters have asked for a grant of \$1500 to assist in the entertainment of their international convention in August.

Not This Year.
The Forest School, which it was proposed to build in High Park, will not be constructed this year. There has been considerable objection to the school being located in the park, and as a result the controllers decided to use the temporary school this year and let the matter stand over.

The whole responsibility for the operation of the civic abattoir will rest with Property Commissioner Chisholm, council having declined to appoint a sub-committee to consult with him.

A permit has been issued to Samuel Tolles for the construction of a building on West Wellington street at a cost of \$80,000.

Two More Cases.
Two more cases of spinal meningitis have been reported to the department of health. They are on Glen- and and Trinity avenues. An investigation to find out who carried the disease is being made.

CALL FOR TENDERS.

Tenders will be immediately called for by the advisory committee in industrial education for furniture and equipment for the new central technical high school. This was authorized at the meeting yesterday afternoon.

The equipment and furniture will cost about \$200,000.

WAIT FOR R. J. BROWN.

In the division court yesterday his Honor Judge Morison adjourned the hearing of an action in which Joseph Cooper is suing A. M. Chatham for \$40 commission, until R. J. Brown returns to Toronto.

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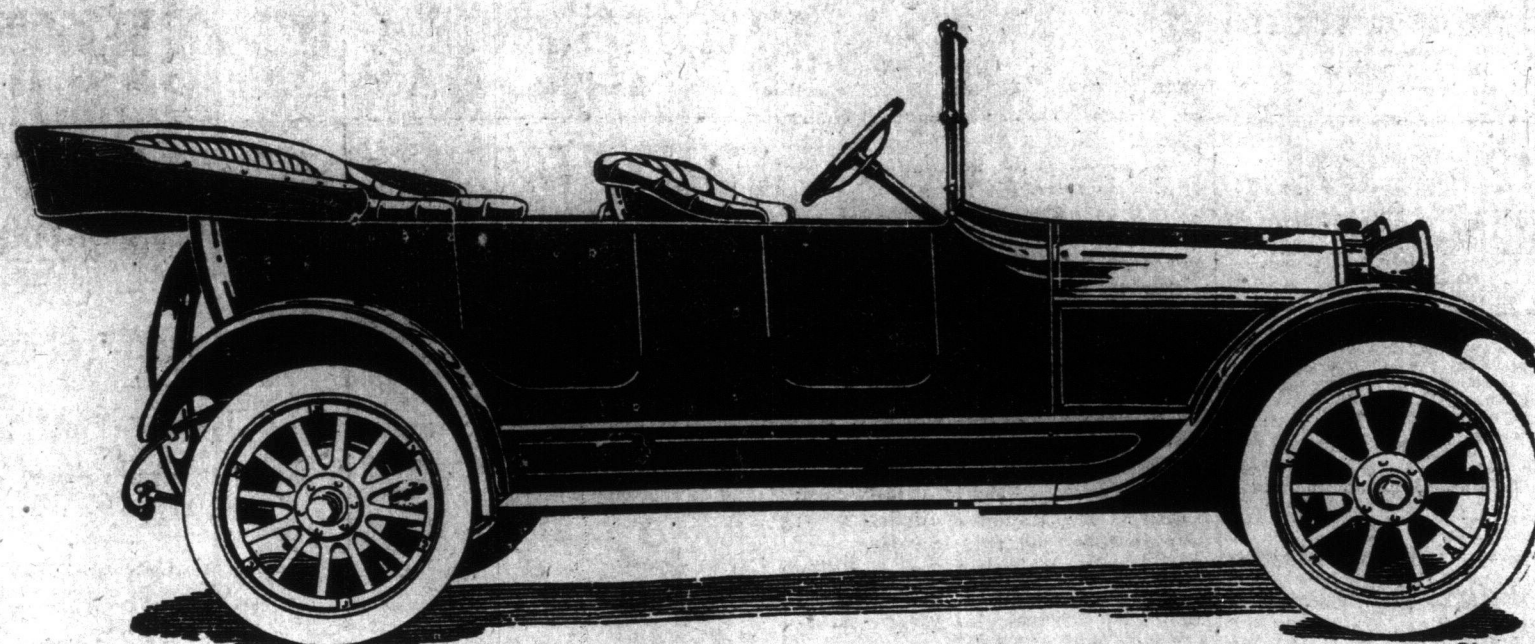
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Story

The Russell Six-30 tells its own story in miles of incomparable smoothness, luxury and easy riding—in new motoring pleasure and satisfaction—in materials and workmanship—in design and construction.

It is up-to-date in every respect. The light, long-stroke, high efficiency Continental Motor is endorsed by the best known engineers. The clutch and transmission are a unit with the engine.

In actual tests, covering thousands of miles, our engineers have demonstrated the unusual economy of the car—the result of correct design, highest quality materials and most careful workmanship.

There are many features which make the Six-30 a very desirable car. Among them are full-floating rear axle, heat treated chrome nickel steel gears and Bijur two-unit proven electric starting and lighting system. All these are features of high-priced cars.

You get gasoline and power saving; big oil-and-dust-proof double brakes; vacuum fuel feed; long wheel base; ample wheels and large tires; deep upholstery and perfect balance throughout.

Investigate this car. Not because it is made in Canada, but because it gives you the biggest dollar-for-dollar value you can get anywhere in the world.

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EVIDENCE BEGINS IN INVESTIGATION

Portland Fire-Hall Men Testi-
fy That Drinking Did
Occur at Intervals.

BOTTLES WERE FOUND

Woman Witness Says She
Placed Bets on Southern
Races.

J. Roach of the Portland fire station, the first witness called in the fire department investigation yesterday afternoon, testified that he had made a slide that covered the insignia of the city on the buggy of Deputy Fire Chief Noble, and that they were made upon his own account.

Mrs. Noble, he said, had stated in the Portland firehall several years ago that she did not like riding home in the buggy with the letters T. F. D. upon it, so he decided to make these slides.

He also testified that he had brought one quart bottle of beer into the Portland firehall five or six months ago, and took two women up to his room, but swore that nothing improper had occurred other than the drinking of the beer.

John Yates of the Portland station said that he had brought two bottles of beer into the hall on two occasions, and had seen one other man with liquor there. Chief Noble, he said, had suspended him for 15 days for drinking while on his holidays.

A. E. Cortney, Portland station, said he had done several plumbing jobs for Deputy Fire Chief Noble, but only on off time. A wash bowl had been replaced on Berkeley street, and several small repairs made at the houses owned by Noble. A fine of \$50 had been imposed upon him by Noble for breach of discipline.

A pair of houses on Berkeley street, belonging to Noble, were raised by William Fleming, Portland station, but the work was done during holidays, and good pay was given. Some carpenter, painting and excavating work was also done, but never on time of city. He said he had been sent by the board of control to do some work.

J. Cruikshank testified he had taken three beer bottles and four whiskey flasks from the manure box.

John Yates took liquor into the station on two occasions and saw one other man only with liquor in the firehall, he said.

Tom Armstrong saw three men drinking in the stable of Portland

firehall, but could not swear it was intoxicating liquor.

Had Placed Bets.

In answer to questions on betting in Portland firehall, J. Marvin stated that he had placed bets about a year and a half ago, but outside of the firehall.

I put up bets thru Jack Roach over two years ago, and telephoned several times to Portland firehall, and if I did not get Jack Roach, why I spoke to George Thompson, said Miss Kitty Desinger, 157 Adelaide street.

"On one occasion while I was in the stable at Portland firehall," continued Miss Desinger, Chief Noble asked Roach if he had put any money on a certain horse. She said the bets were put on southern races, but she did not know the man who placed them.

New Resolution.

The investigation into misconduct in Deputy Fire Chief Noble's unit was continued by Judge Denton in court No. 1, city hall, acting upon the new resolution sent him by council, giving the specific charges upon which the investigation was to continue. Judge Denton had adjourned the proceedings commenced Monday, as Noble had resigned just previous to the opening of the probe. The case was adjourned until Thursday at 2.

TEMPERANCE MASS MEETING.

A mass meeting is to be held to-night in Runnymede Presbyterian Church, corner of St. John road and Windermere avenue, to protest against the granting of a shop license, being applied for, on St. John road, near the corner of Durie street. All the ministers of the various churches in the neighborhood will be on the platform, and Controller Spence will address the meeting.

NOEL MARSHALL BETTER.

Noel Marshall, 632 Sherbourne street, chairman of the Dominion executive, Red Cross Society, and vice-president of the Ontario Boy Scouts, who has been confined to his home for several days with blood poisoning, was much improved last night.

Smith Goes to Portland Street.

Following the resignation of Noble, Acting Chief Thompson has placed District Chief Smith in charge of Portland street fire hall.

A pension of \$1500 annually will be given John Noble from the firemen's benefit fund, being one-half of salary received while he was on active service.

Established Over Forty Years.

THE STANDARD BANK
OF CANADA

Statement of Affairs on 31st January, 1915

Condensed from Government Report.

LIABILITIES.

Capital Paid Up.....\$ 2,000,000.00

Reserve Fund and Undivided Profits.....4,965,140.63

Notes in Circulation.....2,697,102.00

Deposits.....35,126,423.72

Due to Banks.....12,181.24

Acceptances.....25,206.66

Total.....\$45,892,940.25

RESOURCES.

Cash.....\$ 4,494,466.99

Due by Banks.....1,972,622.25

Government and other Deposits.....2,414,817.15

Government Deposit for Circulation Fund.....1,500,000.00

Call and Short Date Loans.....2,091,843.34

Assets immediately available.....\$15,014,168.10

Loans and Discounts.....\$1,434,115.43

Bank Premises (Freehold).....2,171,428.44

Accumulated profits contra.....25,206.66

Other Assets.....\$5,239.55

Total.....\$45,892,940.25



The World's Greatest Automobile Trade-Mark

The Hudson Triangle has become great because of the car behind it.

From the "Triangle on the Radiator" to the electric tail light, every atom of the car has been through the crucible of the Hudson Engineering Board.

Only accident or misuse can prevent a Hudson owner getting 100 per cent. pleasure and service from his car. In the hands of tens of thousands of users, the world over, its supremacy is demonstrated daily.

The Company Behind the Trade-Mark

The Hudson Motor Car Company is as famous as the Hudson Car. Its marvelous success has come from giving the public what it wants at the price it wants.

The "Triangle on the Radiator" is the signature of the Hudson Motor Car Company. Buyers accept it as a bond guaranteeing in their car everything needed to make it as good an automobile as the world's best engineering skill can produce.

Come—see the Hudson Six-40 and Six-54. The cars that have swept competition aside like cobwebs. At \$2200 and up these cars, with the famous "Triangle on the Radiator" are outselling everything else on the market.

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AUTO SHOW DOIDGE BROTHERS MOTOR CAR

30-35 H.P. Motor
Five-passenger Touring Car
Two-passenger Roadster
Full-floating Rear Axle
Timken Bearings
Electric Lights
Electric Starter
Self-lubricating Springs
One-man Type Top
Non-skid Tires on Rear

The wheelbase is 110 inches.
The price of the car complete is \$1100 f.o.b. Detroit and freight from Detroit.

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