

ALLIED FLEET'S WORK

TRENCHES FILLED WITH TURKS ARE BLOWN UP.

Losses of the Enemy in the Dardanelles Have Been Extremely Heavy—Ottomans Lack Ammunition.

London, May 18.—According to a Havas despatch from Athens, advices have been received from Mitylene to the effect that furious fighting continues in the Dardanelles, and that the Turkish losses have been extremely heavy. Shells from the allied fleet are blowing up whole trenches filled with Turkish soldiers. Prisoners admit that the Turks lack munitions of various kinds.

The Official Press Bureau here gave out to-day the following Russian official statement: "The Russian Black Sea fleet destroyed four steamers laden with coal, two tugs and 20 sailing ships and much other damage was done during the bombardment of Keikine, Ereghli and Kilemale."

"The Turkish cruiser Goeben, which fired 200 shells at the Russian fleet while it was bombarding the Bosphorus, without scoring a single hit, was herself obliged to return to the Golden Horn with a hole in her hull stopped up with collision mats. A portion of her main deck was torn away and a funnel was damaged. Many of her crew were killed or wounded."

THE SPORT REVIEW

Both Carleton Place Canoe Club and Toronto Canoe Club are buying new war canoes this season.

One expert says that the reason Walter Johnson is not winning games is that he has acquired a curve ball and relinquished most of his speed in doing so.

Roy Schalk, the star catcher of the Chicago White Sox, has been suspended for a run in with Umpire Silk O'Loughlin at St. Louis on Sunday.

At Los Angeles James J. Jeffries, former heavyweight champion of the world, who has been ill of pneumonia for the last four days, is said to be past the crisis of the illness.

"Ty" Cobb is slowly slugging his way to the top of the American League batters, and now occupies second place. Fournier, of Chicago, formerly of the Royals, leads with an average of .433, and Cobb is second with .409.

"Mike" Collins, who has been endeavoring to arouse interest in lacrosse in Stratford, has given up the task, and the Classic City will therefore not have a team this year. Joe Lally, however, hopes to have the schoolboys playing the game.

"King" Cole, pitcher for the New York Yankees, has been ordered by physicians to his home in Bay City, Mich., after an operation for tumor. Cole may be forced to retire from baseball.

American Horse Breeder: The average Canadian is a sturdy, self-reliant man, able and willing to take care of his own interests at any stage. Of late years the harness race has prospered greatly in Canada, so it is not a surprise to learn that a governing body for all Canadian tracks and horses has been formed.

Among the list of missing from the front in the name of W. A. Richards, Ottawa, who was in the 2nd Battalion. This is evidently "Billie" Richards, the former Ottawa and McGill University football star. Richards ten years ago was one of the best punters in the intercollegiate Union.

Toronto Star: "No German riders, either bicycle or motor-pacers, or motorcycle racing man, will step a foot on the Motordrome this season," said Manager Elwood A. Hughes. He has just returned from a trip to Buffalo, where he went specially to make it plain that riders of German nationality would not be welcomed here for the international team pursuit race and the other races carried for Saturday and Monday nights at the Motordrome.

Occasionally you meet a woman who is so homely that she is willing to admit it. If marriage is a failure Solomon's wisdom doesn't count for much.

HOW TO CURE A CHRONIC COUGH

Told in the Following Letter by a Jackson Man Who Knows from Experience. His Word is Good.

Jackson, Miss.—"I am a carpenter, and the grippe left me not only with a chronic cough, but I was run-down, worn out and weak. I took all kinds of cough syrups but they did me no good. I finally got so weak I was not able to do a day's work, and coughed so much I was alarmed about my condition. One evening I read about Vinol and decided to try it. Before I had taken a quarter of a bottle I felt better, and after taking two bottles my cough is entirely cured, all the bad symptoms have disappeared and I have gained new vim and energy."

—JOHN L. DUNN, 711 Lynch Street, Jackson, Miss. The reason Vinol is so successful in such cases is because the active medicinal principles of cod liver oil contained in Vinol rebuilds wasting tissues and supplies strength and vigor to the nerves and muscles while the tonic iron and vitamins assist the red corpuscles of the blood to absorb oxygen and distribute it through the system, thus restoring health and strength to the weakened, diseased organs of the body. If Vinol fails to help you, we return your money. Geo. W. Mahood, Druggist, Kingston, Ont.

PRINCIPAL BOAT LINES.

That Are Owned by Railroads and Must Be Sold.

Principal lake package freight lines owned by the railroads, which must be disposed of by December 1st, according to the decision of the Interstate Commerce Commission, follow: These lines do not handle grain or ore or any of the other bulky commodities in any important volume:

Mutual Transit Company—Has \$60,000 capital stock and \$3,139,000 bonded debt. All the stock owned by the Mutual Terminal Company, of Buffalo, the stock of which is equally divided between the New York Central, Delaware, Lackawanna & Western, Lehigh Valley and Erie. Owns twelve steel lake steamers of a combined tonnage of 40,000 tons.

Western Transit Company—Stock \$1,000,000, all owned by the New York Central. Bonds, \$1,500,000. Owns ten steel steamers of 3,200 to 5,500 tons capacity each, besides six vessels leased to the Rutland Transit Company. This company is said to rank next to the Mutual Transit Company in importance. In 1913 its gross transportation business was \$1,568,227 and net operating revenue \$119,353; rental of boats to Rutland Transit Company and miscellaneous income, \$73,513; total income, \$178,111; bond interest, \$52,000; balance, profit, \$125,611.

Erie & Western Transportation Company—Owns the Anchor Line of lake steamers. Pennsylvania Railroad owns \$2,229,650 and Northern Central \$500,000 of this company's stock, the aggregate being the larger part of the outstanding issue.

Union Steamboat Line—Owned by the Erie Railroad, into which the former steamboat corporation was merged. This line operates eight lake vessels.

Lehigh Valley Transportation Company—Controlled by the Lehigh Valley Railroad through ownership of \$1,510,000 capital stock. This line is understood to rank third in importance among the lake package freight lines.

Rutland Transit Company—Entire capital stock \$1,000,000, owned by the Rutland Railroad Company, which is controlled jointly through stock ownership by the New York Central and the New Haven railroads. This line owns three vessels, and rents six from the Western Transit Company.

The interest of the Delaware, Lackawanna & Western in lake vessels is limited to its one-quarter interest in the Mutual Transit Company, described above.

LIVE STOCK MARKETS.

Prices Paid At The Various Centres.

Toronto, May 17.—The run of cattle at the Union Stock Yards to-day was altogether too heavy for local demand and trade was slow. Prices flagged in consequence and all classes of cattle were 25 cents lower. Sheep weak. Spring lambs lower. Calves higher by 25c. Hogs firm.

Receipts: 3,950 cattle, 297 calves, 796 hogs, 289 sheep. Butcher cattle, choice \$8 to \$8.50, medium \$6.75 to \$7.25, common \$5 to \$6.50; butcher cows, choice \$7 to \$7.50, medium \$5.50 to \$6.25, canners \$4 to \$5, huls \$7.25 to \$7.50; stockers, choice \$6.75 to \$7.25; steers, light, \$6 to \$6.50; milkers, choice, \$5 to \$5.50; springers, \$50 to \$55; sheep, ewes, \$8 to \$8.50; bucks and culls, \$6 to \$7; lambs, \$9 to \$10; hogs, fed and watered, \$9.25; hogs, f.o.b., \$8.99; calves, \$8 to \$9.50.

Montreal Live Stock.

Montreal, May 17.—Trade was dull this morning at the West End Market but the prices for cattle and hogs were still on the up grade. Receipts were: Cattle, 700; calves, 650; sheep and lambs, 450; hogs, 1,700. Prime beefs, \$3 1/2 to \$3 3/4; medium, \$3 to \$3 1/2; common, \$2 to \$2 1/2; calves, \$5 to \$5 1/2; sheep, \$5 to 7c; lambs, \$5 to \$7 each; hogs, 9 1/2c to 10c.

Buffalo Live Stock.

East Buffalo, N. Y., May 17.—Cattle—Receipts, 3,500; fairly active; prime steers, \$8.50 to \$9.00; shipping, \$7.75 to \$8.35; butchers, \$6.50 to \$8.60; heifers, \$5.25 to \$8.25; cows, \$3.75 to \$7.25; bulls, \$4.50 to \$7.25. Receipts, 1,300; active; \$4.50 to \$9.50. Hogs—Receipts, 18,000; active; heavy, \$8.35 to \$8.25; mixed, \$8.25; yorkers, \$8.15 to \$8.25; pigs, \$7.90 to \$8.00; roughs, \$6.75 to \$6.85; stags, \$5 to \$5.75. Receipts, 2,000; active; sheep steady; lambs, \$6.00 to \$10.75; yearlings, \$5.50 to \$9.25; wethers, \$9.00 to \$8.50; ewes, \$3.00 to \$7.75; sheep, mixed, \$7.75 to \$8.00.

Chicago Live Stock.

Chicago, May 17.—Cattle—Receipts, 17,000; market steady; active steers, \$6.80 to \$9.25; western steers, \$6.00 to \$7.85; cows and heifers, \$3.30 to \$8.75; calves, \$6.50 to \$9.25. Hogs—Receipts, 35,000; market slow; light, \$7.00 to \$7.90; mixed, \$7.55 to \$7.90; heavy, \$7.30 to \$7.45; pigs, \$5.75 to \$7.35; bulk of sales, \$7.70 to \$7.80. Sheep—Receipts, 10,000; market weak; sheep, \$7.90 to \$8.75; lambs, native, \$7.70 to \$10.35.

Her Sarcastic.

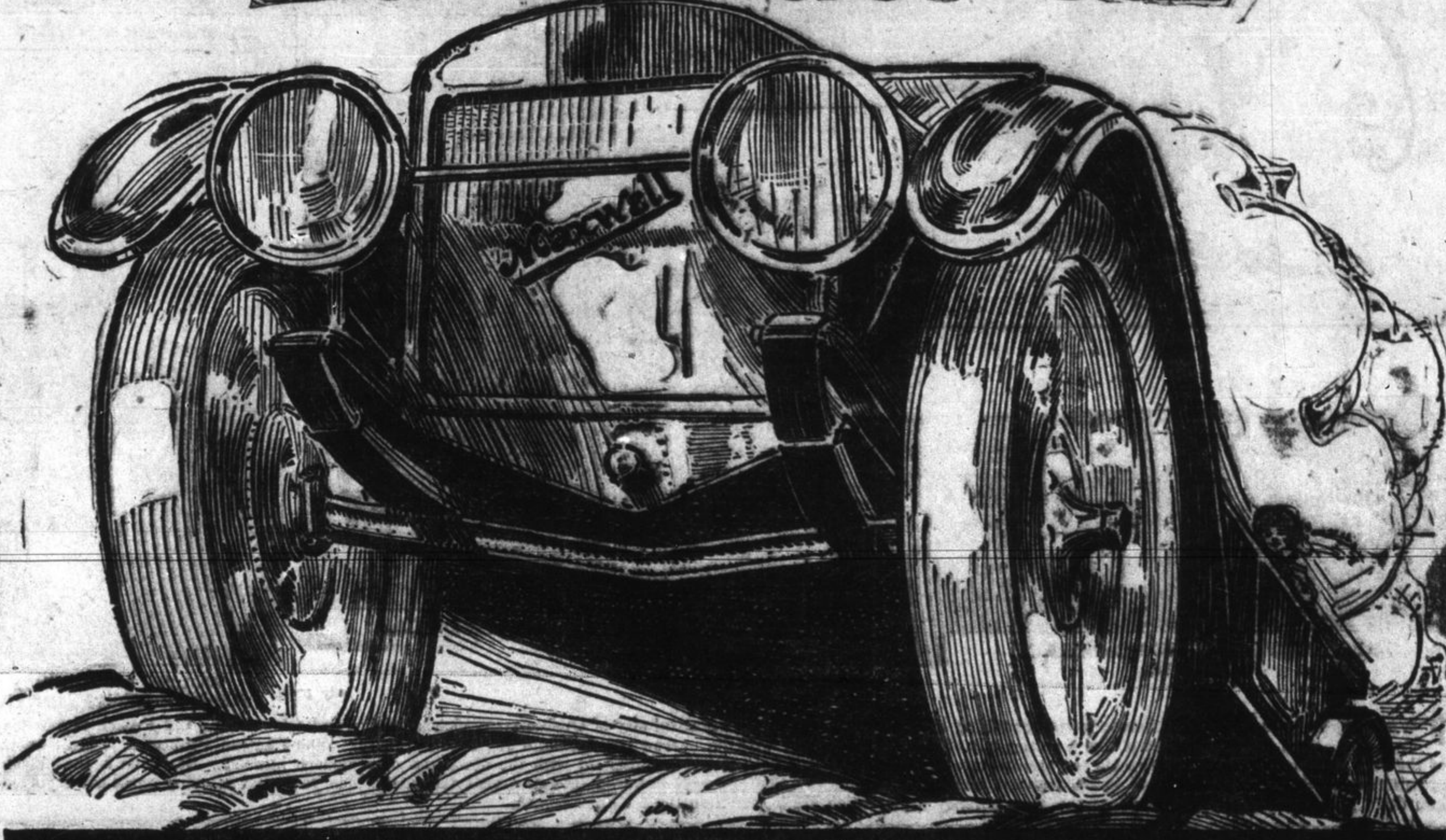
Alice was very enthusiastic regarding the new motorist, and young Winston was inclined to be rather jealous. "Oh, he's superbly eloquent," cried Alice. "He can move his heart to tears."

"Well, that is but a paltry accomplishment, Alice," replied the young man, sarcastically. "I would scorn proficiency in an art in which every sneeze is my equal and every peeped onion is my superior."

Qualified.

"My husband," remarked a Philadelphia matron to a group of friends, "was a confirmed smoker with a tobacco heart when I married him a year ago, but to-day he never touches the weed."

Maxwell "The Wonder Car"



You can own an exact duplicate of "Wild Bill" Turner's or Billy Carlson's record-breaking Maxwells

Think of owning one of these same Maxwells—think of driving it wherever you want to—over any kind of roads—up any kind of hills, wherever four wheels can go, the same car for \$925.

Remember, every 1915 Maxwell is an exact duplicate of the regular stock Maxwell Touring Cars in which "Wild Bill" Turner broke the world's record up Mt. Hamilton, 21 1/2 miles in 48 1/2 minutes, beating the world's record by 16 1/2 minutes, and "Billy" Carlson broke the world's record up Mt. Wilson, California, making nine miles (up an elevation of 6,000 feet) in 29 minutes and 1 second, beating the previous world's record by 13 minutes. That's the kind of hill-climber you get when you get a Maxwell. Now about speed and endurance—here are some recent Maxwell Racing Car records: Barney Oldfield in a Maxwell Racing Car broke the world's non-stop record at Corona, California, for 300 miles, averaging 86.3 miles per hour. Think of it—not a stop made! Then, right on top of this marvelous motor record, along came "Billy" Carlson in his Maxwell Racer and made still another 300 miles non-stop record in the San Diego race. Again a Maxwell Racer ran 300 miles without a stop! These Maxwell Racing Cars are built by the same Designers, the same Chief Engineer, that build the regular Maxwell Cars; and the same Maxwell Laboratory Tested Steel is used in them that is used in the regular stock Maxwell Touring Cars. But, aside from hill-climbing and speed, power and endurance records, here are some of the facts about Maxwell comfort, Maxwell special features, Maxwell beauty and Maxwell service.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

- Attractive Streamline Body. Pure streamline body, graceful crown fenders with all rivets concealed. All the glass, steel and "body" that you will find in any of the highest priced cars. A High-Tension Magneto. Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The famous magneto, with which the Maxwell is equipped, is recognized as one of the best-magneto makes. Left Side Drive—Control Control. Lets side steer with gear shifting lever in center of driving compartment—center control—has been adopted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it. Three-Speed Sliding Gear Transmission. All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. The motor has the power, sliding gears will pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car. Double-Shell Radiator with Shock Absorbing Device. The Maxwell radiator is of handsome design, gracefully curved, and it is built to trouble-proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks. The Roomy Full 5-Passenger Body Adjustable Front Seat. The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—so fit no one. Low "Up-beep" Carburetor. The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tours conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-beep" carburetor. Irreversible Steering Gear. The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a circle. In short, the Maxwell steering gear has four times the adjustment of any other kind. Heavy Car Comfort. What surprises most people is the smooth, buoyant riding quality of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of heavy semi-elliptical front springs and the three-quarter elliptical rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost. One Size of Tire—Anti-Slide on Rear. The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tube. Economical 30 inch x 3 1/2 inch tires are used all around. A famous make of anti-slip tires are supplied on rear wheels. A Dependable Electric Starter. For \$70 extra, you can have your Maxwell delivered equipped with the famous Dinisco-Start electric starter. This starter is efficient, trouble proof and easily operated. And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear. When you buy a Maxwell you have nothing extra to buy.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. Scores of Maxwell dealers in every part of this country are always ready to give expert advice—to make adjustments and to supply new parts at reasonable prices. This splendid Maxwell Dealers' Service Organization is perfected and completed by the great Maxwell Service Station in Windsor, Ont. The main offices and factories of the Maxwell Motor Company in Detroit, U. S. A., are within comparatively short distance of many points in Canada. This in itself means rapid delivery of replacement parts to Canadian Maxwell dealers and owners. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

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