MOTORISTS SHOULD PRACTICE

While It Is Seldom That Both Service and Emergency Brakes Fall, Still Many Motorists Have Had Such Experience, and Therefore Preparedness Is to Be Advised-Braking With Engine Good Proced ure

Few motorists recognize what an I ton to each revolution of the rear efficient braking system they have in wheels. the gear box, combined with the en- The question arises as to whether gine. A thoroughly reliable braking suction or compression is used. Most effect may be obtained which will save people say compression, as they know the brake linings and may even save how difficult it is to crank an engine lover compression, But it is not dif

A case comes to mind of a driver in | ficult to spin an engine once it Maine who took two ladies down a started, as the release of compression mile or more of mountain road and helps the fly wheel along. If killed both of them and himself at the | doubt, try spinning an engine by hand bottom. The brakes had failed, and with the compression cocks open, and he did not know what else to do but again with them closed. It will be found much harder if cocks are closed. steer until death overtook him.

However, such knowledge is more The condition of suction above the general now, the only difficulty being pistons is opposed by atmospheric that drivers do not know what gears pressure below the pistons, faking a to use. , Fortunately, the problem is heavy resistance. This is not only a very simple one. If the clutch is reasonable but it may be readily testengaged and the gears in a speed it is ed out in practice. dent, if the car is running down hill Try varying the speed with the throt- with same fatherly solicitude. and the clutch and gears are negaged, the. It will be found that the car the engine being dead, that the rear slows down when throttle is closed

once. But on low gear the engine the engine and gears the brakes are squeak and wear. may revolve three or four times, de- relieved of much duty. The engine pending on the size of the gears. If is cooled by this process, as cold gaso- tomatic they will not screw themthe drive is reversed the engine must line vapor is drawn into the engine selves down. Neither will the nuts revolve three or four times for every from the carburetor. This is a de- on the spring boils or the spring clips revolution of the drive shaft. As | cided advantage, as the gasoline spray | keep themselves tight without assisthis gives three or four times the drag softens the carbon on cylinder walls tance. The steering gear housing

work, but that is because we have not yet considered the reduction of gearing that takes place at the differential | ever, another effect is produced which This varies with different cars, but is not so desirable. All the time the one may as well call it four to one. Jengine is being driven this way oil is That is, the drive shaft turns four being siphoned to the top of the pistimes to drive the differential and ax- ton, due to the unusually strong sucles once. If we reverse this the tion while throttled down. This etwheels turning once will drive the fect is the more pronounced if the shaft four times. If the low gear is piston rings are faulty or the cylinin mesh the engine will revolve four ders are worn out of round. While times for every furn of the drive shaft, the engine is working normally the making sixteen revolutions of the en- oil is pushed down by the force of gine to one of the rear wheels. If the explosion, and so does not accuhigh gear were used the engine would | mulate in the cylinder head. But braking effect. If we have a four oil is increased, cylinder engine we have two times. I sing the engine as a brake does try. making thirty-two strokes of the pis- a rare occurrence, to be sure, but the ries.

history of motoring shows many fataliates from this cause. Before nemesh the gears before the necessity

start down a steep road.

THIS IS SOMETHING

Owners Should Clip Out and Paste lorries and motor cycles. England's end it with a knockout blow.

much the same in some ways when ed considerably to her number of automobiles have been in use a hun- commercial motors by reason of the

evident that there is a positive drive To try it out on a car choose a the same old warnings to his custom- Empe.

Remind them that there must be habitants are: gasoline in the tank, oil in the crankwheels will drive the engine. This re- and speeds up when throttle is open. Trase, water in the radiator, and air in quires work to be done, and the ef- The practice of using the engine as the tires. If the fan belt is loose or fect on the wheels is to slow them a brake is advisable, especially on the hose connection leaky or plugged down. It becomes then simply a ques- steep mountain roads. It ensures up there will be over-heating. If tion of choosing the gears which will safety, saves the brakes and cools the there is loose wiring, there will be an cause the rear wheels to do the most engine, which should be reason en interruption in the flow of electricity, ough for doing it. The usual proce- and trouble in ignition or starting dure is to use the foot brake for a lighting. If the storage battery is It will readily be seen that this must while and then to change to the emer- of filled with distilled water, it will be the low speed. On the direct gency brake. This relieves the brake deteriorate and either curtail its acdrive (which is the high speed in a linings, but does not cool the drums, tivities or, in an extreme case, cease three speed gearset) the engine re- as the two brakes, internal and exter- them altogether. If valve stems and volves once to turn the drive-shaft nal, use the same drum. So by using push rods are not oiled, they will

Ordinary grease cups are not authat would be given by the high gear, and pistons, and so enables it to burn | needs soil grease, the gear shifting This may not seem to be very hard starts firing. clutch and brake mechanism require Toronto Man and Empire. oiling Brakes must be adjusted or rouble may follow on the first steep hill. Lubricant between the spring leaves really makes the car ride easier. The dealer can add to this list as much as he pleases or as much as the individual peculiarities of his car may demand, but he will do the best thing by himself and his owners by

> learns from the experience of others. Indestructible prescriptions

MOTOR CARS IN EUROPE.

Passenger Vehicles. comes second nature. Then when to obtain the returns from some coun- point upon which emphasis should be the emergency comes you can save tries later than 1916, and the number laid is the proof this latest order ofledge of what to do will give you far the list with 171,607 for 1917. France tion to conserve every ounce of en-

Generally, the returns are for pas- States to say that in this respect it has led all the Allies. It has no insenger cars only and do not comprise terest to-day but to end the war, and returns are lower for 1917 than they Beginners in motoring will be very were for 1914. Yet England has add-

		and the same of th	
1		Po	pulation
Country	Cars	Year	Per Ca
Great Britain	71,607	1917	26
France	98,400	1916	40
Germany	95,000	1914	68.
Italy	35,500	1918	1,00
Russia	27,900	1916	- 53
Austria-Hungary	19,360	1916	2,67
Belgium	14,700	1916	51
Spain	10,353	1918	1,98
Holland	10,000	1917	65
Sweden	9,000	1916	62
Denmark	8,500	1917	34
Switzerland	6,157	1914	61
Fortugal	3,211	1917	1,69
Norway	3,067	1918	73
Bulgaria	3,050	1916	1,41
Roumania	3,500	1913	3,39
Finland	2,000	1917	1,80
			1 1

Banning Pleasure Cars.

After January 1st, 1919, American automobile manufacturers must not make pleasure cars. This is a ruling of the War Industries Board that is causing considerable agitation in the motor trade, and among motoring citizens generally. The reason for the restriction is that Uncle Sam needs the material that would be employed in the manufacture of pleasure remembering that it is only the excars, and also needs the motor factoceptional owner of his first car who ries and the motor mechanics for war purposes. The restriction will prove a serious hardship to many factories for that have millions of dollars invested turn over only four times. By using when the engine is used as a brake spectacles, invented by a Chicago ocu- in plants designed especially for the the low gear we get four times the the tendency toward misfiring due to list, are stamped upon aluminum and manufacture of passenger cars, and can be filled by opticians in any coun- which cannot readily be converted for league, and with the hope that it will use upon commercial vehicles or oththe braking effect. If we have a four not merely concern the saving of the The world's richest ruby mine, ers to be used for military purposes. cylinder engine we have two strokes brakes, but may be of vital impor- which is in Burmah, is known to have They will also be resented by those of the pistons for each revolution, tance in case the brakes fail. This is been operated for at least two centu- people who buy a new car each spring pressions in its surface contends that las regularly as they buy a new straw l belts will not slip when it is used.

hat, and by that army, numbering tens or even hundreds of thousands; which graduates from the street car class to the motor-owning class each twelve months. The latter will not be able to purchase second-hand cars in place of new models as freely as in the past, for the man who has a car must either cling to it or go without until there is a fresh supply on the market. One result of the order that will be of value to users of cars is that they gotiafing a steep decline it is best to Latest Estimates Show Over 522,000 will be compelled to take better care of them than in the past and make Do not wait for an emergency before trying out the above suggestion.
Try it every time you go down a very
steep hill. Get so used to it that it bewar conditions, it has been impossible
it whatever cars they how have last untics recently compiled by the Fiat
tremely unlikely that the restriction
will be removed as long as there exists a war demand for steel. The your car and the lives of all in it accredited to Germany, 95,000, was the fers of the seriousness of the Ameriwithout any hesitancy, and a know- list for 1914; Great Britain heads can Government and its determinagreater confidence every time you came second with 98,400 for 1916 and lergy and necessary material for war Italy is fourth, with 35,500 for the effort. It is only fair to the United

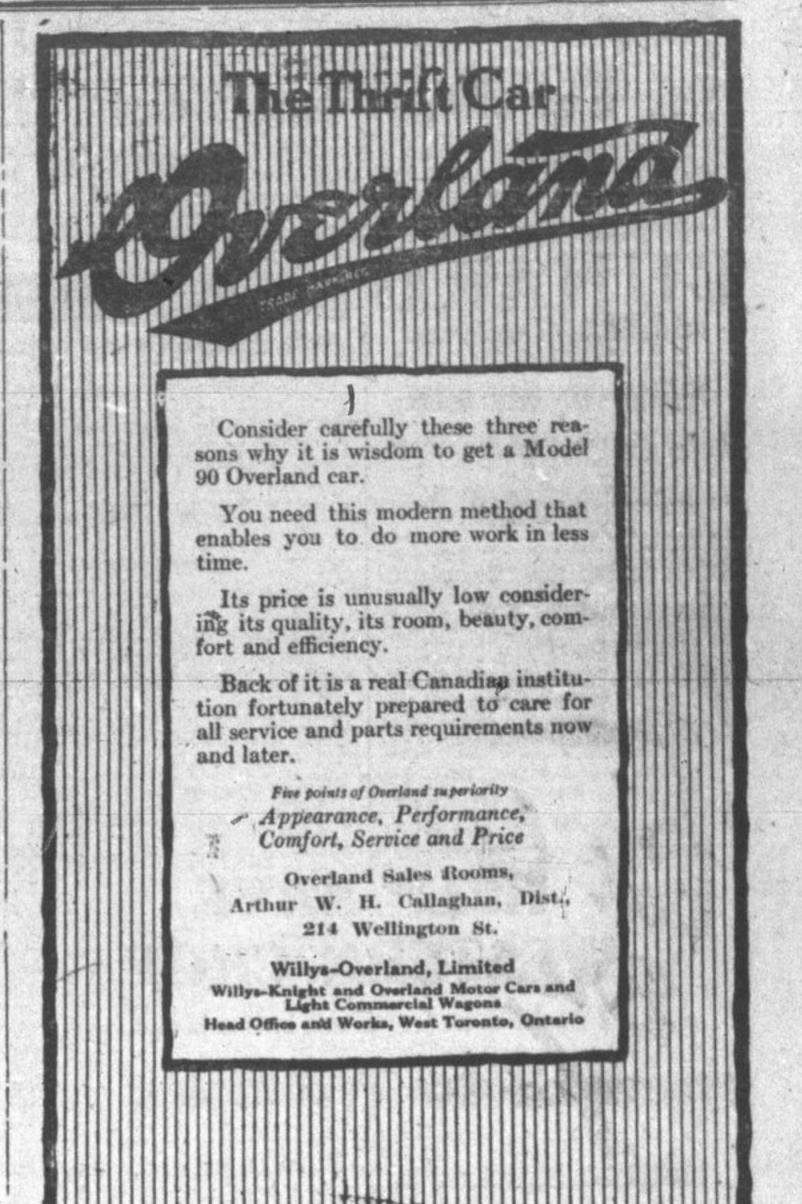
That farm motor car which you see dred years as they were when auto- war. The French returns are al- bowling merrily along a little muddy, nobiles were novelties. They will ways on the under side, being based it is true, and bearing the plain imorget to put gasoline in their tanks. on actual taxes paid and not includ- press of the farm, looks to you like They will wear themselves out crank- ing taxicabs, forries, or motor cycles. a pleasure vehicle, and one of the fine ing the engine-or letting the starter Before the war the actual number of things about it is that it does bring do it-with the ignition switch turned privately-owned motor vehicles in pleasure to a class of people who need They will burn up their engines France was about 115,000. Since more relaxation than they get; but it by forgetting to put oil in the crank then it is estimated that France has is not a pleasure car in essence, ases. In short, they will do all imported or built 80,000 war motors. whether it be a four cylinder or a those funny-picture stunts that are The principal battlefront being in Itwelve. It carries more than its load such a source of revenue to the repair France, there are actually more mo- jof joy-riders. There may be a pig or tor vehicles in that country at the a chicken or a peck of onion sets or So it is up to the dealer to pass out present moment than in any other in a mended clevis or a root of those oldfashioned yellow roses, or something from the engine right through to the moderately steep hill and go down on lers that he did in days of yore, and The statistics for the principal of the sort in the back of it somerear wheels. It must be equally evi- low gear, clutch in and ignition off. to watch over their early toddling countries, with the year they repre- where, but that is not the best load sent and the proportion of cars to in- it carries. It is coming back to the farm laden with ideas gathered from the farms along the road-ideas which, when planted on the home farm, will grow into fruits and grains and meats. There is a strawberry natch or a soiling crop or a new rotation or a plan for breeding up the farm herd or a programme for a neighborhood meeting for selling Liberty Bonds or any one of a thousand things in that

> Deseronto Club Holds Outing. The Deseronto Motor League, or July 24th, held its first "Drive and Picnic" since the formation of the league in November, 1917. Thirtyone cars, carrying 175 members and their friends, left Deseronto at 2.15 p.m. for Varty Lake, going via Napanee and Yarker. The route chosen carried one through the Valley of the Napanee River and landed them at Varty Lake, after a splendid drive of twenty-three and a half miles.

The water in the lake is beautifully clear and the children, with with many grown-ups, were soon in bathing. The one boat available at the grove was well patronized. After tea, races and games were enjoyed and entered into by old and young alike; the winners receiving prizes. A most enjoyable afternoon and evening was thus spent and all expressed themselves as being delighted with the spot chosen.

On the return trip, many of the cars chose different routes and all arrived home safely about 10 p.m., well

The inventor of a pulley with de-





The lightest running blower cutter made. A 4 H.P. Engine will perate the small size successfully THE MONEY MAKER



THE GILSON

MADE IN CANADA See Leslie Woods, Joyceville, Agent. or write Gilson Mfg. Co. Limited, Guelph, Canada

News and Views of and for the Farmrs

LIVE STOCK QUOTATIONS.

steers, \$14 to \$15.25; do. butcher, 75 to \$16.50; yearlings, \$13 to \$16.-\$12.50 to \$14; do. medium, \$11 to 50; heifers, \$10 to \$14; cows, \$5 to \$12; do. common, \$9.50 to \$10; \$11.50; bulls, \$6.50 to \$11.50; stock-| yellow, \$1.73 to \$1.74; No. 3 yel- Thomas, 33c to 40c per lb. heifers, good to choice, \$10.50 to ers and feeders, \$7 to \$10.25; fresh low, \$1.68 to \$1.70 1-2c; No. 4 yel-\$11; butcher cows, choice, \$10 to cows and springers, \$65 to \$135. \$10.50; do. medium, \$8 to 9; bulls, Calves Receipts, 1,600, easier, \$7 white, 71 to 71 1-2c; No. 3 white, choice heavy, \$9.50 to \$10; do. to \$19.50. \$9. to 9.50; do. med., 650 to 700 \$20 to \$20.25; roughs, \$17.25 to Ribs, \$24 to \$25. 1bs., \$8 to 8.50; do. light, 600 to 650 | \$17.50; stags, \$12 to \$15. 1bs. \$7.50 to \$8.25; grass cows, \$8 | Sheep and lambs Receipts, 4,400. to \$8.50; milch cows, \$90 to \$125; easier. Lambs, \$1 0to \$17.75; yearlambs, \$18 to \$19; sheep, light, \$14 | lings, \$10 to \$15; wethers, \$13.25 to to \$15; calves, \$14 to 17.50; hogs, \$13.75; ewes, \$6 to \$13; mixed

Montreal. Montreal, Aug. 30 .- Choice steers, \$12 to \$13; good steers, \$10.50 to Montreal, Aug. 30 .- Oats, Can-\$11.50; medium, \$8.50 to \$10; choice adian western, No. 2, \$1.01 to butcher bulls, \$9 to \$9.50; good \$1.02; extra No. 1 feed, 98 to 99c. bulls, \$8 to \$9; medium, \$7 to \$8; Flour, new standard spring wheat 22 1-2 bid; November, \$4.20 bid choice butchers' cows, \$10 to \$10.50; grade, \$10.95 to \$11.05. Rolled December, \$4.17 bid. good cows, \$9.25 to \$9.50; medium. oats, bags, 90 lbs., \$5.20 to \$5.30. \$8.50 to \$9. Lambs, \$17 to \$18; Bran, \$35. Shorts, \$40. Mouillie, sheep, \$12 to \$13; milk-fed calves. \$67 to \$68. Hay, No. 2, per ton, \$12 to \$14; grass-fed, \$6 to \$8. car lots, \$15.50 to \$16. Choice select hogs, off cars, \$20.25; cows, \$17 to \$18; stags, \$15 to \$16.

cars, \$19.75.

steers, \$8.50 to \$9; helfers, \$7 to \$9 .- | \$2.10 1/2, not including tax, in store 50; cows, \$4.50 to \$9.25; bulls, \$5 Fort William. to \$7; oxen, \$5.50 to \$10; stockers | Manitoba oats, No. 2 (C.W., 90 and feeders, \$6 to \$10.55; vealers, 3-8c. \$5.50 to \$14; sheep and lambs, American corn, No. 3 yellow, klin

Hogs Selects, \$19; heavies, \$16 dried, nominal. to \$17; sows, \$15 to \$16; stags, \$8 | Ontario wheat, No. 2 winter. to \$10; lights, \$14.50,

ceipts, 30,000; market strong. Bulk, crop, 77e to 79e; No. 3, 76 to 77c \$17.85 to \$19.86; butchers, \$19 to according to freight, outside. \$19.85; packing, \$17.75 to \$18.85; Barley, malting, new crop, \$1.08 40c to 42c; Port Hope, 43c to 45c; light hogs, \$19.10 to \$19.90; pigs, to \$1.05. \$18 to \$18.50; rough, \$17.10 to Ontario flour, war quality, \$10.- to 50c per 1b.

\$17.75. ers and good steers, steady; western Manitoba flour, war quality, \$10.- Belleville, \$1.50; Brantford, Chat cattle slow to lower. Veals, calves, 95, Toronto. Cattle-Receipts, 21,000; butch- bags.

\$17.25 to \$17.75. \$12.65 to \$18.50; medium and quoted. good, \$16.25 to \$17.65; culls, \$10 | Hay-Baled, track, Toronto, car Belleville, 47c to 48c; Bran ford Hake, Ib

\$13; medium and good, \$11 to lots, \$8 to \$8.50. \$12.50; breeding, \$12.50 to \$18.25.

If this is continued too long, how-

Buffalo. Receipts, 700, slow, 25c to 50c lower. \$1.10; No. 4 C.W., \$1.05. Flax-Prime steers, \$17 to \$17.50; shipping No. 1, N.W.C., \$4.27. Toronto, Aug. 30 .- Choice heavy steers, \$16.75 to \$17; butchers, \$11 .-

fed and watered, \$19.50; do, off sheep, \$13 to \$13.75.

GRAIN QUOTATIONS.

Toronto, Aug. 30.-Manitoba wheat, No. 1 northern, \$2.241/4; No. Winnipeg, Aug. 30.—Butcher 2, \$2.21 1/2; No. 3, \$2.17 1/2; No. 4

dried, nominal; No. 4 yellow, kiln 33 to 41c; Pacific coast, 1917, 19-dried, nominal; No. 4 yellow, kiln 1-2c; 1916, 13 to 15c.

\$2.31; No. 3 winter, \$2.27; No. 2 spring, \$2.26; No. 3 spring, \$2.23. basis in store, Montreal. Chicago, Aug. 30 .- Hogs-Re- Ontario oats, No. 2 white, new

95, Toronto-Montreal, \$10.85, new

Mill feed, car lots, delivered, \$1.70 to \$2; Port Hope, \$2, and St. | Eels, lb. Sheep Receipts, 25,000; market Montreal; shorts, \$40; bran, \$35; Thomas, \$2.50 to \$3 per bag. steady. Lambs, choice and prime, feed flour not quoted; middlings not

ewes, choice and prime, 12.50 to ed. \$16 to \$17 per ton; straw, car | 42c; Hamilton, 47c to 48c; Owen | Smelts, lb. . . .

Winnipeg, Aug. 30 .- Oats, No. East Buffalo, Aug. 30 .- Cattle- C.W., 90 3-8c. Barley, No. 3 C.W.,

Chicago, Aug. 30 .- Corn, No.

low, \$1.62 to \$1.65. Oats-No. 2 50; feeders, 900 to 1,000 lbs \$ \$10 mixed and yorkers, \$20.75 to \$21; Timothy, \$6 to \$8.75. Clover nomi- and Stratford, \$2.12 per bush, to \$10.50; stockers,, 750 to 800 lbs., light yorkers, \$20.25 to \$20.50; pigs, nal. Pork nominal. Lard, \$26.77.

to 68c. Flax, \$4.25 1-2 to \$4.27-1-2. Flour unchanged. Bran, \$29 .-

Duluth, Aug. 30 .- Linseed, \$4.3 September, \$4.35 bid; October,

New York. New York, Aug. 30 .- Flour quiet; springs, \$11.15 to \$11.40; winters, \$10.25 to \$10.50; Kansas, \$11.10 to \$11.35. Rye flour dull; fair to good, \$8.50 to \$9; choice to fancy, \$9.45 to \$10.50. White corn flour steady, \$5.15 to \$5.50 per 100 lbs. 1, \$1.65 to \$1.70; No. 2, \$1.55 to \$10 to \$11 per ton. \$1.60; No. 3, \$1.40 to \$1.45. Hops dull; state, 1917, medium to choice,

GENERAL TRADE.

Believille, 55c; Brantford, 48c to De: Chatham, 52; Hamilton and Kitchener, 45c to 48c; Owen Sound, St. Thomas, 50c, and Stratford, 45c

ham and Stratford, \$2.25; Kitchener, Cod, Ib

to \$14; feeders, \$16.50 to \$17.75; | lots, No. 1, \$18 to \$19; No. 2 mix-1 and Kitchener, 48c to 50c; Chatham, Sound, 42c; Port Hope, 40c; St. Tho- Tilefish, Ib. mas, 48c, and Stratford, 45c to 48c Trout, salmon, 1b.

> Chickens, Belleville and Stratford, 25c to 30c; Chatham, 45c to 50c; Brantford, 25c to 28c; Hamilton, 33c to 35c; Kitchener, 35c to 40c; Owen Sound, 2 23c to 25c; Port Hope, 40c, and St.

Belleville, Brantford, Chatham 69 3-4c to \$70 3-4c; standard, 70- and Port Hope, \$2.10; Hamilton, good, \$9.25 to \$10; do. light, \$7 to Hogs-Receipts, 7,200, steady to 1-2 to 71 1-2c. Rye-No. 2, \$1.69 \$2.10 to \$2.12; Kitchener, \$2.12 to \$8; canners and cutters, \$6 to \$7.- | 15c lower. Heavy, \$19.75 to \$20.75; to \$1.69 1-2. Barley, \$1 to \$1.10. | \$2.20; Owen Sound, \$2.10 to \$2.15,

Belleville, \$1.20; Brantford and Chatham, \$1.05; Kitchener, \$1.10 to Minneapolis, Aug. 30.—Cash \$1.15; Owen Sound, \$1.25 to \$1.30; wheat-No. 1 northern, old, \$2.22 | Port Hope, \$1.10; St. Thomas, 95c 1-2. Corn—No. 3 yellow, \$1.73 to to \$1, and Stratford, \$1.05 to \$1.15 \$1.75. Oats—No. 3 white, 67 1-2 per bush

> Belleville, 95c to \$1; Brantford, 75c to 77c; Chatham, 65c to 90c; Veal, lb. Hamilton, 92c to 92%c; Kitchener, 85c to 90c; Owen Sound, 83c to 85e; Port Hope, 80c; St. Thomas, 70c to 72c, and Stratford, 83c per bush.

Belleville, baled \$14 to \$15, loose) Hens, live, lb. \$16; Brantford, loose \$10 to \$12; Turkeys, lb. Chatham, loose \$12; Hamilton, loose \$16 to \$17; Kitchener, baled \$15.50 to \$16, lose \$13.50 to \$147 Owen Beets, bunch . . . Sound, baled \$13 to \$14, loose \$12 to Cabbage, head ... \$13; Port Hope, baled \$18, loose \$15 Carrots, bunch ... Barley flour steady, \$8.60 to \$9.50 to \$16; St. Thomas, loose \$12 to \$16; Cauliflowers, each. in 98-pound sacks. Hay firm; No. | and Stratford, baled \$18 to \$20, loose | Celery, bunch . . .

Kingston, Aug. 30th. Dairy Produce. Butter, creamery, Eggs, fresh, doz. . 48 Oleomargarine ... 1236 Dates, Ib. 10 Grapefruit, each ... Flounders, 1b. ... 22 - Grapes, lb. Fillets, lbs 18 Lemons, doz. 50

Finan Haddie, lb. ..

Haddock, fresh, lb. Halibut, fresh, lb. Herring, fresh, 1b. Kippers, dos Mackerel, lb. ... Rock-fish, lb. Salmon, lb. ... White fish, lb... (fresh) Porterhouse Steak. Sirloin Steak, lb. Round Steak, lb .. Rump Roast, lb. . Rib Roasts, 1b. . . Shoulder Roasts, 1b Boiling Cuts, 1b. . West'n carcase cwt West'n Fronts cwt 15.00 17.00 West'n Hinds cwt. 22.00 Local carcase cwt, 16.00 Local Fronts cwt. 15.00 Local Hinds, cwt... Leg Roasts, lb ... Hogs, live cwt. . . 19.00 Hogs, dressed, cwt Lamb, loins Mutton, Ib. Chickens, dressed, Chickens, live, lb. .

Corn, doz. Onions, dry, lb. Parsley, bunch Potatoes, new, pk. Radishes, bunch . Tomatoes, bush. . . Apples, pk. 25 Blueberries, qt. ... Blueberries, box . 20 Blackberries, box .

Canteloupes, each... 20

60

12% Oranges, doz. .. . 30

Peaches, doz. 30 Pears, doz. 40 Plums, doz. 20 Prunes, lb. Barley, bush. .. . 1.90 Bran, ton 39.00 Cornmeal, cwt. . . 12 % Corn, yellow feed bush. 1.90 Flour, Govt. standard, cwt. . . . 5.80 Hay, baled, ton .. 18.00 Hay, loose, ton .. 13.00 Oats, Man., bush.. 1.00 Oats, local, bush. 90 1.05 Shorts, ton . . . 43.00 Straw, baled, ton 10.00 11.00 Straw, loose, ton. Wheat, local, bush. 2.25 Hides, Furs, rac. Hides, beef, lb. .. 15 Lamb skins, fresh up to 1.25 Veal Skins, lb. .. Deacon skins, No. 1 1.50 Horse hides, No. 1 large 5.00 Tallow Cakes ... Wool, wash, lb. . Wool, unwashed, 10. Gensing, wild dry Shearlings, up to. MEAT PRICES DROP. A Distinctly Low Level Was Touched Underwood Oct. 3-

at Quebec City. Quebec, Aug. 30.-The price meat, as indicated by the market, dropped yesterday to what was locally a distinctly low level. There was an abundance of meats of all kinds offering, and the sales were heavy, due partly to the fact that to-morrow the exhibition opens and there are thousands here to attend the function. The best of beef on the hoof

brought between 10 and 11 cents per bound, second quality brought 8 and 9 cents, and third quality 6 and 7 cents. There was an abundance of lamb on the market at 10 and 11 cents, and 15 and 16 for the spring variety. Hogs brought 15 and 16 cenis. Dressed beef first quality, sold for between \$17 and \$20 per cwt. Choice butter rose to 43% cents, whilst fresh eggs

Rush to Serve in Palestine. New York, Aug. 20 .- The ap-25 | volunteers here, and 350 of them | procedure and practice. will depart shortly for training in

Agriculture, Toronto, J. Lockie Wilson, colborne Frankford Sept. 19-24 Inverary ... Sept. 1 Marmora ... Oct. Merrickville Sept. 17-18 Millbrook Oct. 3-4 Morrisburg Aug. 6-8 Oshawa (Central Canada) ... Sept. 9-11 Perth ... Sept. 6-Peterboro Sept. 12-14 Renfrew Sept. 18-26



FOOT IN IT Congratulate me, sir. M command has fairly slaugh tered the Amerkanische sch

Fairly slaugh tered! Dumforts at fairness Impair el

Division Court Clerks Meet. Toronto, Aug. 30 .- Forty-five of proach of the day of registration of the 360 division court clerks in Onthe men liable to draft in the Am- tario are attending the 33rd annual erican army has caused a rush of meeting of the Division Court Jewish men between 18 and 45, to Clerk's Association. The meeting enlist in the Jewish battalion of the serves as a training school for the British army serving in Palestine, more recently appointed clerks and 12 1/2 Since Monday there have been 400 for the discussion of questions of

Windsor Sept. 23-26 Wolfe Island Sept. 17-18

Education is mitigated ignorance.