

# In the Automobile World

## MOTORISTS SHOULD PRACTICE USE OF ENGINE AS BRAKE

While It Is Seldom That Both Service and Emergency Brakes Fail, Still Many Motorists Have Had Such Experience, and Therefore Preparedness Is to Be Advised—Braking With Engine Good Procedure.

Few motorists recognize what an efficient braking system they have in the gear box, combined with the engine. A thoroughly reliable braking effect may be obtained which will save the brake linings and may even save life in case the brakes fail.

A case comes to mind of a driver in Maine who took two ladies down a mile or more of mountain road and killed both of them and himself at the bottom. The brakes had failed, and he did not know what else to do but steer until death overtook him.

However, such knowledge is more general now, the only difficulty being that drivers do not know what gears to use. Fortunately, the probably, the engine being dead, that the rear wheels will drive the engine. This requires work to be done, and the effect on the wheels is to slow them down. It becomes then simply a question of choosing the gears which will cause the rear wheels to do the most work.

It will readily be seen that this must be the low speed. On the direct drive (which is the high speed in a three speed gear set) the engine revolves once to turn the drive shaft once. But on low gear the engine may revolve three or four times, depending on the size of the gears. If the drive is reversed the engine must revolve three or four times for every revolution of the drive shaft. As this gives three or four times the drag that would be given by the high gear, it is evident that it should be used.

This may not seem to be very hard work, but that is because we have not yet considered the reduction of gear which takes place at the differential. This varies with different cars, but one may as well call it four to one. That is, the drive shaft turns four times to drive the differential and axle once. If we reverse this the wheels turning once will drive the shaft four times. If the low gear is in mesh the engine will revolve four times for every turn of the drive shaft, making sixteen revolutions of the engine to one of the rear wheels. If high gear were used the engine would turn over only four times. By using the low gear we get four times the braking effect. If we have a four cylinder engine we have two times the braking effect. If we have a four cylinder engine we have two strokes of the pistons for each revolution, making thirty-two strokes of the pis-

## MOTOR CARS IN EUROPE.

Latest Estimates Show Over 522,000 Passenger Vehicles.

The number of motor cars in use in Europe is 522,112 according to statistics recently compiled by the Fiat Press Bureau of Italy. Owing to war conditions, it has been impossible to obtain the returns from some countries later than 1916, and the number accredited to Germany, 95,000, was the list for 1914. Great Britain leads the list with 171,607 for 1917. France came second with 98,400 for 1916 and Italy is fourth, with 35,500 for the present year up to July 1st.

Generally, the returns are for passenger cars only and do not comprise lorries and motor cycles. England's returns are lower for 1917 than they were for 1914. Yet England has added considerably to her number of commercial motors by reason of the war. The French returns are always on the under side, being based on actual taxes paid and not including taxicabs, cabs, or motor cycles. Before the war the actual number of privately-owned motor vehicles in France was about 115,000. Since then it is estimated that France has imported or built 80,000 war motor cars. The principal battlefront motor vehicles in use are actually more motor vehicles in that country at the present moment than in any other in Europe.

The statistics for the principal countries, with the year they represent and the proportion of cars to inhabitants are:

Country	Cars	Year	Per Car
Great Britain	171,607	1917	268
France	98,400	1916	402
Germany	95,000	1914	684
Italy	35,500	1917	1,602
Austria	27,900	1916	331
Austria-Hungary	19,360	1916	2,671
Belgium	14,700	1916	515
Spain	10,353	1918	1,989
Holland	10,000	1917	658
Sweden	9,000	1917	626
Denmark	8,000	1917	343
Switzerland	6,157	1914	611
Portugal	3,211	1917	1,603
Norway	3,067	1918	730
Bulgaria	3,050	1916	1,419
Rumania	3,500	1913	3,399
Finland	2,000	1917	1,800

So it is up to the dealer to pass out the same old warnings to his customers that he did in days of yore, and to watch over their early toddling with some fatherly solicitude.

Remind them that there must be gasoline in the tank, oil in the crankcase, water in the radiator, and air in the tires. If the fan belt is loose or the hose connection leaky or plugged up there will be over-heating. If there is loose wiring, there will be an interruption in the flow of electricity, and trouble in ignition or starting lighting. If the storage battery is not filled with distilled water, it will deteriorate and either curtail its activities or, in an extreme case, cease them altogether. If valve stems and push rods are not oiled, they will squeak and wear.

Ordinary grease cups are not automatic they will not screw themselves down. Neither will the nuts on the spring bolts or the spring clips keep themselves tight without assistance. The steering gear housing needs soft grease, the car shifting mechanism under the floor and the clutch and brake mechanism require oiling. Brakes must be adjusted or trouble 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 by himself and his owners by remembering that it is only the exceptional owner of his first car, who learns from the experience of others.

Indestructible prescriptions for spectacles, invented by a Chicago oculist, are stamped upon aluminum and can be filled by opticians in any country.

The world's richest ruby mine, which is in Burma, is known to have been operated for at least two centuries.

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 motorists citizens generally. The reason for the restriction is that Uncle Sam needs the material that would be employed in the manufacture of pleasure cars, and also needs the motor factories and the motor mechanics for war purposes. The restriction will prove a serious hardship on the factories that have millions of dollars invested in plants designed especially for the manufacture of passenger cars, and which cannot readily be converted for use upon commercial vehicles or others to be used for military purposes. They will also be restricted by those people who desire a new car each spring as regularly as they buy a new straw

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 will be compelled to take better care of them than in the past and make whatever cars they now have last until the end of the war, for it is extremely unlikely that the restriction will be removed as long as there exists a war demand for steel. The point upon which emphasis should be laid is the proof of this latest order of the seriousness of the American Government and its determination to conserve every ounce of energy and necessary material for war effort. It is only fair to the United States to say that in this respect it has led all the Allies. It has no interest to-day but to end the war, and end it with a knockout blow.

**The Farm Motor Car.**

That farm motor car which you see bowling merrily along a little muddy, rutted road, and bearing the plain impress of the farm, looks to you like a pleasure vehicle, and one of the fine things about it is that it does bring pleasure to a class of people who need more relaxation than they get; but it is not a pleasure car in essence, whether it be a four cylinder or a twelve. It carries more than its load of joy-riders. There may be a pig or a chicken or a peck of onion sets or a mended clevis or a root of those old-fashioned yellow roses, or something of the sort in the back of it, in essence, whether it be the best load 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 patch or a rolling 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 car.

**Deseronto Club Holds Outing.**

The Deseronto Motor League, on July 24th, held its first "Drive and Picnic" since the formation of the league in November, 1917. Thirty-one 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 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 satisfied with the first social of the league, and with the hope that it will not be the last.

The inventor of a pulley with depressions in its surface contends that belts will not slip when it is used.

**The Thrift Car**

Consider carefully these three reasons why it is wisdom to get a Model 90 Overland car.

You need this modern method that enables you to do more work in less time.

Its price is unusually low considering its quality, its room, beauty, comfort and efficiency.

Back of it is a real Canadian institution fortunately prepared to care for all service and parts requirements now and later.

Five points of Overland superiority: Appearance, Performance, Comfort, Service and Price.

Overland Sales Rooms,  
Arthur W. H. Callaghan, Dist.,  
214 Wellington St.

Willys-Overland, Limited  
Willys-Knight and Overland Motor Cars and Light Commercial Wagons  
Head Office and Works, West Toronto, Ontario

**THE GILSON ENGINE**

Goer-Like-Start

ALL SIZES AND STYLES

THE GILSON SILO FILLER

The lightest running blower cutter made. A 4 H.P. Engine will operate the small size successfully.

**THE HYLO SILO** THE MONEY MAKER

Entirely different and infinitely superior.

STANDARDIZED TRACTOR

GILSON Products are Dominant in Quality and Service

MADE IN CANADA

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

# News and Views of and for the Farmers

## The Market Reports

### LIVE STOCK QUOTATIONS.

**Toronto.**—Choice heavy steers, \$14 to \$15.25; do. butcher, \$12.50 to \$14; do. medium, \$11 to \$12; do. common, \$9.50 to \$10; heifers, good to choice, \$10.50 to \$11; butcher cows, choice, \$10 to \$10.50; do. medium, \$8 to \$9; do. good, \$7.50 to \$9; do. light, \$7 to \$8; canners and cutters, \$6 to \$7.50; feeders, 900 to 1,000 lbs., \$10 to \$10.50; stockers, 750 to 800 lbs., \$9 to \$9.50; do. med., 650 to 700 lbs., \$8 to \$8.50; do. light, 600 to 650 lbs., \$7.50 to \$8.25; grass cows, \$8 to \$8.50; milk cows, \$9 to \$12.50; lambs, \$18 to \$19; sheep, light, \$14 to \$15; calves, \$14 to \$15; hogs, fed and watered, \$19.50; do. off cars, \$19.75.

### GRAIN QUOTATIONS.

**Buffalo.**—Cattle—Receipts, 700 head, 25 to 50 lower. Prime steers, \$17 to \$17.50; shipping steers, \$16.75 to \$17; butchers, \$11.75 to \$16.50; yearlings, \$13 to \$16.50; heifers, \$10 to \$14; cows, \$5 to \$11.50; bulls, \$6.50 to \$10.50; stockers and feeders, \$7 to \$11.25; fresh cows and springers, \$6.50 to \$13.5, \$11 to \$15.50.

**Hogs**—Receipts, 7,200, steady to 15c lower. Heavy, \$19.75 to \$20.75; mixed and yorkers, \$20.75 to \$21; light yorkers, \$20.25 to \$20.50; pigs, \$20 to \$20.25; roughs, \$17.25 to \$17.75; stags, \$19 to \$15.

**Sheep and lambs**—Receipts, 4,400, easier. Lambs, \$11 to \$17.75; yearlings, \$10 to \$13; wethers, \$13.25 to \$13.75; ewes, \$6 to \$13; mixed sheep, \$13 to \$17.5.

### Winnipeg.

**Winnipeg.**—Oats—No. 2 C.W., 90 3/8c. Barley—No. 3 C.W., \$1.10; No. 4 C.W., \$1.05. Flax—No. 1, N.W.C., \$4.27.

**Chicago.**—Corn, No. 2 yellow, \$1.73 to \$1.74; No. 3 yellow, \$1.68 to \$1.70; No. 4 yellow, \$1.62 to \$1.65. Oats—No. 2 white, 71 to 71 1/2c; No. 3 white, 69 3/4c to 70 3/4c; standard, 70 1/2 to 71 1/2c. Rye—No. 1, \$1.69 to \$1.69 1/2c. Barley, \$1 to \$1.10. Timothy, \$6 to \$8.75. Clover nominal. Pork nominal. Lard, \$26.77. Ribs, \$24 to \$25.

**Minneapolis.**—Cash wheat—No. 1 northern, old, \$2.22; No. 2, \$2.10; No. 3 yellow, \$1.73 to \$1.75. Oats—No. 3 white, 67 1/2 to 68c. Flax, \$4.25 to \$4.27. Flour unchanged. Bran, \$29.31.

### Duluth.

**Duluth.**—Linseed, \$4.35; September, \$4.35 bid; October, \$4.22 1/2 bid; November, \$4.20 bid; December, \$4.17 bid.

**New York.**—Flour quiet; springs, \$11.15 to \$11.40; winters, \$10.25 to \$10.50; Kansas, \$11.10 to \$11.25. 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. Barley flour steady, \$8.50 to \$9.50 in 98-pound sacks. Hay firm; No. 1, \$1.65 to \$1.70; No. 2, \$1.55 to \$1.60; No. 3, \$1.40 to \$1.45. Hops dull; state, 1917, medium to choice, 33 to 41c; Pacific coast, 1917, 19 1/2c; 1916, 13 to 15c.

### GENERAL TRADE.

**Butter.**—Belleville, 55c; Brantford, 48c to 50c; Chatham, 52c; Hamilton and Kitchener, 45c to 48c; Owen Sound, 40c to 42c; Port Hope, 43c to 45c; St. Thomas, 50c, and Stratford, 45c to 50c per lb.

**Potatoes.**—Belleville, \$1.50; Brantford, Chatham and Stratford, \$2.25; Kitchener, \$1.70 to \$2; Port Hope, \$2, and St. Thomas, \$2.50 to \$3 per bag.

**Eggs.**—Belleville, 47c to 48c; Brantford,

### Haddock, fresh, lb. 12

Haddock, fresh, lb. 12  
Halibut, fresh, lb. 30  
Herring, fresh, lb. 10  
Kippers, doz. 40  
Mackerel, lb. 15  
Perch, lb. 13 1/2  
Pike, lb. 12 1/2  
Rock-fish, lb. 10  
Salmon, lb. 25  
Smelts, lb. 20  
Tilapia, lb. 12 1/2  
White fish, lb. 18  
(fresh) 18 20

### Meats.

**Beef:**  
Porterhouse Steak, 35 46  
Sirloin Steak, lb. 35 42  
Round Steak, lb. 35 40  
Rump Roast, lb. 30 32  
Rib Roasts, lb. 35 32  
Shoulder Roasts, lb. 30 32  
Boiling Cuts, lb. 28 32  
West'n carcass cwt. 19.00  
West'n Fronts cwt. 15.00 17.00  
West'n Hinds cwt. 22.00 25.00  
Local carcass cwt. 16.00 18.00  
Local Fronts cwt. 15.00  
Local Hinds cwt. 22.00

**Pork:**  
Loaf Roasts, lb. 40  
Loaf Roasts, lb. 35 40  
Hops, lb. 40 45  
Hog, live wt., 19.00 20.00  
Hogs, dressed, cwt. 27.00  
Lamb, fronts, 30 32  
Lamb, loins, 40 45  
Lamb, legs, 45 45  
Mutton, lb. 30 40  
Veal, lb. 20 35

### Poultry.

Chickens, dressed, lb. 30 40  
Chickens, live, lb. 25 35  
Hens, dressed, lb. 25 30  
Hens, live, lb. 25 27  
Turkeys, lb. 32 35

### Vegetables.

Beets, bunch, 5 5  
Cabbage, head, 5 15  
Carrots, bunch, 5 5  
Cauliflowers, each, 10 15  
Celery, bunch, 10 10  
Cucumbers, each, 5 10  
Corn, doz., 20 25  
Lettuce, bunch, 5 5  
Onions, bunch, 5 5  
Onions, dry, lb. 5 5  
Parsley, bunch, 5 5  
Potatoes, new, pk. 25 30  
Radishes, bunch, 5 5  
Tomatoes, bush, 1.00

### Fruit.

Apples, pk. 25 40  
Bananas, doz. 25 50  
Blueberries, qt. 25 30  
Blackberries, box, 25 25  
Cantaloupes, each, 20 25  
Cherries, lb. 20 25  
Dates, lb. 20 25  
Grapesfruit, each, 8 12 1/2  
Grapes, lb. 25 25  
Lemons, box, 50 60  
Oranges, doz. 30 70

### Meat Prices Drop.

A Distinctly Low Level Was Touched at Quebec City.

Quebec, Aug. 30.—The price of 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 beef on the hoof brought between 10 and 11 cents per pound, 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 cents. Dressed beef first quality, sold for between \$17 and \$20 per cwt. Choice butter rose to 43 1/2 cents, whilst fresh eggs were 48 to 50.

### Putting His Foot in It.

Congratulate me, sir. My command has fairly slaughtered the Americanische schwein.

Fairly slaughtered! Dum-kopf! All efforts at fairness impair efficiency. Report for court-martial.

### Division Court Clerks Meet.

Toronto, Aug. 30.—Forty-five of the 360 division court clerks in Ontario are attending the 33rd annual meeting of the Division Court Clerks' Association. The meeting serves as a training school for the more recently appointed clerks and for the discussion of questions of procedure and practice.

Education is mitigated ignorance.

### Dates of Fall Fairs, 1918

Location	Date
Issued by the Agricultural Societies Branch of the Ontario Department of Agriculture, Toronto, J. Lockie Wilson, superintendent.	
Alexandria	Sept. 10-11
Arnprior	Sept. 11-12
Bellefleur	Sept. 24-27
Bancroft	Sept. 2-3
Bowmanville	Sept. 17-18
Brighton	Sept. 13-15
Centerville	Sept. 13-14
Cobden	Sept. 24-25
Cobourg	Sept. 16-17
Collingwood	Sept. 13-14
Cornwall	Sept. 5-7
Delton	Sept. 28
Demarestville	Sept. 18-20
Frankford	Sept. 18-20
Frankville	Sept. 19-20
Harrow	Sept. 13-14
Inverary	Sept. 11
Kemptville	Sept. 24-27
Kingsville	Sept. 13-14
Lanark	Sept. 13-15
Landoway	Sept. 19-21
London	Sept. 13-14
Lombard	Sept. 5-7
London (Western Fair)	Sept. 25
Maberly	Sept. 13-14
Madeo	Oct. 1-2
Marmora	Sept. 13-14
McDonald's Corners	Sept. 27
Merrierville	Sept. 17-18
Millbrook	Sept. 13-14
Morrisburg	Aug. 6-9
Odenas	Oct. 1
Oshawa	Sept. 13-14
Ottawa (Central Canada)	Sept. 7-16
Parham	Sept. 13-14
Peterborough	Sept. 13-14
Piloton	Sept. 17-19
Renfrew	Sept. 13-14
Shannonville	Sept. 14
Spencerville	Sept. 24-25
Stirling	Sept. 25-26
Toronto (C.N.E.)	Aug. 21-Sept. 9
Tweed	Oct. 3-4
Underwood	Oct. 9
Windsor	Sept. 21-26
Wolfe Island	Sept. 17-19

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