

GOOD THRESHING REPORTS COMING FROM ONTARIO

Yields Are Showing Heavy Grain
and Plenty of It.

Western Situation—Good Conditions
Continue, But Crop Now Late—Out-
look Greatly Improved in the Last
Month.

(By F. M. Chapman, Editor Farmers'
Magazine.)

Threshing reports from Ontario continue to increase the optimism prevailing over eastern crops. The grain stood up well, had a good filling period, and was harvested in good shape. The yields therefore are showing heavy grain and plenty of it. Peas are the best recorded in over ten years. Spring wheat will easily surpass the ten-year average by from three to five bushels per acre and its acreage must be somewhere near 800,000 in Ontario. This good crop goes a long way towards redeeming the fall wheat loss in the same province. In oats the yields are large and the immense crops of this cereal in Canada will amply protect man and beast against food shortages for 1919, especially since the United States has such a variable harvest in wheat, corn and coarse grains. In the maritimes, equally bright conditions prevail. Potatoes, oats, hay and stock returns are unusually good.

Western conditions remain as satisfactory as at last report. W. R. Wood, M. P. for Beautiful Plains, who is secretary for the Manitoba grain growers, is on a trip east and informs the Financial Post that Manitoba will have a nearly normal harvest. In some places the wheat returns are magnificent, while recent rains have helped out on pastures. There is so much mixed farming being carried on in Manitoba that setbacks cannot affect the financial situation of farmers as formerly.

Varied Reports From Saskatchewan.
Miss Cora Hind of the Winnipeg Free Press who is touring the prairie writes the Financial Post from Weyburn, after traveling through the heart of the drought stricken districts.

Since my last report to your paper have cross-cut Saskatchewan from north to extreme south, coming east along the Weyburn-Lebridge line of the C. P. R. to Assiniboia and northeast from there to Moose Jaw and thence south to Weyburn on the Soo line.

In this trip have covered what is undoubtedly the section of that province that has suffered most seriously from drought and drifting in the earlier portion of the year and have seen many fields that will yield absolutely nothing. At the same time I have seen large sections of crop that are as fine as anything that province has ever produced and also much light crop that will yield very heavily in proportion to straw as

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every head is filled to the top and the grain is exceptionally plump and a very fine color.

The best crops seen were the big areas round Shaunavon in the extreme southwest of the province, the great Moose Jaw plains that are in the centre and Weyburn district which is about the centre of the southeastern section of the province—areas very widely separated.

On the whole conditions in these portions of Saskatchewan are very much better than I expected to find them. There are large areas of late oats and late flax that would be seriously damaged if frost came before the tenth of September but the wheat in these areas is fully daisy.

So far August is going out without any frost and it looks as if the west might count on fairly settled weather for a time at least. In all the sections covered between these reports I have found enormous areas of summer-fallow and new breaking and while new breaking has been done on land that was too dry to make a good seed bed at the same time much of it has been so well worked that it is in a condition to absorb and retain any rains that may come this fall and profit materially by the rainfall of next winter. My estimate of the crop of the three provinces will be ready for publication next Wednesday and it will be a month after document than seemed possible a month ago.

HOME RULE FOR INDIA

(Toronto Globe.)
The report on constitutional reform for India, which is compared by the London Nation to Lord Dufferin's famous report on Canada, will rank among the great documents of history. It outlines a plan which insures "the progressive realization of responsible government" for 800,000,000 people. Its favorable reception in all circles, official and unofficial, in both Great Britain and India, is in itself a remarkable achievement, full of promise for the success of another of those experiments in freedom which have been the glory and strength of the British Empire.

The report is chiefly the work of the secretary of state for India. Mr. Montagu, who journeyed to India to analyze its problems, to confer with its rulers and to study native opinion. Indian home rule, or the measure of it embodied in the present scheme, is not a sudden conception or concession. For many years the basis of political power has been broadening and certain classes of natives have been admitted by degrees to a voice and share in government. But the present project carries India much further on the road to complete autonomy than any previous stage of the journey. For the first time the executive will be linked with a legislative power resting upon a comprehensive franchise. There will be provincial assemblies composed mainly of elected members having control over education, local self-government, provincial taxation, excise, mines, public works and other subjects and services. The central government will be less democratic, but there, too, the door will be left open for further advance. The legislative body will consist of two chambers, the lower one mainly elective, the upper one mainly nominative, but the elected members will have a substantial

AUTO OUTPUT DOWN TO 25 PER CENT.

Drastic Regulations in U. S. For
Last Half of Year

Next Year Dark—Manufacturers Have
no Other Intimation Than That They
Must Be on a 100 Per Cent War
Basis by January 1

(Financial Post.)

Manufacturers of passenger autos, both Canadian and American, while hoping for the best, are preparing for the worst. The American manufacturers both of passenger cars and repair parts have come to an agreement with the War Industries Board to limit production during the last six months of 1918 to twenty-five per cent of the total production of 1917. A letter to this effect has just been sent to the National Automobile Chamber of Commerce by the War Industries Board. The board gave notice that in order to permit this production it will extend preferential treatment for the obtaining of materials necessary to "match up" the stock on hand.

This development in the automobile situation leaves manufacturers as much in the dark as before. It was stated that it is impossible to tell just where they stand. They have the letter recently sent out by the war board stating that it would be advisable for them to put their plants on a 100 per cent war basis by January 1, 1919. No order to this effect has as yet been issued. Now comes the order limiting the production of passenger cars for the remainder of this year. All this, of course, has a direct effect on Canadian auto manufacturers, who are dependent on American firms for parts and supplies.

What It Means.

Just what this latest order to cut the production of passenger cars to 25 per cent of the total production for 1917 means may be understood better when it is learned that in 1917 approximately 1,800,000 automobiles of all kinds were manufactured in the United States. Of this number about 200,000 were motor trucks. On the basis of the first three months' production Geo. M. Graham, chairman of the national motor truck committee of the National Automobile Chamber of Commerce estimates that in 1918 there will be turned out 275,000 motor trucks. Of these at least 60,000 will go into war service overseas. There is an urgent need to conserve steel and it is to meet this and at the same time conserve supplies of steel needed for war purposes. As a war measure the manufacturers admit that the step planned by the war board is logically sound. Winning the war is the big thing and putting the huge auto manufacturing facilities of the United States on a 100 per cent war basis will not only hasten victory but will help in preparing the auto industry for the important part it has to play once victory has been attained.

The American auto manufacturers will suffer financial loss. They have already accepted war orders that total over \$800,000,000. At the present time the war requirements of steel and rubber exceed the supply but the war board is making every effort to keep the out-

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put at its maximum by placing restrictions on non-essential industries and curtailing the production of pleasure cars. As far as Canada is concerned the immediate effect has been to jump the prices of autos. The available supply of new cars is lessened. Canadian manufacturers, however, expect to be able to take care of a fair share of this year's business but are not making any promises as to the future. Already a big business is developing in used cars and this will automatically result in largely increased sales of auto accessories. Some firms declare it will be only a question of time when the big cars are off the market. Others take a more optimistic view of things and are hoping that the enormous production of steel across the line will eventually catch up with the requirements and that any restrictions which may be imposed will be modified.

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MUTT AND JEFF—JEFF PUT THE FRANKFORD SERVICE ON THE BUM WITHOUT DROPPING A BOMB—By 'BUD' FISHER
(COPYRIGHT, 1918, BY H. C. FISHER, TRADE MARK REGISTERED IN CANADA.)

JEFF, FRANKFORD IS ONE OF THE MAIN BIG RAILROAD CENTERS. IF WE CAN DESTROY THEIR TRAIN SERVICE THERE IT WILL BE EQUAL TO A BIG VICTORY ON THE BATTLE FIELD. YOUR PLANE IS WAITING. WILL YOU VOLUNTEER?

YOU MEAN ALL I GOTTA DO IS FLY TO FRANKFORD AND PUT THEIR TRAIN SERVICE ON THE BUM? SURE I'LL GO!

SO THIS IS FRANKFORD! AND THERE'S THE DEPOT! WHO'D HAVE THOUGHT IT'D EVER BE FLYING OVER THE PLACE WHERE THEY MADE FRANKFURTER SAUSAGES. NOW TO DO MY JOB!

I WISH I COULD THINK UP A SNAPPY REPORT TO MAKE TO THE MAJOR IN THE MORNING. WHEN THE HUNS FIND OUT WHAT I'VE DONE THEY'LL GO CRAZY.

SIR, I'VE PUT THE TRAIN SERVICE AT FRANKFORD ON THE BUM!

SO YOU DID A THOROUGH JOB, EH?

I CERTAINLY DID. I BEBE INTO THE DEPOT AND DESTROYED ALL THE TICKETS.