

ticularly good, being, of course, helped by the presence of ether.

Had it not been for the war, 1914 might very well have seen the start of a really solid movement in favor of alcohol fuel. Early in the year, the Alcohol Motor Fuel Committee had been formed. This had obtained very influential support from the Government Departments concerned with the welfare of India and of the colonies. An appeal was just about to be made to the public for funds with which to conduct various necessary researches when the war broke out, and the committee, composed as it was of scientists, had to suspend its activities in view of yet more urgent calls upon the services of its members and advisors.

When, a little later, the Committee of the Privy Council for Scientific and Industrial Research was formed, there seemed to be some hope of a new start being made, but the committee in question did not consider the matter sufficiently urgent to justify expenditure during the war. Consequently, nothing further has been done here, if we except the collection of a certain amount of statistical information.

During the present year two new moves have been made, either or both of which may lead to the production of alcohol fuel in some quantity. Of these, the more concrete is the appointment of a Committee on Alcohol Fuel and Engines by the Advisory Council of Science and Industry of the Commonwealth of Australia. This committee has already done a great deal of useful preliminary work, and is setting about the task of familiarizing the Australian public with the possibilities of alcohol fuel for use either alone in specially designed stationary engines, such as are required in great numbers on farms, or as part of a mixture in motor car engines.

Of these two propositions, the first is given in precedence, because the general use of alcohol as a motor fuel is so far dependent upon the existence of adequate facilities for the retail distribution of the fuel to all points. In the early stages, this difficulty must be a very great one. It is evidently easier, other things being equal, to get the fuel used in a stationary engine which will only require its supplies to be delivered regularly to one point. On the other hand, the stationary engine can, and does, generally use a cheaper fuel than petrol, so that the competition that alcohol has to face is, as regards price, most severe in this sphere.

It seems likely that the next move on the part of the Australian committee will be the purchase of a stationary alcohol en-

gine, with which to demonstrate at agricultural and other shows the practical character of the whole proposition. In the matter of supplies of the fuel itself, Australia can start with molasses. The Commonwealth produces a sufficient supply of molasses to yield some four million gallons of alcohol per annum, and at present about 75 per cent of this supply runs to waste.

When the movement has made some progress, new sources of supply will have to be developed, and no doubt alcohol crops, perhaps taking the form of maize, barley, beet, or potatoes, will be grown in large quantities. The price at which we can get our fuel depends primarily on the relation between the supply of, and demand for, light liquid fuels the world over. If Australia can, by becoming her own producer, drop out of the market so far as petrol is concerned, then there is so much the more petrol left for use elsewhere, a fact which is likely to be reflected in quality and also in price.

The last move to be recorded up to date in connection with alcohol has as yet not passed the stage of propaganda. It really amounts to an attempt to encourage the growth of alcohol crops. The idea is that ultimately the farmers, operating in groups, will become their own distillers of industrial alcohol. They will thereby fill their own fuel needs, and also, it is hoped, a very appreciable percentage of the needs of motorists. The whole thing depends upon the cost of production. The question is whether it will ever be possible to produce alcohol crops at a price which will make the spirit obtained from them capable of competing in the open market with similar spirit imported from other parts of the empire where crops can be grown with greater ease and cheaper labor, upon less valuable land.

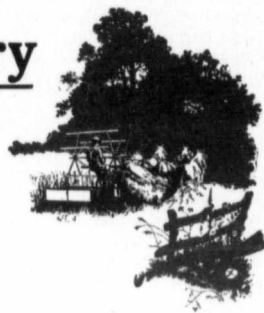
FOOD DEALERS LICENSED

Canada's new system of license control of dealers in foodstuffs involves over 80,000 retail establishments and about 23,500 wholesalers. Of the total number of retailers there are 30,000 grocers, 16,000 butchers, 50,000 public eating places, 5,000 bakers, 2,000 fish dealers, 4,500 fruit and vegetable dealers and 4,000 produce dealers.

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Every man is wanted on the farm this year who ever handled a hoe, or drove a team. Get in touch with the situation. Find out who is handling the employment agency in your town. Sign up for service where you will count most during this harvest.

No Worry About Harvest



HAVE you noticed how discussion of the food supply situation seems to center around the number of acres it is possible to plant rather than around the harvesting of those planted acres?

It is an unconscious, but none the less wonderful, tribute to the genius of the inventors of the reaper and binder that the public takes the harvesting of the greatest grain crop ever planted as a matter of course. The sole question now is, "How many acres can we plant?" The power and help required by the planting will be amply sufficient for the harvest where Deering binders and binder twine are used.

And, where they are used, the harvest will be complete. No matter whether the grain be tall or short, heavy or light, standing or down, lodged and tangled, a Deering binder cuts and binds it all without waste.

It is an easy matter to be fully prepared for harvest. Buy the largest binder you can use. The larger sizes conserve labor. Buy a new machine if there is any question about the efficiency of the old one. A new Deering is absolutely reliable.

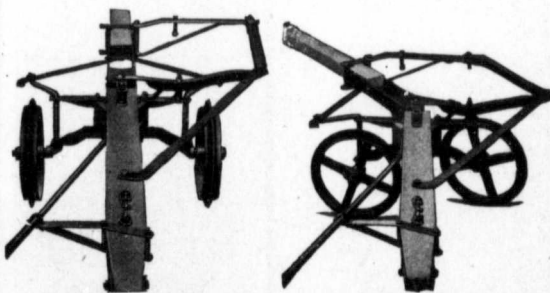
We furnish promptly either new Deering binders or repairs for old ones. Do not hesitate to call on our organization for any help we can give in the harvesting of this year's grain crop—the most important crop ever raised. See the local dealer or write to the nearest branch direct—early.

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EAST—Hamilton, Ont., London, Ont., Montreal, Que., Ottawa, Ont., Quebec, Que., St. John, N.B.



Pivot axle tongue truck on the Deering binder, showing pole straight. Note the all-steel construction and flanged wheels.

Showing how easy it is to make square turns on account of the wheels coming around faster than the pole.