

New Things for the Motorist

STEEL TIRE PROTECTOR

A Canadian firm has lately been organized under the name of The Steel Protector and Auto Tire Co. to manufacture Steel-Tire Clamps and Double-Tire Clamp-Hooks in Toronto and Vancouver.

A tire clamp to be practical must be strong but light, easy to put on and capable of withstanding the hard knocks of the road.

Steel-Tire Clamps are used as blow-out patches, protection and emergency patches, as non-skids, as a protector to armor plate the whole tire as a retread and as a clamp to hold an old tire with bead cut off over another of the same size. The latter use has, however, been largely dropped in favor of Double-Tire Clamp-Hooks.

Steel-Tire Clamps are smooth riding due partly to the fact that the clamps prevent the tire from stretching with inflation, at the point where they cover it, holding it in sufficient to avoid vibration. The loops are on the side of the tread-plate and the material is only 1-8-inch thick.

When used as blowout or protection patch enough of the clamps are adjusted to cover the defect. It is the only outer shoe of the style which hooks to the rim or bead of tire, which is made every quarter inch in length so as to fit all makes and types of pneumatic tires which may or may not be worn or stretched. It is the only shoe the tread of which may be renewed so readily. It is more compact than any other and does not deteriorate by action of oil in the tool box or on garage floor, or with age, and is therefore particularly suited to carry in the car for emergency. It avoids the necessity of carrying a spare tire. Many take old tires which they were saving for the junk man and by reinforcing, repairing and protecting the defects with the aid of the clamps, obtain thousands of miles more service. It does not creep as it is depressed in the rubber tighter than a corked bottle, especially at the rim, where it cannot shift 1-16 of an inch. It looks well since there are no loose lace ends hanging loose and since it does not pass around the rim of the wheel. It is quicker to adjust than any other and is more adaptable to fit closely any size of defect.

Twelve or so of these clamps, at intervals around the tire are excellent as a non-skid and are superior to weed chains for the following reasons—

They do not rattle.

They may be left on the tire continuously thus avoiding the unpleasant work of adjusting and removing before and after every wet spell.

They are wide and flat and do not cut the tires as do chains. They re-entire the tires, holding the pressure, whereas chains only tend to weaken the tires by chafing off the rubber.

They are more easily renewed than chains, a new tread-plate being readily inserted by anyone without special tools.

They do not hang loose and break by catching on obstructions. Made from hand steel 1 3/4 inches wide they are much stronger than the wire in weed chains, and wear much longer for the same reason.

The loops on the ends of the tread-plate protrude enough to give good traction, but steel will hold on a greasy pavement whereas rubber in any form will easily skid.

They are better than steel-studded treads since they present an alternating surface to the road of steel and rubber, each surface material giving better traction than the other under different road conditions, so that one has with them a maximum of efficiency all the time, without making special changes for each kind of weather and condition of road.

In the mud they give splendid traction, the loops on the sides as well as those on the tread-plate, giving a grip.

They are light weight having no circular chain at the side of the tyre to hold them on as is required with weed chains.

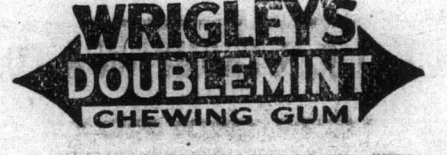
The clamps being sold by the regular dealers and garages and also by the company themselves through the mail etc.

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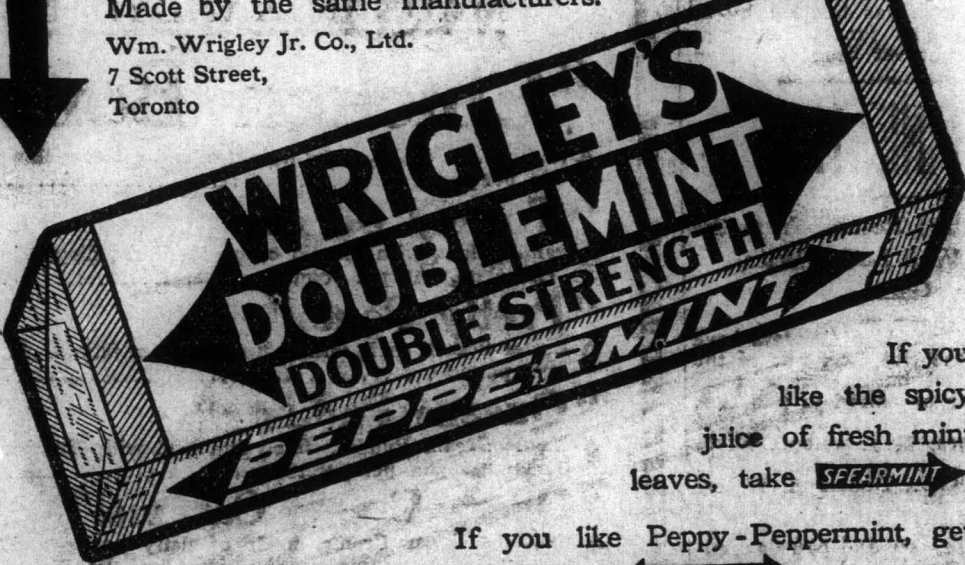


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Be sure to get **WRIGLEYS!**

A FEW CANADIANS LIKELY AT FRONT

OTTAWA, Nov. 16.—No official advice has as yet been received by the Militia Department here confirming the publisher's rumors to the effect that a number of the Canadian troops, including some of the western cavalry, are already in France and in the firing zone. It is thought probable in official circles here, however, that some of the regulars among the Canadian force, with perhaps a few of the artillery and some of the motor transport service, have already been sent to the front. It is not expected that the main body of the first contingent will see active service for some weeks, it being Lord Kitchener's policy to send only thoroughly trained troops to the firing line unless further reinforcements of the more recently enlisted men are absolutely necessary.

The principal need of the allies in France, at present, however, is understood to be in artillery and transport units, and when the troops left here last September it was expected that some of the artillery units, which are particularly well equipped and trained, would be speedily sent to France. Owing to the strict British censorship, it is not expected that anything will be sent out in regard to the movement of Canadian troops to France until after they are already at the front and have perhaps had their first baptism of fire.

Meanwhile it may be noted that the Canadians at Salisbury are not more than a day's journey from the battle line, and can be rushed to the front as quickly as the hundreds of thousands of French reserves in southern and western France, who have not yet been pressed into the actual fighting.

ANTI-GERMAN TURKS THREATEN DISORDERS

Declare that German Officers in Country Must be Withdrawn.

LONDON, Nov. 16.—The Daily News' correspondent at Petrograd says: "Messages continue to reach Bucharest from Constantinople describing a widespread anti-German movement among the Turks. Proclamations thrown at Enver Pasha declare that disorders will only cease when the German officers withdraw."

A DETAILED ACCOUNT OF AUDACIOUS' LOSS

Two Eyewitnesses of Disaster Tell What They Saw—Was Mined.

Mines Are Reported to Have Been Laid by a German Vessel Flying Norwegian Flag—Heroic Work in Rescuing the Warship's Crew.

NEW YORK, Nov. 15.—The first authentic detailed account of the sinking of the British super-Dreadnought Audacious on October 27, some 25 miles off the north coast of Ireland, as the result of striking a mine or being torpedoed, was brought here today, by two eye-witnesses of the disaster. Hugh Griffiths, musician, member of the orchestra of the Olympic, which rescued the crew of the Audacious, distributed many to various warships and took the others to Lough Swilly. The men arrived today on the American liner New York.

In spite of the fact that there were 900 officers and men on the Audacious, and that the rescue work was carried on under great difficulty in a heavy sea, and a westerly gale, only two lives were lost. One was a petty officer, who was drowned out of a lifeboat, and the other a gunner's mate, who was struck by a fragment of steel when the Audacious was blown up.

"When the Audacious was first struck," said Bandmaster Beames, "I thought that she had been torpedoed, but it was later determined that the big battleship had run into a mine placed by German trawlers flying the Norwegian flag. Sailors who remained on the Dreadnought were finally brought aboard the Olympic about midnight on October 27. It was stated that the Audacious had been blown up and sunk by orders of the Admiralty. This step it was suggested was taken to prevent the enemy learning of the disaster.

Bandmaster Beames told the story to a reporter on the New York in part as follows:

Olympic is Warned

"After the Olympic left New York on October 21," he said, "we heard for the first time that the northeast coast of Ireland was reported to have been mined and that certain shipping men in New York had bet as high as 40 to 1 that the ship would not reach Greenock safely.

"All went well, however, until 10 a.m. on October 27, when we sighted Tory Island off the Irish coast. It was a dull, cold morning, with a strong westerly gale blowing and very heavy seas. At 11 a.m. we sighted two warships ahead. The larger of the two was wallowing in the trough of the sea, and so close to the shore that the crew were washing over the quarter deck. This was the Audacious.

Audacious in Distress.

At first we did not think there was anything serious the matter until the other vessel, which proved to be the cruiser Liverpool, began to circle zig-zag fashion across the course of the Olympic for about fifteen minutes. By that time we were close enough to observe from the deck without the aid of glasses that the battleship had her distress signals flying, a blue and white checked flag, the letter 'N' of the international signal code at her main signal yards. We stopped within 500 yards of the disabled warship, and a few minutes later the order was given, 'Man the boats.'

"Fourteen lifeboats were lowered.

Many Rescuers Assembled

"While the rescue work was going on several towed boats, trawlers and light cruisers had come on the scene in answer to wireless messages sent by the Liverpool. Two hundred and fifty of the crew of the Audacious were taken to the Olympic and 450 others were distributed among the destroyers and the cruisers. The remaining 200 of the crew were mustered on the forecastle head of the Audacious to assist in attempting to save the ship.

"By this time the Audacious was very deep in the water. The mine had blown a hole into her at 8 o'clock and she had then been between five and six hours with water rushing through the great breach in her port quarter. The port part of the quarter deck was under water, and her port guns in the main turret were washed.

"Some of the Olympic boats made as many as three trips in rescuing the crew. By one o'clock the crew of the Olympic had returned on board leaving fourteen lifeboats adrift, because it was impossible to hoist them in the heavy sea.

Fury's Fine Seamanship.

"The salvage operations were begun by the little destroyer Fury by a splendid piece of seamanship. She came close up to the Olympic and took a light steel hawser over to the bow of the Audacious, where it was put around the capstan, and the men on the forecastle head hove in a big steel hawser which they made fast to the hawser chain of the Audacious.

"After skillful maneuvering by Capt. H. J. Haddock, commander of the Olympic, started with a steady strain to tow the battleship into Lough Swilly, which was twenty miles away. The heavy seas lifted the Olympic up and caused the hawser to snap from the weight of the battleship in the trough of the sea.

Second Hawser Snaps.

"Once again the plucky little destroyer Fury came and passed another hawser from the Olympic to the Audacious. The second hawser snapped in the same manner. As a final effort Captain Haddock tried to get a 6-inch hawser to the battleship from the Olympic direct by maneuvering his ship so as to get her stern directly over the bow of the Audacious. After several attempts this was given up. The seas and gale had increased in violence, and there would have been danger of a collision if the Olympic got to close.

"At 6 p.m. it had become dusk,

and the Captain of the Audacious signalled to Captain Haddock to go on to Lough Swilly and leave his lifeboats to be used for rescuing the 200 men left on the Audacious when it became necessary. The Olympic agreed to return to Lough Swilly on the same night.

The flotilla of rescue ships continued to stand by, however, until 9 o'clock that evening, when a terrific explosion occurred on stern first and in a moment had disappeared.

The explosion is supposed to have been caused by shells set loose by the listing of the battleship. A bit of armor plate torn from the sinking ship, struck the deck of the Liverpool, cutting the legs from under a gunner. The man died in a short time.

Another Version

An Associated Press story says: The Audacious met her fate 25 miles off the Irish coast, which the Olympic was skirting. The liner sailed from New York for Glasgow on October 21. She had been warned that there were German mines off Tory Island, and fear of these mines unexpectedly put into Lough Swilly. The Olympic's passengers saw the flash of the explosion and watched the mighty warrior sink. Then their ship turned her prow toward Lough Swilly. Small craft cleared the route to make sure it was free of mines. From October 27 to November 2 the Olympic lay at Lough Swilly, during which time no one but naval officers were allowed aboard her. An immediate investigation of the loss of the battleship was begun.

Jellicoe Visits the Scene

Vice-Admiral Sir John R. Jellicoe, commander of the home fleet, visited the scene of the disaster Nov. 13. Even officers of the White Star Line were not permitted to board the Olympic at Lough Swilly, and all supplies were taken aboard by men of the navy. After the steamer entered Belfast harbor one of the waiters on board was arrested, charged with being a spy, and detained for examination.

The Olympic carried about 300 passengers. Nearly 100 of these were British reservists. All passengers other than British were denied passage from Belfast to Liverpool, and were compelled to go to Dublin, which is an open port to take boats for England. Secrecy regarding the loss of the Audacious was enjoined upon the crew and passengers of the Olympic, who were urged to refrain from discussing the naval tragedy which they had witnessed, pending a complete investigation. The crew of the Audacious was removed from the liner as soon as warships for the purpose were available.

The Audacious Equipment

The Audacious had a displacement of 24,000 tons, and was 596 feet in length. Her armament consisted of ten 13.5 inch guns, sixteen 4 inch guns, four 3 pounders, with three 21 inch torpedo tubes. In her trials she developed a speed of 22.4 knots an hour, being slightly faster under trial than the other vessels of her class. She was a sister ship of the King George V, Gesta and Ajax, all commissioned in 1911 or 1912.

WAR CANNOT END WITH A TREATY

Germany, By Dishonoring Her Pledge, Debars Herself From International Agreements.

The only thing that has prevented wars from being massacres, and peace from being needlessly broken in the intervals between wars is the Law of Nations. Not in peace, but in time of war, is the paramount necessity of a Law of Nations most deeply and earnestly felt. Disobedience to that Law of Nations debars Germany from again signing any treaty with England.

The object of all war is to establish the ascendancy of one or other of conflicting ideas between nations or groups of nations. Germany's ideal is Germany over all, England's ideal is liberty.

The war we are waging is thus no ordinary war. The settlement after the war will be no ordinary settlement. The close of former wars has always been followed by a Treaty of Peace. The close of this war can result in no Treaty of Peace, because Germany has deliberately renounced the power of making a treaty with any power.

What is a treaty? It begins with a consultation between plenipotentiaries who are, ostensibly of equal status. When you confer with a dishonorable man, with a view to this his fault and the result of bad judgment. If you are cheated twice by the same dishonorable man that is your fault. You are a fool. Germany is a dishonorable power; she tells us herself she regards treaties merely as scraps of paper.

Germany Discredited.

Germany has placed herself in the

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position of being unable to handle, treat, consult, discourse with, or manage a conference of plenipotentiaries for the purpose of adjustment of differences or forming an agreement for a lasting peace. Germany is egregious, i.e. outside the flock of nations. She cannot negotiate. Her diplomacy is discredited in the minds of all the same business men. No agreement, league or compact with Germany though formally signed by representatives duly authorized and solemnly ratified under the seal and signature of the supreme power of each state, is worth the paper it is written upon.

Not the profanation of holy places, nor the firing on the white flag, nor the looting of private houses by the Heir-apparent to the Prussian Throne disqualify Germany from participating in the councils of nations. She is beyond the pale because her signature on a scrap of paper is worthless.

Britain is in the position to-day of keeping many promises to many powers. Germany has elected to betray. England to keep faith with other powers. We shall see which pays best.

But, you will ask, if we cannot make a treaty of peace, how else can the war be ended? The answer is that when Germany is brought to her knees the terms of capitulation will be imposed under penalty clauses capable of being enforced.

Cage the Tiger.

England finally beat the French

FRENCH CHINA

Notwithstanding the war, we have just received direct from France 30 casks of beautiful French China. This shipment comprises eleven patterns in Dinner Ware, including our lovely white and gold design, both in plain and incrustated. The order for these goods was placed long before war was declared, so you will get as well as we the benefit of prices made before the big advance. Come in and make your selection now. A beautiful Dinner Set would be a lovely Xmas gift. You can buy a few pieces now and add to it from time to time as you wish.

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