

POINTS OF LAW THAT MOTORISTS MUST KNOW

Synopsis of Points in Motor Vehicles Act and Highways Travel Act That All Motorists Should Familiarize Themselves With

Driving Name, etc., in Writing.—If an accident occurs to any person or any horse or vehicle in charge of a person, owing to the presence of a motor vehicle on a highway, the person in charge of the motor vehicle shall return to the scene of the accident and give "in writing" to the person sustaining loss the name and address of the driver of the car, the name of the owner and the number of the permit and shall render all possible assistance. For default there is a penalty not exceeding \$50.

Liability of Owner.—Wherever there is a violation of the Motor Vehicles Act or any act of the Highways Act on the part of the driver, the owner is liable in damages as well as to the penalties referred to. The only exception to this liability on the part of the owner is where at the time of the violation the car was in the possession of some person other than the owner without his consent, express or implied, such person not being in the employ of the owner.

Witnesses, Etc.—In almost every case where an accident results against an owner or driver for damages, his liability will depend upon a question of fact—was he or was he not guilty of negligence. That question is determined by a court of law upon the evidence and credibility of witnesses. As the act further imposes upon the owner or driver the burden of proving that he was not guilty of negligence it is of the utmost importance that the names of witnesses and all data preserved that will assist in the defence of any action that may be brought.

Penalties.—Responsibility for—The owner of a motor vehicle "shall be responsible for any violation" of the act and the driver "not being the owner shall be responsible for any such violation." Where the employer of a person driving for hire, pay or gain is present at the time any offence is committed against the act both the employer and the driver shall be liable to conviction.

Major Offences.—For (a) failing to carry markers in front and back of car; (b) exposing any other number than the official marker; (c) neglecting to keep markers clean and visible; (d) racing on highway; (e) driving while intoxicated; (f) failing to return to scene of accident and give name and number in writing and render assistance, the offender may be arrested by an officer without warrant, or may be summoned and upon conviction for the first offence is liable to a penalty not exceeding \$50 or one week's imprisonment, or both. In the event of a third conviction for any of these offences, the car may be impounded and the offender refused a permit or license for two years thereafter.

Minor Offences.—For violation of any other provision of the act the penalty for the first offence shall not exceed \$10. In respect of these offences neither arrest, imprisonment, impounding the car or cancelling the license can be imposed for the first or any subsequent offence by any justice or magistrate. The minister of public works has power, however, to suspend or revoke any permit or license for any "misconduct" or infraction. He may also prohibit under a fine of \$500 any person guilty thereof from driving a motor vehicle for a period not exceeding two years.

Criminal Negligence.—In addition to the penalties imposed by the Motor Vehicles Act, the criminal code makes every one liable to an indictable offence and liable to two years' imprisonment "who causes grievous bodily harm" to any person by furious driving, wilful misconduct or by the neglect of any duty imposed upon him. The provisions of the code may be invoked where bodily injury is done and not in cases of property damage only.

Defence of Alibi.—Where it is alleged an offence has been committed against the act and the owner is summoned to appear in a court "other than the one in which he resides" the owner may examine the evidence and the driver of the motor vehicle were at the place of the alleged offence at the time. In that case the owner may appear with two witnesses before a justice of the peace in his own county and there give proof of his defence.

Trial Before Justice.—When you are charged with a violation of the law, you should be summoned within a reasonable time. You are entitled to information as to the time and place the offence was committed, and to an adjournment, if necessary, to procure witnesses or counsel. The evidence of the complainant must show beyond reasonable doubt that an offence was committed and you should be particular to see that both the wording of the summons and evidence given show an offence within the wording of the Motor Vehicles Act or some valid municipal by-law. Sometimes it does not. You have the right to cross-examine the witnesses, and to call such witnesses in defence as you may deem necessary. If you are convicted wrongfully, there is the right of appeal in which case notice of appeal must be served on the magistrate and justice and the informant within ten days.

The Ontario Motor League will welcome any specific complaints of illegal or unreasonable conduct on the part of any officer, justice or magistrate, and will, where possible, take steps to enforce the motorist's rights.—Courtesy Canadian Motorist.

DISMISS APPEALS
By Courier-Lessee Wire
Toronto, Aug. 29.—On the ground that the military service act and the militia act of Canada superseded the British army act in all those matters in which they conflicted, the courts here to-day dismissed the habeas corpus proceedings made on behalf of John McSwenney and James Roache, who were detained and put into uniform by the military authorities of this district before they had fully completed their two year's sentence at Durwash Farm under the military service act.

SILVER MINING IN YUKON.
Ass. Press.
Dawson City, Aug. 29.—The Yukon is turning from gold to silver mining. While the value of the former, or its purchasing power, has decreased, that of silver has been doubled. There is great activity in the silver-bearing areas tributary to Dawson, the Mayo district to the upper Stewart River and along the twelve-mile creek. These fields are 150 miles apart. Silver was discovered in these areas years ago, but no work was even done. The Canadian government has dispatched a party of geologists to investigate the prospects of development in the silver mining industry in these sections.



FRATERNITY. French Women, each working out her eyes in making one design. Some of the 40,000 Lace Makers thrown out of work by the war.

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

Few motorists recognize that 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 rille or two 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, and it is difficult to get to drivers do not know what gears to use. Fortunately, the problem is a very simple one. If the clutch is engaged and the gears in a station of the engine right through to the rear wheels. It must be equally evident if the car is running downhill and the clutch and gears are engaged, 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 and stop them.

It is 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 case in a station of the direct drive (which is the high speed in a three speed gearset) 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 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 the two or 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 it is because we have not yet considered the reduction of gearing that takes place at the differential. This varies with different cars, but on a four wheel drive car, the rear wheels revolve 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. But if the 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 had a four cylinder engine we have two strokes of the pistons for each revolution, making thirty-two strokes of the pistons to each revolution of the rear wheels.

The question arises as to whether suction or compression is used. Most people say compression, as they know how difficult it is to crank the engine over by hand. But if the piston is started, as the release of compression helps the fly wheel along. If in doubt try spinning an engine by hand, with the compression cocks open, and again with them closed. It will be found much harder if cocks are closed. The condition of suction above the pistons is opposed by atmospheric pressure below the pistons, making a heavy resistance. This is not only reasonable but it may be readily tested out in practice.

To try it out on a car choose a moderately steep hill and go down on low gear, clutch in and ignition off. Try varying the speed with the throttle. It will be found that the car slows down when throttle is closed and speeds up when throttle is open.

The practice of using the engine as a brake is advisable, especially on steep mountain roads. It insures safety, saves the brakes and cools the engine, which should be reason enough for doing it. The usual procedure is to use the foot brake for a while and then to change to the emergency brake. This relieves the emergency brake. This relieves the

TRADES FOLLOWS RED TRIANGLE

Value of Canadian Goods Only Now Realized in France

As the war has revealed the standing of Canadian goods to the world, the contents of the Canadian Y. M. C. A. in France have no less discovered to thousands of Imperial and French soldiers the merits of Canadian manufacturers. In pre-war days, goods "Made in Canada" compared favorably with their competitors, but since the screw of food restriction laws has been tightened almost daily in France and England, for soldier and civilian alike, the contrast has been most distinctly in favor of the Canadian article as sold in the Red Triangle huts.

Canada has been in the fortunate position of not requiring such rigorous use of "substitutes" as called for elsewhere, and so far as supplies for the soldiers are concerned, quality has been kept as far as possible up to notch. By special permission of the authorities, the Canadian Y. M. C. A. has been permitted to ship many hundreds of tons of supplies of all kinds to France and England. These goods have won the enthusiastic praise of thousands of British Tommies, and letters from Canadians at the front tell how the Tommies will gladly walk twelve miles or more, in order to buy genuine Canadian "cents" at a Canadian Y. M. C. A. canteen.

One line of goods popularized "over here" by the Red Triangle is canned meats, fish, fruit and vegetables from the Dominion. Needless to say, the quality is of the highest and variety sold at the Canadian canteens is not less than that of the best available in the Dominion. Needless to say, the quality is of the highest and variety sold at the Canadian canteens is not less than that of the best available in the Dominion.

Manufacturers of Canadian athletic goods will also find that the Red Triangle has proved to be a good advance agent for their wares. The amount of vigor put into his play by the Canadian sportsman called for equipment that will stand far more than a slap on the wrist. An enormous quantity of first class athletic material has been shipped to Europe by the Canadian Y. M. C. A. for free loan to the troops and this has been practically the sole source of supply for such articles near the front and in the base camps. The unbounded admiration of Imperial onlookers at Canadian field sports for the agility and prowess of the players has been equalled by their envy of his excellent outfit. Himself a keen sportsman, the Britisher, when he bids a reckless adieu to the fields of war and turns again to those of play, will do so with less of prejudice in his heart in favor of the home-made bat and ball. Undoubtedly Canadian athletic players have gained a foremost place in the respectful esteem of the Britisher as purveyors in a sphere wherein the latter imagined himself out of sight supreme.

A perusal of the price list displayed prominently in every Canadian Y. M. C. A. canteen in France, naturally reveals a preponderance of Canadian goods. These comprise biscuits, candies, including gum, and maple sugar, soap, tobacco, cigars and cigarettes. It is a marvelously varied and comprehensive list, ranging from boot laces to peanut butter, and including the proverbial needle, although the anchor is missing.

Another item of Canadian manufacture "placed" by the Red Triangle overseas is the heating stove. A British Tommy who has crept in out of the deadly chill of the trenches and cuddled down beside a genuine Canuck heater, is not going to be so sure in future that his own vaunted and certainly more spectacular "open fire" is the last word in warming apparatus.

Whatever any "League of Nations" or Zollverein may do in post war days by way of stimulating trade between the allies generally, it is certain that several thousands of Imperial troops are convinced that if the Canadian manufacturer can maintain such high standards as shown in the Y. M. C. A. canteens in France during hostilities, he can do even better in times of peace. That they will regulate their buying accordingly goes without saying, and the manufacturers of Canada may be trusted to make the most of this opportunity to expand their trade provided by the operations of the Red Triangle overseas.

ILLICIT WHISKEY IS SEIZED IN U. S.
30,000 Gallons of Moonshine Poured Down Mountain Stream
By Courier-Lessee Wire
Washington, Aug. 30.—The biggest intensive round-up of illicit whiskey distillers ever undertaken by the Government, has just been completed in southern mountain districts of the United States.

The activities of the agents resulted in the seizure of 486 stills, arrest of 200 moonshiners, killing of five outlaws and two sheriffs and confiscation of a number of other government men and liquor makers. This systematic campaign of raids has been under way eight weeks, mainly in mountains of Tennessee, Alabama, Florida, Georgia, North Carolina and South Carolina—all dry States—but arrests were withheld until to-day to avoid giving advance information to moonshiners of the activities of a flying squadron of 14 experienced revenue agents. This band, working swiftly from community to community, cleaned out nests of moonshiners who had been operating without serious difficulties for years.

More than 30,000 gallons of moonshine whiskey was seized and poured down mountain streams. Over \$100,000 worth of illicit copper stills of all sizes and other paraphernalia, automobiles, horses, mules and wagons belonging to the distillers was taken by the flying squadron. About 21,000 pounds of sugar found on distillers premises was confiscated and the most of it given to the Red Cross. Recommendations for 321 prosecutions have been sent to the Department of Justice and forwarded to United States attorneys, while most of the moonshiners caught at their stills are being bars in southern jails awaiting trial.

FIRE CHIEFS CONVENTION.
By Courier-Lessee Wire
Toronto, Aug. 30.—At this morning's session of the Dominion Fire Chiefs' Convention, R. Pritchard, chief of Chatham's fire department, was elected president for the ensuing year. Next year's convention will be held in Calgary.

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ENEMY BRINGS UP FRESH BATTERIES

But is Not Prepared to Risk His Heavy Guns Overmuch

FRENCH ADVANCING

Canadian Advance Over the Land Dotted With Historic Places

Bulletin London, Aug. 30.—(Canadian dispatch from Reuter's Lini) A dispatch from Reuter's correspondent at British headquarters says: "The Germans have brought up fresh batteries, but were not prepared to risk their artillery overmuch. We captured a complete battery also—sixty two prisoners at Cambes and one 15 millimetres howitzer and four field guns at Maurepas."

French Resume Attack.
With the French army in France, the German troops which yesterday took Noyon and advanced to Mount Simeon, to the northeast, resumed their attack this morning and are advancing up the difficult heights north of Eve Oise.

Historic Places.
Ottawa, Aug. 30.—Roland Hill, correspondent with the Canadian forces, writing from France, says: "The territory over which the Canadians have advanced is dotted with places that will be historic. Beaumont wood, for instance, shelters a hoard of machine gunners. Tanks waddled towards it fearlessly while troops from one of our divisions worked to the flanks. It was soon captured after a stiff fight. One of our tanks broke down near the edge of the wood and is anchored there yet. Every petrol can on it is riddled with bullets and the steel sides of the monster are dinged and tatted by the hail of lead poured at it, giving evidence of the danger our men had to face."

On the third day of the attack a Hun dispatch rider, who had no idea the Canadians had advanced so far into his lines was caught riding his motorcycle towards the village where a few hours before his division headquarters were located. When he halted and found himself a prisoner he became quite churlish and boastfully remarked that the Germans would recapture all the ground that had been taken from them within two days. The divisional signal station with a number

of operators busy at the "buzzers" and "phones" had been added to our list of spoils shortly before the dispatch rider's capture.

In another dugout were two officers and 30 of other ranks, who were taken prisoners. One of the Prussian officers told some of our men that the Canadians were Indians and were not gentlemen. He was asked what he considered himself and with the arrogance of his ilk, said: "A German gentleman." "There ain't no such animal," returned an Ontario sergeant.



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