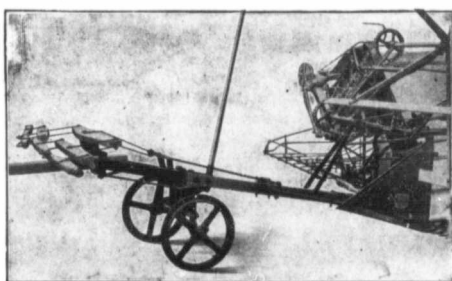


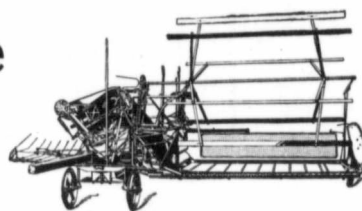
Invest in Whole-Crop Insurance

THERE is one kind of insurance you may not know about, which requires no premiums, on which you realize every year, and which this year is fully as important as any other insurance you carry. When your crops are ready for cutting, McCormick binders and twine insure the harvesting of the whole crop. No matter whether the grain be heavy or light, tall or short, standing or down, lodged and tangled, a McCormick binder cuts and binds it all without waste. That is what we mean by whole-crop insurance.

McCormick harvesting machines and binder twine, always efficient, are better than ever this year, when every bushel of grain is needed. Remember this when you come to buy your



The McCormick tongue truck keeps the McCormick binder running steadily and makes it easy to turn corners. It is furnished regularly with all 8-foot machines. It can be supplied for 5, 6, and 7-foot machines on special order at additional cost.



binder and twine for the season's work. Remember, too, that the larger sizes conserve labor. Buy the largest binder you can use, and buy a new machine if there is any question at all about the efficiency of the old one. A new McCormick binder is absolutely reliable.

You can be sure of having your new machine on time by placing your order with the local dealer as soon as possible, or writing the nearest branch now for catalogues. The dealer will appreciate having your order early so that he can give some service to your neighbors who delay. And the world will appreciate it!

International Harvester Company of Canada, Limited

BRANCH HOUSES

WEST—Brandon, Man.; Calgary, Alta.; Edmonton, Alta.; Estevan, Sask.; Lethbridge, Alta.; N. Battleford, Sask.; Regina, Sask.; Saskatoon, Sask.; Winnipeg, Man.; Yorkton, Sask.

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

MORE than eleven years have passed since the Motor Union of England, prior to its amalgamation with the Automobile Association, decided to constitute a Fuel Committee in view of the prospect of material increases in the price of petrol. The committee went into the subject very thoroughly and issued a report which has never received as much practical consideration as it deserved.

The committee came to the conclusion that a petrol famine in the near future was inevitable, or, in other words, that the demand for petrol would far outstrip the supply, unless alternative motor fuels were brought into existence. The possible alternatives, as then recognized, were subsequently examined with great care. It was observed that they fell naturally into two groups, namely, those which when exhausted could not be replaced by any known process, and those which could be regarded as inexhaustible, because the supplies could be removed and increased at will.

The only fuel to come into the latter category was alcohol. This was the main consideration which led the committee to the conclusion that the chief efforts should be in the direction of encouraging in every way the use and development of a substance such as alco-

Alcohol as a Fuel

From English "Country Life"

hol, produced from vegetation. The main difficulty standing in the way was, and still is, the extent of the restrictions due to the fact that potable alcohol is a source of considerable revenue. We thus come early against the question of whether the majority of these restrictions could be removed without leaving the revenue open to fraud. Evidently the Motor Union Committee considered that much could be done without any serious risk of this kind, since they advised the inauguration of a movement with the specific object of bringing about a reduction in the restrictions. This was the first, and was obviously regarded as the most important of all the recommendations made by the committee.

The trouble was that, having reached these conclusions the committee had not the power to put theory into practice, and the government gave no signs of taking the initiative and clearing up the position by a voluntary removal or alteration of those regulations which still make the production of industrial alcohol so unnecessarily expensive. This

attitude of *laissez faire* was encouraged by the very lukewarm report of the Departmental Committee on Alcohol of 1904. This committee "considered that for a long time to come there would be no demand for more than about a half million gallons of industrial spirit per annum, and that the utmost expansion that can be regarded as attainable within a measurable distance of time would double that quantity."

Meanwhile, Germany was already in 1903 consuming annually 33 million gallons of denatured alcohol for domestic use, and some fifteen million gallons for industrial purposes and for engine fuel. In Germany the policy of the agrarian party favored a big production of alcohol crops. It was desired to re-populate the agricultural districts, the whole scheme being closely connected with the propaganda of militarists. Subventions were paid by the government, which made the growth of alcohol crops a profitable business. At the same time, the production of alcohol engines was very definitely encouraged.

Germany got her reward during the early stages of the war when what might well have been a fatal shortage of petrol supplies was successfully countered by the very general use of a petrol substitute consisting of 80 per cent alcohol and 20 per cent benzol, with a little naphthalene. It has been stated that this mixture gave five-sixths the power of petrol in a petrol engine. This is probably about correct, and the great point is that all the ingredients were produced in Germany. It is questionable whether our enemies would have been able to continue to use large quantities of a mixture of this kind, since their difficulties in regard to food involved new claims upon alcohol crops. However, the shortage was made good until such time as the oil wells in Eastern Europe came again into the possession of the Central Powers.

France also has encouraged the growth of alcohol crops and has taken steps to make certain that her military motor vehicles should not be solely dependent on imported fuel. In the annual trials of subvention lorries, which took place regularly before the war, all the competing machines were obliged on certain days to run on a 50 per cent mixture of carburated alcohol with benzol. The general opinion of experts was