

TRACTOR SHOW OFF TO A GOOD START

Old Rifle Range at Cobourg
Takes on Appearance of
a Giant Midway.

INTERNATIONAL FLAVOR

Representatives From France,
Italy and Other Countries to
Place Big Orders.

By a Staff Reporter.
Cobourg, Sept. 17.—The great tractor show got off to a good start today in spite of the cold weather. The old rifle range, a mile south of the town, has taken on the appearance of a giant midway and all in a short space of time a tented city has sprung up. Unlike the midway, the barker is not human but of the gasoline variety, and many of them. There has not been as much of the show put on today as might have been under different weather conditions, but everything is now in readiness for a big day tomorrow. The last of the tents was put up today, and the flags are now flying gaily in welcome to the many thousands of visitors that are expected from all parts of the United States and Canada.

Countries Represented.
Among the distinguished visitors to be present are two representatives of the French Government and one from the Italian Government who will look over the different machines with a view to placing war orders, as European conditions have made the tractor an absolute necessity. Brazilian representatives are also present looking for the best type of machine to use in cultivating the fertile plains of that great wheat country. The deputy minister of agriculture from Washington as well as delegations from many of the states will help to give the tractor show an international flavor.

Hotel Accommodation Taxed.
Much of the praise for the arrangements is due to J. D. Hayden of Cobourg and P. G. Van Vleet of Toronto. All the hotel accommodations in town have been spoken for for some time, in spite of the great advance in prices. Many private homes have been thrown open to accommodate the visitors who will throng Cobourg to see the tractor show.

Among the tractors that are ready for demonstration work are noticed many well-known Canadian and American makes, such as Case, John Deere, Cleveland, International, Titan, Massey-Harris, Hession, Fordson and Gilchrist. The Oliver Tractor Works have a fine exhibit in their tent, many electrical devices showing the business organization behind the outfit. Moving pictures of other tractor demonstrations where Oliver plows were used are being shown in a darkened section of the tent. The Cockshutt Plow Company have a large number of plows of various kinds waiting to turn the sod over when the opportunity is offered. Massey-Harris Company and Moline Plow Company also have good exhibits.

Many Farm Accessories.
Many farm accessories are found in separate tents, the various forms of electric light and power being shown, among which were noticed Delco Light and Northern Electric. Milling machines were shown by the Universal Company and the Empire Company, while the motor truck trade was represented by Chevrolet and Little Giant. Hyatt roller bearings, Disk Magneto, Remy starters and Buda motors were also being demonstrated. The Imperial Oil Company not only had a large tent with varieties of lubricating oils, axle grease, etc., but were distributing gasoline and kerosene around the grounds.

No Official Plowing.
Owing to the heavy condition of the ground after last night's rain, the plowing demonstration did not take place in the morning, as was scheduled. About 2:30 this afternoon a number of tractors and plows were taken to the farm of Joseph Green, where they had a "try out" and got some of the paint worn off the tips of plows in any official capacity, and very few were present to watch the maiden efforts. Several tractors drove up and down the Kingston road in front of the show grounds and confined their testings to snorts and roars.

Things will start up at 10 o'clock Wednesday morning, and the demonstrations and contests will be on full swing. It is believed that a number of experienced farmers will be present and will show any skeptics that women are willing and able to help solve the labor problem on the farm in any way they possibly can.

PHONE COMPANY FILES ITS NEW NIGHT RATES

Montreal, Sept. 17.—A new schedule of night rates for long-distance telephone service has been filed with the board of railway commissioners by the Bell Telephone Company of Canada. To become effective Oct. 1 next, before the hours of 6 a.m. and 8:30 p.m. the present day rates will apply. From 8:30 to 11:30 the rate will be 60 per cent. of the day rate, and from 11:30 p.m. to 6 a.m. forty per cent. of the day rate.

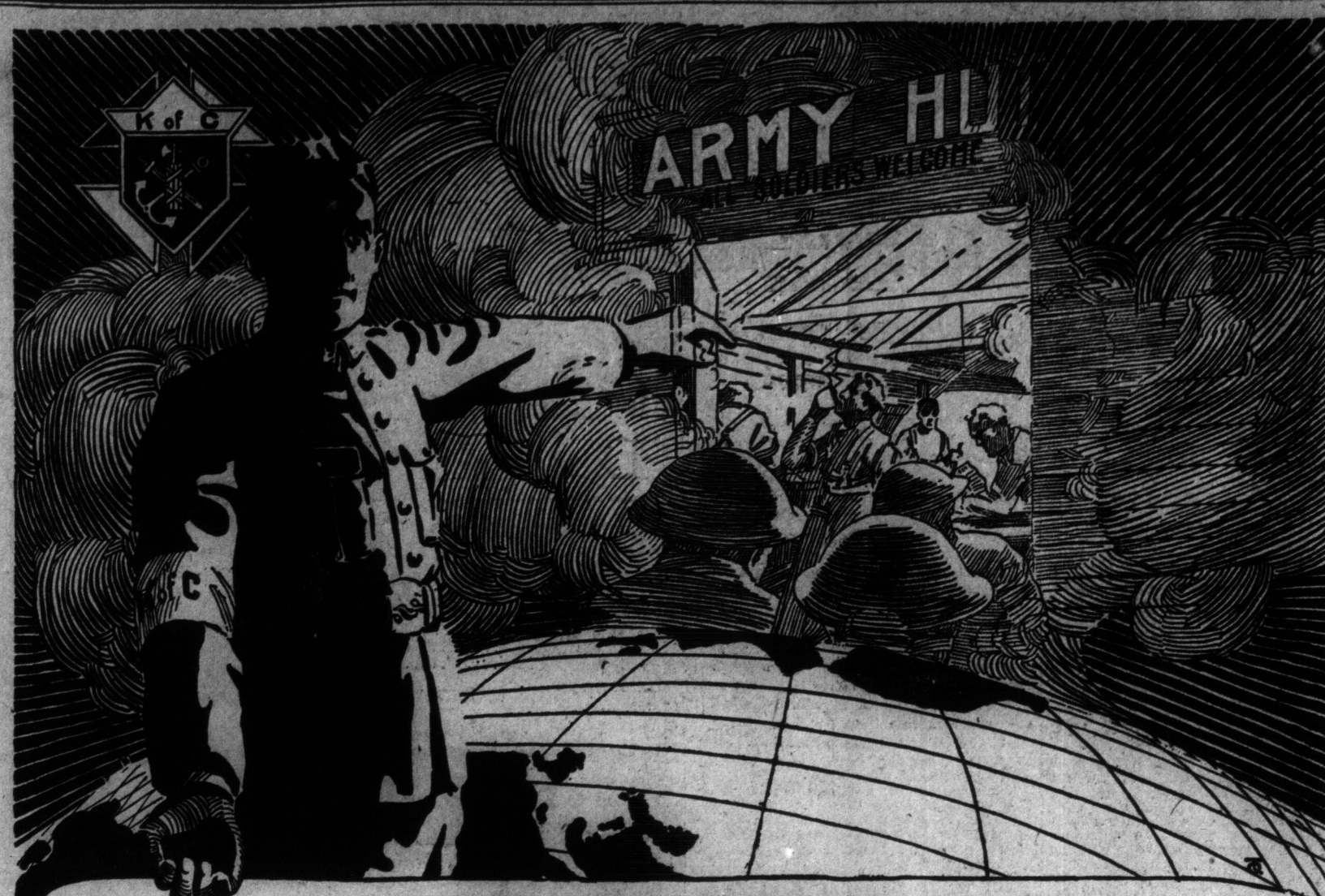
It is anticipated that this readjustment of rates, which involves both an increase and decrease in present charges, will result such a redistribution in the load of long-distance telephone traffic as to relieve the congestion now existing on the lines.

MEDICAL CAPTAIN EXONERATED.

Montreal, Sept. 17.—The investigation of charges laid against Capt. M. E. Prevost, C.A.M.C., in connection with the medical examination of recruits, has been completed. The officer having been wholly exonerated. Capt. Prevost was at one time medical officer of the 22nd French-Canadian Battalion, and has been considerable service at the front.

STOLE MOTOR ACCESSORIES.

Chatham, Sept. 17.—High Constable Peters and Detective Haze of the Per-Markette have broken into a dragnet and expect to arrest within the next few days a gang of thieves who last night broke into two cars of the Per-Markette and stole a quantity of motor accessories, later selling them to a local junk dealer.



GIVE!

WON'T you help make it possible for all the boys to be inside?
YOU—EVERYBODY—can give something. Put your fighting dollars behind our fighting lads. Give them your loyal support, the help, comfort, care and consolation you would want if you were there.

THERE IS ABSOLUTELY NO DISTINCTION OF RACE OR CREED
ALL SOLDIERS ARE ADMISTERED TO ALIKE

\$500,000.00 is needed quickly to keep pace with the wants of our boys who are wearing down civilization's most savage and "bloodthirsty" enemy. The increasing demand for more huts and supplies is greater far greater than our finances at present can maintain. So won't YOU help us "carry on" this angelic work?

"Stand behind the boys behind our guns"

GIVE AS MUCH AS YOU CAN SEPTEMBER 15th to 23rd Catholic Army Huts Dominion Wide Appeal

Appeal for Toronto and Counties of York, Ontario and Peel
Postponed until Week Commencing September 30th

Headquarters for Canada - - 95 LAURIER AVENUE WEST, OTTAWA

LIVE STOCK MARKET

The market for good cattle continues very strong at the Union Yards, and despite the fairly heavy run of yesterday, 1201 head of fresh stock coupled with anywhere from 800 to 1000 cattle left over from Monday, there was no scarcity on the exchange. Good, heavy steers and heifers and good butcher cattle, with fat cows, are all holding steady. The common to medium stuff, and there is a lot of it, gets cleaned up in one way or other by the end of the week, when the decks are cleared for action on the next Monday.

It is remarkable, after all, how the large packing houses, coupled with private concerns, do get away with all the offerings on the Union Stock Yards. There was a fairly heavy run of sheep and lambs yesterday—1994 altogether—of which the market, while not showing any appreciable advance, was a trifle stronger. Choice lambs sold at from 17c to 17½c; light, handy sheep, 12½c to 13c; and heavy sheep and bucks at 9c to 11c. There were only about 160 calves on sale, choice veal selling at from 17½c to 18c; medium at 16c to 17c, and grassers and common calves at 15c to 16c. The heavy, fat calves are very slow of sale.

The hog market, with 671 head on sale, was steady at 19½c, fed and watered, with a few lots at 17½c and 20c, weighed off cars. The general opinion around the market is that the outlook is for higher prices.

Special Market Notes.
Dave Rowntree, who for a number of years was associated with the Harris Abattoir Co. in the capacity of sheep and calf buyer, has severed his connection with the firm and joined the staff of McDonald & Halligan, where he will have charge of the sales department of the live stock men of Ontario, and his connection with the well-known commission house of McDonald & Halligan will serve to still further strengthen the firm.

Sparkhill & Armstrong sold three steers yesterday, weighing 3500 lbs., at \$18 per cwt. the top of the market so far as The World knows.

at \$13; 1, 920 lbs., at \$11; 1, 850 lbs., at \$9; 2, 1670 lbs., at \$12; 2, 2150 lbs., at \$12; 4, heifers, 2800 lbs., at \$9.50; 2, 1240 lbs., at \$9; 3, 2400 lbs., at \$10; 1 steer, 770 lbs., at \$9; 3, 2170 lbs., at \$9.50; 4, 2700 lbs., at \$10; 1, 1010 lbs., at \$11; 1, 1000 lbs., at \$10.75; 2, 1260 lbs., at \$8.50; 1, 710 lbs., at \$8.25; 3 steers and heifers, 4120 lbs., at \$7.50; 36 steers, 27,420 lbs., at \$8.10.

Cows—1, 870 lbs., at \$10; 1, 910 lbs., at \$8; 1, 900 lbs., at \$8; 1, 1120 lbs., at \$9.40; 1, 900 lbs., at \$8.25; 2, 2100 lbs., at \$10.25; 1, 1180 lbs., at \$9.25; 1, 920 lbs., at \$11; 1, 1000 lbs., at \$10.75; 1, 1010 lbs., at \$8.50; 3, 2420 lbs., at \$7.75; 2, 1020 lbs., at \$7.60.

Bulls—1, 2830 lbs., at \$7.50; 3, 2310 lbs., at \$8; 1, 1020 lbs., at \$8.50; 1, 600 lbs., at \$7.50; 4, 6840 lbs., at \$7.50; 1, 1650 lbs., at \$9.50; 15, 12,120 lbs., at \$8.35.

Rams—1, 180 lbs., at \$13.55; 2, 1220 lbs., at \$13; 1, 900 lbs., at \$12.75; 5, 850 lbs., at \$11.15; 7, 800 lbs., at \$11; 1, 700 lbs., at \$11; 4, 825 lbs., at \$10.75; 14, 870 lbs., at \$10.50; 15, 800 lbs., at \$10.50; 17, 855 lbs., at \$10.50; 6, 700 lbs., at \$9; 7, 720 lbs., at \$8.75; 1, 720 lbs., at \$8.75; 1, 620 lbs., at \$7.75; 3, 795 lbs., at \$8.75; 2, 500 lbs., at \$7.50.

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Transportation Is Big Problem For Growing Leaside

Great Industrial and Institutional Centres East of Yonge and
Northeast of Rosedale Without Street Cars—How to
Foster Development in Toronto's Important Suburbs
Outlined—The New Institutions and Industries Already
Located in Leaside and Rosedale.

The World herewith presents a map specially prepared, of that portion of the City of Toronto lying east of Yonge and north of Bloor and Danforth. This is a district which calls for increased street car transportation by reason of the following new public services and buildings being located in the district:

1. The location of the Rosedale Military Hospital of the Dominion Government, on the St. Andrew's College grounds, shown in the cut immediately south of the C.P.R. tracks. There will be at least 2000 patients and attendants sooner or later in this hospital and annexes, and transportation must be provided for them, not to mention visitors to the institution.

2. The location of the Casualty Clearing Station of the Military Department on the Rosedale Heights immediately north of the hospital and C.P.R. tracks as shown in the plan. There will be at least 2000 men in this station, and as fast as the men are demobilized fresh ones will take their places. The increased population at this point will be between two and three thousand, and will be in operation for some years.

3. The location of the new Canadian Northern yards at Leaside, also a government proposition. As indicated in the plan, a large brick roundhouse has already been erected, also large locomotive shops, also large coach and freight car shops, as well as other accessories of such a layout. There will be at least 200 or 300 employees located here any day now, and later on the number will grow to 1000. It will be one of the largest railway layouts in Ontario.

4. The plan also shows the ground for a new C.P.R. yard and shops layout immediately south of the C.N.R. yard at Leaside, and to be more or less similar in character, although details have as yet been published, but the C.P.R. plans are under consideration.

5. The location at Leaside of the Leaside Munitions Plant, shown in the map immediately north of the C.N.R. layout. Three or four thousand men are now employed here, and the great big new shop also shown in the map to the south of the old one will employ two or three thousand more.

6. Immediately north of the munitions plant is the Leaside Aviation Camp, the hangars, barracks, mess quarters and other buildings, all of which are also indicated in the plan. The population of the Aviation Camp is in the neighborhood of 1500.

Houses and Transportation Needed.
These several institutions all make large additions to the city and to Leaside, and as all the people, with the exception of those confined to the hospital are in motion they must have some kind of transportation afforded them.

There is also a great lack of housing accommodation in this direction, and most of the men employed in these plants have to be taken to and from

their work on a special train service supplied by the Canadian Pacific, running from West Toronto to Leaside, or by jitneys and bus lines between the plant and Yonge street, connecting with the street railway line at Farnham avenue. The aviation people have a bus line of their own, and one of the busiest streets in all of Toronto is Merton street with its business motors and trucks running from Yonge, north of the Mount Pleasant Cemetery, and across into Leaside to the munitions plant and railway yards and aviation camp. There are also a lot of people locating in this portion of the city and suburbs just as fast as houses can be built for them. The munitions plant are new building between 30 and 40 double brick houses for their men, and the government will have to make some provision for workmen's homes in connection with the government railway yard.

In the meantime the problem is how to get the necessary transportation to handle the people who have to go to these new establishments, or who will be living in that locality. One of the difficulties is that Leaside is a separate municipality from Toronto, and that a portion of the Township of York lies between the city and Leaside.

For the past six weeks The World has been presenting these transportation needs for the consideration of the public interested, and besides outlining in this map the location of the institutions concerned.

Suggested Routes for Street Cars.
In the map will be found set out the various proposals that have been made for transportation service. The leading proposals are set out below, and can be followed in the map:

1. To extend the Church street car line (which now goes up Sherbourne street and along South Drive to the south end of the Glen road bridge), across that bridge and along Highland avenue to Schofield street, and up Schofield past the Rosedale Military Hospital, then by a turn due east on Summerhill avenue up Astley street and across a temporary viaduct over the Belt Line railway to the Nesbitt real estate sub-division in York Township, and thence north via a subway under the C.P.R. into the Rosemount sub-division, also in York Township, and then up Laird Drive near the two railway yards, past the Leaside Munitions plant and ending at the aviation camp. Such a street car line would be partly a city matter, partly a township matter, and partly a Leaside matter, as would most of the other proposals that follow.

2. A new line leaving Yonge street at Price street immediately south of the North Toronto Station, extending Price street thru to Pricedale road, and then from the end of Pricedale road by a viaduct across the Reservoir Ravine up Clearedwood to Summerhill avenue, and then on via that street as outlined in proposal No. 1. The same line could be a subway at Clearedwood under the C.P.R. be taken north up Clinton Avenue, and then on via the Mount Pleasant road as a part of the Mount Pleasant

(Continued on Next Page)

President Stops Using Food In Brewing of Beer in U. S.

Washington, Sept. 17.—President Wilson today signed a proclamation prohibiting after Oct. 1 the use of any foodstuffs in brewing beer, except malt and hops. After Dec. 1 brewers must cease brewing altogether. The food administration said there would still be enough beer in the vats to last from two to six months, and the sale of this will not be stopped.

Quebec Firemen Form Union; Join With National Council

Quebec, Sept. 17.—A union affiliated with the National Council of Labor of Quebec district was founded yesterday by the members of the local fire brigade. It has 155 members.

WINNIPEG CATTLE MARKET.

Winnipeg, Sept. 17.—Receipts today: 2800 cattle, 133 calves, 32 hogs, 214 sheep and lambs.

Trading steady, with prices even. Butcher receipts, \$9 to \$15; heifers, \$6.75 to \$11; cows, \$5 to \$10.50; bulls, \$5.50 to \$11; oxen, \$5.50 to \$12; stockers and feeders, \$6.75 to \$11.50; veal calves, \$6 to \$12.

Sheep and lambs, \$10 to \$17. Hogs—Selects, \$19; heavies, \$17 to \$19; cubs, \$15 to \$18; pigs, \$5 to \$10; light, \$18 to \$19.

EAST BUFFALO LIVE STOCK.

East Buffalo, Sept. 17.—Cattle—Receipts, 1500. Steers, \$10 to \$12; calves, \$10 to \$12. Hogs—Receipts, 500. Steers and lower heavy, mixed and yorkers, \$21.15 to \$21.25; light yorkers, \$21; pigs, \$20.50 to \$20.75; roughs, \$18 to \$18.25; stags, \$12 to \$15.

CHICAGO CATTLE MARKET.

Chicago, Sept. 17.—Hogs—Receipts, 11,000; market, 15c to 16c lower than yesterday; good hogs declining most; early top, \$20.90; practical top, \$20.75; butchers, \$20.15 to \$20.70; light, \$20.25 to \$20.75; packing, \$19.50 to \$20.10; rough, \$18.50 to \$19.25; pigs, good and choice, \$15 to \$16.