

Stop Wasting Gasoline

SOME persons think that what they do with their money or what they purchase with their money is not any other person's business.

They are mistaken.

A lot of people are buying gasoline to-day and using it wastefully. In so doing they are penalizing all the people.

Those who have studied the subject say that one-half gallon of gasoline per car is wasted a day through carelessness, through over-use of cars and useless mileage. This means 200,000 gallons wasted a day or 7,300,000 gallons per year.

This has to be stopped or the price of gasoline will prevent the use of thousands of cars. Anyone who wastes gasoline is doing an injury to you whether you own a car or do not own one.

There are about 400,000 motor cars and trucks in Canada. The motor car is a great utility. It gives opportunity to many thousands of people—men, women and children—to get out into the country, to have recreation and pleasure that otherwise would be difficult for them to obtain. It is a great agency in the promotion of good roads. It is a great agency, too, in the promotion of good health. Anything that restricts its use is of public concern.

Does the waste of gasoline concern the person who does not own a car, might be asked. Let us see.

THERE are thousands of motor trucks. They do a great work in the transportation of various commodities. If the price of gasoline advances the cost of transporting goods will be increased. You will have to pay it in the higher prices you pay for meat, for vegetables, for milk, for eggs, for moving your household goods, for anything and everything you eat or use. Directly or indirectly it will be in the bill the general public has to pay.

One gallon of gasoline will provide the energy to move a one ton truck 15 miles, or, to put it another way, it will move 15 tons of freight one mile. If the users of automobiles would save the one-half gallon they now waste each day it would equal 109,500,000 ton miles of haulage.

It is estimated that more than 30,000 tractors will be used this year in Canada. All of these require gasoline or other refined oil fuel. Without these tractors, Canada could not plant her crops, let alone harvest and thresh them.

It has been figured that the 7,300,000 gallons of gasoline wasted per year in Canada is sufficient to plant, harvest and thresh 15,500,000 bushels of wheat. Think what it would mean to you, to Canada, and to the world if the production of Canada's food crops were curtailed.

There IS a shortage of gasoline. In the last few years the demand for crude petroleum, practically all of which must be imported for the manufacture of gasoline in Canada, has increased more than 650 per cent. In a like period, production has increased only 150 per cent. A shortage of crude and high prices necessarily follow. Pennsylvania crude is to-day costing \$6.10 and Oklahoma crude \$3.60 per barrel at the wells, and these prices must be paid in American funds which adds another 10 per cent. These things render gasoline scarce and make it very high in cost.

Economy in gasoline means more than the general public appreciates. More gasoline is being used to-day than is being produced. That means that reserve stocks are being drawn upon. Curtailment of waste is imperative. It rests with users of gasoline to do voluntarily what otherwise they inevitably will be forced to do.

Save Gasoline.

IMPERIAL OIL LIMITED

If Farmers go on Strike.

BY MRS. WALTER BUCHANAN, GREY CO.,
ONTARIO.

We hear of strife on every hand,
We hear of great unrest;
We hear of strikes to beat the band,
All carried out with zest.
We know the cost of living's high,
We ne'er have known the like;
But dear, dear friends 'twill reach the sky
If farmers go on strike.

In Bible times God made the world,
Made all things small and great;
And man, because he fell, was forced
To work for what he ate.
Since then man worked from sun to sun
If he's put in a day,
And woman's work was never done,
Though she got little pay.

'Twas then they labored till the sweat
And moisture damped the brow,
But lots who worked for what they ate
Don't want to do it now.
For nowadays man likes to bluff,
And sometimes feels like sin,
And thinks he's worked quite long enough
When eight hours are put in.

This eight-hour day our progress blocks,
And has since it begun;
Man easily can change the clocks,
But cannot change the sun;
Man cannot change the sun, by jings,
A mighty good job too,
For if he could there's other things
That he might try to do.

The world is short of food to-day
And will continue so,
Unless the people till the land
And cause the stuff to grow;
And farmers won't work double time,
As servants, if you please,
While others think hard work a crime,
And lol about at ease.

Let those who think that living's high,
Who write so much abuse,
Let them unto hard work draw nigh,
Go to it, and produce;
Because I say you can't suppose
Whate'er it may be like
If farmers cast their duddy clothes,
Dress up, and go on strike.

Outlook for Canadian Burley and Flue- Cured Tobacco in England.

The following cablegram has been received from the Chief of the Tobacco Division, who is in England investigating the possibilities of foreign markets for Canadian tobaccos:

London, England, May 6, 1920.
"Evidence insignificant demand for White Burley, Best Canadian Burley still uncertain. Better go slowly. However, enormous demand for flue-cured bright Virginia type, production of which should be increased in Ontario. Grading and packing British style. Price competitive." (Signed) F. Charlan.

This means that evidence has been secured that there is a very insignificant demand for White Burley in England. It is still uncertain if the best grades of Canadian Burley could find a market in England. The poor grades would find no market in England. The Canadian market could absorb a much larger quantity of the better grades of Burley, but the same is not the case with the poorer grades. There is an enormous demand for flue-cured tobacco in England. It must be properly graded and packed, the same as it is in the Carolinas and Virginia for the British market requirements. It should be bright and thin. Canadian flue-cured tobacco will compete in price and quality with the same type from Rhodesia. It will also compete in price and quality with the same type from the Carolinas, Virginia and Georgia. With a preferential tariff of 32 cents per pound and the present exchange rate, Canadian flue-cured tobacco should be able to compete successfully.

If as much White Burley is to be grown and marketed in 1920 as in 1919, it seems that the quality will have to be much improved. Last year's crop was a little larger than the trade could absorb, judging from the fact that there is a large quantity of Burley leaf in the growers' hands. The good grades could have been absorbed in much greater quantity, but the poor grades limit the quantity that can be bought and set the price for the whole crop of Canadian-grown tobacco.
Tobacco Inspector. H. A. FREEMAN.

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