TWELVE

THE COURIER, BRANTFORD, CANADA, SATURDAY, SEPTEMBER 29, 1917.

PRIZE LIST AT THE PARIS FAIR

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Two Days' Exhibit Passed 1916 Records for Attendance and Receipts.

CLOSED LAST NIGHT

Cattle, Poultry and Horses First-class—List of Prize

Winners. Paris, Sept. 29 .- (By Staff Reporfer)-Bigger, greater, better and more successful than ever, the 1917 Paris Fair came to a conclusion here yesterday afternoon. In spite of war conditions, and the unfavorable weather that prevailed on the open-ing day of the exhibition, the attend-ance exceeded that of last year, and the financial receipts were corres pondingly greater.

The sterling worth and standard of quality that has been established and maintained by the Fair directors has become a by-word in the county from all sections of which flocked spectators during the two days. The exhibition this year compared most satisfactorily with other years and many of its phases excelled previous records.

The attendance, as officially mated by Secretary H. O'Neail last night was 4,200, considerably higher than last year, while the receipts were \$300 in excess of last year. The feature of the exhibits were probably the cattle and poultry. In the cattle the shorthorn variety were noticably prominent and many were the favorable comments of experienced cattle men who looked over the exhibits. · poultry were uniformly good. The The horses were good, making a better showing than was the case at the previous fair. Roots and vege-tables were better, while the fruit exhibits were greater than was anticipated on account of the poor crop. Ladies' work, painting, plants and flowers were about as usual.

The prize list follows: Class 1, Heavy Draught Horses Span heavy draught horses, weight not less than 3,000 lbs., A. Sayles, Paris, 1; E. Hunter, of Bright, 2. Heavy draught mare with foal at foot, M. McCrae, Ayr, 1; Haas Bros. Paris, 2. Foal, M. McCrae, 1; Haas Paris, 2. Foal, M. McCrae, 1; Haas Bros. 2. Filly or gelding, 1 year old, Laughton Bros. Paris, 1; Haas Bros. 2 Filly or gelding, 2 years old, Laughton Bros. 1; Andrew Turnbull, Galt, 2. Filly or gelding, 3 years old Haas Bros.

Class 2, Agricultural Horses Span agricultural horses, T. M. Henderson, Galt, 1; Geo. McKenzie, Galt, 2, S. Schane, Bright 3. Span general purpose horses, the horses, wagon and harness to be considered in awarding prizes, Penmans Ltd. 1, Jno. Coulter, Brantford, 2, G. M. Brown, Jerseyville, 3. Mare, with foal, for agricultural purposes, E. Harley, Princeton, 1; Kyle Bros., Durugho 2: Ohan Buck 2: Foal W. Harley, Princeton, 1; Kyle Bros., Drumbo, 2; Chas. Buck, 3. Foal, W. H. Morden, Brantford, 1; Kyle Bros. 2; Fried & Son, New Dundee, 3. Filly or gelding, 1 year old, Fried & Son, 1; Herb Johnson, St. George, Filly or gelding, 2 years old, E.



CASTORIA

FOR FLETURER'S

WO reputations guard your investment when you purchase a Gray-Dort.

Bucedeine at an that another are low city states of 3" it will all the thaught of agricultural Lorde, to be: Ocwild, B. Musuka for The old the second structure to the old the second structure of bailors in second to the second of a second structure of a first second structure of a second st

Two liabilities are your assurance of doublysatisfactory use and service.

Two institutions striving in united effort to maintain the foundation on which they have been built -full value to you, the purchaser.

In Chatham, Ontario, the Wm. Gray & Sons Company and Gray-Dort Motors Limited-the one hale and solid at sixty-two, the other strong and lusty in two years.

In Flint, Michigan since 1885, the Dort Carriage Company, since 1915, the Dort Motor Car Company.

Gray--the Industry and its Builder

Our fathers and grandfathers rode in Gray carriages-and found them built on honor and character.

In 1855, William Gray built the first of thembuilt them so well that Gray quality became proverbial.

Growing up in this atmosphere of big business, of successful enterprise, of worthy endeavour, was Robert Gray.

When others rushed into the motor car industry, Robert Gray bided his time. Others experimented—on the motorist.

Others gained the reputation of a day-and lost it. Robert Gray knew that the car bearing his name must have the same underlying qualifications as the Gray Carriages so he waited.

Dort--at the Same Time in Flint

Paralleling the growth of Gray in Canada, was a similar institution in the United States.

Blue Ribbon Buggies were to Americans what

Gray Buggies were to Canadians. J. D. Dort, too, was building in Flint, as Robert Gray was building in Chatham.

J. D. Dort, too, was analyzing the motor car industry.

In 1915, Robert Gray decided that a good motor car could be built and sold at a reasonable price.

In 1915, J. D. Dort, studying the situation from the same angle, came to the same conclusion.

The two men met. Their identical views and aspirations inevitably attracted them to one anther.

him with men of equal calibre, who round out an institution unique in its man-power.

After Such Preparation

With two institutions so solidly founded the first Gray-Dort was built.

Is it any wonder that in three days the entire 1916 output was sold?

It was to be expected that a doubled output for 1917 was heavily oversold.

The output for 1918 is double again —and may be inadequate.

Gray Dort Motors Limited, Chatham, Ont.

Dort Motor Car Company - Flint, Mich.

Note the Car for 1918

MOTOR-Gray-Dort, 4 cylinder, cast en bloc, L-head type, bore 3 1-4., stroke 5 in., speed 2000 R. P. M. horse-power 28. Cast iron removeable head. Carter carburetor. Thermosyphon cooling. Westinghouse two unit starting and lighting system. Connecticut battery ignition. Three speed and reverse selective transmission with double row New Departure bearings. Gasoline tank under cowl. 1 beam heavy duty front axle. 3-4 floating rear axle, with forked tube torsion and Hyatt High Duty bearings. 10 in. internal expanding and external contracting brakes. Spring-front 37-in. elliptic, rear 50 in. full cantilever. Left-hand drive. 16-in. irrever-sible worm and nut type steering wheel Centre gear shift lever. Emergency brake, right pedal. Service brake, clutch pedal. Ac-celerator. Detoit demountable rims. 30x3 1-2 Dominion tires. Nob-running board. Lock ignition switch. Dashlight, ammeter, roberial, footrail, clear-vision windshield, one-man top, tools equipment

Sidelights Up Prince Rup ain's Bitter For His Ha

MAN

"WEEKLY POST" SP At first blush it may than a little curious to of this paper that I, C Ratyani, by birth a Mag lineal descendant of the garian patriot who fough suth, should be ready to disposal of the editor o the exclusive and rema formation concerning the j of Prince Rupprecht of which I gained whilst an his staff and during two years of the bitterest war It is not the way of a Mai I say?—indeed, it is not any gentleman to betray given him while in a p trust, but the obligation secrecy is, after all, cond other obligations being f wards oneself, and I have injuries, at once so foul an at the Prince's hands that liberty to tell the truth not merely to a few priv sons, but to the great n people in these islands. shall explain in detail of injuries consist. For the is necessary only that I under what conditions I this series of revelations Wounded severely at the Gommecourt, I was, first terned in Switzerland, wh ceeding, after a while, in escape to Spain, only to had incurred the displea: German High Command, apart from any army pay tances from my estates lowed to reach me. But sistance extended to friends, who heard of might have starved, and am glad enough to add to ened resources by rever British people, for the the true character and t the Commander, who alone excepted) is the bi implacable, and relentles your country has in th Europe. Treacherous Pr It was in the early da war that I was despa

aide-de-camp to the Prin I had no wish to go. one's own country; and Hungary, with its fierce and brave and chivalrou one thing; to fight for t ther. Still, Germany and, as a soldier, I had

1 was sent. The German High should explain, insist on Allies supplying so m ers to the different ge the forces of the

