

TIME SAVING DEVICES ARE USED IN N. Y. AND DANGERS FACED

New York.—Minutes are valuable in New York. The saving of a minute may mean much money. The saving of a fraction of a minute may mean death. It often does. Yet the minute-hungry New Yorker is willing to take that chance. He dares traffic to annihilate him or risks being caught by the closing door of a subway train. To save a few minutes, he dashes from a half-empty local into a crowded express. If he can afford it he'll pay a high downtown rent rather than take a few minutes longer ride and live cheaper and more comfortably. And every known time-saving device is familiar to him.

Recently, the New York Sun opened another midtown plant. The main office of the Sun is at Broadway and Chambers street, away downtown. It also has an arrangement with the Herald-Tribune on Fortieth street by which it uses that newspaper's presses. But minutes were slipping away so the Sun spent a million dollars to acquire and equip a building in East Forty-fourth street. The new plant allows a saving of 10 minutes. In other words, the Sun has placed the value of a minute at \$100,000.

Despite New York's high regard for minutes, New York continually is losing them. This great city is one of the hardest in the world to make time. Congestion caused the Sun to spend a million dollars for a new plant. Congestion makes New Yorkers late for their appointments. With daily schedules geared as high as they are that is disastrous indeed. The only way to do is to allow more time than thought necessary. And that too leads to the waste of those precious minutes.

Subway delays, which occur often, run New York's minute loss into high figure especially in the rush hours. An

express train, packed to capacity, carries about 2,000 passengers. A delay of but three minutes—and three minutes is a short delay—means the loss of 100 hours or four and a quarter days. The two-minute traffic signal delays a street intersections also run into days at every corner. So the hurried, hurried New Yorker filters through and maybe gets to the other side safely and give three-quarters of a minute.

In a new office building one-half of the elevators were out of commission several days. Experts worked on them day and night. The object was to speed them up. That is a rather delicate operation, as it means changing the balancing weights and so adjusting them that while the elevator may move faster, the safety factor is not eliminated. Not a tenant in the building complained after the purpose of the stoppage was learned. By the change, the elevators made the trip in four seconds less time.

The apartment house ice man often plays his part in the loss of minutes. The ice comes up on the dumb waiter and the job of the dumb waiter and the job of lifting it off and putting it into the refrigerator falls to the male member of the establishment. Almost everybody wants ice at the same hour in the morning. The hurried ice man does the best he can, but his best isn't always good enough. So there are rows down the shaft and many a man's day utterly is ruined because there is no such a thing as making up lost minutes in New York. And as I said in the beginning minutes are valuable here.

That motto "In God we trust" is a good one for pedestrians.

BULL ELK HIT BY A GOLF BALL SHOWED FIGHT

Jasper Park, Alberta, Oct. 27.—The golfing season at Jasper Park officially closed on September 30, but Inspector Frere, of the Royal Canadian Mounted Police, who enjoys chasing the white ball along the fairways quite as well as following lawbreakers back into the mountains, is convinced that the course offers more varied excitement in its post-season aspect.

Playing over the course recently Inspector Frere noticed two bull elk grazing at the timber's edge some hundred yards from the tee on the sixth fairway. Elk are a common sight on the Jasper Park course and their presence on the fairway aroused no more than a casual interest in the Inspector.

Following his partner up to the tee, he sliced his drive slightly. He watched the white ball curve high into the air. It dropped down quickly, but not on to the fairway, nor yet into the timber. The report as it hit the rump of the farther of the two elk was quite audible back on the tee.

Then several things happened—and at once. That an inspector of the Royal Canadian Mounted Police had any hand in the indignity which he had suffered, never, apparently, entered into the calculations of the aggrieved elk. And besides Inspector Frere was so far away. The other elk was much closer. He was only, as a matter of fact, about twenty feet distant.

The peaceful afternoon grazing party took on the mantle of mortal combat. The second elk reared about to intercept on incomprehensible attack upon his mid-section. He was successful and the antlers of the two beasts became tightly locked, the fairway was torn up by their hoofs, and as Inspector Frere and his companions approached, the strenuous panting of

THIS BOX CAR CAME BACK TO THE SAME PLACE

Winnipeg, Oct. 26.—There is one chance in thirty-six billion of it happening again at the town Argue, Manitoba. On September 20th, a farmer named C. R. Somerville loaded part of his crop of number two Durum into Canadian National car No. 423871. The car went to the head of the lakes, was emptied and started West again on October 1st, eleven days later. It left the same station, Argue, loaded with grain from the fields of the same farmer, C. R. Somerville. This time the wheat was number 4 Durum, but the car was the same and the farmer was the same. T. P. White, Canadian National Railways Superintendent of Car Service, thinks the incident is a reflection on the smoothness with which the great machine of grain transportation handling millions of bushels is running, but he realizes that it will never happen again in his life time. From statistics as to the number of box cars and shipping stations in the West and taking an average of 75 farmers who might possibly load at a point like Argue, it has been calculated that there is no chance in thirty-six billion of cars going back to the same shipper at the same point.

After the expression, "fine Italian hand," became comfortably rooted into the language, along came Mussolini.

the combatants could be heard sixty yards away.

The struggle was indecisive. It endured for about fifteen minutes, with honors, if any, in the hands of the second elk—he whose mid-section had been imperilled. Their heads sagged, their antlers loosened, they commenced again to graze. After all the grass of the fairway was good.

THE FINAL CROP REPORT OF THE BANK OF MONTREAL

Threshing has been practically completed under ideal conditions and grain deliveries are unusually heavy. While the more authoritative estimates all place the wheat yield at well over 500,000,000, it is now apparent that frost in the latter part of August and early September did more damage than was at first feared, and grades are disappointing as a result. In Quebec, farmers generally have had to contend with adverse weather conditions throughout the year and on the whole crops are somewhat below average. In Ontario a satisfactory crop has been harvested, although not equal to that of 1927. During the harvest season the rainfall was excessive especially in the northern and eastern sections of the Province and as a consequence a portion of the crop was stored in poor condition. In the Maritime Provinces crops on the whole have been excellent, strawberries alone having been a partial failure. In British Columbia favourable weather prevailed throughout the growing season and crops generally have been satisfactory. Details follow:

Prairie Provinces.

An extensive acreage of summer fallow and fall ploughing was prepared last year. Seeding on a larger scale was completed under favourable conditions. There was ample moisture throughout the summer, with excessive rainfall in a few low-lying localities which caused damage by flooding. On the whole, crops made rapid progress and growth was exceptionally heavy. There were scattered hail storms which did damage in Alberta, more serious damage in Saskatchewan but negligible loss in Manitoba. Weeds were prevalent. There was little rust in evidence and loss through pests and diseases was nominal. Hot, dry weather in early August brought crops along rapidly. Harvesting was general by mid-August and good progress was made although rain hindered operations in some districts. With the completion of threshing over 225,000,000 bushels have been delivered in the Prairie Provinces since the 1st of August. This is almost three times as great as the quantity delivered to same date last year and some 40 per cent greater than the previous record of 1923. There is a large amount of land ready for next year's crop, although unusually dry weather is impeding fall ploughing operations in some districts. On the 11th September the Dominion Bureau estimated the wheat yield at 527,332,000 bushels and the Manitoba Free Press 534,621,412 bushels. The Northwest Grain Dealers Association on the 8th October gave their estimate at 558,459,600 bushels. The Dominion Bureau's final figures for 1927 were 414,919,000 bushels. The Dominion Bureau estimate the oats crop at 311,174,000 bushels or 41,721,000 bushels more than last year, and barley at 121,089,000 bushels being 45,243,000 in excess of last year. Harvesting of sugar beet in Alberta off 7300 acres of land is proceeding. A yield of 42,000 tons is estimated compared with 31,000 tons last year.

Province of Quebec.

Harvesting has been completed and threshing is well advanced. While reports vary widely, the yield of cereal crops is generally below average. Oats particularly were affected by unfavourable weather conditions. The potato crop is estimated at about the same amount as last year but it has suffered to some extent from rot. Other root, vegetable and fodder crops are satisfactory. The yield of apples is estimated at about 80 per cent of last year's crop. Pasture, which has been abundant throughout the season, is still good. Tobacco is an average crop, but has been damaged to some extent by rain and frosts.

Province of Ontario.

From a backward start hay made good growth during the last two weeks of June and developed into an average crop. According to Government figures compiled on August 20th, the estimated yield of Fall and Spring wheat, oats, barley, rye and peas for the year is 141,174,796 bushels as compared with 144,332,207 bushels, the final estimate for 1927. Fall wheat shows a decrease of 10 per cent, spring wheat 8 per cent, oats 4 per cent, rye 2 per cent and peas 3 per cent. Barley is the only crop to show an im-

provement, being 12 per cent better than the previous year. Turnips and mangels are yielding well. Potatoes, while a heavy crop, are showing rot owing to excessive moisture. The fruit crop has been below the average yield over a period of years. This includes apples, which, however, in some sections have been well up to recent seasons. Tobacco with an acreage slightly below 1927, is in quality entirely satisfactory, the estimated yield being 27,000,000 pounds, which is a decrease of 6,500,000 pounds from last year's figures. Pasture has been good throughout the season and plenty of roughage is available for winter feeding.

Maritime Provinces.

Potatoes are of good quality and the yield well above five-year average. Over half of the Prince Edward Island potato crop is now classed as certified seed stock; this is a comparatively new and fast increasing development, especially in that Province. A fair average crop of oats and an above-average crop of hay, both good quality, have been harvested. The Annapolis Valley apple crop is estimated at 850,000 barrels, which is 75 per cent of the five-year average, but apples are grading out higher than for several years past. Pasture has been good throughout the season.

"My son has just been graduated from college. 'What would you advise him to read?'"

"The Help Wanted column."

"Just think a single Mormon would have as many as ten wives."

"Lord how many did the married ones have."

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.

BRITISH FAMILY RE- UNION ARRANGEMENTS

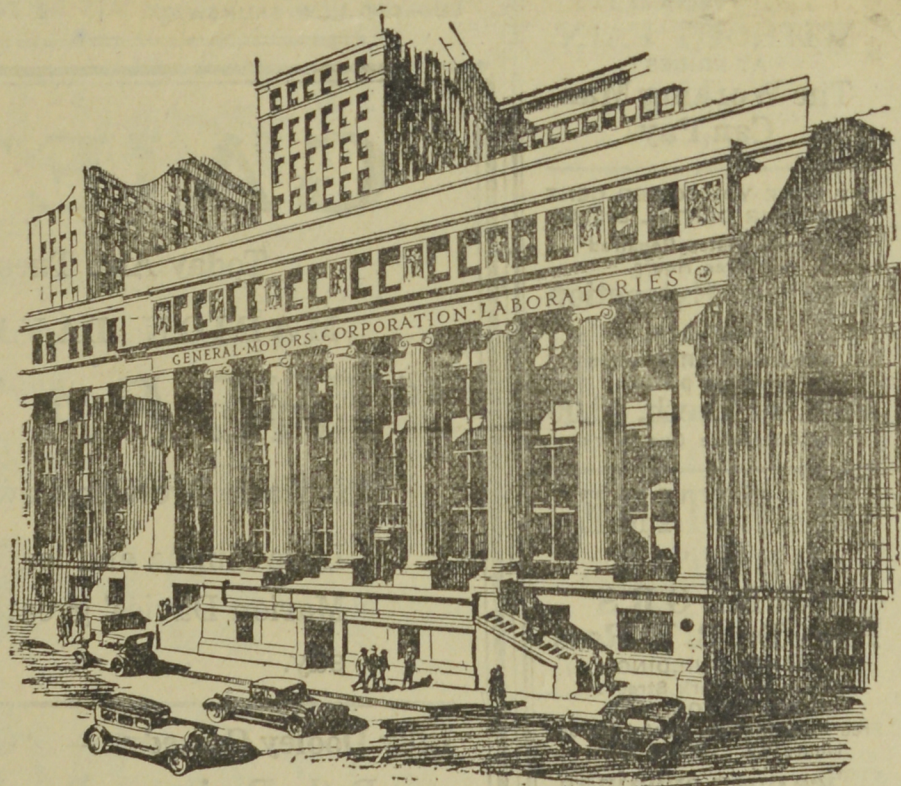
The Canadian Pacific Railway are in a position to book wives and children of British Subjects at present resident in Canada prior to June 6th, 1928. The ocean fare is \$18.25 for adults and children over seventeen, and free ocean fare for children under that age, but does not include the rail fare in Canada.

Full particulars regarding this arrangement may be had on application to:

G. BRUCE BURPEE.

District Passenger Agent,
Canadian Pacific Railway,
Saint John, N. B.

—October 15th, 20th, 27th, 31st.



Dedicated to the Open Mind

HERE is a building in which "mass production" is unknown, in which the roar of massive machinery is unheard, from which "assembly lines" with their rows of watchful craftsmen are noticeably absent—Yet this building has contributed... is still contributing... immeasurably, to the degree of motor-car luxury, performance and value which marks the products of General Motors.

Here in the General Motors Research Laboratory, the greatest staff of automotive engineers in the world is engaged in the myriad activities which enter into the building of a General Motors car. On one hand we see a new system of

carburetion being studied. On another, a type of cylinder-head takes form. Here, a new engineering principle is discovered. There, an existing practice receives revision.

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laboratory should come discoveries of inestimable value to the purchaser of every General Motors car... discoveries ruthlessly tested on the uncompromising acres of the General Motors International Proving Ground.

It is thus that General Motors accepts the responsibility which leadership imposes—to study always new ways and means of giving greater value in better cars to the public, which confers that leadership upon it.

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GM-20-28

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