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DUTCH BULBS

We have just received direct from LISSE, HOLLAND, a large shipment of CHOICE FLOWERING BULBS of first size and quality in HYACINTHS, TULIPS, NARCISSUS, CRUCUS, IRIS, FRENCH DAFFODILS, etc., etc. DOUBLE and SINGLE BULBS, separate and ASSORTED COLORS. Bulbs on sale at our BOOK STORE.

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BULBS SEEDS FLOWERS

With the aid of Franco-Belgian ferryboats direct freight service without trans-shipment at channel ports has been arranged between England and Germany.

John Smith And His Car
By FREDERICK C. RUSSELL
John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited, in an interesting way, his experiences for the benefit of the other twenty

RAISING SPEED AVERAGE
Like everyone else, Smith had an eye to speed possibilities when he bought his new car. He had visualized himself taking long trips in record time and it was only natural that after a few months' experience with his car he should be disappointed when a friend boasted of having made much better time between certain points.

"Why didn't I buy a car like Brown's?" Smith asked. "He makes such good time in that machine of his. I wonder how I came to overlook it when I selected mine."
"Brown is an excellent driver," I remarked. "I don't care how fast your car is, if you don't know how to make good time when you drive, there will always be somebody to break your best record."

"Of course they can if they are willing to risk their necks and drive like fools," Smith snapped.
"You're wrong there," I said. "The people who are beating you on the road probably are travelling more carefully than you. Because they are making better time right along, there is less temptation to step on the gas in trying to make up for lost time. They have the knack of getting speed out of the car at such times when you and many hundreds of thousands of drivers are at a disadvantage."

Apparently it had never occurred to Smith that he constantly is overlooking opportunities to raise the average speed of his car. Evidently he attempts to strike an average between delays and occasional bursts of speed. This is the extravagant, the careless, the ineffective way of going to places in the shortest possible time.
"This statement may seem strange to you, Smith, but it is a fact that traffic is a constant opportunity for raising one's speed average. It may be a matter of merely cutting off a minute here and a minute there, but added together there is a greater saving in time from this method than stepping on the gas when you come to those rare stretches of straightaway."

"Your acceleration is one of your best opportunities for reducing the running time for any trip. I have been with you enough to know your tendency to overlook this point. When you turn a corner and are forced into second gear you are slow in doing the job. In fact, you are so slow in this operation that I have seen you attempt to accelerate the car by remaining in high gear. True enough, this saves you the annoyance and sometimes the delay of shifting into second, but it takes you a considerable time to get up to your former running speed again."

"I have been out with Smith many times when in an effort to forge ahead in a line of slow-moving vehicles, he would drive close behind the last one and then worry for a mile or so trying to go past. He doesn't realize that one reason why it is difficult to break up these lines is because each car keeps too close to the one ahead. This means that anyone who wants to pass must be by them all or take a chance on being unable to find a place of safety between any two of them."

"I have found from experience that if cars are lined up in this fashion I can often get ahead sooner by deliberately staying behind for a while. By this I mean that, instead of driving up close behind the car ahead, I drop back a hundred feet or so. Presently some driver behind me takes it upon himself to try to pass the whole line. Of course he does not succeed, and is forced to take his place in the line, but in doing so he breaks up the procession. That makes it easier for me to pass in safety."

"Another opportunity for making good time," I told Smith, "is in hill climbing. By sticking to the outer edge, there is less work for the engine to do and the car will travel faster in high gear."

"This is only a brief view of the picture, but if you want to get ahead in a hurry don't try to break your neck travelling at top speed on these few occasions when the road is perfectly clear. Just pay attention to the details and make an effort to raise your average speed by saving every little delay as you go. It means that you must have a clear understanding of your car, including a full knowledge of its weaknesses as well as a game. You must know what streets and roads are the best to travel over, and, if possible, you must select the hours of day when there will be the least traffic on the highway.
"You must think fast and drive skillfully which, of course, means that you must drive safely. Speed artists never make good time on the average, and it's the average that counts."

HARTSVILLE SCHOOL
Grade X-1 Bessie MacKenzie 2 Mary Murray.
Grade IX-1 Evelyn MacKenzie 2 Katie MacLeod.
Grade VIII-1 Alexander MacKenzie 2 Julia MacLeod 3 Russel Murray.
Grade V-1 Mary MacKenzie.
Grade III-1 Margaret MacLeod 2 Lillian MacLeod 3 Everett Nicholson.
Grade II-1 John MacLeod 2 Kenneth MacKenzie 3 Spurgeon MacLennan.
Grade I-1 Joseph Murray.
Grade I (Jr.)-1 Billy Smith.
Grade I (Jr.) (b)-1 Alexander MacLeod.
Perfect attendance-1 Alexander MacKenzie, Margaret MacLeod, John MacLeod, Alexander MacLeod.
Teacher, Dorothy Nuttall.

That Car Of Yours
By WILLIAM ULLMAN
Heart-to-Heart Talks With Automobile Owners and Drivers on How to Get the Most Out of Their Cars at the Least Expense.

Store Tires Carefully
Tires that have many miles of service yet to give, but which are short of the amount of tread that is best suited for Winter driving, will be replaced during the cold months by new ones in many cases. The old tires should be stored carefully against the day when they will come back into service. They should be placed in a dry, dark place, and special precautions should be taken against placing them near the heating plant, particularly if it is of the hot-water or steam variety.

Open Throttle Slightly
During warm weather it is possible to start the engine even with the hand throttle in the idling position. It cannot be done, however, when the mercury hangs low. For Winter starting, the first operation may be setting the throttle at a position that corresponds to about one-fourth open.

Keep Connections Tight
If glycerine is the anti-freeze decided upon, the motorist must remember that it will leak through crevices where water will not find a way out. This means that hose connections must be in the best possible condition to avoid loss of the anti-freeze substance. If the hose is worn, it may be well to replace it with new connections. This of course, is relatively true even if alcohol is the anti-freeze used.

Use Choker Cautiously
In spite of the many words of advice that have been spoken and written on correct use of the choker repair shops still find a profit from undoing the damage done by incorrect use of this device. Pull the choker all the way out to start the engine, then when it has fired push it in all the way. If the engine shows signs of stalling, pull the choker out for an instant. Never run with it part way open.

Use Lighter Lubricants
Transmission, differential and crankcase lubricants just right for cold weather are different in their characteristics from those that give the best kind of service in Summer. One of the first features of Winter car-care is putting the proper lubricant in the proper place. This does not mean that it always is necessary to use a lighter oil in the crankcase, although in the case of the differential and transmission it does. The condition of the engine as to rings, pistons and oil pump should govern the viscosity of the engine oil.

Be Sure Brakes Are Good
Winter driving, more than any other variety, calls for equally adjusted brakes. Traction qualities of the highway itself will vary enough to make driving more difficult. It does not pay to allow the brakes to make any contribution to this difficulty.

Another Trip On Chains
Like almost anything else that is helpful, chains have to be used with discretion. Unless they are put on properly and unless they are removed when the need for them disappears, they will play havoc with the tires. Chains should be mounted with enough play in them to permit them to roll around the tire. And, when the pavement again is dry they should be removed without delay. Otherwise, both chains and tire will suffer from excessive wear.

"I never kissed a girl in my life," declared the professor.
The flirt opened her eyes.
"It is a very interesting experiment," said she, trying to interest his scientific side.

MR. JACOB MACALEER
Jacob MacAleer, a respected resident of Hampshire, died in Charlottetown, where he was receiving medical treatment, on Nov. 1, at the age of seventy-two years. The deceased was a man of good character, honest in business, and kind and generous in his relations with others, the Golden Rule being the guide of his life. Friends and neighbors admired him chiefly for his devotion to his mother during her declining years. The funeral service was conducted by Rev. W. R. MacWalker, and the body was interred in North River Baptist cemetery on Friday afternoon. A sister, Mrs. Rodgers and one brother, James, survive.

Women, Your Manifold Duties Requires Strength
St. Catharines, Ont.—"During my early married life Dr. Pierce's Favorite Prescription was very helpful to me as a tonic and restorative. I had become all run-down, my nerves were all upset, I could not sleep, and was weak and miserable. I was advised by my mother to try Dr. Pierce's Favorite Prescription and it relieved me of the nervousness and made me a well, strong woman. Since then I have always recommended it to weak women."—Mrs. M.F. Slack, 6 Francis St.
All druggists, fluid or tablets. Write the Faculty of Dr. Pierce's Invalid Hotel in Buffalo, N.Y., if you feel the need of free advice. Ever tried Dr. Pierce's Pleasant (Laxative) Peppermint 60 Peppets for 30c.

MARCONI WEEK

Now your opportunity to hear the New ONE DIAL MARCONI RADIO

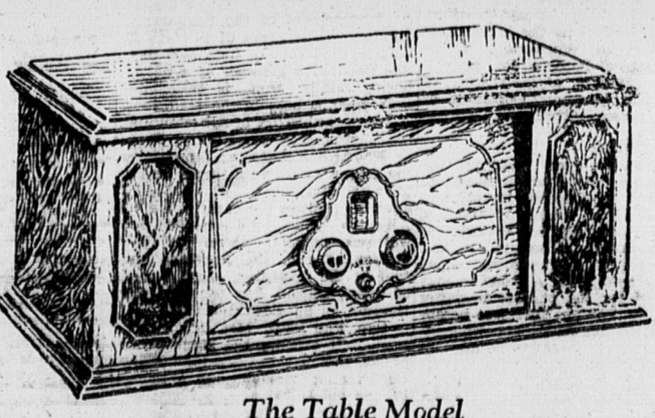
COME now and hear the actual proof of Marconi leadership in the Radio world. Come and avail yourself of this special opportunity to see these marvellous Radio Sets, to listen to worth-while broadcast programs reproduced with a realism that will thrill you as it has thrilled thousands of other Radio lovers.

The Marconi dealer wants you. He invites you to come. He will deem it a proud pleasure to have you call during this special Marconi Week. He feels that the special demonstrations and displays he is featuring will serve to convince you that the New Marconi One Dial Radio is indeed a masterpiece, a worthy achievement of the world's Radio leaders who designed and built it.

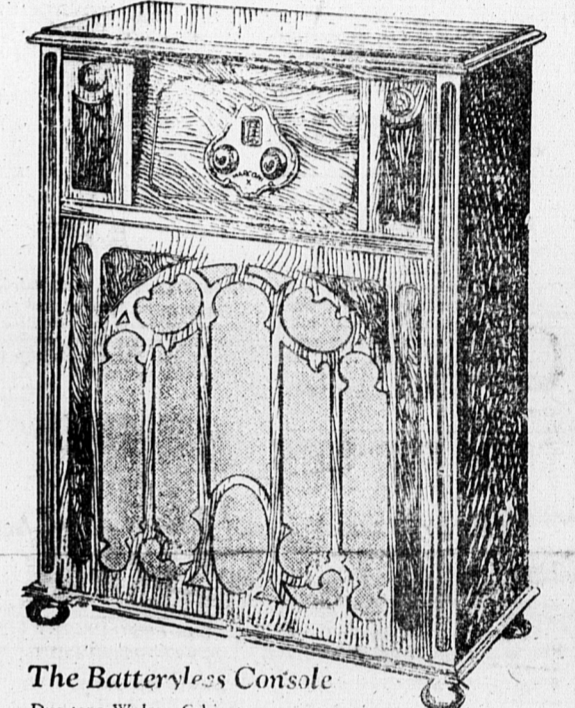
By all means go—to-day, if convenient. Go and see this Radio that captures public favor more emphatically than Radio ever did. See how, by the fractional turn of its single dial, you can select any available station. Never before was Radio operation so simple. Never before was performance so real.

Make this pleasurable experience yours during Marconi Week.

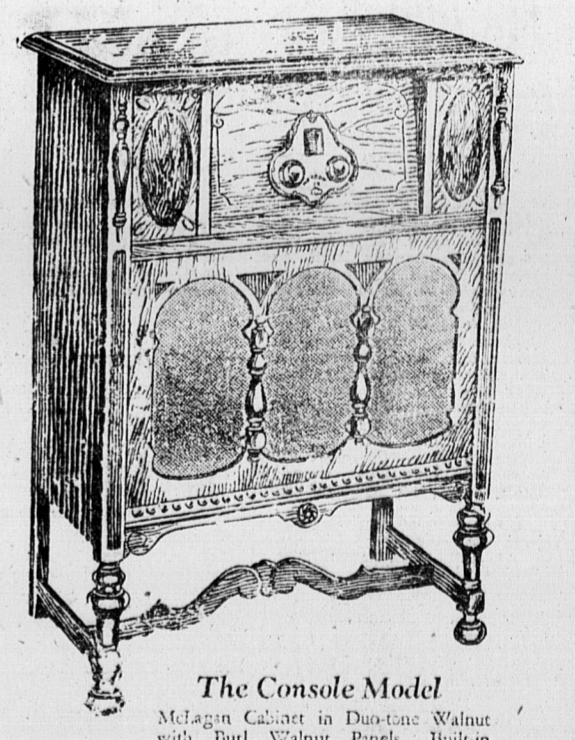
CANADIAN MARCONI COMPANY
VANCOUVER TORONTO MONTREAL HALIFAX ST. JOHNS, Nfld.



The Table Model
Duo-tone Walnut Cabinet by McLagan. Burl Walnut Panels. A model of handsome compactness.
\$115



The Batteryless Console
Duo-tone Walnut Cabinet — a masterpiece of McLagan craftsmanship. Burl Walnut Panels. Built-in speaker. Operates from the high socket. Complete with tubes.
\$325



The Console Model
McLagan Cabinet in Duo-tone Walnut with Burl Walnut Panels. Built-in speaker. A beautiful creation of furniture artistry.
\$165

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