

DEATHS

ANDREW.—At New Glasgow, Feb. 23, 1921, Marlon McMillan, beloved wife of Frank Andrew, aged 57. Funeral Friday at two o'clock to New Glasgow Cemetery.

PHILLIPS.—At Charlottetown on February 22nd Mary Ann Phillips, widow of the late William Phillips, aged 67 years. Funeral from her son's residence 35 Gratton St. on Thursday at 3.30 p. m.

SPEAK-ENGLISH CAMPAIGN.—A "speaking English" campaign in Manitoba will be initiated by the Women's Institute of the province, according to a resolution unanimously endorsed at their meeting in Winnipeg. The sympathy of the teachers will be sought in this regard.

LOAN COMPANY INSPECTION.—It is understood that legislation is contemplated for the present session of Parliament which will provide Government inspection for investment, loan and trust companies on the same basis as insurance companies are now inspected. This will mean the amending of two of the amending of two acts, those relating, those respecting loan and trust companies. Little opposition to the proposed bill is anticipated from the loan and trust companies now operating in the Dominion.

ADDRESS

TO MR. AND MRS. OLIVER GARR.

For fifty years we have had the pleasure of your society among us, and we deem it a great pleasure, to meet here tonight to congratulate you on this fiftieth Anniversary of your married life, and to express in a way far from adequate our feeling of esteem and good will.

Words fail on such an event as this, but our object in view is to show in some way that we are proud to know you as a neighbor and always true and loyal friends, your kindly and cheerful disposition has as many of us know cheered us up in the gloomiest moments. And we cannot but mention your cheerful, helping hand at all times.

Again let us express our heartfelt and sincere wishes for many long and happy years, in which we may enjoy that friendship and neighborliness which you have always shown, to all who had the pleasure of your hospitality.

And now dear friends we would ask you to accept this small gift which in a very slight manner, conveys our regards and friendship for you.

THROUGH RAIL SERVICE TO PACIFIC COAST

Canadian National Route Offers Finest Advantages to Travelers

The finest of rail service to the Pacific Coast is afforded by the Ocean Limited leaving Charlottetown 10:30 a. m. daily, making connection at Montreal with the fast through Transcontinental Train Trunk service, via the "Continental Limited."

This train, with unexcelled equipment of steel sleepers, the finest of compartment cars, observation cars, modern steel diner, tourist cars, colonist cars and first class coaches leaves Bonaventure Station at 5:00 p. m. daily, for Ottawa, North Bay, Port William, Winnipeg, Saskatoon, Edmonton and Vancouver.

Travelers from Maritime Provinces points by the Ocean Limited, arrive at Montreal at 9:20 a. m. and therefore use a few hours stop over in the Canadian Metropolis before continuing their Transcontinental flight across Canada in one of the best equipped trains on the continent.

For information regarding fares, reservations, etc., apply at City Ticket Office of Canadian National Railways or to W. T. Huggan, District Passenger Agent, Train No. 39 leaving Charlottetown at 6:25 a. m. connects at Sackville with the Ocean Limited.

WATER'S FEMALE PILLS

FOR PAINFUL MENSTRUATION, BILIOUSNESS, HEADACHE, NEURALGIA, MIGRAINE, INDIGESTION, CONSTIPATION, AND ALL AFFECTIONS OF THE FEMALE SYSTEM.

1 year Standard for Delayed and Pained Menstruation. Each box contains all the ingredients. Price 25c. Wholesale and Retail, 71 E. Front St., Toronto, Canada.

Big Auction Sale

Of surplus stock at T. P. Cullens Central Realty on March 1st at 1.30 P. M. Consisting of 4 general purpose horses under 8 years, driving horse 5 years old, 2 fat oxen, 3 (Ayrshire and Guernsey grade) cows with calf, 3 Holstein heifers in calf (Grade) 1 Purebred Guernsey bull 9 months old; 1 Purebred Holstein bull 9 months; 1 Shorthorn bull 9 months; 1 Guernsey bull 1 year old; 2 Grade Guernsey calves 6 months; 8 half pigs; 50 hens.

Also a quantity of seed oats, wheat and timothy seed. Terms at sale. At stormy sale next day.

PETER BRODIE
Auctioneer

PUBLIC AUCTION

I will sell by public auction on the premises of J. D. Jenkins, Vernon, on Wednesday, March 2nd, at 1 p. m. The Stallion Sir Donald, three general purpose horses, twenty-two head of cattle, fifteen sheep.

If weather is unfavorable, sale will be held on the first fine day following. Terms at sale.

J. A. MacDONALD,
Auctioneer.

Steam Saw Mill for Sale

On account of ill health I am selling at Springton a new Steam Saw Mill consisting of rotary shingle gear, block, new grain crusher, 40 h. p. boiler and engine, all in good running order. A new bungalow house, house, 28 x 30, a wood house, hen house, all built last summer. Also a house of 10 rooms, with a porch is 1-1/4 miles from church and store, two miles from Fredericton Station, a chain from school.

For further particulars apply to
W. C. WOODSON
New Whitehorse
R. P. No. 1
This mill is in a good lumbering country

Sale of Foxes and Fox Ranch at Montague

IN THE SUPREME COURT

In Re "The Winding Up Act" And "Taylor's Silver Black Fox, Company Ltd."

Notice is hereby given that under and pursuant to an order made herein on the 17th February, 1921, a sale will take place by public auction on the premises at Montague in Kings County on Friday the 25th February, 1921, at 12 o'clock noon of 41-2 acres of land at Montague Lot 59 in Kings County, with fox ranch thereon and five pairs of Silver Black Foxes, all being the property of Taylor's Silver Black Fox Company Limited.

Dated at Charlottetown this 17th February, 1921.

ALFRED W. STERNS,
Provisional Liquidator

Mammoth Auction Sale

I am instructed by Frank Dawson of Poplar Grove, Lot 12 to sell by public auction on Wednesday 9th day of March 1921, on his premises at 12:00 o'clock p. m. (sharp) the following Stock, Farm Implements, Feed and etc.

1 Horse four yrs old (BOMENO) 1 Driving Horse (Capehart, Aubrey), Colt, 2 yrs. old (BOTTOM) 5 cows, to freshen (Holstein); 2 Milk Cows (Holstein), 2, 3 and a half yrs. old, in calf (Holstein), Year and a half old Heifer (Holstein), 2, Orea two and a half yrs old 1 Ox Year and a half old, 1 Bull and 2 Calves, 9, Breeding Ewes, 100 Hens, 4 Pigs, 3, Brood Sows, Implements, Mower, Engine, Grain Grinder, Chaff Mill, Thrasher, Cleaner and Bagger complete half share in a set of Chatham farmers, Massey Harris Binder 5 foot, mower, Frost and Wood, horse rake, with Chatham manure spreader (Clover 12 foot elevator (Massey Harris), Two rowed Corn cultivator, (Cockshutt) Gang Plow (Frost and Wood), Walking Plow (No. Verity), Lever Spring Tooth Harrows, Disc Harrows (Frost and Wood); 2 Turnip Pulpers, No. 18 DeLaval Cream Separator and Power Drive complete, Hand Power Cream Separator, Truck wagon double and single with box complete, Box Cart, Double Seated Buggy, Riding wagon, Buggy, Road Cart, Jaunting Sleigh, Wheel Barrow, Hay Forks Blocks and Loper, Set Scales, Harness, Set Driving Harness, Pad and Breaching, set Team Harness Leather Traces and etc., Also quantity of Hay and Straw, 200 Bushels of Potatoes, and other articles not enumerated. Terms, all sums to Ten Dollars, and up to \$50, Nov. 1st 1921, over \$50, 00 Nov. 1st 1921 and 1922. Credit on approved joint notes.

A. A. RAMSAY
Auctioneer.

Basic Slag

Can supply Basic Slag in any quantity at lowest price.

Special prices to shippers and bulk from warehouses.

DELOIS BROS. LTD.

Shore Farm for Sale

Shore farm for sale situated at Brackley Beach containing 81 acres, all cleared, high state of cultivation, well fenced, large dwelling house and outbuildings. For further particulars apply Mrs. John C. Cudino.

NOTICE

Estate of Wesley W. Paynter

The undersigned respectfully requests that all persons owing the above estate should make immediate settlement of the respective accounts. It is incumbent on me to close out the business and in order to do so I must have a settlement of all accounts outstanding.

LUCY A. PAYNTER,
Executrix

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa, Canada, on Friday, the 26th March 1921 for the convenience of His Majesty's Mails, on a proposed Contract for four years, six times per week on the route New Whitehorse Rural Mail Route No. 3 from the 1st July, 1921. Printed notices containing further information as to conditions of proposed Contract may be obtained and blank forms of Tender may be obtained at the Post Offices of New Whitehorse and at the office of the Post Office Inspector: **JOHN F. WHELAN,** Post Office Inspector, Post Office Inspector's Office, Charlottetown, 8th February 1921.



Cuticura Is Just Right For Baby's Tender Skin

Bathe him with Cuticura Soap and warm water. It keeps his skin soft and healthy and relieves any signs of redness, roughness, irritation or rash. It is pleasant to use and does not irritate. It softens, soothes and heals. Finally dust on a few grains of the fragrant, delicately medicated Cuticura Talcum.

Soap 25c. Ointment 25c. and 50c. Talcum 25c. Sold throughout the Dominion. Canadian Depot: London, Ont., 100 St. W. Montreal, 100 St. W. Cuticura Soap shaves without soap.

MORTGAGE SALE

TO BE sold by public auction in front of the Law Courts Building in Charlottetown on Saturday the twelfth day of March, A. D. 1921 at the hour of twelve o'clock noon.

ALL THAT tract, piece and parcel of land situate, lying and being on Township Number sixty-four in Kings County in Prince Edward Island, bounded and described as follows, that is to say:—Commencing at a square stake set on the South side of the Road leading from Murray Harbor to Turonin in the Northwest corner of land owned by the Presbyterian Church and known as the Manse property, thence running South for the distance of thirty-four feet, thence West for the distance of twenty-two feet, thence Southwardly for the distance of one hundred and eleven feet, thence Westwardly for the distance of one hundred and three feet, thence Northwestwardly a distance of one hundred and two feet to the aforesaid Road, thence Eastwardly along the South side of said Road one hundred and fifty-six feet to the place of commencement, containing one-third of one acre of land a little more or less ALSO ALL the right title and interest of Alexander Craig and in and to the shore and shore front and all water privileges in front of the said lot comprised and contained between the prolongation of the Western and Eastern boundaries of the lot to the South River and saving and reserving the right way for the aforesaid Road across the front of the said lot as above described.

The above sale is made under and by virtue of a power of sale contained in a certain instrument of Mortgage, bearing date the sixteenth day of March, A. D. 1905, and made between David Bull of Murray Harbor South in Kings County in Prince Edward Island, Merchant and James Alfred Farquharson of Charlottetown in Queens County Merchant, of the other part, which said Mortgage has become vested by assignment in the undersigned default having been made in the payment of principal and interest thereon.

For further particulars apply at the office of J. D. Stewart, Barrister, Newson Block, Charlottetown.

DATED the 8th day of February, A. D. 1921.

LOUISE DAVEY,
JOHN H. DAVEY,
Assignees of Mortgagees

THE WOMAN HE MARRIED

BY JANE PHELPS

A NEW HOME Chapter 22

The year was over—Dick, strong and well again—seemingly as healthy as ever. Yet I had the haunting fear the doctor's attitude gave me when he said we must not attempt to live in a cold climate. Dick laughed at my fears, although he made no move toward going back East. But I was always a realist for more of his work.

Our money was almost gone in the last two or three months. Dick had done a little writing for magazines and papers. He wrote a long article about Augusten which brought him a good big check, and I asked, "You have shown that you can write acceptably. Why not keep on doing that? Then we can live where we please regardless of conditions."

"It has been in my mind for some time," he responded.

But when the next two articles were returned with the printed slip so discouraging to the amateur writer, he said: "I guess it would be a broken record if we had to depend on my pen for our living."

But when the next trial was successful I broached my scheme which I believed would work nicely.

"Let us take a little place in southern California, where the climate is just what we need, and where you can work out doors. If we can't get a house cheap, we'll rent some land and live in a tent. We have found it very comfortable. Then I will go to work and start my drapery business in a small way. Don't object, dear! I shall be much happier if you don't."

"All right. If it is necessary I won't say a single word. But if I prove I can earn enough to live, just simply give you notice so I can't give you as much as I would like to?"

"It isn't what you give me, dear! My thoughts flew to my old complaints that I could not have that other, richer woman had. It is what I want to do to help you, to make it easier for you. You mustn't get sick again, you know."

"I shan't. I'm as strong as an ox again."

We moved out to a little plot of ground near Riverside. We made a small cement on the ground with one of the chairs Dick received for his story, then set up our tent. We had a better equipped kitchen tent, but aside from that our quarters were no better than we had on the desert. (Naturally the neighborly Mrs. Bull, his wife, had been very near, and we explained to those who asked that Dick had been ill and had been advised to live out of doors.)

To our desert equipment we added a small tent for Dick's study and a small tent for my quarters.

There we put his books, his typewriter, and other supplies, and he worked several hours each day with varying success. I cooked, washed and cleaned while he was busy. There we would take long walks in the morning, while he was very strong and large for his age, often accompanied us.

"Isn't this better than being cooped up in a big city?" Dick would often ask, then take in long breaths of the fresh air.

On Easter morning we climbed Mount Ruidoux at sunrise to hear the choir from Los Angeles sing their anthems of praise—a feat that six months before would have been impossible for Dick.

He sowed our vegetable garden in the cool of the morning, while I cared for the flowers I had planted and which grew so quickly and so luxuriantly in that country.

Junior was in school. Morning and night he tramped steadily the distance of a mile or more, his lunch basket grasped in his hand, his books strapped upon his back. Dick helped him with his lessons, and we all three gave a short time each day to our French exercises.

We had no idle time, and I thought I was doing almost better, as Dick called it, something invincible happened before we were quite out of money.

We had paid for our lot in less than a year. And now once again

Good Roads

ARTICLE V.—MUNICIPAL PRELIMINARIES TO ROAD-BUILDING

Prepared under the direction of the Canadian Good Roads Association.

If the maximum benefits of good roads are to be secured, the haphazard methods which have often marked much road construction in the past must be discarded for a definite and systematic treatment of the problem. Under the enlightened policies now being adopted by the provincial government of the Dominion, comprehensive systems of main roads are being laid out, but these leave out of account many roads which are the sole or partial concern of local municipalities, either counties or smaller units. The first requisite for a municipal highway policy is the selection of all the existing or proposed roads, with a programme of construction or improvement to be carried out over a period of years in accordance with financial resources and traffic developments. In laying out routes, it should be remembered that the shortest road is not necessarily the most economical, the most useful or the most scenic. The municipal council in dealing with a roads policy should be governed by the largest possible measure of civic sense. Personalities should be avoided, for private jealousies and petty politics have been brought to bear upon some municipalities. Some occur in a municipal council, the continuity of policy should be maintained. Steps should also be taken to keep the citizen body informed of the projects in hand, by giving the widest local publicity to the general lines of road policy, with illustrative maps and an appropriate indication of the order in which contemplated improvements are to be carried out.

In the preparation of the general road plans, and later in the location of routes for new construction or improvement, the services of a disinterested expert should be enlisted. Any reasonable fees will be money well spent, for not only will this procedure ensure a selection of routes based upon community needs and the greater good to the greatest number—a desirable result too often defeated by local rivalries and prejudices—but it will make unnecessary the later expenditure of large sums for doing over work which could have been performed initially at much lower cost.

In determining the type of road to be built, its width, its material and other details, three cardinal traffic considerations may be kept in mind. The first is the character and the extent of the existing traffic over the road which is to be improved or superseded by the proposed construction. The second is the probable increase in traffic volume, due to the diversion of traffic from poorer roads or the creation of new traffic by the opening of the better highway. The third is the development of traffic which is inevitable during the estimated lifetime of the road.

In deciding upon the selection of materials for road-building, the fullest consideration should be given to supplies which are available locally, whether of gravel, traprock, limestone or other suitable geological formations. It will usually be found necessary to purchase a certain amount of manufactured material, such as cement or bituminous road surfacing substances, but it is wasteful, for instance, to import crushed stone or ball, barge or vehicle when good gravel is available, although some municipalities have been known to practice this extravagant course. Use can often be made, too, of existing road foundations. Where an old road has been properly graded, particularly a well constructed thorough macadam road, it is folly to replace the metal with fresh material of a different character, perhaps inferior in serviceability, when the old road can be done before the road is constructed. Such measures as these, once carried out, will mean a substantial decrease in the cost of reconstruction when the life-limit of the road is reached.

Finally, let municipal officers and representatives remember that the one thing about a road which cannot deteriorate is a good location. It is a wise choice is made, the road remains a monument in perpetuity to its original builders.

The next article of this series will deal with "Modern Road Transportation."

Pure Beef Cubes

OXO Cubes are a wonderful invention they contain just those elements which nature needs to make good the wear and tear of daily life. A cup of OXO, with a biscuit or two, sustains for hours.

Hints for the Motorist

BY ALBERT W. CLOUGH

TRACING OUT COMPRESSION LEAKS

Avoid Needless Repair Work By Definitely Locating Defects

IF, IN TESTING THE COMPRESSION of the several cylinders, it is found to be faulty in one more of them, as evidenced by lack of sustained resistance in cranking through the compression stroke, the points of leakage in the affected cylinders must be located and the escape of gas prevented.

Leakage is most likely to develop at the exhaust valve, from the scaling or pitting of the valve face or from formed between carbon deposits preventing its tight closing.

The removal and ungrinding of the exhaust valves of the leaky cylinders is the natural first step to take, but if there is good reason to believe that they are tight and that the leakage is elsewhere, they can be tested by removing the exhaust manifold and listening closely for the hiss of escaping gas at the exhaust port of each cylinder as it is cranked over by compression.

Inlet valves become leaky only at long intervals, but do finally lose their tightness. By listening intently at the carburetor air intake, as the engine is slowly cranked over the compression strokes of the several cylinders, it is possible to determine which inlet if any permit a leakage of gas back into the intake system.

Leaks around spark plugs, priming-cocks and valve-caps are best located by squirting oil over the suspected points of escape and noting whether bubbles form in it when the piston is slowly cranked in compression, the hissing escape of gas into crank-case is so obvious as at once to indicate leaky piston rings, but in other cases it is not so plain. By slipping one end short rubber hose down into the breathing pipe and listening at the other end, the leakage of gas past a piston is discovered, there is always just a possibility that the rings are not incurably unserviceable, but are merely stuck in their grooves and it may be worth while to give them a dose of kerosene or carbon remover to loosen them by condensing them.

THE WOMAN HE MARRIED

BY JANE PHELPS

A NEW HOME Chapter 22

The year was over—Dick, strong and well again—seemingly as healthy as ever. Yet I had the haunting fear the doctor's attitude gave me when he said we must not attempt to live in a cold climate. Dick laughed at my fears, although he made no move toward going back East. But I was always a realist for more of his work.

Our money was almost gone in the last two or three months. Dick had done a little writing for magazines and papers. He wrote a long article about Augusten which brought him a good big check, and I asked, "You have shown that you can write acceptably. Why not keep on doing that? Then we can live where we please regardless of conditions."

"It has been in my mind for some time," he responded.

But when the next two articles were returned with the printed slip so discouraging to the amateur writer, he said: "I guess it would be a broken record if we had to depend on my pen for our living."

But when the next trial was successful I broached my scheme which I believed would work nicely.

"Let us take a little place in southern California, where the climate is just what we need, and where you can work out doors. If we can't get a house cheap, we'll rent some land and live in a tent. We have found it very comfortable. Then I will go to work and start my drapery business in a small way. Don't object, dear! I shall be much happier if you don't."

"All right. If it is necessary I won't say a single word. But if I prove I can earn enough to live, just simply give you notice so I can't give you as much as I would like to?"

"It isn't what you give me, dear! My thoughts flew to my old complaints that I could not have that other, richer woman had. It is what I want to do to help you, to make it easier for you. You mustn't get sick again, you know."

"I shan't. I'm as strong as an ox again."

We moved out to a little plot of ground near Riverside. We made a small cement on the ground with one of the chairs Dick received for his story, then set up our tent. We had a better equipped kitchen tent, but aside from that our quarters were no better than we had on the desert. (Naturally the neighborly Mrs. Bull, his wife, had been very near, and we explained to those who asked that Dick had been ill and had been advised to live out of doors.)

To our desert equipment we added a small tent for Dick's study and a small tent for my quarters.

There we put his books, his typewriter, and other supplies, and he worked several hours each day with varying success. I cooked, washed and cleaned while he was busy. There we would take long walks in the morning, while he was very strong and large for his age, often accompanied us.

"Isn't this better than being cooped up in a big city?" Dick would often ask, then take in long breaths of the fresh air.

On Easter morning we climbed Mount Ruidoux at sunrise to hear the choir from Los Angeles sing their anthems of praise—a feat that six months before would have been impossible for Dick.

He sowed our vegetable garden in the cool of the morning, while I cared for the flowers I had planted and which grew so quickly and so luxuriantly in that country.

Junior was in school. Morning and night he tramped steadily the distance of a mile or more, his lunch basket grasped in his hand, his books strapped upon his back. Dick helped him with his lessons, and we all three gave a short time each day to our French exercises.

We had no idle time, and I thought I was doing almost better, as Dick called it, something invincible happened before we were quite out of money.

We had paid for our lot in less than a year. And now once again

Itching PILES

PAZO OINTMENT instantly Relieves ITCHING PILES and you can get restful sleep after the first application.

All druggists are authorized to refund the money if PAZO OINTMENT fails in treatment of any case of ITCHING PILES, BLEEDING or PROTRUDING PILES.

It is guaranteed by Paris Medicine Co., Toronto, Manufacturers of the world-famous Grove's Laxative Bromo Quinine tablets.

G. M. Brown

This signature is on every box of PAZO OINTMENT. 6c.

If you are unable to get PAZO OINTMENT from your druggist, send 6c in postage stamps to Paris Medicine Co., 193 Spadina Ave., Toronto, and a box will be mailed to you promptly. Write your name and address plainly.

(MADE IN CANADA)

SHORE FARM FOR SALE

Shore farm for sale situated at Brackley Beach containing 81 acres, all cleared, high state of cultivation, well fenced, large dwelling house and outbuildings. For further particulars apply Mrs. John C. Cudino.

NOTICE

Estate of Wesley W. Paynter

The undersigned respectfully requests that all persons owing the above estate should make immediate settlement of the respective accounts. It is incumbent on me to close out the business and in order to do so I must have a settlement of all accounts outstanding.

LUCY A. PAYNTER,
Executrix

THE WOMAN HE MARRIED

BY JANE PHELPS

A NEW HOME Chapter 22

The year was over—Dick, strong and well again—seemingly as healthy as ever. Yet I had the haunting fear the doctor's attitude gave me when he said we must not attempt to live in a cold climate. Dick laughed at my fears, although he made no move toward going back East. But I was always a realist for more of his work.

Our money was almost gone in the last two or three months. Dick had done a little writing for magazines and papers. He wrote a long article about Augusten which brought him a good big check, and I asked, "You have shown that you can write acceptably. Why not keep on doing that? Then we can live where we please regardless of conditions."

"It has been in my mind for some time," he responded.

But when the next two articles were returned with the printed slip so discouraging to the amateur writer, he said: "I guess it would be a broken record if we had to depend on my pen for our living."

But when the next trial was successful I broached my scheme which I believed would work nicely.

"Let us take a little place in southern California, where the climate is just what we need, and where you can work out doors. If we can't get a house cheap, we'll rent some land and live in a tent. We have found it very comfortable. Then I will go to work and start my drapery business in a small way. Don't object, dear! I shall be much happier if you don't."

"All right. If it is necessary I won't say a single word. But if I prove I can earn enough to live, just simply give you notice so I can't give you as much as I would like to?"

"It isn't what you give me, dear! My thoughts flew to my old complaints that I could not have that other, richer woman had. It is what I want to do to help you, to make it easier for you. You mustn't get sick again, you know."

"I shan't. I'm as strong as an ox again."

We moved out to a little plot of ground near Riverside. We made a small cement on the ground with one of the chairs Dick received for his story, then set up our tent. We had a better equipped kitchen tent, but aside from that our quarters were no better than we had on the desert. (Naturally the neighborly Mrs. Bull, his wife, had been very near, and we explained to those who asked that Dick had been ill and had been advised to live out of doors.)

To our desert equipment we added a small tent for Dick's study and a small tent for my quarters.

There we put his books, his typewriter, and other supplies, and he worked several hours each day with varying success. I cooked, washed and cleaned while he was busy. There we would take long walks in the morning, while he was very strong and large for his age, often accompanied us.

"Isn't this better than being cooped up in a big city?" Dick would often ask, then take in long breaths of the fresh air.

On Easter morning we climbed Mount Ruidoux at sunrise to hear the choir from Los Angeles sing their anthems of praise—a feat that six months before would have been impossible for Dick.

He sowed our vegetable garden in the cool of the morning, while I cared for the flowers I had planted and which grew so quickly and so luxuriantly in that country.

Junior was in school. Morning and night he tramped steadily the distance of a mile or more, his lunch basket grasped in his hand, his books strapped upon his back. Dick helped him with his lessons, and we all three gave a short time each day to our French exercises.

We had no idle time, and I thought I was doing almost better, as Dick called it, something invincible happened before we were quite out of money.

We had paid for our lot in less than a year. And now once again

Good Roads

ARTICLE V.—MUNICIPAL PRELIMINARIES TO ROAD-BUILDING

Prepared under the direction of the Canadian Good Roads Association.

If the maximum benefits of good roads are to be secured, the haphazard methods which have often marked much road construction in the past must be discarded for a definite and systematic treatment of the problem. Under the enlightened policies now being adopted by the provincial government of the Dominion, comprehensive systems of main roads are being laid out, but these leave out of account many roads which are the sole or partial concern of local municipalities, either counties or smaller units. The first requisite for a municipal highway policy is the selection of all the existing or proposed roads, with a programme of construction or improvement to be carried out over a period of years in accordance with financial resources and traffic developments. In laying out routes, it should be remembered that the shortest road is not necessarily the most economical, the most useful or the most scenic. The municipal council in dealing with a roads policy should be governed by the largest possible measure of civic sense. Personalities should be avoided, for private jealousies and petty politics have been brought to bear upon some municipalities. Some occur in a municipal council, the continuity of policy should be maintained. Steps should also be taken to keep the citizen body informed of the projects in hand, by giving the widest local publicity to the general lines of road policy, with illustrative maps and an appropriate indication of the order in which contemplated improvements are to be carried out.

In the preparation of the general road plans, and later in the location of routes for new construction or improvement, the services of a disinterested expert should be enlisted. Any reasonable fees will be money well spent, for not only will this procedure ensure a selection of routes based upon community needs and the greater good to the greatest number—a desirable result too often defeated by local rivalries and prejudices—but it will make unnecessary the later expenditure of large sums for doing over work which could have been performed initially at much lower cost.

In determining the type of road to be built, its width, its material and other details, three cardinal traffic considerations may be kept in mind. The first is the character and the extent of the existing traffic over the road which is to be improved or superseded by the proposed construction. The second is the probable increase in traffic volume, due to the diversion of traffic from poorer roads or the creation of new traffic by the opening of the better highway. The third is the development of traffic which is inevitable during the estimated lifetime of the road.

In deciding upon the selection of materials for road-building, the fullest consideration should be given to supplies which are available locally, whether of gravel, traprock, limestone or other suitable geological formations. It will usually be found necessary to purchase a certain amount of manufactured material, such as cement or bituminous road surfacing substances, but it is wasteful, for instance, to import crushed stone or ball, barge or vehicle when good gravel is available, although some municipalities have been known to practice this extravagant course. Use can often be made, too, of existing road foundations. Where an old road has been properly graded, particularly a well constructed thorough macadam road, it is folly to replace the metal with fresh material of a different character, perhaps inferior in serviceability, when the old road can be done before the road is constructed. Such measures as these, once carried out, will mean a substantial decrease in the cost of reconstruction when the life-limit of the road is reached.

Finally, let municipal officers and representatives remember that the one thing about a road which cannot deteriorate is a good location. It is a wise choice is made, the road remains a monument in perpetuity to its original builders.

The next article of this series will deal with "Modern Road Transportation."

Pure Beef Cubes

OXO Cubes are a wonderful invention they contain just those elements which nature needs to make good the wear and tear of daily life. A cup of OXO, with a biscuit or two, sustains for hours.

Hints for the Motorist

BY ALBERT W. CLOUGH

TRACING OUT COMPRESSION LEAKS

Avoid Needless Repair Work By Definitely Locating Defects

IF, IN TESTING THE COMPRESSION of the several cylinders, it is found to be faulty in one more of them, as evidenced by lack of sustained resistance in cranking through the compression stroke, the points of leakage in the affected cylinders must be located and the escape of gas prevented.

Leakage is most likely to develop at the exhaust valve, from the scaling or pitting of the valve face or from formed between carbon deposits preventing its tight closing.

The removal and ungrinding of the exhaust valves of the leaky cylinders is the natural first step to take, but if there is good reason to believe that they are tight and that the leakage is elsewhere, they can be tested by removing the exhaust manifold and listening closely for the hiss of escaping gas at the exhaust port of each cylinder as it is cranked over by compression.

Inlet valves become leaky only at long intervals, but do finally lose their tightness. By listening intently at the carburetor air intake, as the engine is slowly cranked over the compression strokes of the several cylinders, it is possible to determine which inlet if any permit a leakage of gas back into the intake system.

Leaks around spark plugs, priming-cocks and valve-caps are best located by squirting oil over the suspected points of escape and noting whether bubbles form in it when the piston is slowly cranked in compression, the hissing escape of gas into crank-case is so obvious as at once to indicate leaky piston rings, but in other cases it is not so plain. By slipping one end short rubber hose down into the breathing pipe and listening at the other end, the leakage of gas past a piston is discovered, there is always just a possibility that the rings are not incurably unserviceable, but are merely stuck in their grooves and it may be worth while to give them a dose of kerosene or carbon remover to loosen them by condensing them.

SHORE FARM FOR SALE

Shore farm for sale situated at Brackley Beach containing 81 acres, all cleared, high state of cultivation, well fenced, large dwelling house and outbuildings. For further particulars apply Mrs. John C. Cudino.

NOTICE

Estate of Wesley W. Paynter

The undersigned respectfully requests that all persons owing the above estate should make immediate settlement of the respective accounts. It is incumbent on me to close out the business and in order to do so I must have a settlement of all accounts outstanding.

LUCY A. PAYNTER,
Executrix

THE WOMAN HE MARRIED

BY JANE PHELPS

A NEW HOME Chapter 22

The year was over—Dick, strong and well again—seemingly as healthy as ever. Yet I had the haunting fear the doctor's attitude gave me when he said we must not attempt to live in a cold climate. Dick laughed at my fears, although he made no move toward going back East. But I was always a realist for more of his work.

Our money was almost gone in the last two or three months. Dick had done a little writing for magazines and papers. He wrote a long article about Augusten which brought him a good big check, and I asked, "You have shown that you can write acceptably. Why not keep on doing that? Then we can live where we please regardless of conditions."

"It has been in my mind for some time," he responded.

But when the next two articles were returned with the printed slip so discouraging to the amateur writer, he said: "I guess it would be a broken record if we had to depend on my pen for our living."

But when the next trial was successful I broached my scheme which I believed would work nicely.

"Let us take a little place in southern California, where the climate is just what we need, and where you can work out doors. If we can't get a house cheap, we'll rent some land and live in a tent. We have found it very comfortable. Then I will go to work and start my drapery business in a small way. Don't object, dear! I shall be much happier if you don't."

"All right. If it is necessary I won't say a single word. But if I prove I can earn enough to live, just simply give you notice so I can't give you as much as I would like to?"

"It isn't what you give me, dear! My thoughts flew to my old complaints that I could not have that other, richer woman had. It is what I want to do to help you, to make it easier for you. You mustn't get sick again, you know."

"I shan't. I'm as strong as an ox again."

We moved out to a little plot of ground near Riverside. We made a small cement on the ground with one of the chairs Dick received for his story, then set up our tent. We had a better equipped kitchen tent, but aside from that our quarters were no better than we had on the desert. (Naturally the neighborly Mrs. Bull, his wife, had been very near, and we explained to those who asked that Dick had been ill and had been advised to live out of doors.)

To our desert equipment we added a small tent for Dick's study and a small tent for my quarters.

There we put his books, his typewriter, and other supplies, and he worked several hours each day with varying success. I cooked, washed and cleaned while he was busy. There we would take long walks in the morning, while he was very strong and large for his age, often accompanied us.

"Isn't this better than being cooped up in a big city?" Dick would often ask, then take in long breaths of the fresh air.

On Easter morning we climbed Mount Ruidoux at sunrise to hear the choir from Los Angeles sing their anthems of praise—a feat that six months before would have been impossible for Dick.

He sowed our vegetable garden in the cool of the morning, while I cared for the flowers I had planted and which grew so quickly and so luxuriantly in that country.

Junior was in school. Morning and night he tramped steadily the distance of a mile or more, his lunch basket grasped in his hand, his books strapped upon his back. Dick helped him with his lessons, and we all three gave a short time each day to our French exercises.

We had no idle time, and I thought I was doing almost better, as Dick called it, something invincible happened before we were quite out of money.

We had paid for our lot in less than a year. And now once again

Good Roads

ARTICLE V.—MUNICIPAL PRELIMINARIES TO ROAD-BUILDING

Prepared under the direction of the Canadian Good Roads Association.

If the maximum benefits of good roads are to be secured, the haphazard methods which have often marked much road construction in the past must be discarded for a definite and systematic treatment of the problem. Under the enlightened policies now being adopted by the provincial government of the Dominion, comprehensive systems of main roads are being laid out, but these leave out of account many roads which are the sole or partial concern of local municipalities, either counties or smaller units. The first requisite for a municipal highway policy is the selection of all the existing or proposed roads, with a programme of construction or improvement to be carried out over a period of years in accordance with financial resources and traffic developments. In laying out routes, it should be remembered that the shortest road is not necessarily the most economical, the most useful or the most scenic. The municipal council in dealing with a roads policy should be governed by the largest possible measure of civic sense. Personalities should be avoided, for private jealousies and petty politics have been brought to bear upon some municipalities. Some occur in a municipal council, the continuity of policy should be maintained. Steps should also be taken to keep the citizen body informed of the projects in hand, by giving the widest local publicity to the general lines of road policy, with illustrative maps and an appropriate indication of the order in which contemplated improvements are to be carried out.

In the preparation of the general road plans, and later in the location of routes for new construction or improvement, the services of a disinterested expert should be enlisted. Any reasonable fees will be money well spent, for not only will this procedure ensure a selection of routes based upon community needs and the greater good to the greatest number—a desirable result too often defeated by local rivalries and prejudices—but it will make unnecessary the later expenditure of large sums for doing over work which could have been performed initially at much lower cost.

In determining the type of road to be built, its width, its material and other details, three cardinal traffic considerations may be kept in mind. The first is the character and the extent of the existing traffic over the road which is to be improved or superseded by the proposed construction. The second is the probable increase in traffic volume, due to the diversion of traffic from poorer roads or the creation of new traffic by the opening of the better highway. The third is the development of traffic which is inevitable during the estimated lifetime of the road.

In deciding upon the selection of materials for road-building, the fullest consideration should be given to supplies which are available locally, whether of gravel, traprock, limestone or other suitable geological formations. It will usually be found necessary to purchase a certain amount of manufactured material, such as cement or bituminous road surfacing substances, but it is wasteful, for instance, to import crushed stone or ball, barge or vehicle when good gravel is available, although some municipalities have been known to practice this extravagant course. Use can often be made, too, of existing road foundations. Where an old road has been properly graded, particularly a well constructed thorough macadam road, it is folly to replace the metal with fresh material of a different character, perhaps inferior in serviceability, when the old road can be done before the road is constructed. Such measures as these, once carried out, will mean a substantial decrease in the cost of reconstruction when the life