

"My Boy was Starving to Death" As He Was Getting No Nourishment He Was Gradually Wasting Away.

"Here's a story which will interest every mother. Before my boy was born, I was in such delicate health that the doctor didn't think I would survive the ordeal. For weeks after he was born my life was despaired of, and I couldn't feed him and the poor little fellow was left to the care of friends. He wasn't naturally strong. No care was taken in choosing his food and his poor little stomach became so weakened that he couldn't keep anything on it. As he was getting no nourishment from his food, he was gradually wasting away. Finally, in desperation, we sent for a child specialist and he said that my boy was starving to death. He gave me a certain diet. The child did improve but somehow couldn't seem to get strong. This went on for four or five years and the boy still continued weak and puny looking. He couldn't play like other children without having to lie down and rest. My sister who lives on a farm near the sea, said that she could fix him up if I would send him to her. While I hated being separated from him, I was ready to make any sacrifice to get him strong. He was away from me for three months and it was with feelings of great excitement that I

awaited his return as my sister had written me that I would be surprised when I saw my boy. When my sister got off the train, I could not believe that it was my own boy that she was leading by the hand. I never saw such a change in any child. He was fat and rosy and full of life with a happy smile! "What on earth have you done to him," I said. "Why," she replied, "I simply made him live out here's the real secret. I gave him three bottles of Carnol. Before he had taken half a bottle his whole appearance had changed. He got heavier, his face took on a colour and he would run round for hours at a time." The change in my boy is the most wonderful event in my life. I am a regular 'fan' for Carnol and never lose a chance to boost it. As I write I am looking out of the window and when I see that rosy, active, healthy child running round, I cannot believe that he was once a puny, delicate boy."

Carnol is sold by your druggist, and if you can't conveniently buy it after you have tried it, that it hasn't done you any good, return the empty bottle to him and he will refund your money. 6-422

For Sale By Hughes' Drug Store

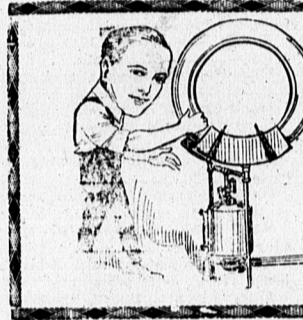
THE HAPPY HEART

There are two kinds of hearts the hungry heart and the happy heart. They are not different in the beginning, nor do they belong to any special class of people. So their character must be determined by something in the will of the owner.

The hungry heart may be old or young, and exists in all surroundings. It may be the heart of a millionaire or a ploughman, a shopgirl or a leader of fashion. But wherever it is found, it is always contented itself. That is what makes it forever hungry, forever craving

and complaining. The ceaseless chargin of a self-centred life is the way that Henry Drummond has described its misery. The happy heart is found equal in palaces and back streets, though it has perhaps a worse chance in palaces. It blesses others unceasingly, and whether or not it is loved in return, it rests in God's love, and knows no despair.

Enjoy the blessings of this day if God sends them, and the evils bear patiently and sweetly. For this day only is ours; we are dead to yesterday, and we are not yet born to tomorrow.—Taylor



It is now rumored that tires and tubes will take another drop in January 1923. So make your old ones do you the rest of this season by having us fix them up.

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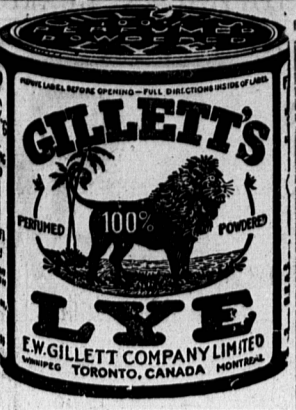
EASTERN STEAMSHIP LINES, INC.

INTERNATIONAL LINE S. S. GOVERNOR DINGLEY will leave St. John every Wednesday at 8 a. m. and every Saturday at 6 p. m. (Atlantic Time) for Boston. Wednesday trips are via Eastport and Lubec, due Boston about 10 a. m. Thursday. Saturday trips are to Boston direct, due Sundays about 2 p. m. RETURN: Leave Boston Mondays and Fridays at 10 a. m. (Daylight Saving Time) for Eastport, Lubec and St. John. FARE \$10.00. STATEROOMS \$3.00. At Boston connection is made via the Metropolitan Line express freight and passenger steamers for New York and points South and West. For staterooms, rates and additional information, apply to A. C. CURRIE, Agent.

Latest Inventions And Improvements

A New Fire Fighter.

The number of materials and devices for extinguishing fire is legion, but there is quite an original touch about a new invention recently demonstrated with success by a British firm. This invention goes by the name of "fresnow" on account of the snow-like liquid which is discharged from the nozzle when the apparatus is in operation. The extinguisher contains two liquids in a plain cylindrical vessel which, when turned upside down, causes the two liquids to mix and generate gas pressure which expels the stream of fresnow. The material is most effective in smothering outbreaks of fire, especially those caused by oils and chemicals. The fire is kept down by the barbotin acid gas and by the thick white fire-proof coating which is formed over the burning material. The fresnow is non-poisonous and may be brushed away when dry. Some of the tests were carried out on a burning petrol which is one of the most common and dangerous problems which a fire extinguisher is designed to tackle.



Pure Water Supply.

One of the most remarkable of British science triumphs during the war lay in the production of plant which would rapidly purify large quantities of water, even of the most poisonous character. The need for such drastic measures has happily passed away, but the experience thus gained has not been lost. Indeed, during the war the process known as "chlorination" was applied to London water, both as a war measure and as a means of conserving coal and saving money. This process, which is one of chemical purification by the aid of chlorine, avoids the expense of pumping large quantities of water into reservoirs for storage and partial purification. The raw river water is directly treated, and the success of the results can be gauged from the fact that not a single complaint as regards taste was received. In the preliminary experiments some trouble was encountered on the score of taste, but it was overcome by the use of additional chemicals. From the standpoint of purity, nothing could be better than the water thus treated; and the new process therefore is more effective as well as more economical than the old. Full information regarding this development in pure water supply is contained in the annual reports issued by the Metropolitan Water Board, London, England.

Small Steam Turbines.

For reasons well known to engineers the steam turbine which was invented in Great Britain, was first developed in large sizes, and it has found its most important field in connection with huge electric generators of anything up to 30,000 or 40,000 horse power. The advantages of the turbine are now being realized, however, in quite small sizes, where they are taking the place of the old familiar reciprocating steam engine. The advantages of these small turbines are particularly felt in industries where steam heating is required for manufacturing processes. The steam can be exhausted from the turbine at any desired pressure and volume, quite free from oil, and therefore suitable for factory use. In one of the latest types of small turbine produced in Great Britain, relatively small outputs can be obtained over a wide range of speeds. A single rotating wheel is used and very high efficiency obtained. The construction is simple and robust, and the turbine costs less both initially and in repairs than the best steam reciprocating engine.

A Valveless Pump.

Every user of a reciprocating pump knows the endless trouble which arises in connection with the valves. However carefully these are designed, and however well they are manufactured, they sooner or later require replacing or repairing, owing to the heavy strain which is placed on them. With these difficulties in view countless inventors have tried to make a reciprocating pump without valves; but complete success seems to have been reserved for a British engineer. His pump has no valves, and is so constructed that its cylinders fill and discharge completely on every stroke, thus giving the highest possible efficiency. The only parts liable to repair or replacement are those employed in the driving head, and they are all easily accessible and are standardized so that they can

be rapidly interchanged at slight cost. The materials used are specially selected to ensure the maximum of wear. During a test recently carried out on a six-inch pump driven by a one-horse-power motor, 5,000 gallons of water were pumped per hour against a head of about six feet.

Safety Doors for Ships.

Many of the most useful inventions ever produced seem obvious once they are invented, though had they really been obvious they would have been invented long before. For example, there was no reason for the doors of ships to be made on exactly the same lines as doors in houses. When a ship suffers a collision or runs aground, the decks are liable to be strained so that the doors of cabins become tightly jammed. Obviously, therefore, it was of the greatest importance that the doors should be so constructed that this pressure would not have the effect of preventing the passengers from escaping from their cabins. It was recommended for a British company to produce a safety door for this purpose. The only difference between this door and the ordinary one is that the edges of the door are bevelled and fit into a bevelled recess in the door frame. The lock bolt and the socket for the bolt are also bevelled upwards and downwards and are so constructed that if the frame of the door is distorted the bolt will be forced out of the socket. Under no conditions therefore will a passenger on a vessel be prevented from running the risk of being imprisoned in his cabin.

Starting Heavy Automobiles.

The use of the electric starter has hitherto been confined to light automobiles, in which it now forms an essential part of an up-to-date equipment. Its advantages are, however, so great that a British company has been led to adapt the electric starter to heavy automobiles. In this adaptation the starter is independent, and is designed for use in garages where a number of heavy vehicles have to be started up in succession. An electric motor of six horse-power is mounted with a special gear on a two-wheeled truck, which can be quickly run to the front of the vehicle to be started. By pulling a lever the operator lifts the truck off the wheels and places it firmly on three legs. Another simple operation engages the gear with the starting handle, and a third starts up the motor, which runs at 2,000 revolutions per minute. The gearing reduces this speed to 130 revolutions per minute at the starting shaft—this being the most effective speed for starting-up purposes. The same appliance can be used in the garage for pumping up large pneumatic tyres and other purposes. It has proved itself very efficient in operation and is likely to become a recognized part of the equipment of large garages.

Roasting by Electricity.

It is a curious reflection that the earliest method of roasting meat was in many ways the best. When the joint is hung on a spit rotated in front of a bright fire, it possesses a flavor which cannot be surpassed in any other way. In olden days the spits were turned either by boys or dogs, and in later years a kind of clock mechanism was used. The expense and difficulty of maintaining a bright fire had led to the discontinuance of this method in favor of others more convenient but less perfect from the gastronomic point of view. By the aid of electricity, however, we are witnessing a return to the traditional method in a very much improved form. Part of the electric cooking equipment in a new British ship consisted of a cylindrical roaster in which the ideal conditions were reproduced by means of glowing electric heating elements. As these heating elements give off pure radiant heat and are arranged to surround the joint, they do their work better than the best of former methods of roasting.

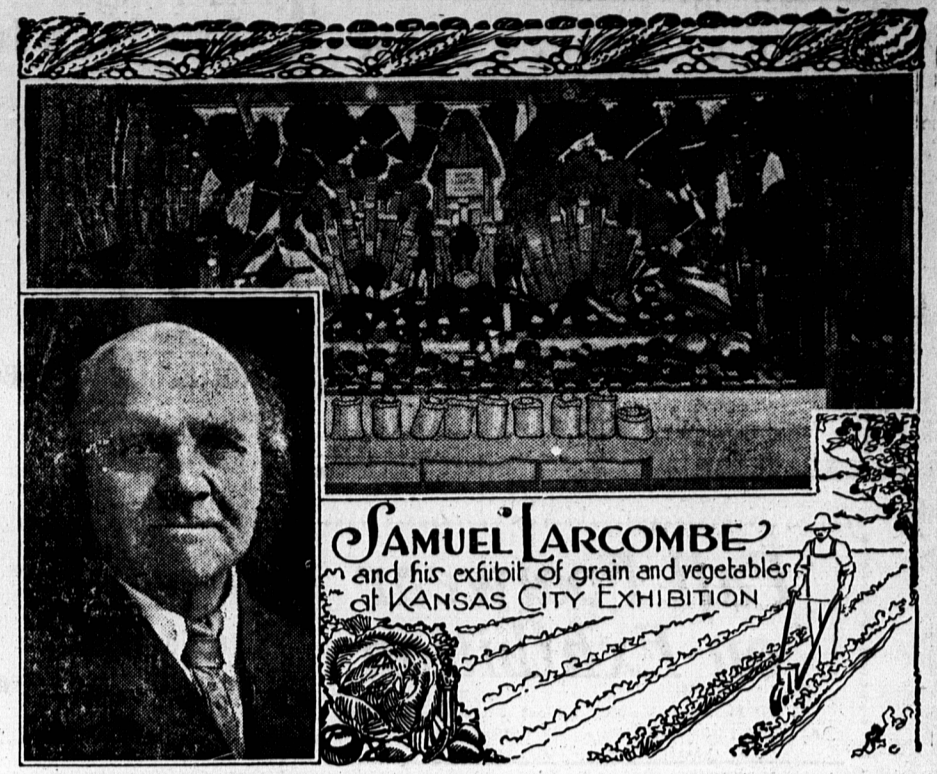
Pneumatic Tools for Road Construction.

During the last year or two there has been a remarkable development in the use of pneumatic chisels and hammers for street work in London and other British cities. It is found that these hammers will break up concrete roads in a fraction of the time required with the manual methods. Part of the popularity of the new system is due to the excellence of the plant devised by British engineers for the purpose. The chisels and hammers are specially designed, and very handy forms of portable air compressors have been manufactured. Recently a British company developed a form of portable compressor specially adapted for use in hot countries. The radiator is exceptionally large so that it may efficiently cool the water supply to the compressor as well as to the engine jackets. The compressor is driven by a four cycle petrol engine through a special epicyclic reduction gear. This gear gives a speed ratio of 2 1/2 to 1, and is designed to make long continuous runs at full power. Every detail has been carefully arranged to ensure endurance and quietness in running.

A New Caulking Machine.

In view of the large area which the dock of a modern steamer covers, the original method of caulking the seams by hand occupies an uncomprehensible amount of time. In order to achieve something much more rapid and reliable a British firm recently designed and constructed a machine which can do the work very much better than by hand and in a fraction of the time. This machine, which requires only one attendant, will caulk a

THIRTY YEARS SUCCESSFUL FARMING



Samuel Lacombe and his exhibit of grain and vegetables at Kansas City Exhibition. In a period when the profession of farming is more or less stagnant, when the tendency in so many countries is from rural districts to the cities and industrial centres, and the old-made complaint is that the ardors of depravations of an agricultural life are not commensurate with its compensations, it is consoling to read the history of a satisfied farmer of thirty years' standing, one of the continent's premier agriculturists, celebrating his seventieth birthday in the tranquil satisfaction of the honors which have come to him in his chosen profession. Such a man is Samuel Lacombe, of Birtle, Manitoba, who expresses pride in the realization of the signal fact he has played in making the possibilities of Western Canada known to the world. The record of Mr. Lacombe's thirty years of farming is almost phenomenal. In that period, with the products of his Manitoba farm, he has carried off no less than three thousand prizes, including the world's championship for wheat at the Peoria International Fair in 1917, and prizes, and in his first ten years of farming he made forty entries and secured 134 awards. From 1905 to 1908 he grew roots, vegetables and grain for the Canadian Pacific Railway for exhibition purposes in other countries, and produced citrons, cucumbers, pumpkins, squash and marrows for the Dominion Government for the same purpose. Mr. Lacombe's career as an exhibitor has been one consistent succession of triumphs too lengthy to mention in detail. His international successes have brought considerable renown to Western Canada and widely advertised the wonderful possibilities of intelligent farming with assiduous application. Mr. Lacombe recently celebrated his seventieth birthday on the farm which has been the scene of every one of his achievements. He can look back over his thirty years of agricultural life in Manitoba with supreme satisfaction in the knowledge that in winning renown and prosperity for himself he has pointed the way to thousands of his fellow-countrymen.

A Hundred-Inch Slide Rule.

Every engineer is reputed to carry a slide rule, and to use it a hundred times a day for every conceivable kind of calculation. The ordinary pocket slide rule is, however, not accurate except within rather wide limits; and when a finer margin of error is desired it is necessary to employ a rule of larger dimensions. A British firm has recently brought out a slide rule in which the scale is 100 in. long, and can therefore be relied upon to yield results in multiplication and division with an error of less than one in one thousand. The scale is arranged in twenty parallel lines, each about five inches long; and the whole thing is arranged so that the rule can be operated with one hand, while the other holds the pen for recording results.

Safety First in Arc Welding.

Welding by means of the electric arc is now being used in an enormous variety of operations in shipbuilding, boiler-making and general engineering. One of its drawbacks is that the operator is frequently in contact with large metal surfaces and also has to work on

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