

THURSDAY, AUGUST 5th, 1926

ROADS AND TIRES

Poor roads may save road taxes but the tolls they take on tires and in gasoline consumption make the motorist pay heavy taxes in increased fuel consumption and rubber bills, according to Prof. S. S. Steinberg of the University of Maryland, assistant director of the National Research Council's Highway Research Board.

Concrete or brick roads save tires, according to tests which have been made to determine what kind of road wears out tires the least. In these tests, both cord and balloon tires are used at the inflation recommended by the manufacturers. The car is run up and down selected level stretches of different road types until the vehicle has covered a distance of 500 miles, after which the wear of the tires is determined. Thus far it has been found that tires wear the least on concrete and brick roads, the loss in weight of each tire on these surfaces being about one ounce for a 500-mile run.

Prof. Steinberg says "the tire wear on gravel roads is found to be from two to seven times that on concrete or brick, while that on macadam varies from ten to fifty times the wear on concrete or brick, depending upon the condition of the surface. The results also prove that front tires wear less than rear tires, the amounts being 50 per cent to 75 per cent less. The relatively greater wear on rear tires is due to the bounding and spring of the rear wheels when traveling over rough surfaces. Experiments also show that when we start our cars from rest the rear wheels exert a downward kick on the pavement, ranging from 100 pounds to as much as one-half a ton. This blow must be resisted by the rear wheels and axle every time the vehicle is started.

"Other investigations are being conducted to determine the relative consumption of gasoline and oil on different types of roads. As a result of these studies, it has been found that the increased consumption of gasoline required to travel by ordinary dirt roads costs the motorist as much as if he had to pay an additional tax of 24 cents a gallon on gasoline. Even good gravel roads impose an additional expenditure equivalent to a 9-cent tax. Compared with the tax imposed by bad roads, the gas tax paid for highway improvement is truly insignificant."

Artificial winds created by large electric fans driving through a tunnel large enough to hold a full-sized automobile are used to study the effect of wind resistance. The velocity of these man-made winds varies from 10 to 40 miles an hour, thus producing the same effect as if a car were driven through still air at these speeds. By testing a number of makes of cars, it has been found that when you drive at 35 miles an hour you are using about 8 horsepower to overcome the wind resistance. If you reduce your speed to 25 miles an hour you save five horsepower.

SOUTH-EAST CORNER

It's a quiet Sunday if you have nothing to show for it but a crumpled fender and two broken ribs

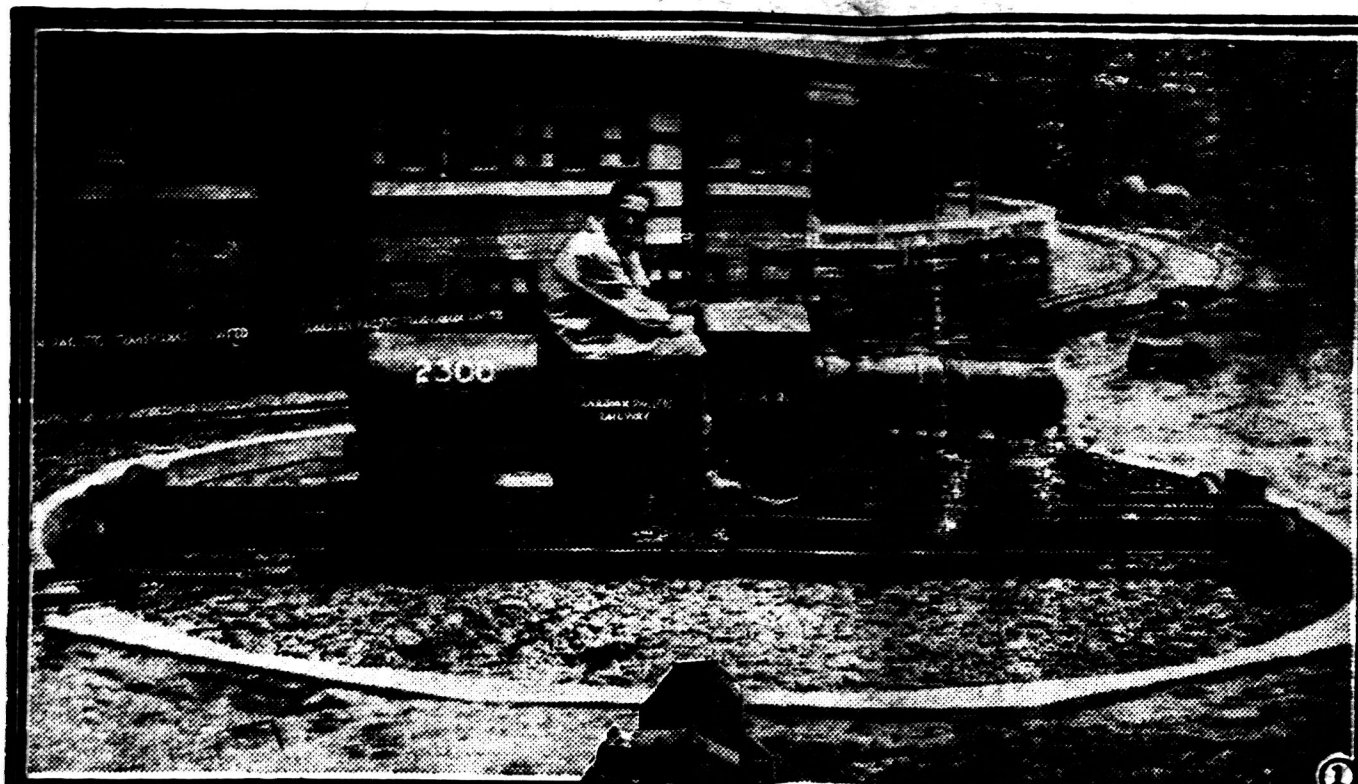
TOOT! TOOT!

In the "South-East Corner" of last week's issue we note that Nanticoke boasts of its "sky-scrapers," but Sanduski can go them one better. We understand that John Walker has accepted the tender from the U. S. Bureau of Agriculture to furnish Texas steers with Shorthorns.

GENTLENESS NEEDED.

"Yes, my boy, I reckon you can have her," sighed Old Man Hawkins to his daughter's suitor, "but take good keer of her for she's been riz kinder tender-like. Eight acres is all I ever ast her to plow between sun-up and dark. She can do light work such as well-diggin and steer-brandin', but she ain't used to no rough stuff, so you'll have to be gentle with her."

Treasure Island is Mecca for Children



1. Complete and exact in every detail is this small engine, representing the largest type of engine operating in Canada. This small engine pulls 20 people around the "Island" at one trip. 2. A composite picture of "Treasure Island" scene showing a party of young girls leaving Quebec on the Canadian Pacific Train and passing through the Commaught tunnel situated in the Canadian Rockies. At top of cliff is a miniature of one of Canada's finest hotels, the Chateau Frontenac.

Treasure Island, the outstanding amusement feature of the British Empire Exhibition at Wembley—with its bold but nice pirates, Long John Silver and Captain Hook, and its many other famous characters from storyland, Peter Pan, Wendy, Alice, the Duchess, the Mad Hatter, Cinderella, Mother Goose and Robinson Crusoe, has proved to be the greatest entertainment attraction at the Sesqui-Centennial International Exposition at Philadelphia.

It is a much bigger and more wonderful "Treasure Island" than the one which delighted thousands at Wembley last year. It has six acres of land, surrounded by a natural lagoon. The entire lay-out of the Island in Philadelphia was designed and built by Maxwell Ayrton, architect of the Wembley exhibition grounds. Drake's ship the "Golden Hind", Noah's Ark and its animals, two by two, and pirate and smuggler crews will be a few of the features seen.

But quite the most fascinating experience of the visitor to Treasure Island is the trip across Canada on the miniature Canadian Pacific Railway's "Imperial Limited" train which is pulled through a replica of the Canadian Pacific Rockies by a small puffing engine only four feet long, but strong enough to pull 30 people. The engine driver is J. Terrence Holder, the twenty-one year-old son of one of England's wealthiest families who prefers this job to an Oxford career.

One gets on the train at the Palais Station, Quebec, just below the magnificent Chateau Frontenac, and passes through Quebec and Ontario provinces and enters the prairies in less than ten minutes. When Banff is reached the train stops to allow passengers to see the Banff Springs Hotel and the beautiful Bow Valley. Westward it speeds through the Canadian Pacific Rockies, some 600 feet long, the tallest towering 74 feet high and built of sheet iron and plaster, and dashes into Commaught tunnel, where it passes through the mountains of the Rockies, and on to the coast, where it crosses Vancouver Island and passes through the mountains of the Pacific.

More than half a million people rode on the British Canadian Pacific Railway at Wembley last year, and among its distinguished passengers were the King and Queen and the Duke and Duchess of York.

story of an outing in the Valley of Grantbrook and in A. Bryan Williams' "Breezes from the West." Ontario is represented in "A Canoe Trip Thru the Timagami Forest Reserve."

In the monthly "Outdoor Talk" department, Wolves is W. C. Motley's principal theme. Fishing Notes and Guns and Ammunition contain a variety of accounts and information of interest to the angler and the gun man.

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LOCAL & GENERAL
(Continued from Page 1)

tenham, and Mrs. H. Harris, of Yorkton, Sask., visited Mr. and Mrs. Jas. M. Schreiber on Sunday.

Miss Mildred Johnson, Miss Swift, Mr. Garfield Anthony and Mr. Chas. Littler, of Toronto, were the guests of Mr. and Mrs. James Davidson over the week-end.

Mr. H. W. Roberts, Mr. Lawrence Barton and Misses Edna, Etta and Hazel Sackett, of Toronto, spent the week-end with Mr. and Mrs. Marshall Roberts and other relatives and friends in this district.

CLERK'S NOTICE OF FIRST POSTING OF VOTERS' LISTS

Voters' Lists, 1926, Municipality of Jarvis, County of Haldimand

NOTICE is hereby given, that I have compiled with Section 10 of the Voters' List Act and that I have posted up in my office in Jarvis, on the tenth day of July, 1926, the list of all persons entitled to vote in the said Municipality for Members of Parliament (or as the case may be, at Municipal Elections) and that such list remains there for inspection.

And I hereby call upon all voters to take immediate proceedings to have any errors or omissions corrected according to law.

DATED the 10th day of July, A.D. 1926.

IVAN W. HOLMES,
Clerk of Jarvis.

AUGUST ROD AND GUN

Useful information for sportsmen is contained in the August issue of "Rod and Gun" in the game laws, corrected to date, for the provinces of Canada and Newfoundland. This Canadian sporting magazine in the current issue, contains a very attractive line-up of reading matter as well as information.

An interesting account of duck shooting on the St. Lawrence is told by Wingate McHunter. Nova Scotia is the scene of an article on hunting the mink, from the well known pen of Bonnycastle Dale. British Columbia is dealt with in T. C. Fong's

FALL FAIR DATES

The following are the dates of Fall Fairs for 1926:
Abingdon—Oct. 1-2.
Ancaster—Sept. 28-29.
Beamsville—Sept. 17-18.
Caledonia—Oct. 7-8.
Dumfries—Aug. 30-31, Sept. 1.
Fenwick—Sept. 21-22.
Jarvis—Sept. 29-30.
Rainham Centre—Oct. 6-7.
Simcoe—Sept. 21-23.
Smithville—Sept. 27-28.
Thorold—Sept. 14-15.
Tilsonburg—Aug. 24-26.
Welland—Sept. 28-30.
Wellandport—Sept. 24-25.

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ADMISSION—ADULTS, 25c; CHILDREN 10c

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REV. W. T. BROWN, Minister
Services at 11 a.m. and 7 p.m. on Sundays.
Y. F. S., Thursday, 7:30 p.m.
You are invited to these services.
Choir practice, Thursday, 8:15 p.m.
WHELEY UNITED CHURCH
REV. E. BRAND, Pastor.
Services at 11 a.m. and 7 p.m.
Y. F. L., Thursday, at 8 p.m.
GARNET UNITED CHURCH
1:30 p.m.—Sunday School.
2:30 p.m.—Church service.
Bible Study and Prayer Meeting on Friday evenings at 8 o'clock.
ST. PAUL'S ANGLICAN
Services at 11 a.m. and 7 p.m.
All are cordially invited to attend these services.

LOCAL TRAIN SERVICE
FROM ST. THOMAS TO HAMILTON
No. 220—arr Jarvis 8:15a.m.
No. 231—lv Jarvis 8:22a.m.
FROM HAMILTON TO ST. THOMAS
No. 228—arr Jarvis 7:25p.m.
No. 229—lv Jarvis 7:30p.m.
FROM HAMILTON TO PT. DOVER
Direct
No. 232—arr Jarvis 10:55a.m.
No. 233—lv Jarvis 11:00a.m.
FROM PT. DOVER TO HAMILTON
Direct
No. 227—arr Jarvis 5:00p.m.
No. 227—lv Jarvis 5:05p.m.
MIXED TRAIN—EAST AND WEST
No. 255—West lv Jarvis 12:01p.m.
No. 355—East lv Jarvis 12:01p.m.
WARSAW
No. 3—West lv Jarvis 11:00a.m.
No. 2—East lv Jarvis 2:27p.m.

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