

HIGH TIDE OF THE M. & N. B. CIRCUIT

Great Free-for-All Events the Climax of Eventful Season

(By J. D. Black)

The closing weeks of the harness racing season Down East promise to provide even more thrilling sport than the promoters and managers of the Maine & New Brunswick Circuit had believed possible.

A series of races between John R. Braden, 2.02%, the so far unbeaten free for all this year, and Directum J., 2.01%, premier fast record pacer of the Bay State Circuit, is the very newest and they promise to outshine anything that has previously been undertaken in the way of match races in eastern New England.

John R. Braden cleaned up Calgary Earl, 2.02%, in a series of races which were interrupted but not finished until a veterinary ordered that the Houlton pacer be no longer raced because of an attack of kidney trouble. The Moosehead Club of Presque Isle bought the Braden horse last spring when they had failed by bidding up to \$9,700 to get Grace Direct, 2.00%, at the Old Glory sale, and they wanted to see him race against the best in the land.

So, the Northern Maine Fair management closed arrangements for Directum J., which has been racing at Bangor Fair this week to go to Presque Isle and race there the first week in September. This meeting was no more than arranged before Lee W. Ervin, superintendent of the Racing Department of the Houlton Fair, offered a \$2,000 purse for John R. Braden and Directum J. to race for next week at the Houlton Fair and thus secured their first clash as the top liner racing attraction for his fair.

Conditions under which the Houlton race will take place are such that in addition to the public interest which it is bound to arouse, it is also one of the most notable sporting events ever arranged in the East. Instead of being divided, as is usually the case with such purses, the \$2,000 that is being hung up will, according to Mr. Ervin, go entirely to the winner of the race—winner take all. Directum J. is one of the greatest free for allers racing on the half mile tracks today and has shown his ability to pace in 2.05% on a good twice-around, while John R. Braden has been equally as fast and has had a comparatively easy summer this season so that he should be in the best possible shape to show extreme speed in his autumn engagements.

In addition to Directum J., which is owned by John W. Cogswell of Providence, R. I., and driven by John Page, it looks as if a good many more campaigners from western New England will invade Aroostook County for the fairs at Houlton and then at Presque Isle. Frank Fox, the veteran trainer who makes his headquarters at Combination Park, Boston, will take Red Russell, 2.09%, along to Houlton to battle with Alfred King, 2.13%, his former star trotter, which is now in the stable of Harry A. Nevers, the Houlton trainer, and a number of others seem to have been attracted by the energetic Aroostook racing managers. It is definitely announced Margaret Dillon, 2.01%, will start at Presque Isle.

The soft spots on the Maine and New Brunswick Circuit will apparently come at the closing meetings after the big fairs in the Potato Belt. As a matter of fact, it has already been intimated that John R. Braden, 2.02%, is to have a campaign down through the western end of New England. He is said to be all set for the Maine State Fair at Lewiston, with Rochester, N. H., Fair and Brockton, Mass., Fair to follow, after which the big meetings in Connecticut come in. John Willard, the veteran Presque Isle driver, will race "the black bear" and will take along the pick of the Presque Isle stable that has been raced under the management of T. M. Hoyt, one of Presque Isle's leading owners, as well as The Problem, 2.04%, owned by the Caribou Driving Club for the 2.11 and 2.12 stakes and classes.

With the Willard stable and some more of the bearcats out of the way, the trainers with the reasonably good horses that in other years would have been big winners will have a chance to come into their own and clean up at Woodstock, St. Stephen, Fredericton, and the other late fairs.

Thursday afternoon at the Fair Grounds will occur one of the biggest horse race attractions that has ever been served up to race fans in Aroostook county and it is doubtful if anything was ever held in the state to compare with it. By dint of industri-

(Continued from page 1)

B. & A. LAYS OFF 280 MEN AT DERBY

Two hundred and eighty employees of the machine shop and of the maintenance of way department in the B. & A. R. shops at Derby, were laid off Wednesday for six weeks as business is dull and the work in these departments is well caught up with the demand.

In the machine shops, 130 men were released, leaving about 50 workers to care for the routine work. Among the section men 118 have been laid off. The force of the bridge and building crew has been cut in half, 34 men having been removed for the six weeks.

Work is sufficiently advanced to permit the release of these men, one of the officials said Wednesday. The section men have their ties nearly all laid and the equipment is in very good condition.

The car shop crew has not been reduced any and there will be constant employment for the full crew, with cars needing repairs frequently. Getting the cars ready for the shipment of the fall crop of potatoes will keep this department busy.

Mr. and Mrs. C. B. Esters motored to Calais last Wednesday.

CARIBOU FAIR

Four days of excellent weather, large crowds, exciting ball games and an exceptionally fine card of races combined to make the Caribou Fair one of the best ever held by that up-country town.

Alfred King, a local horse, was the winner of the 2.17 class the first day after a tough race, while Sacarose copped the money in the 30 class. The second days program did not furnish the excitement of the first day with three races on the card. Miss Talbot, another Houlton horse, was ahead at the end of the 2.24 trot and pace after losing one heat to Chimes Tell Jr., while College Swift in the 2.18 mixed race and Rosetta McKinney in the 2.2 class had no difficulty in leading the field. The third day furnished three hotly contested races including the named race with The Problem, Donald Keith, Peter Setzer and Jack the Clipper doing the fighting. The Caribou horse finally captured the money after losing the first heat to Donald Keith. In the 2.17 class Bingen Worthy and Bravas had it out, the former finally taking three straight after losing the first two. In the 2.20 trot and pace Money Man woke up after losing two heats to Little Peter and made it three straight to a belated won.

The last day was featured by John R. Braden's attempt to lower the Caribou track record of 2.09% held by Zom Q., 2.08% was the time recorded lowering the mark a second. The climax of the day came when the judges announced the suspension of drivers Brickley of the McIntosh stables in Hartland, N. B. and Fred Cameron of the Reed stables of Fort Fairfield with their horse Xanthia and Banini for the rest of the season for jogging around the track in the sixth heat of the 2.25 trot and pace in 3.34.

The summary of the four days racing is as follows:

| Tuesday | |
|--|-------|
| 2.30 Trot and Pace—Purse \$500 | |
| Sacarose, b. m., by Northern Man (Willard) | 1 1 1 |
| Sis Peters, bl. m., (Steward) | 3 2 3 |
| Confection, b. m., (Hanifan) | 2 3 5 |
| Xanthia, b. m., (Brickley) | 4 4 2 |
| Banani, b. m., (Cameron) | 3 5 4 |
| Time, 2.17%, 2.17%, 2.17%. | |
| 2.17 Trot and Pace—Purse \$400 | |
| Alfred King, bl. g., by King Belini (Nevers) | 4 1 1 |
| Nutwood Kinney, chg. (Douse) | 1 3 2 |
| Don Q., b. h., (Nason) | 3 2 3 |
| Little Peter, ch. g., (Cameron) | 2 4 4 |
| Signature, bl. s., (Hanifan) | 5 6 5 |
| Pearl Bourbon, bl. m., (Smith) | 6 5 6 |
| Kara K., b. m. (Dow) | ds |
| Time, 2.16%, 2.13%, 2.14%, 2.13%. | |

| Wednesday | |
|--------------------------------|-------|
| 2.18 Mixed—Purse \$500 | |
| College Swift blg (Brickley) | 1 1 1 |
| Royal McKinney, gr. (Cameron) | 2 2 3 |
| Commodore Dallas, bg (Jamison) | 3 3 2 |
| Time, 2.15%, 2.13%, 2.12%. | |

| 2.22 Mixed—Purse \$400 | |
|----------------------------------|-------|
| Rosetta McKinney, bm (Taylor) | 3 1 1 |
| Confection, bm (Hanifan) | 1 2 4 |
| Sis Peters, blm (Steward) | 2 3 2 |
| Alveston Boy, bh (Easter) | 4 4 3 |
| Time, 2.18%, 2.18%, 2.22, 2.22%. | |

| 2.24 Trot Stake—Purse \$500 | |
|-----------------------------------|-------|
| Miss Talbot, brm (Nevers) | 1 2 1 |
| Chimes Tell, Jr. big (Willard) | 2 1 5 |
| Baton, bg (Nason) | 3 3 2 |
| Trixie Dillon, bm (Hanifan) | 4 4 3 |
| Leavetta North also started. | |
| Time, 2.21%, 2.17%, 2.18%, 2.19%. | |

| Thursday | |
|---|-------|
| 2.17 Trot and Pace—Purse \$500 | |
| Bingen Worthy, bk, by Wurttemberg (Hanifan) | 2 2 1 |
| Bravas, br g, by Bingara (Cameron) | 1 1 3 |
| Brussels Dillon, bg, (Willard) | 3 3 2 |
| Time, 2.20%, 2.17%, 2.15%, 2.17%, 2.16%. | |

| 2.20 Trot and Pace—Purse \$500 | |
|--|--------|
| Money Man bl s, by The Northern Man, (Brickley) | 2 2 1 |
| Little Peter, ch g, by Peter the Great (Cameron) | 1 1 2 |
| Hayward Wilkes, br g, (Nevers) | 4 3 4 |
| Queen Petress, bm (Willard) | 5 5 3 |
| Quidnesset, br g, (Seeley) | 6 4 5 |
| Nutwood Kinney, ch g (Douse) | 3 6 dr |
| Time, 2.15%, 2.13%, 2.15%, 2.17%, 2.23%. | |

| Named Race | |
|---|-------|
| The Problem, br s, by Cochato, (Willard) | 2 1 1 |
| Donald Keith, br g, by Dan's Brother, (Steward) | 1 3 3 |
| Peter Setzer, br g (Nevers) | 3 2 2 |

EASTERN MAINE RAILROAD MAY BE BUILT

Whether the Line Will Extend to Houlton Remains to be Seen

The following report sent out by the Associated Press again brings to the attention of the people of this section the benefit which will be derived to the south part of Aroostook county if the road is built:

Fredericton, N. B., August 23—Announcement was made that the proposed Eastern Maine Railway, giving the Canadian National Railway direct connection with the New England states, via the St. John and Quebec Railway route would be built next year. Canadian interests plan to build the portion of the connecting link from the present St. John valley line near Pokiook to the Maine border, whence American interests are to build to connect with the Maine Central Railroad near Danforth, Maine.

The building of a railroad through the south part of the county has been agitated for many years, the first time was previous to the advent of the Bangor and Aroostook and then again seven years ago in an active way by Geo. W. Maxfield of Bangor who has been actively engaged in the promotion of a railroad to run from Houlton to Bancroft, south of Houlton, and another plan was to run through Bancroft passing through the Grand Lake Stream chain of Lakes as far as Brewer and across the river into Bangor.

For the past seven years this has been agitated with an organization composed of a number of prominent men in this section who seemed to be willing to back up Mr. Maxfield in his undertaking, but one thing after another came up and lastly the conditions during the war and the period of reconstruction, during which time every two years Mr. Maxfield went before the Legislature and was successful in getting the charter renewed. The permanent location has been made and some work has been done on grading.

On August 28, 1920 a meeting of the members of the Chamber of Commerce and other prominent gentlemen, at the request of Mr. Maxfield was held at the office of W. S. Lewin, a full report of which was given in the TIMES, to meet William H. Taylor of New York City whom it was asserted was ready to furnish the money for building the road and wished to get the moral support of the people of Houlton which was readily given by those present and the next day he received promise of financial support when the matter would be presented, but there the matter has rested and the above report emanating from Fredericton calls to mind the above facts.

During the meeting it was brought out that if the road could be built the number of cars of freight that would be turned over to the Eastern at the junction or the boundary line would take care of all the fixed charges so that it was assumed that the road from Bancroft, where there would be a connection with the Maine Central, or an independent line to Brewer and across to Bangor, was assured, but nothing further regarding pushing this important part of the project has been done. Mr. Maxfield was in Houlton last week and informed a representative of the TIMES that the work had been held up on account of the drop in the price of rails, etc.

The outcome as far as Houlton is concerned is still in doubt and there would seem to be no question of the above report being true regarding the building of the line as far north as Orient then east to the boundary line, and while Houlton people are desirous of seeing the line built from the junction into this town it would not be necessary from financial standpoint and evidently it would remain with the people of this section as to whether the rails will be laid into this town, if they are, there would doubtless be a Union depot, with trains from the Bangor & Aroostook and Canadian Pacific running into it as surveys to this effect have already been made and it seems to be feasible proposition.

| | |
|-----------------------------------|-------|
| Jack the Clipper, bg (Douse) | 4 4 1 |
| Time, 2.12%, 2.13%, 2.13%, 2.11%. | |

| Friday | |
|--|-------|
| 2.25 Trot and Pace—Purse \$400 | |
| Xanthia, bm, by Future Todd, (Brickley) | 3 5 3 |
| Banini, bm, by Bertini, (Cameron) | 6 1 1 |
| Joe Q., ch g, by Dan Q. (Smith) | 1 2 2 |
| Leavetta North, bm, (Willard) | 2 4 4 |
| Trixie Dillon and Alveston Boy also started. | |
| Time, 2.20%, 2.20%, 2.21%, 2.20%, 2.21%. | |

| 2.15 Trot and Pace—Stake Purse \$500 | |
|---------------------------------------|-------|
| Buster Boy ch g, by Balboa, (Hanison) | 1 1 1 |
| Little Anna S., bm, (Cameron) | 2 2 2 |
| Earl North, br g, (Jamison) | 3 3 2 |
| Fern Hal, bl m, (Nevers) | 4 5 4 |
| Nero Bingen also started. | |
| Time, 2.10%, 2.14%, 2.14%. | |

MIXED SIGNALS CAUSE AUTOMOBILE DAMAGE

The past week has been a disastrous one for automobile collisions, three such events happening with considerable damage to the cars, and all happening right in the business part of the town with nobody seemingly to blame.

The public car of Perley McIntyre was badly damaged in the collision with Arthur Kitchen's car which occurred in Union Square.

Jack McNair was run into at the same corner by another car but he was more fortunate and only a bent mud guard was the damage to his car while the other one was obliged to be towed in with one wheel gone.

Two cars came together at the junction of Court and Main streets with slight damage to either car.

Mrs. Geo. Avery returned Saturday from Oxbow where she has been spending her vacation.

Maurice H. Peabody and John McKay went to Bangor on Saturday returning with some Trucks for the Fair.

The Misses Gibson of Woodstock, N. B. have been guests at the home of Dr. and Mrs. W. B. Gibson on Court street.

CROSS CONTINENT HIKER

It does not seem possible that the day of the automobile is declining and threatens to become a thing of the past, but such seems to be the case from observations made by the TIMES during the past week.

On Saturday morning of last week there were two pedestrians who entered the office inquiring for information about routes and directions for distant points.

The first gentlemen entered the office soon after opening at seven o'clock. He was but a young chap not quite 20 years old and wanted to know the road to take to get to Montreal. With this information in his possession he next desired to know if he could make it in five days. He was told that he could make it in that time all right, but that he would have to step on the gas.

"Gas nothing," he replied, "I'm walking it."

Then the truth came out that he was bound from New York to New York via Montreal and had to make the metropolis in ten days depending on his shoe leather and the kind hearts of tourists along the road. This jaunty measures in the neighborhood of 1500 miles according to Blue Book statistics, but is only a small journey for this lad who last summer hiked all the way from Alaska to New York.

A little later the same day another hiker entered, considerably older than the first and desired information to Fredericton, the best foot roads. The second gentleman was the original champ of the day as he was on a journey back to his home in Fredericton, N. B. from Los Angeles, California, a distance of over 3150 miles.

Last winter being discouraged by the hard times in the province of New Brunswick, he decided to take the late Horace Greeley's advice and "Go West." He started out for California with but little money and stopped off at different points to earn enough money to carry him further on his journey. The trip out was made wholly by train, but when the fortune seeker arrived in the land of promise it was decidedly disheartening to find that times were just as hard in the "Golden West" as they were "Down East." After spending four months in and around the "city of angels" the traveler decided to return home. In the time he had worked he had saved but \$55 in picking fruit and doing other odd jobs. With this capital he left Los Angeles on the 26 day of June and arrived in Houlton Friday night with just \$5.06 in his pocket. During the time he has been on the road he has worn out two pairs of shoes in crossing twenty states and visiting the largest cities of each.

He traveled by walking most of the way but got many lifts from tourists and trucks. His longest days travel was 44 miles and one time he was lucky enough to get a ride that carried him three days further on his journey. He carried with him for baggage a small blanket rolled up and slung under his shoulder and a miniature suit case in which he carried a towel, soap, bread, sardines, sewing kit and pincers for removing nails from his shoes. Also he has with him a razor and a looking glass. His program was simple as he just rolled up in his blanket wherever night or the inclination struck him.

From California he brings the report that the lumber business is at a low ebb and the only industry that is flourishing is that of fruit growing.

This cross continent hiker, who goes by the name of Charles Laskey, remained in Houlton over Sunday and left Monday morning for his home in Fredericton, N. B., visiting friends along the road.

Miss Katherine Green of Vanceboro spent a few days last week with her aunt Mrs. M. R. Jackins.

FACTS ON SECOND AMENDMENT FOR SEPTEMBER 12

Figures and Conditions as they Exist and Results of the Amendment Passes

The Maine Automobile Association presents the following facts in regard to the proposed constitutional amendment providing that \$2,500,000 of the highway bonds be used exclusively for State-aid roads.

First: The proposed amendment is so loosely drawn that in the opinion of many able lawyers, it conflicts with other sections of the Constitution, and the courts would probably find that bonds could not be constitutionally issued under it for the purpose of construction State-aid roads.

Second: That the proposed constitutional amendment provides that \$2,500,000 of the total authorized \$10,000,000 highway bonds shall be used for State-aid roads only and can be used for no other purpose, the Governor and Council being given no discretion in the matter. The Constitution provides this money must be divided equitably among the several counties.

Third: That if the constitutional amendment is adopted the law appropriating \$300,000 for State-aid roads is repealed as is also the law appropriating the \$100,000 annually for bridges.

Fourth: If the constitutional amendment is adopted the so-called mill tax law whereby one mill on the dollar of the State's valuation is assessed for roads will be repealed. This law produced approximately \$637,000 last year, \$200,000 of which went to State-aid roads, \$106,000 for special resolves of the Legislature, \$212,000 for the third class roads, and the balance—about \$119,000 for maintenance. A new mill tax law will become operative whereby a mill and a half will be assessed on the valuation of the State to be used for the following purposes:

1-9 (not exceeding) to be expended in the form of special resolves by the Legislature.

2-9 (not exceeding) for third class roads; the towns receiving this state money do not have to make any special appropriation.

6-9 (the remainder) to be used for the maintenance of state-aid roads and bridges. This mill and a half will produce about \$950,000.

Fifth: That the federal appropriation whereby the National government has borne one-half the cost of trunk line work expires this year; but there is a bill in Congress which has been reported on favorably by the committee and which will undoubtedly pass which will give the State about \$1,000,000 annually for the years 1922 and 1923, provided the State is able to match it for a system of interstate roads and it is doubtful if much of this money could be used on our State-aid roads.

Sixth: It has been the practice of the Federal Government to notify the highway department several months in advance of the time a Federal Aid appropriation was available. For example, the highway department would be notified in January of the apportionment which would become available the following July, so that the department could make plans to present to the Federal Government for its approval. Previously, if a State did not meet the requirements of the Federal Government in regard to location of road, kind of construction, or providing the required funds, within twenty-four months from the time of allotment, the amount was re-allotted to other states.

Seventh: From the best information obtainable, there will be left after last year's state highway road work is completed and the 61 miles authorized this year by the Governor and Council are completed and paid for, about \$1,200,000 of the \$10,000,000 bonds authorized, provided the constitutional amendment is adopted. This could be used for next year's contracts.

Eighth: If the constitutional amendment should fail of adoption there would be about \$3,750,000 of the \$10,000,000 bonds left for state highway road work and the state, state-aid, and mill tax laws remain as at present.

Ninth: With approximately only \$1,200,000 left from the total authorized bond issue of \$10,000,000 state road bonds, as would be the case if the constitutional amendment were adopted, the trunk lines between Portland and Lewiston as also the state roads between Portland and Fryeburg, Poland and Gilead, Lewiston and Rumford, Bangor and Dover, Lewiston and Brunswick, Bethel and Errol, Auburn and Rangeley, Augusta and Waterville via Belgrade, Newport and Greenville, Ellsworth and Calais, Bangor and Aroostook County, as all other state roads would be left uncompleted, which would certainly be a calamity.

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MAINE IS SIXTH IN POTATO PRODUCTION

In total production of potatoes Maine ranks sixth in the United States according to the New England Home stead, being preceded by New York, Minnesota, Wisconsin, Michigan and Pennsylvania in the order named.

However, when it comes to per acre yield the old Pine Tree State captures first honors with much to spare. The five year average ending 1919 shows Maine with a production of 190 bushels per acre. The closest competitor was Minnesota with 94 bushels, less than half. Then followed Wisconsin with 90 bushels, New York with 87, Pennsylvania with 83 and Michigan with 75. Soil and climate naturally have much to do with this very handsome showing for Maine. But it is practically the same story with all other crops—New England leading the country in per acre yield. When the truth is known, our southern and western farmers will find they are depending too much upon the virgin fertility of the soil. They are mining the soil instead of farming it. Here in New England we have learned that it pays to feed crops and look to the maintenance of soil fertility for generations to come.

HOULTON FAIR

The Houlton Fair with an unusually large and varied assortment of stellar attractions is in full swing and if the weather man smiles and his digestion or gout does not bother him, Aroostook's shire town will see a banner week the like of which the county has not seen in many a day. Every inch of available space along the midway is engaged. There is something interesting to see, play, take a chance on or eat at every step.

The customary merry-go-round and ferris wheel enjoy their usual position and perhaps one of the finest and most educational attractions on the grounds is the display of war trophies from Flanders, France and Belgium which occupies the space at the right of the Charles street entrance. This display contains all there is to be collected in relics of the war from German marks down to machine guns. It is the property of six returned veterans and there is no general admission charge. Donations are asked for to cover the traveling expenses. There is good educational value in this collection outside of the interesting feature of it.

On Monday chaos was king at the Park as everybody was busy getting set for the official opening yesterday, but now it is the busiest place this side of Times Square at the noonday rush.

With the stretch of a good week in front of the association everything points to the biggest Fair that Houlton has ever had.

The matched race Thursday between Directum J. (2.01%) of the Grand circuit and John R. Braden (2.02%) of Presque Isle will be a big drawing card for that day, but there is enough of interest to everybody to make every day better than the one before.

The exhibits of vegetables, fancy work and other things in the exhibition building as well as the various booths are the best ever, and deserve attention.

If the first days entertainment is any criterion of what the following days will be, the Fair of 1921 will eclipse anything yet staged by the association.

The automobile races were something new for this section and many witnessed the events as they were pulled off, for the first time, although Auto Polo has been played here before, so that the most interest was shown in the racing and the management had the events with the different cars well planned and there was something exciting every moment during the afternoon. Contests against time against the different cars for two, three, four and five laps and a track record of 1.10 flat on a half mile track beating out the record made at Bangor last week by two-fifths of a second, an Australian pursuit race, in all of which "Wild Bill" Endicott and Miss Neville carried off the honors, finishing up with a Free for all which was declared by the judges to be a dead heat between Miss Neville and "Wild Bill."

Full details of the Fair will be given in our issue next week, together with a summary of the races.

Frederick Dunn has returned from summer school near Brunswick, returning with his brother Orville by auto.

William McIlroy, now living in Woodstock, is in town on a short visit and is being heartily greeted by old friends.

Mr. Merle Barnum of Corning, New York is the guest in town of James Wilson. He has just returned from a visit to the northern part of the state and will leave next week for his home.

Mr. and Mrs. Bertram Wetmore returned home Friday evening from an auto trip to the White Mountains. They were accompanied home by Miss Cordelia Shaw who now is living in Wrentham, Mass.

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**MAINE AND THE NEW
FEDERAL ROAD BILL**
The Federal aid good roads act, known as the Townsend bill, has been presented to Congress with excellent chances for its passage in practically its original form. If no material changes are made, Maine will get \$1,000,000 during the next year in Federal aid for improved highways providing the State puts up an equal amount. The bill is drafted to cover only a one year period, but the understanding at Washington is that similar measures will be introduced annually so that Maine will be given the opportunity to receive approximately a million a year from the National government if this State furnishes a like sum.
According to the Townsend bill the government appropriates \$100,000,000 for Federal aid throughout the U. S. of which Maine gets one percent of \$1,000,000. This allotment is based upon population, area, miles of post road, star routes, and other conditions. This sum of money must be expended upon no more than 7 per cent of the total road mileage of the State and only on inter-state and inter-county highways. Of this 7 per cent, 3 per cent of the mileage must be inter-state roads and 4 per cent inter-county roads. Of the \$1,000,000 Maine will receive, 60 per cent must be expended on the inter-state highways and 40 per cent on the inter-county roads.
Maine's State highway system represents 5 1/2 per cent of the total mileage of the State so it is obvious that virtually all this money must be expended upon these through trunk lines of traffic.

The State now has available \$1,000,000 with which to match the anticipated million it may receive from the Federal government. It is expected that the Townsend bill will go through Congress without any serious hitch, in which event the money will become available in about two months, in time for estimates on proposed work to be prepared this Fall and the contracts let for construction early next year.
The danger which the State now faces is that of passing in September the proposed bond issue amendment which would transfer to a State aid highway fund all that now remains of the bond issue expressly voted by the people in 1919 for the construction of State highways. This is a sum of \$2,500,000. If this amendment is adopted by the people in the Fall, it will probably mean no State highway construction in 1923 and possibly none in 1924 and even the end of it for several years in the future.
The reasons for this delay are plain. If the bond issue amendment is adopted it will, as stated above, take all the trunk line money. Existing funds will keep up the construction on these main thoroughfares through 1922 but probably no longer. It will then be up to the Legislature to devise some plan of financing the main highways, and undoubtedly the only feasible one will be another bond issue. If this course is decided upon by the Legislature of 1923, it will mean that a special election to ratify it cannot be called much before September of the same year, so that it will be impossible to do any work during that season.

Then again there is the probability that the same program will have to be followed as in 1919 when it was necessary for the Legislature to convene in special session, following the special election in connection with the \$10,000,000 bond issue, to authorize the issue of the bonds and to make them available. Governor Milliken called this session as early as possible, but

even then it took place two months after the election and made an added delay. Then there is the other possibility that should the Governor in office at that time not care to put the State to the expense and bother of a special session of the Legislature the matter would have to drift on for nearly a year and a half to the next regular session. It may, therefore, be seen from this explanation that there are all kinds of possibilities for delay in connection with a new bond issue for State highways which would be avoided if the plan to transfer the remainder of the State highways fund to a State-aid fund, coming up for decision by the people on Sept. 12 of the present year, was turned down.

Any way the adoption of a bond issue will mean that no contracts can be let until 1924, at the earliest, and as several weeks are necessary for contractors to get their equipment on the ground and to buy material, it will practically mean that only about half a season's work will be possible at least. This will cause a net loss of at least a year and a half in the construction of the important State highway system.

Then there is the other contingency. The people may decline to ratify a bond issue in 1923 because it was fully understood that the previous bond issue adopted no farther back than 1919 would complete the State highway system. The people will not stand for the constantly increasing expense of bond issues unless the pledges made in connection with them are fully carried out.

On the other hand if the proposed bond issue amendment to be voted upon in September, is defeated the pledges made when the original bond issue amendment was adopted in 1919 can be fulfilled, for its non-adoption it will leave \$2,500,000 still available for State highway construction. This money may be used during 1922, 1923 and 1924 in which time the State Highway Commission fully believes the present State highway system can be completed. This \$2,500,000 will also make it possible to meet all offers of Federal aid, and, will really mean that Maine will get \$5,000,000 in money for use on its main arteries of travel.

If Maine should not take up this Federal aid it would be given to other states and we should lose this immense sum of money. One of the real dangers, therefore, in connection with the adoption of the proposed bond issue amendment on September 12th, by which State highway bond money is transferred to a State aid fund, is that the measure will leave an insufficient sum with which to match these splendid gifts from the National government.

The people should study the proposed amendment very carefully, for there is more to it than merely the obtaining of money for maintenance purposes. It is really a very deep and intricate document which practically revolutionizes highway financing methods in this State, breaks faith with the people who have purchased the bonds, and establishes precedents which will seriously affect the good standing of Maine in several different ways.

ENFORCING TRUCK LAW
The State Highway Commission has inaugurated an intensive campaign to enforce the new motor vehicles bill which went into effect on July 9th of the present year. While everyone will not agree with all of the features of this act, nevertheless, it is believed that the bill is best for the greatest number. The point hardest fought at Augusta last Winter was the limit of weight trucks should be allowed to carry on the roads of the State, the maximum finally being set at 18,000 pounds or nine tons, to include both the vehicle and its load.
The law is now on the books, and nothing can be done about it until another legislature convenes; and this will not be until 1923. In the meantime it is with us and like every law enacted by the legislature, should be enforced either to show its advantages or else to prove its unfairness. The 18,000 pound maximum limit regulation, therefore, is to be rigidly enforced by the State Highway department because it is a law of the State, and was placed on the statute books by the legislature with the distinct intention that it should be enforced. The members of that body, or at least a majority of them, fully believed it was the proper kind of legislation or they would not have adopted it.

Truck owners, therefore, should follow the new regulation to the letter; in which obedience, in fact, they are conforming to a maximum load limit which has been the same for several years, but the responsibility for enforcing which has been sidestepped, owing to so much divided authority, by all of the State officials who might have attempted it. Today, however, there is no such division; the legislature put the matter squarely up to the State Highway Commission and that body has accepted the obligation and intends to carry out the spirit of the law and see that it is strictly and impartially enforced. In doing this the commission will have the backing of all the law-abiding citizens of Maine.

VILLAGE AND CITY MORALS
A woman up State, commenting on an unpleasant episode in the village where she lives, reaches some conclusions which are of obvious accuracy while others she sets forth raise interesting questions.
When, for instance, she says that villages are not what they once were she clearly is on firm ground. When, however, she suggests that the morals of young men are better safeguarded by conditions in the large cities than by those prevailing in the country villages she opens a field of inquiry which our sufficiently numerous sociological experts, both professional and amateur, might explore. She says:
"In the city a man has to work to keep going. In the small town he has got plenty of time to figure out some devilment. If ever I have a son I'm going to raise him in the city where it costs \$100 for the same wickedness you can get in a small town for a gallon of gasoline."

The specification in the up-State woman's indictment of small town morals seem to reduce to four items—divers, hooch, cabarets and jazz. These, apparently, are the rocks on which arcadian simplicity in rural communities has split. But all of these, save the flivver, are ephemeral. Hooch is working out its own extermination. The cabaret is a lingering but none the less an episodic freak. Already there are cheering indications of a revolt which in the not distant future will silence the boiler factory jazz uproar.

Not that villages will become the isolated communities they once were. That day is gone. Village life is it was a generation or so ago has vanished. Interurban trolleys have brought the city almost to the farm yard front gate. The telephone and moving pictures, to say nothing of the swarms of automobiles on all the country highways and byways, have done the rest. Country and city contacts have become so close and so varied that the rural state of mind once an actuality, is now little more than a legend for stage and pokesmith exploitation.

It has been a swift transition. Naturally it has involved more or less disturbance of the moral equilibrium of some communities. But that, too, is transient. There will be a settling down to just about the old standard averages of good and bad behavior. And that hold for both the city and the village youth.

**THE REAL ISSUE OF
THE PACIFIC COAST**
We understand the Japanese question but faintly, here in the East. We think of it only as a cause of war, not of fundamental civilization.
At Turlock in the San Joaquin valley a few weeks ago, a group of overheated patriots, inspired by home brew drove from their peacefully pursuing their work, unmoved by home-brew. The officers of the law, took the malefactors in charge, jailed them protected the Japanese and saw them back again at their work.
California has used this incident to define the rights of the Japanese in California, to a certain extent.

The Japanese are in California by the right of a treaty which guarantees protection and the right to work. Because many believe that the treaty was a mistake does not relieve our government of its obligations. The prompt action of the authorities in Turlock proves that there are Californians who take a similar view. The Japanese will be protected in their rights if the whole government of California has to rise to do it.

You ask what is the cause of the trouble. The trouble is that intelligent and sober-thinking men, as well as the home-brew hot-heads think that presence of the Japanese in California in growing numbers and increasing property-holdings, is a menace to the social welfare of California. The Japanese are a sober and hard-working people. They are not given to vices. They are acquisitive of money. They are thrifty. They are subtle.

The chief fault with them is that they propose to live on a lower grade of life than Americans. Their habits and standards are different from that of Americans in California. They lower all standards of society. People in California assert that they do not wish to see civilization placed on the standards of Japanese civilization and in process of time this is surely coming, unless something is done to stop the influx of Japanese into California in such numbers. They do not assimilate; they live apart; beat all competitors in agriculture; control greatly increasing areas of land; and by their manner of life and their inexpensive food requirements produce crops that drive the American from the face of the earth.

So, it becomes a matter of grave question. Some may say that as far as agriculture goes it should be the survival of the fittest, but which is the fittest? It is claimed that the importation of Orientals to the Pacific coast is a necessity because our own people lack the patient industry and the willingness to work, that characterizes the Japanese or the Chinese. Our people are chiefly concerned for fewer hours of work. They are wasting their chances in fighting for forty-four hours a week and dreaming of thirty hours a week and finally of getting along with no hours a week. The Oriental is the man-time plodding along and getting rich; controlling the food market; getting a grip on the wheat and the produce of the garden-spot of the world.

Sad! That a country that calls on its people for work can not find the native workers, but must needs call in the yellow-man to do it for him and then would kick him out because he succeeds in beating him at his own game. One of the greatest of the California journals, "The Argonaut," says "A country whose welfare calls for kinds of work that the people will not do, is in a sad plight. It is on the direct road to inertia, incompetence and decadence, to ruin. California must not be permitted to drift to ruin thru dependence on alien hands for the essentials of life."

And the whole cause of it is difference of races. One is a white, the other is a yellow race. They do not mix. The Irish, the Scotch, the French, the Spanish the Portuguese assimilate. The Chinese and the Japanese do not assimilate.

Japan does not desire the peopling of California with its population. Japan itself has never permitted aliens to possess Japanese soil. Its policy at home is as exclusive as our own. The case does not present a casus belli. The danger is that will "fire patriotic hearts" and start a rumor. The situation is tense because of the infirmities of emotionism and the danger from the unthinking.

But behind it is a great issue of civilization. California must work itself or let some one else work.

Changing the Basis
Two Methodist preachers, one white and the other colored, served rural charges in Mississippi which were contentious. The negro received a considerably larger salary than his white brother, who asked him if it was not his custom to expel his members who failed to pay. "No boss," he replied, "we would not like to put the gospel on a money basis. We get them to subscribe, and if they don't pay we turn them out for lying."

Irrelevant Detail
The Judge (to prisoner)—"When were you born?" (No reply.) "Did you hear what I asked? When is your birthday?"
Prisoner (sullenly)—"Wot do you care? You ain't going to give me nothing."

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BANGOR & AROOSTOOK R. R.
TIME TABLE
Corrected to June 27, 1921
Trains Daily Except Sunday
Eastern Standard Time

| From HOULTON | |
|--------------|--|
| 8.28 a. m. | For Port Fairfield, Caribou, Limestone and Van Buren. |
| 9.22 a. m. | For Bangor, Portland and Boston. |
| 11.05 a. m. | For Ashland, Fort Kent, St. Francis, also Washburn, Presque Isle, Van Buren via Squa Pan and Mapleton. |
| 1.35 p. m. | For Bangor, Bangor, Portland and Boston. |
| 6.58 p. m. | For Bangor, Portland and Boston Buffet Sleeping Car Caribou to Boston. |
| 7.00 p. m. | For Ft. Fairfield, Van Buren Due HOULTON |
| 8.16 a. m. | From Bangor, Portland, Bangor, Buffet Sleeping Boston to Caribou. |
| 9.18 a. m. | From Van Buren, Caribou, and Port Fairfield. |
| 12.35 p. m. | From Bangor, Portland, Bangor and Greenville. |
| 3.05 p. m. | From St. Francis, Ft. Kent, also Van Buren, Washburn, Presque Isle, via Squa Pan. |
| 6.48 p. m. | From Bangor, Portland and Bangor. |
| 6.53 p. m. | From Bangor, Portland, Limestone, Caribou, Port Fairfield. |

Time tables giving complete information may be obtained at ticket offices.
GEO. M. HOUGHTON,
General Passenger Agent, Bangor, Maine.

Remember---
That we have purchased the business known as the
Houlton Furniture Exchange
on Bangor Street—and are prepared to supply you with new and second-hand Furniture of all kinds. We buy your old stuff or we will exchange new for old. Watch our windows for bargains—we have 'em most every day.
Come in and get acquainted
Lane Brothers Cogan Block
Houlton

**drug
store
sells it**
And it's only fifty cents for the most economical and effective "home remedy" we know of. We could give you the names of scores of Maine mothers and grandmothers who have warded off common sicknesses and kept their families in health with this simple old-time "L. F. Atwood's" Medicine. The most important thing in safeguarding the health is to keep the bowels active, DAILY. This should be done with something that has no weakening reaction. Our "L. F." INVIGORATES the stomach, liver, kidneys and bowels so they will act NATURALLY. It improves the health. Money back if not satisfied. "L. F." Medicine Co., Portland, Me.

1 C A D D O S E

Have a plate of
**JONES' PIC-NIC
SODA BISCUIT**
on the table EVERY meal.

A lunch -- or meal -- anytime. As staple as bread. Many folks relish it more. Spread with butter, syrup or molasses. It hits the spot.

In a bowl of milk: Gee! Whitaker! It's Good!

When you buy JONES' PIC-NIC you will buy especially good crackers -- the product of over 100 years' experience.

Ask your dealer for JONES' PIC-NIC.

F. L. Jones Co.,
Bangor, Maine.



ONE POUND
F. L. JONES CO.
PIC-NIC
SODA BREAD
MANUFACTURED AT
71-73 PICKERING SQUARE
BANGOR, MAINE

121



Studebaker
NEW PRICE
\$1985

SERIES 21 BIG SIX
Seven-Passenger, 60-horsepower 126-inch wheelbase
\$1985 f. o. b. Detroit

IN times of adjustment when people consider carefully what they get for every dollar they spend, a product of merit, properly priced, receives just consideration. Also, the standing and reputation of a manufacturer is given much thought in times like the present. These are the reasons why the great Studebaker factories are taxed to capacity to meet the present demand for Studebaker cars.

This is a Studebaker Year
Hard & Harrington
69 Main Street

NEW PRICES OF STUDEBAKER CARS
f. o. b. Factories, effective June 1st, 1921

| Touring Cars and Roadsters | | Coupes and Sedans | |
|------------------------------|--------|----------------------------------|--------|
| LIGHT-SIX 2-PASS. ROADSTER | \$1300 | LIGHT-SIX 2-PASS. COUPE ROADSTER | \$1695 |
| LIGHT-SIX 4-PASS. ROADSTER | 1585 | LIGHT-SIX 4-PASS. SEDAN | 1995 |
| SPECIAL-SIX 2-PASS. ROADSTER | 1585 | SPECIAL-SIX 4-PASS. COUPE | 2450 |
| SPECIAL-SIX 4-PASS. ROADSTER | 1635 | SPECIAL-SIX 5-PASS. SEDAN | 2550 |
| BIG-SIX 4-PASS. ROADSTER | 1635 | BIG-SIX 4-PASS. COUPE | 2850 |
| BIG-SIX 4-PASS. ROADSTER | 1985 | BIG-SIX 7-PASS. SEDAN | 2950 |

ALL STUDEBAKER CARS ARE EQUIPPED WITH CORD TIRES

American Red Cross

Health Information

Exercise No 5

During the last three years there has been a great increase in the number of cases of the "itch" sometimes called the "Seven Years Itch" and properly termed scabies.

A little bug called the itch mite causes the disease. The mite burrows down under the skin and causes an acute itching which is worse at night. Most of the sores that appear on the body are due to the infection caused by scratching. The parts of the body where the skin is thinnest, including those in front of the armpits on and around the nipples, the lower half of the buttocks, the elbow and knee regions, between the fingers and toes, are those which are chiefly attacked.

The malady is exceedingly infectious and those persons having it should be isolated until cured, which is easy if properly carried out. Use a salve containing four part of washed sulphur and one hundred parts of

white vaseline. The patient should take a hot bath at night, scrubbing well with a soft brush and plenty of soap for about 20 minutes. Then dry thoroughly and rub the salve from neck to heels and from shoulders to finger tips. Next put on a unionsuit to sleep in. Wear it all the next day and take it off at night and without bathing rub in the salve again. Keep this up for four rubs, and on the fifth morning take a bath and put on clean underwear. For a month after treatment all soiled underwear and bed linen of the patient must be boiled for half an hour before being thrown in with the family wash. If this is not done the disease will recur in the family. Use talcum powder or corn starch to relieve itching following the cure, but to not take more than four rubs. If the salve is used too much sulphur eczema may set in which is harder to cure than the itch.—Southern Aroostook Chapter, Houlton, Maine.

HOW MOTORISTS WASTE MILLIONS EVERY YEAR

(By Fred C. Green)

A statistician recently remarked that a fair way to test the important part the modern motor car plays in our everyday life would be to have all the automobile in America taken out of service simultaneously for half of one day. He did not attempt to compute the loss in time, in convenience and in money if such a step was taken but anyone who gives sober thought to his suggestion will not dispute the assertion that the gasoline-propelled vehicle is one of the greatest necessities of our generation.

Keeping in mind the fact that without rubber tires the motor vehicle as we know it today could not exist, how many drivers of automobile realize the importance of good tires and give to this part of their equipment the same attention, in proportion that they give to the engine, the steering gear, the body or any other part of the car?

Eighty per cent of the materials that go into a high grade pneumatic tire are of a vegetable nature and consequently perishable. The rapidity of perishableness depends to a considerable degree on the extent of unnecessary exposure of the tire to deteriorating combinations of moisture, light and heat, as well as avoidable destructive abuses such as cuts, abrasions and ruptures.

In response to the demand for more and more speed and traction, for greater comfort in riding and for saving of the vehicle and the road, tire construction has changed and progressed so rapidly that equipment which four years ago averaged 4000 miles, will as constructed at present, render more than double that mileage. In spite of these marked improvements in tire development and in quantity production—improvements that have given a standard product and at the same time reduced its cost a hundred per cent to the consumer, the motorist himself has not been made to realize how much additional saving he can add by giving his tires the same intelligent care that he gives to other parts of his car.

Carelessness is Costly
Carelessness destruction of rubber tires becomes a world-wide economic loss with an annual tire bill of considerably more than \$1,000,000,000. By proper care ten per cent additional tire mileage could be obtained, which means a yearly upkeep saving of over \$100,000,000.

If, then, by observing some simple precautions, easily within the ability of anyone, drivers can prolong their tire life ten per cent, it seems worth while to review the essentials of the care and upkeep of automobile tires. And for this purpose information offered on the proper care of tires by the technical service department of the United States Tire Company is admirably suited.

Punctures and Blowouts
A majority of pneumatic tire failures take the form of a puncture or a blowout. Punctures are generally easily understandable since they result from a sharp substance piercing both casing and tube. Well constructed tires of proper size for the car do not puncture easily or frequently. Because of their flexibility cord constructed casings puncture less easily than the square woven fabric type.

Blowouts, on the other hand, may be traceable to a long list of causes. A blowout may occasionally affect only the tube. More often, however, it involves both tube and casing. A blowout or rapid leak in the tube alone is more often the result of a tube pinch—caused by mounting on improper size or dirty rims, by lack of soapstone lubricant, by dirt or rough spots or rupture in the casing, by improperly fitting valve by folded flap or by catching the tube under the bead.

Reasonable insurance against tube pinching and resulting leak or blowout is to exercise intelligence and selecting the proper size tube and flap for the casing, keeping the rim in good condition and using care in the assembly and mounting of these units.

Ordinary blowouts that effect both casing and tube are the result of a weakening in the fabric of the tire carcass. All tires will suffer blowouts in time if used long enough, but such natural failures come late in the life. It is the blowout resulting from

car is under 500 miles, which is about one-twentieth of the life of a tire operated under ordinary conditions. This difference in tire service is due directly to a difference in heat developed.

Heat exerts a deteriorating effect on vulcanized rubber in proportion to the intensity and length of time the rubber is exposed to it. The source of heat that does most damage is that produced at high running speed by the internal friction of the tire carcass. The heat developed by frictional contact with the road when traveling rapidly also has some influence. Tires are so designed as to resist the effects of heat produced by ordinary, every day car operation. But tires cannot long remain intact when highly heated by continuous or even intermittent speeding, and the results of such practice are rapid loss of elasticity and flexibility which leads to complete tire carcass break down. From the standpoint of tire life, mechanical upkeep and gasoline economy, car speed should be kept within prescribed limits.

Keep the Wheels Aligned
Among the factors which have an intimate relation to tire mileage is wheel alignment. The free rolling motion of a tire is affected by a small wheel misalignment, and the result is excessive tread wear. When the two opposite wheels are not parallel there is a diagonal grind at the point where the tires come in contact with the road surface, which wears off the rubber almost as fast as if in contact with an emery wheel.

Front wheels may be out of alignment due to cross-rod, axle or steering knuckle becoming bent by contact with a curb or some other obstruction or the cross-rod or knuckle may be improperly adjusted. Also the tire alone or the tire and rim may be improperly mounted on the wheel.

Because of the tendency of front wheels to spread during driving, car manufacturers set the wheels at a toe-in of from 3/8 to 1/2 inch, and when thus adjusted the wheels are properly aligned. The measurements showing these differences should be made between the fellos of the two front wheels at points inside and on a level with the axle. Alignment or the toe-in of the wheels should not be confused with dish, which is setting the wheels farther apart at the top than at the bottom. Frequent checking wheel alignment saves tire wear.

Beware of Car Tracks
Rough pavements and crossings tempt the motorist to drive on street car tracks. While it is admittedly true that the occasional use of car tracks where road conditions are almost impassable is justified, it is also true that the strain on certain parts of the tire due to continuous running on car tracks will not only quickly wear a depression in the tread rubber all around the tire, but the sharp bending action and overload on the fabric directly under this depression will produce eventually an inside fabric break. Running on car tracks is an expensive habit and should be indulged in only in extreme necessity.

Treat Tires Like Bare Feet
A barefoot boy appreciates the need of quick attention to his surface cuts and bruises which, given temporary protection are self-healing. Tire tread cuts are also self-healing if promptly treated with a heal-a-cut material. If not thus treated the elas-

ticity of the rubber allows the cut to expand under load compression with every turn of the wheel. Dirt, glass, sand and pebbles wear and tear away the rubber until the cut has reached the first layer of tire fabric where the foreign material creeps along and piles up between the tread rubber and carcass, forming sand lumps.

Most cuts are avoidable and the result of tire contact with sharp edges of railway tracks and crossings, with old horseshoes, broken glass, of wheels spinning on wet pavements and in mud holes and by skidding the tire by sudden brake application.

The remedy is to examine the tires at regular intervals, with the object of removing all penetrating objects such as nails and tacks to wash out the holes and cuts and close them by properly prepared healing preparations. Investment in tires does not end with the original purchase. To the first payment should be added a relatively much smaller but important care investment.

Intelligence in Use of Chains
The use of chains or other anti-skid devices is advisable under certain conditions. While a well designed non-skid tread is, where care in driving is exercised, generally sufficient insurance against slipping on wet pavements and hard surfaced roads, yet there are conditions of ice, mud, or deep snow when chains are a necessity and for such occasions they should be carried as a regular equipment. But the best of devices, even though mounted with the greatest care should be used only when and as long as is absolutely necessary.

FROM SPEECH OF D. W. COREY AT BRIDGEWATER

While Mr. Corey spends his summers in Presque Isle where he also raises potatoes, his home is in Norfolk, Va., a section that raises about 2,000,000 of barrels of potatoes annually and markets them in six weeks. This crop requires 300,000 bags of seed and 98 per cent of the seed used is grown in Aroostook County. One of Mr. Corey's customers who has the distinction of being the largest individual grower in the county has placed with him his order for 15,000 bags of seed. Based in the present outlook this seed will cost \$100,000, about one-fifth of the cost of production. It is

quite necessary at this price that the seed be of the best.

"In our section we plant Cobblers almost exclusively and if there is an admixture of ten or fifteen per cent of late varieties in the seed, as we dig our potatoes before they mature, about the time the blossom drops, these late varieties are all number twos and their skin and bruise badly, causing much loss and damage."

Prof. John of the Virginia State Experiment Station has been in the county, inspecting fields in company with Mr. Corey. "He left here last Friday and he said to me, 'I am going to report to the growers of Norfolk that there is the least disease in Aroos took potatoes this season that I have seen since coming here.'"

"The last year I lived in Presque Isle, I had with me a plant pathologist. I paid him a salary of \$2100, and it was the best investment I ever made. I learned through him more of the value of selected seed, and of different experimental work in potatoes than I have learned all the set of the twenty-one years I have been in the business."

Mr. Corey emphasized strongly the need of roguing the fields used for seed purposes, even roguing 20-30% of the diseased weak and mixed hills. "There is no question but that if you rogue your potatoes and follow it long enough, you can practically double your yield with the same amount of labor, excepting in harvesting and with the same outlay for fertilizer."

"I am very glad to note that this organization is working for seed improvement. It is one of our chief difficulties in the south. At the present time we can not wire the average shipper for a price of seed, for we do not know what we are going to get."

Mr. Corey also brought out the fact that the analysis of a fertilizer should be studied more carefully so as to determine if the ingredients of the fertilizer are such as to meet the needs of the crop.

The fertilizers our farmers use and pay high prices for ought to be all plant food, not a large percentage of stuff as useless as sawdust and what is "filler" which is merely put in to make up the ton weight and has no value.

Among other things, Mr. Corey stated that the growers name or trade mark on a bag of seed inspires confidence in the buyer.

EVERY BLEMISH REMOVED IN A FEW DAYS

By a New Method, and Thin, Pale People Increase Weight Quickly by Simply Using a Few 5-Grain Argo-Phosphate Tablets. They Act Like Magic.

Even in many stubborn cases that have baffled physicians and beauty specialists for years. You have never in your life heard of anything like it. They make muddy complexions, pimples, eruptions, red spots, blackheads vanish quickly. Your complexion can be clear and you can have a beautiful rounded figure. Your face, hands, arms and shoulders can be made beautiful beyond your fondest dreams in a few days by this wonderful new discovery which phosphatizes the system. Its effect many claim is marvelous, this treatment is absolutely harmless to the most delicate person and pleasant to use.

SPECIAL NOTICE:—Ladies wishing to increase bust development should secure one or two ounces of Rosetone from their druggist and apply once or twice daily. This is a most effective remedy and perfectly harmless when used in connection with argo-phosphate. It will round out your form and increase your weight like magic; unless you desire to increase your weight do not use argo-phosphate.

Notice to Owners and Operators of Motor Vehicles

- 1 Look over your car. Clean your number plates and see that rear light is working.
- 2 All motor vehicles must be registered carrying one number plate at the front and one at the rear.
- 3 All operators must carry operators license on person while operating a motor vehicle.
- 4 Lenses must comply with the law—Bon-Ami or Paint is not legal and must be changed.
- 5 No warnings will be given.

Maurice Elliott
State Motor Vehicle Inspector

Have It Done Right the First Time

Don't let guess work and verbal promises decide your choice of

Lightning Rods

Investigate

Learn—Why the C. B. F. R. Copper Covered Rod, with its famous, patented, Dove Tail Coupling, should be the Lightning Rod of your choice

Interesting Facts on Lightning Rods—No. 1

The C. B. F. R. Lightning Rod—IS HOT DIPPED

Galvanizing an article means to rust-proof it, but few realize that only one method of galvanizing can be relied upon to make iron and steel actually rust-proof, and that is the process of Hot Dip Galvanizing.

Every section of our C. B. F. R. Cole Brothers Franklin Rod is dipped by the Hot Galvanizing process and is manufactured in the expectation that it will be required to be used by, or near, salt water. There is no more exacting test as regards corrosion than atmosphere affected by the ocean.

Something more than a mere film of zinc is required to protect iron or steel from this sort of corrosion, and it stands to reason that THE CAPACITY OF ANY PIECE OF GALVANIZED ROD TO RESIST RUST IS GOVERNED BY THE THICKNESS AND EVEN DISTRIBUTION OF THE ZINC COATING.

The only sure way to obtain a heavy coating that is more than a mere film, is to employ the Hot Galvanizing process—note this very important distinction. While a heavy coat must result when the Hot Galvanizing process is used, the main object of all other processes is to apply as light a coating as possible, thus reducing the manufacturing cost. Therefore, it follows logically, that the thinner coating of zinc, the sooner it will rust.

Article No. 2 will be published shortly
Watch for it

The C. B. F. R., Copper Covered Rod not only offers you the greatest protection, but the endurance and resistance of the C. B. F. R. Rod to the ravages of time and the elements, has set a standard of quality and service not yet surpassed or obtained by any competitive Lightning Rod

Estimate of the cost of rodding your building with the original Cole Brothers Franklin Rod cheerfully given without obligation

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The best quality and at prices lower than you can secure elsewhere. You have everything to gain and nothing to lose by placing your order at once for your winter needs.

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BANGOR, MAINE

Established 1839

HAMILTON-GRANT COMPANY, HOULTON, MAINE

HIGH TIDE OF THE M. & N. B. CIRCUIT

(Continued on page 4)

ous diggings into the long green Houlton horse men have arranged at a considerable monetary layout a matched race between the hitherto invincible pride of Presque Isle, John R. Braden (2.02%) and Directum J. (2.01%) who has been leading the field in the Grand Circuit this season.

Chester Feeley and Lee Ervin in company with G. Frank Higgins of Presque Isle manager of the Braden horse attended the Bangor Fair last week for the express purpose of booking this attraction for both the Houlton and Presque Isle fairs. It took a long and diplomatic conference to bring about a final agreement but it was finally done and it is said that as a result the backers of the imported horse will be called upon to produce in the neighborhood of \$2000 before the affair is finally settled. The only way in which this attraction could be brought to Houlton was by a matched race at both fairs and a fifty-fifty arrangement between both associations will cover the damage.

These two horses are among the fastest steppers in the country on a half mile track and the extent of the affair cannot be realized until it is taken into consideration that in order to come to Houlton and Presque Isle, Frank Higgins and J. W. Coggeshall its owners, both of Providence, Rhode Island was forced to cancel three meetings including the \$5000 Free-for-all at Readfield this week.

In addition to this attraction Frank Fox the owner of "Red Russell" has brought his horse to Houlton in an attempt to take the measure of Alfred King whom he sold last year to T. V. Holdaway.

These two attractions in addition to the usual fine racing card that characterizes all Houlton races makes a program the like of which has never been seen in Northern Maine.

The sickness of Calgary Earl and his consequent withdrawal from all racing for the remainder of the season has been a sad blow to Houlton race fans who still persist in their loyalty to this horse and are not convinced yet that he is not the best horse in the county.

FACTS AND FIGURES OF MONEY FOR ROADS

(Continued from page 1)

Tenth: That in three years if the proposed constitutional amendment is adopted, there will be no money available even for State-aid roads, and, consequently, their construction will stop unless there is a direct appropriation by the next Legislature or some other means for money provided. The call for state-aid roads by the towns this year was nearly \$800,000 so it is a mathematical certainty that the \$2,500,000 would be exhausted in three years.

Eleventh: If the construction not only of State but State-aid roads is to continue and this constitutional amendment is adopted, the next Legislature will be obliged to enact a complete new financial method of raising money either by direct taxation or a new bond issue after further constitutional amendment. If the bond issue method is adopted the Legislature of 1923 would be obliged to adopt a resolve and this resolve could not be submitted to the people until the fall of that year, and the Legislature of 1925 would authorize the issuance of the bonds, so that the proceeds of the bond issue would not be available until the summer of 1924 unless a special session of the Legislature were convened between the adoption of the amendment and the regular session of the Legislature in 1925. Consequently, there might be a possibility of losing some of the Federal Aid.

POTATO SHIPPERS MEET R. R. OFFICIALS

For the purpose of coming to an agreement upon the methods of preparing box cars for potato shipments during the winter a joint meeting of officials of the Bangor and Aroostook railroad, the superintendent of the Eastern division of the Canadian Pacific railroad and potato shippers of Houlton and vicinity was held in the engine house Monday afternoon.

The origin of the difficulty which was the principal topic of discussion seemed to come from roads at the southern end of New England caused by the fact that a certain portion of the shippers from Aroostook county and other points along the Bangor and Aroostook railroad, either through ignorance of the required regulations or lack of material to work with, fail to construct the bulkheads across the ends of the inner lining of potato cars strong enough to withstand the

strain caused by the constant bumping of the cars as they are shunted about on sidings. While this complaint is lodged more against the smaller shippers on sidings outside of town who as has been said either do not understand the regulations or have not the material to properly construct their bulkheads, it is in the interest of all the shippers that a certain degree of uniformity be observed in order to facilitate the marketing of the product in the best possible condition and the quickest possible time. It is a loss of money both to the railroad and to the shippers themselves to have cars tied up on sidings to be repaired.

The specifications call for a bulkhead support on the said of each door by an upright of not less than 2x3 inches and the boards joining these supports to be heavy enough to stand the weight of the potatoes pushing against them and to be of one continuous piece. However, it is permissible now to use two pieces of board spliced together for this support running the width of the car as it makes for greater strength when the two horizontal braces are placed against the opposite bulkhead.

In connection with the above controversy a meeting of all the railroads in New England and the Canadian Pacific was held in Boston last summer and an elaborate set of regulations were drawn up. The representatives of the Bangor and Aroostook railroad, W. K. Hallett, general manager, looking for the best interests of Aroostook shippers, was not in favor of the regulations as drawn up and stated that he would make a personal canvas of Aroostook county shippers to see what arrangements were satisfactory to them and to make his report on the findings at the next meeting.

Consequently with F. H. Dagget, superintendent of car service, L. W. Hendricks, mechanical superintendent and W. Gustin chief car inspector, all of the Bangor & Aroostook railroad and Mr. Woodman, superintendent of the Eastern division of the Canadian Pacific railroads he is making a trip through the county and putting the case up to the shippers and getting their opinions.

All the shippers present, of which there were 12 present, agreed to the regulations as drawn up and these will be reported to the next meeting of the New England roads.

Another question brought up was that of reducing the minimum capacity of freight cars from 45,000 pounds to 36 and 40,000. The present requirement of 45,000 pounds militates against Aroostook shippers to southern buyers but nothing definite was done in this connection. The desire on the part of the shippers is to make it possible to ship in quantities less than the present capacity of the cars call for. It is inconvenient at present as for example if a shipper has an order for 36,000 pounds he must ship the minimum capacity of 45,000 and the result is that if the shipment is going to the south the buyer thinks that something is being put over on him and the business connection may become strained and if the shipment is to Boston or other points in that vicinity the shipper is left with the

extra 12,000 pounds of potatoes on his hands with no immediate market.

In considering the fact that roads in the West have the minimum capacity desired by the Aroostook shippers, it has a tendency to turn orders in that direction.

NEW GAME TRANSPORTATION REGULATIONS

This year, for the first time, residents (as well as non-residents) who are transporting game by automobile or other motor vehicle must identify same before an inspector of the Fish and Game Department.

This inspection may be made at one of the regular railroad inspection stations where a special inspector is on duty all of the time or before some other inspector. The department is now making plans to handle this new requirement of inspection on the part of the residents, details of which will be given later. It is the plan of the commissioner to have numerous inspectors appointed so that hunters returning from the game regions with deer in their automobiles will not be inconvenienced in order to properly identify their game.

The law is the same as formerly with reference to identification of game which is being shipped by common carrier.

The licensee must present his game and his hunting license to the agent of a transportation company. After identifying the shipper of the game as the person described in the license the transportation agent is authorized to receive the game for shipment to the home of the owner. If the owner accompanies the shipment he must identify it at the first game inspection station he passes through. If the game is shipped under special tag, which allows the owner to ship his game to his home or to a hospital in the State, without accompanying the shipment, no identification except at the shipping point is required.

NOTICE CLOSING STATE HIGHWAY

Augusta, Maine, August 12, 1921
On the application of McCabe & Govanini for the closing of the road under construction from Houlton to Monticello, a part in each of the towns of Littleton and Monticello, it being necessary to establish detour roads around said section of highway under construction; it is ordered that the detour be established as follows:

Going north from Houlton turn left on to Letter "B" Road 12 miles from Houlton village; cross railroad at 1.5 miles; pass McShaffery Road 2.4 miles; turn right on to Littleton Ridge Road at 2.7 miles; cross stream and go straight north; pass Ridge Road on right at 5.7 miles; pass Wiley Road on right at 7.0 miles; right angle bend in road at 7.3 miles; turn right at 7.6 miles; go north again and turn right on to Littleton Station Road at 9.1 miles; cross long bridge at 9.5 miles and turn left at 10.2 miles; continue north, pass cross road on right at 12.1 miles and turn right on to Lake Road at 13.3 miles; leave Lake Road at 13.9 miles by turning left on to Monticello Station Road; cross railroad at 14.6 at Monticello Station and return to North Road at 15.3 miles from Houlton. From here north to Monticello Bridge no detour is possible and traffic must pass over the construction on this last mile only of the job.

Travelers going south reverse the description.
It is further ordered that that part of said road which is under construction by said McCabe & Govanini, extending from the town line between Houlton and Littleton on the south to the Monticello Station Road on the north, be and hereby is closed to travel during the period of construction; excepting only from this order the owners of property abutting on said section of State highway hereby closed, and any agent of the United States carrying mail.

WILLIAM M. AYER
FRANK A. PEABODY
State Highway Commission

NEW BOOKS TIMES LENDING LIBRARY

The following books have been received by the TIMES Lending Library.

| | |
|---------------------------|------------------|
| The Master of Man | Hall Caine |
| Dust | Hulderman |
| The Year of Delight | Widdemer |
| Laramie Holds the Reins | Spearman |
| Guarded Heights | Camp |
| Kingdom Around the Corner | Dawson |
| Brimming Cup | Dorothy Canfield |
| When Winter Comes | |
| The Flaming Forest | |

James Oliver Curwood

This Side of Paradise Fitzgerald

The Knight of Lonely Land

Evelyn Campbell

When Egypt Went Broke

Holman Day

Alice Adams Booth Tarkington

Brass Chas. G. Norris

The Enchanted Canyon Willisie

The Ivory Fan Atherton

Jacob's Ladder Oppenheim

Little Red Foot Chambers

The Mountebank Wm. J. Locke

Mile High Henry C. Rowland

The Next Corner Kate Jordan

Potterism Rose Macaulay

The Desert Fiddler Hamby

Moon-Calf Floyd Dell

The Profiteers Oppenheim

Play the Game Mitchell

God's Country Jos. Oliver Curwood

A Strict One, Too

Ordering a copy of Tennyson's poems, a customer wrote to an English bookseller, "Please do not send me one bound in calf, as I am a vegetarian."

LIBEL FOR DIVORCE

To the Honorable Justice of the Supreme Judicial Court next to be held at Houlton in the County of Aroostook and State of Maine:

Adeline P. Everett of Limestone in said County of Aroostook respectfully represents that on the first day of November, 1908, at Andover, New Brunswick she was lawfully married to Edgar Everett of Limestone, that ever since said time she has conducted herself towards said Libelee as a faithful true and affectionate wife but that said Libelee, regardless of his marriage covenant and duty, on the 17th day of April, 1917, utterly deserted your Libelant without cause, and that said desertion has continued to the present time, being more than three years, during which time he has contributed nothing to her support.

That your Libelant has made diligent inquiry, but that the residence of said Libelee is unknown to your Libelant and cannot be ascertained by reasonable diligence. That there is no collusion between them to obtain a divorce; but that your Libelant believes that said bonds of matrimony ought to be dissolved, wherefore she prays that a divorce may be decreed.

And your Libelant further prays that she may have the custody of their minor children named: Alberta Everett aged 12 years; Carlwell aged 10 years; Gwendolyn aged 9 years; Lauretta aged 6 years.

ADELINE P. EVERETT,
Dated at Caribou this 19th day of August, 1921.

Signed and sworn to before me this 19th day of August, 1921.

W. P. Hamilton,
Notary Public.

STATE OF MAINE

Supreme Judicial Court
Aroostook, ss.

In vacation, Houlton, August 22, 1921

In this action it is ordered by the court that notice be given said Libelee by publishing the libel and this order of court three successive weeks in the Houlton TIMES a newspaper printed and published at Houlton in said County of Aroostook, the last publication to be at least thirty days before the next term of this court in said county of Aroostook to be held at Houlton in said county, on the third Tuesday of November, 1921 that he may then and there appear and defend if he sees fit.

Leslie C. Cornish, Chief

Justice of the Supreme Judicial Court

A true copy of libel and order of court thereon.

Attest: Walter B. Clark, Deputy Clerk

CLASSIFIED ADS

Girls Wanted for Clothes Pin Factory at Davidson. Good wages and steady work. Inquire at office of Summit Lumber Company, Houlton or write to above Company at Davidson.

Second-hand Household Furniture For Sale—One Oak Parlor Table 32x36, Two Black Walnut Tables 19x29, one Morris Chair leather upholstering, one Mission rocking chair, one Wash Bowl and Pitcher, three Parlor Lamps, B. & H. Burners, one Small Wall Book-case Window Shades for 13x26 and 13x24 or smaller windows. For information apply to TIMES office.

CLASSES FOR FAIR DAYS

TUESDAY, AUGUST 31

2.17 Trot, Purse \$500.00

2.30 Pace, Purse \$500.00

2.22 Trot and Pace, Purse \$400.00

WEDNESDAY, AUG. 31

2.20 Trot, Purse \$500.00

2.15 Trot and Pace, Purse \$500.00

2.27 Trot, Purse \$500.00

THURSDAY, SEPT. 1

2.17 Trot and Pace, Purse \$500.00

Match Race, Purse \$2,000.00

2.20 Trot and Pace, Purse \$500

FRIDAY, SEPT. 2

2.12 Trot and Pace, Purse \$500.00

2.14 Trot, Purse \$400.00

Named Race, Purse \$400.00

All work for Trunk Line Highways in the State of Maine will remain as they are left in the fall if the people vote "Yes" on Amendment number 2 on September 12.

Store up energy for the Winter. Begin now taking

RE-NU-YU

There is no better time than the present to build strength and energy for the coming Winter

RE-NU-YU is Sold by the

WEST END

DRUG STORE

CLASSIFIED ADS

Buy Alarm Clocks at Osgood's and save money.

Coupons for typewriter ribbons may be exchanged at the TIMES office for any machine.

Why pay big prices for Diamonds while Osgood is in business. See him.

For Sale—My Residence on North St. for particulars inquire of Mary Conlogue. Tel. 486-1

Hudson 6-40 seven passenger for sale. A good car will be sold cheap. O. A. Hodgins. Phone 186M.

For Sale—One light one horse jigger wagon, one two seat riding wagon. For sale cheap. L. O. Ludwig.

For Sale—One Cherry Bed Room Set Spring and Mattress in good condition. Inquire at TIMES office.

For Sale—6 pair heavy Western horses, 3100-3300 lbs. Ready for work. Inquire of Penobscot Development Co., Haynesville, Me.

A Valued Subscriber says "Every time that I have used these columns for selling articles, they have been successful." Try them.

Osgood's Hand Made Wedding Rings are 14 Kt. Solid Gold and Seamless.

Amateur finishing and developing 35c per roll, 6 or 8 exposure. Reprints 5c each. Cash with order. Try us on your next roll. Eagle Photo Co., P. O. Box 924, Portland, Me.

Farmers should keep their accounts from day to day and use the account books sold at the TIMES office.

Bank Book No. 18356 issued by the Houlton Savings Bank is reported lost, and this notice is given, as required by law, that a duplicate book may be issued. L. O. Ludwig, Treas. July 30, 1921.

For Sale—Village farm in Maine. 175 acres fertile land. Cuts 50 tons h.y. large orchard, excellent crops corn, potatoes, all grains. Strawberry bed. Trout brook. 75M feet marketable pine; quantities growing. House, barn, sheds, grainery, garage, all good repair. Spring water running to house and barn. Price \$5500. Address J. F. Quimby, Turner, Maine.

Announcement

I wish to announce to my friends and the public that I have taken over the Houlton Battery Service Station located on Bangor Street. I intend to give my patrons the very best in Battery Service.

We want your work and guarantee satisfaction.

We carry a full line of Exide Batteries.

Houlton Battery Service

P. E. McGary

Cameras, Kodaks, Supplies

All carried in stock—We also take orders for Developing and Printing of Films and Plates

Bridgewater Drug Company

Flour and Feed

Shipment of Oats, Corn and Flour just arrived.

This Corn is as fine as any we have ever seen. Our cash prices while this lot lasts are as follows

| | |
|--|---------|
| Best No. 2 Yellow Corn, Cracked Corn or Corn Meal, half ton lots or more, per cwt. | \$ 2.10 |
| Less quantities, per cwt. | 2.25 |
| Good Western Oats, old crop, per bu. | 75c |
| Puritan Flour, in wood, per bbl. | 11.00 |
| Puritan Flour, in 1-8 paper, per bbl. | 10.25 |
| Puritan Flour, 24½ lb. bag | 1.30 |

Try a bag of this flour. If it dose not please, bring us the empty bag and get your money

A. H. Bradstreet & Son

Bridgewater, Maine

Bridgewater Items

Dorothy Cookson returned Thursday to Waterville.

Many from here will attend the Houlton Fair.

Mr. J. Burt of Penn. was a recent guest at Allen Boone's.

Mrs. A. M. Stackpole is entertaining friends from Houlton.

Mrs. Estelle Martin went Saturday to Houlton for a few days.

Mrs. W. B. Wiggins of Cloverdale, Wash. was calling on friends recently.

Mr. and Mrs. Chas. Ross of Bangor

were recent guests at Allen Boone's.

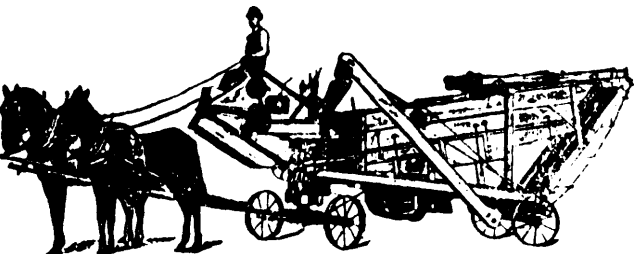
Mr. and Mrs. A. M. Stackpole were in Houlton Monday to attend the auto races.

Edgar Lawrence and H. G. Stackpole went Wednesday to Bangor to attend the fair.

Howard Farley and A. C. Cookson were among those who attended the fair at Houlton Monday.

Mrs. M. A. Randall and Mrs. Guy Gellerson went Friday to Boston and New York to attend the millinery openings.

Attention of Farmers with Tractors



Do you realize that the cost of owning a "Keystone" grain thresher, when you have the power, is much cheaper than giving the required 'toll' of the regular threshers

You can also thresh when you need the grain and have the other conditions right, and not have to wait several days for your turn with some other machine.

Call up and let us figure this with you

A. M. Stackpole, Jr.

Bridgewater, Maine

Of Local Interest

Subscribers should bear in mind that all subscriptions are payable in advance and the paper will be discontinued at expiration. Notice of such expiration will be sent out the first of each month.

H. L. McDonald of Groveland, Mass. is in town visiting his brothers.

Rev. and Mrs. Albert Luce attended camp meeting in Calais last week.

Theo. H. Bird of New York City was in town a few days last week visiting friends.

Mrs. Robert Porter and Mrs. Gordon White were in Bangor last week for a day.

Miss Sarah Wiswell of Machias is visiting her school friend Miss Nadine Gellerson.

The Gladys Klark Company carry a carload of special scenery and electrical effects.

Mrs. Emma Boone returned home Thursday from a trip to the New York fashion markets.

Miss Eleanor May of New York City is visiting at the home of Mr. and Mrs. Geo. B. Dunn.

Mr. and Mrs. Orin Goodrich and two children returned Saturday from a camping trip on the Little Machias.

Mrs. Margaret Pennington and son George went to Patten by auto Thursday where they attended a family reunion.

Mr. and Mrs. Friedman, Miss Myers and Lee Friedman spent the week-end at Rose's camps at Grand Lake Stream.

Gladys Klark Company will play three days commencing Thursday, September 1st at the Temple, matinee Saturday.

Mr. and Mrs. Harold Reed of Pittsfield, Mass. have been visiting her parents Mr. and Mrs. McPherson on Military street.

Mr. and Mrs. A. O. Briggs and family who have been enjoying their summer home at Nickerson Lake have returned to town.

Miss Alice Kilgore of Skowhegan is visiting her uncles B. C. and W. W. McDonald of Houlton and T. W. McDonald of Hodgdon.

Harry R. Burieligh has been making repairs on his residence at Burieligh Heights and is now putting in a concrete foundation.

Mrs. Sidney Graves and daughter Dorothy of Presque Isle were the guests of Mr. and Mrs. Olin M. Smith a few days last week.

G. Beecher Churchill manager of the Aroostook County pictures houses of the Black-Churchill circuit was in Fort Kent Thursday on business.

Mrs. Fred A. Cates and Mrs. Gregson of Millinocket were in town last week visiting Mrs. Cates' mother Mrs. George McNair on Park street.

Mr. and Mrs. B. D. Tingley and daughter Helen left last week for an auto trip to the southern part of the state and the White Mountains.

The many friends of Percy McMann formerly of Houlton but now living in Calais will be interested to learn of the arrival of a daughter recently.

Services will be resumed at the Congregational church next Sunday morning after the summer vacation and a large attendance is expected.

Following the mid-week service Tuesday evening at the M. E. Church refreshments of ice cream and cake were served in honor of the pastors birthday.

A large number of base ball fans followed the Houlton team to Island Falls, Wednesday to witness the game and were somewhat disappointed at the result.

Rev. Chas. A. Parker a former Houlton boy now located in Redwood City, California is in town and occupied the pulpit of the Court Street Baptist church Sunday.

Mr. and Mrs. Parker P. Burieligh and family who have been on an automobile trip to Montreal, New York State and the White Mountains returned Thursday evening.

Mr. and Mrs. Harold Marriot who have been visiting her parents Hon. and Mrs. E. L. Cleveland for three weeks returned to their home in Boston Saturday night.

Mrs. Archie Dill and daughter Betty of Bangor who have been visiting at her former home in Monticello was her former home in Monticello, have been visiting friends in town.

Gladys Klark Company presents the following plays: "That Girl Patsy", "The Cave Girl", "Pollyanna", "Marry the Poor Girl". Evening prices 35c, 50c and 75c plus war tax. Saturday matinee 25c and 35c.

In the interest of good roads with connecting lines from county to county vote "no" on Amendment No. 2 at the special election on September 12 and if the vote is carried work will continue in the spring where it leaves off this fall.

The big Artcraft Special "Forbidden" at the Temple tonight (Wednesday) shows a wife's struggle between duty to rascally husband and the call of her heart to a man who is worthy. The settings are wonderful. The gowns are gorgeous.

Supt. of Streets Jas. Fortier has completed the work on the new place on Main street between Water and Mechanic. It will remain as it is for a few weeks and then will be swept and a coating of Tarvia B will be applied, which will without a doubt be a fine piece of work and will give the taxpayers of Houlton a chance to see how a road of this construction will wear.

Mrs. H. D. Earle is in New York attending the Millinery openings.

Mr. and Mrs. Armstrong Hicks spent Sunday in Island Falls with relatives.

Rev. H. Scott Smith will conduct services at Littleton next Sunday at 3 o'clock.

Miss Madeline Langstrough of Portland is visiting at the home of Mrs. Jennie Myers.

Miss Geneva Astle has resumed her duties at the E. A. Gillen Co. after a week's vacation.

Vote "No" on Amendment number 2 on the ballot for the special election on September 12.

Mrs. Lester Stewart of Bangor is the guest of Mr. and Mrs. Geo. T. Clark, Bangor street.

Robt. Lindquist, Mgr. for the Woolworth store, was in Boston for a few days last week on business.

Mr. and Mrs. J. D. Perry and family returned Monday from an auto trip to the southern part of the state.

Mr. and Mrs. A. E. Carter and daughters who have been in Bar Harbor, returned home last week.

Alfred Green left for New York City Monday night where he will be employed with a wholesale clothing concern.

Miss Jessie Gosman of New York is spending her vacation at the home of her parents, Mr. and Mrs. W. S. Gosman, Grange street.

Mr. and Mrs. Charles Collins and young son of Roque Bluffs, Me. are visiting at the home of Mr. and Mrs. Geo. W. Fiske, Fair street.

Mr. and Mrs. Newman Doyle of Caribou were in town a few hours last week visiting his sister Mrs. Geo. Pennington on High street.

Mr. and Mrs. Geo. Vinnall and young son of Portland who have been with her parents Mr. and Mrs. James Archibald, returned home last week.

Frank Mishou of Concord, New Hampshire, a former resident of Houlton, is spending a two weeks' vacation in town with his father Harry Mishou.

Mrs. Rose McFarlane and her mother who have been enjoying an auto trip to St. John, N. B. and other places in New Brunswick, have returned home.

H. H. Dyer, who has been spending his vacation at his old home in Portland, arrived home Saturday accompanied by his mother. His wife and children will return later.

Mrs. J. M. Bailey of Boston and Mrs. Ida Mitchell and daughter Idema of Flushing, N. Y., who have been visiting their sister Mrs. C. O. Grant, returned to their homes Monday.

Miss Madeline Haggerty, who has been spending a month with her sister Mrs. J. P. Costello and other relatives returned to Boston Monday to resume her duties at the Peter Brent Brigham hospital.

Mr. and Mrs. Maynard S. Bird of Portland and Mr. and Mrs. Alan Bird of Rockland were in town by motor Thursday en route to north Aroostook, being entertained at dinner while in town by Hon. and Mrs. Frederick A. Powers.

Miss Ruby Bull, who has been training for a nurse at the Deaconess hospital in Boston for the past two years, is at home for a two weeks' vacation. Miss Bull will graduate from the hospital training school with the class next February.

Mr. and Mrs. Geo. W. Rollins and daughter Ethel who have been on a three weeks' auto trip to Lynn, Mass. and other cities, returned home Saturday accompanied by Mrs. Rollins' niece Miss Bernice McKay of Newport, Me. who will spend the winter.

Mrs. Geneva Kidder and daughter Mary arrived in Houlton Saturday evening and will remain in town for a few weeks visiting relatives. At present they are guests of Mrs. Lillian Wilson where they will be until after the Kidder-Wilson wedding which takes place on Sept. 14.

George S. Osborne of Limestone recently sold his half of the famous trotting mare Millie Irwin, 2.03 1/4, to George M. Colbath of Presque Isle, the well known potato-shipper, who already owned the other half. In a heat at Columbus some days ago in which Miss Millie Irwin got her record she defeated the great Periscope, 2.03 1/4. Millie Irwin is a daughter of Bingara and of The Gaiety Girl, 2.15 1/4, by Red Wilkes. Bingara has 15 2.10 trotters to his credit, six of them being faster than 2.07, more than any other horse in the world except Peter the Great, General Watts and San Francisco. The Gaiety Girl is the dam of eight trotters in 2.30 or better, including Millie Irwin 2.03 1/4, and Gay Audubon 2.06 1/4—some breeding—and some mare!—(Pt. Fairfield Review.)

One day last week a gentleman using crutches as a means of locomotion, being minus one of his natural agencies, was heard to remark that he could get all kinds of work anytime and anywhere due to the fact that he was able and willing to do anything and that there was hardly ever a time when he did not have five or six jobs ahead of him. If all this stuff was true it is a perfectly fair question to ask the various and sundry gentry who park themselves on the main thoroughfare and cry about there being no work for anybody, where they get off. If a man with only one leg can get work why is it not a fact that for the reasons given, a man with two good legs has not just twice as much of a chance to keep the wolf from the door and not have to kick that obnoxious animal away from his portal every time it is opened.

Mrs. H. C. Calhoun of Bangor is in town visiting friends this week.

Miss Lillian Spinney of Bangor is the guest of Rev. and Mrs. A. E. Luce. Lawrence Weiler of Portland, formerly of this town, is spending a few days in town.

Miss Helen Wessell of Stockholm was the week-end guest of Miss Natalie Myers.

Mr. and Mrs. Almon Hall returned Friday night from an auto trip to the southern part of the state.

Miss Helen Boivin of Portland is visiting Mr. and Mrs. Patrick Carroll on Elm street for a few days.

Mrs. Baxmyer of Pittsburg, Pa. is visiting at the home of Mr. and Mrs. B. B. McIntyre on Court street.

Ray L. Young, who has been at his cottage at Forest City for some time, returned home last week.

Mr. and Mrs. Harry Rhoda, who are now living near Chicago, Ill., are in town for a visit with relatives.

The fall term of the Houlton Business College will open Sept. 5-6. See their advertisement in another column.

Mrs. Geo. F. Merritt has moved from her home on Court street to the Lowell Chandler house on Heywood street.

Mr. and Mrs. Thos. F. Phair of Presque Isle were the guests of Mr. and Mrs. Chas. H. Fogg Monday and Tuesday.

Mr. and Mrs. Ira Porter were in Presque Isle last week called there by the death of Mrs. Porter's mother Mrs. Chas. Beardsly.

Miss Fern Merritt leaves here Thursday night for New York City to resume her duties with the Graves Registration Service.

It seems like old times to see our friend and one of the originators of the Houlton Fair on the job at the Fair grounds this week.

Miss Lillian Merritt, who is at Niagara Falls, will stop at Grimsby Beach, Ont. and attend the National Toronto Fair before returning home.

CHURCH NOTICE

Christian Science church, corner Military and High streets.

Sunday morning service, 11 o'clock. Subject for Sept. 4th: Man.

Sunday school at 11 o'clock.

CHARLOTTE'S CHANGES OWNERSHIP

The Garment shop which has been conducted in the TIMES building for the past seven years and which has catered to a large number of satisfied customers will change ownership September first, although it will be conducted under the same name, Mrs. Burt having sold the business to Miss Jameson and Miss Kearin, both of Bangor, who have had many years of experience in this line.

The new proprietors will conduct the business in such a way as to satisfy the numerous customers who have patronized this shop, and they will continue to cater to the wants of the public desiring the latest in women's apparel and cordially welcome to any who are interested in the lines which they carry.

WILLIAM J. MOORE

The community was shocked Tuesday morning by the announcement of the death of William J. Moore which occurred during the night at his home on Columbia street.

Mr. Moore had been sick for about 3 weeks suffering a run of typhoid and until Monday his condition was not alarming, but on Monday afternoon he took a bad turn and passed away.

Until the past two years Mr. Moore had been one of the progressive farmers in this section conducting farms on the East Hodgdon road and later on the Calais road, but tiring of the farm he moved into town and for the past two years has been engaged in the garage business on Kelleran street.

He was a man who had many friends and enjoyed the respect of all. His age was 59 years.

Surviving him are his wife and son, one brother George W. of this town and three sisters, Mrs. Augustus Benn of Smyrna, Mrs. Edward Smart of Danforth and Mrs. John Anderson of Issaquia, Wash.

Funeral service will be held from his late home Thursday p. m. conducted by Rev. A. E. Luce.

CHURCH OF THE GOOD SHEPHERD

Sunday services. Holy Communion at 8 a. m. also on the first Sunday in the month at 10.30.

Sunday school and Adult Bible class at noon.

Evening prayer and Sermon at 7.

The evening service at the church of the Good Shepherd will be resumed on Sunday at 7 o'clock.

WILLIAM DONAHUE

The sudden death last week of William Donahue, aged 35 years, was a distinct shock to all who knew him, as well as a source of keen regret.

While coming over town Thursday evening with his wife to enjoy the band concert Mr. Donahue was taken ill and went into Munroe's Drug Store to get some medicine.

While in the drug store he became worse and a car was summoned to take him to his home but before the home could be reached he had died of heart failure.

Mr. Donahue was a valued employee at McCluskey's stable. Besides his wife he leaves to survive him his parents Mr. and Mrs. Michael Donahue of Letter B road

POTATOES

The local market has taken a drop this week over last when the price of \$3.50 the first of the week gradually dropped to the present price of \$2.50 which was reached Saturday, evidently due to large haulings.

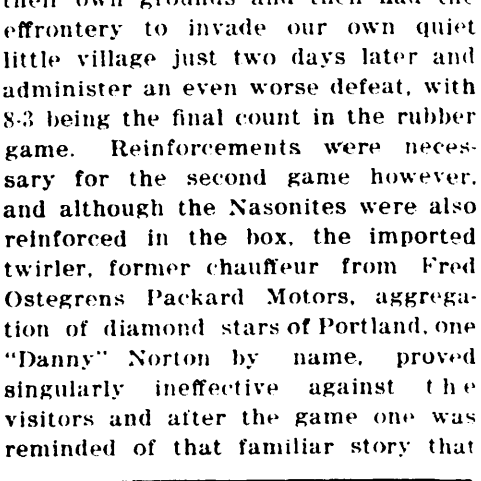
The quality of those offered so far outside of being a little green seems to be of the best and as digging progresses will continue to improve.

The Produce News says: While the market has been buoyed up here by an unusually heavy demand from the Lake region, and Canada, that demand is gradually subsiding and with less competition in Jersey and Long Island, a larger proportion of the stock is thrown on this market and the situation is gradually easing off.

Sales at the first of the week were mainly at \$5.25@5.50 on Long Islands and \$5@5.25 per 150 lb. bag on Jerseys. Market gradually weakened from day to day and prices are 35@50c lower than at the close last week. Jersey long kinds are now offered at \$3.50 Freehold, and sales on the docks were mainly at \$4.25@4.35, but at the close \$4 was quite extreme and considerable sold at \$3.75@3.85. Long Island potatoes are working out mainly \$4.75@4.75, with Jersey round selling \$4.50@4.75 per 100 lb. bag. Small lots of State and Pennsylvania potatoes coming, but not closely enough graded to exceed \$4.50 bag. Delaware and Maryland all through shipping, but many of those are green and sunburnt and comparatively few are closely enough graded to bring over \$4@4.50 bbl.

BASEBALL

Houlton base ball fans have perfect right to be "off" anybody claiming Island Falls as their birthplace or residence after the base ballers from that village took the measure of our ball team to the sad music of 5-3 in the second contest of the year on their own grounds and then had the effrontery to invade our own quiet little village just two days later and administer an even worse defeat, with 8-3 being the final count in the rubber game. Reinforcements were necessary for the second game however, and although the Nasonites were also reinforced in the box, the imported twirler, former chauffeur from Fred Ostegrens Packard Motors, aggregation of diamond stars of Portland, one "Danny" Norton by name, proved singularly ineffective against the visitors and after the game one was reminded of that familiar story that



Now is the time to make plans for joining our September classes. We will be glad to reserve a seat for you, and assist you in getting started. A limited enrollment and careful instruction insures your success. Houlton Business College, Houlton, Me.

in the course of telling employs two words that sound something like "powder enough," etc.

The First Game

Wednesdays game with Houlton at Island Falls for the second meeting this season, was a pitchers battle from start to finish, and had Jamieson who was at his best, received any kind of reasonable support the result might have been much different.

As it was Island Falls walked away with the big end of the score much to the gratification of the large crowd of their royal rooters.

With a total score of 8 hung up, and only one earned run tallied, shows conclusively the loose manner in which game was played, however it was a most interesting game to watch.

Some days the breaks of the game are beyond comprehension and this was one of the days.

Mason for Island Falls pitched a nice game although he was touched up for 8 hits by Houlton's sluggers, he has an elusive underhand delivery which is hard to hit.

Munroe backstop is some ball player and was in the game every minute taking two tallies for his share of the plunder.

Jamieson pitched one of his best games and hung the K O label on 10 of the home team besides that he got 3 nice bingles.

In the final inning Houlton threw a scare into the home team when they started a batting bee, which while it lasted looked dangerous, McCluskey and Peabody each taking a two base clout at the pill which netted the only earned run of the game.

The summary:

| Northern A. A. | | ab. | r. | h. | po. | a. | e. |
|----------------|--|-----|----|----|-----|----|----|
| D. Coady, ss | | 4 | 0 | 0 | 2 | 4 | 2 |
| Monroe, c | | 4 | 2 | 1 | 5 | 0 | 0 |
| K. Coady, 3b | | 4 | 1 | 1 | 1 | 3 | 1 |
| Mason, p | | 4 | 0 | 0 | 3 | 2 | 0 |
| Norton, 2b | | 4 | 0 | 1 | 2 | 3 | 0 |
| St. John, lf | | 3 | 1 | 2 | 2 | 0 | 0 |
| White, cf | | 3 | 1 | 1 | 1 | 0 | 0 |
| Pelky, rf | | 4 | 0 | 1 | 1 | 0 | 0 |
| Dunham, 1b | | 4 | 0 | 0 | 10 | 0 | 3 |
| Totals | | 34 | 5 | 8 | 27 | 12 | 6 |
| Houlton. | | ab. | r. | h. | po. | a. | e. |
| Niles, ss | | 5 | 0 | 1 | 1 | 2 | 2 |
| McCluskey, cf | | 5 | 2 | 1 | 1 | 0 | 0 |
| Peabody, 2b | | 5 | 0 | 1 | 0 | 1 | 0 |
| Jamieson, p | | 5 | 1 | 1 | 0 | 2 | 0 |
| Albert, rf | | 4 | 0 | 1 | 1 | 0 | 0 |
| Good, 1b | | 4 | 0 | 0 | 8 | 0 | 1 |
| Deasey, c | | 4 | 0 | 1 | 11 | 0 | 3 |
| Wilson, lf | | 4 | 0 | 0 | 2 | 0 | 0 |
| A. Bagnall, 3b | | 4 | 0 | 0 | 0 | 2 | 0 |
| E. Bagnall, rf | | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | 40 | 3 | 8 | 24 | 18 | 6 |
| Northern A. A. | | 0 | 2 | 0 | 1 | 0 | 0 |
| Houlton | | 0 | 1 | 0 | 0 | 0 | 1 |

Two base hits, Deasey, McCluskey, Peabody. Stolen bases, Dearsey, Monroe, K. Coady. Bases on balls by Jamieson 2. Struck out by Jamieson 10, Mason 5. Sacrifice hits, Albert, Norton. Hit by pitched ball, McCluskey, D. Coady. Wild pitch, Jamieson 2. Umpires Thorne and Nevers. Time 2 hours and 5 minutes.

The Second Game

In the second game of the week and third and rubber game of the series Houlton fans were all primed for a regular battle and to make assurance doubly sure they imported a star

twirler to handle the boxwork. After the game, however, there was a terrible bunch of long faces and under the breath, noise from the royal rooters.

At the very start of the game the visitors collected three runs on as many errors by the Nasonites and only two hits, both of which were singles. In Houlton's half of the opening session a triple by McCluskey and a double by Peabody netted Houlton but one tally and from that time until the eighth they were not heard from again.

Again in the third the visitors put the game on ice by scoring three more runs on another couple of hits. At the start of the fourth it was 6-1 against the locals and things looked dark and the clouds never cleared. Up to the eighth the hits were scattered and did not do any damage but in that inning Island Falls again came to life and collected four singles netting them two more runs. A base on balls and a single allowed Houlton to score in the eighth and a couple of errors helped a lot in the ninth to get another run which was about as much good to them as a megaphone is to Billie Gellerson during a ball game.

Impressions of that last game taken anywhere from a week to two months afterwards reveals Peabody as the outstanding figure. As quick as a flash and using his head all the time for something besides a parking place for his cap, this lad was the whole game. He accepted nine consecutive chances without a miss. Executed a flashing double play unassisted and in four trips to the plate registered a triple and a double.

Mason was the headliner for the visitors, getting two hits out of five chances, scoring three runs and making four nice catches in the outfield.

The score:

| | ab | r | h | po | a | e |
|--------------|----|---|----|----|---|---|
| Island Falls | 4 | 1 | 1 | 2 | 3 | 1 |
| D. Coady ss | 3 | 1 | 3 | 9 | 0 | 1 |
| Monroe c | 5 | 2 | 2 | 3 | 1 | 0 |
| K. Coady 3b | 5 | 3 | 2 | 4 | 0 | 1 |
| Mason lf | 3 | 1 | 1 | 2 | 0 | 0 |
| Norton 2b | 4 | 0 | 2 | 2 | 0 | 0 |
| Reed p | 4 | 0 | 1 | 0 | 0 | 0 |
| Roberts cf | 4 | 0 | 1 | 1 | 0 | 0 |
| St. John rf | 4 | 0 | 0 | 0 | 0 | 0 |
| Dunham 1b | 4 | 0 | 0 | 6 | 0 | 0 |
| Totals | 36 | 8 | 11 | 27 | 9 | 4 |
| | ab | r | h | po | a | e |
| Houlton | 4 | 0 | 1 | 0 | 3 | 1 |
| Niles ss | 4 | 0 | 1 | 1 | 0 | 0 |
| McCluskey cf | 4 | 1 | 1 | 1 | 0 | 0 |
| Peabody c | 4 | 0 | 2 | 9 | 1 | 0 |
| Jamieson rf | 4 | 0 | 0 | 3 | 0 | 1 |
| Deasey c | 4 | 0 | 1 | 2 | 0 | 0 |
| Good 1b | 4 | 1 | 0 | 7 | 0 | 1 |
| Wilson lf | 4 | 1 | 0 | 3 | 0 | 0 |
| Bagnall 3b | 2 | 1 | 0 | 2 | 1 | 1 |
| Norton p | 2 | 0 | 0 | 0 | 4 | 0 |
| x McCluskey | 1 | 0 | 0 | 0 | 0 | 0 |
| Totals | 33 | 3 | 5 | 27 | 9 | 3 |

x Batted for Norton in the ninth.

Island Falls, 3 0 3 0 0 0 2 0 =8
Houlton 1 0 0 0 0 0 1 =3

Three base hits McCluskey,

GREENLAND: IN THE GRIP OF THE GREAT ICE AGE

"The largest island in the world (if Australia be classed as a continent,) the land reaching closest to the North Pole, the country harboring the northernmost civilized community, and the one land mass where conditions of the great ice age are now dominant—such is Greenland," says a bulletin issued by the National Geographic Society in connection with a visit now being made by the King of Denmark to his bleak American colony.

"Mercator of map fame has unwittingly confused the mind of the world in regard to Greenland," continues the bulletin. "Because the sphere is flattened out on many maps as though its surface were stretched, Greenland, vast as it is, is made to appear many times larger. It is as though the country were reflected in one of the mirrors set up at country fairs to make the thin appear fat.

"But viewed properly, the great northern island bulks large enough to command respect. If its northernmost point were placed at the Canadian border in North Dakota its southernmost point would reach to the mouth of the Rio Grande, the southern extremity of Texas. Its greatest width is approximately equal to the distance from New York to Chicago.

"But though the island is almost continental in size, having an area of about 800,000 square miles, it has only 15,000 inhabitants, the daily population of a single huge office building in lower New York City. The reason for this sparse population is not alone the far northern position of the country, for the lower half of the island is in approximately the same latitude as the Scandinavian peninsula with its 8,000,000 souls. But while Scandinavia is bathed by the warm Gulf Stream and Iceland to is benefited by it, Greenland lies far from its influence and is washed only by icy Arctic currents.

"Exposed to the full effects of the frosts of the Arctic, the great island which at one time in geologic history had the climate and verdure of California, has been changed into a frozen desert. The once green hills and valleys and even mountains have been literally buried under a sheet of snow and ice varying from hundreds to thousands of feet in thickness. All but a few mountain peaks have been submerged, and the entire vast interior of the country is nearly level plateau of ice.

"Only a narrow fringe along a part of the coast is free from the ice cap, and even this ground is frozen in winter and covered with snow. It is along the floors of these narrow ice-free sections of the coast that the few thousand Eskimos and the handful of Danes that make up the population of Greenland find a precarious livelihood.

"During the short summer the interior of Greenland presents phenomena to be found nowhere else in the world; but the frozen wastes are inaccessible and only a few eyes have beheld the changes that take place there when the sun swings to the north. Great lakes are formed; mighty rivers flow between blue crystal banks, their waters never touching a stone nor a fragment of soil until they finally plunge down some chasm in the ice. Glaciers push out of the countless fords, some discharging ice into the sea at the rate of 50 to 100 feet a day.

"Mosses and lichens and a few flowers and shrubs spring to sudden life in the summer along the ice-free fringes of the coast, but few vegetables except radishes, turnips and lettuce can be grown. The people of Greenland are almost entirely dependent for food on the sea and on supplies brought from outside.

"Greenland was discovered and settled by Eric the Red from Iceland nearly 1,000 years ago—the same Eric who soon after discovered America. The settlements thrived for 400 years but mysteriously disappeared before Columbus' discovery. The early settlers were Norwegians. Later Norway was combined for time with Denmark and the Danes became the heirs to the bleak island. A Danish missionary who reached the southwest shores of Greenland in 1721 was the first to renew Scandinavian settlement of the country. Others settlers followed and Denmark established a paternal government over the Eskimo of the south.

"Northwest Greenland was discovered, explored and occupied as a base for Polar expeditions by Americans during the nineteenth century—notably by Peary and Greeley. When the United States purchased the Danish West Indies in 1917, as part of the purchase consideration it relinquished all claim to any part of Greenland. Since then the Danish Government has extended its authority to the sparsely settled northwest coast and

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to all other inhabited sections of the island.

"The towns of Greenland are few and unimportant, Godhaven, the capital of the northern Inspectorate, is the chief settlement and yet has only a few hundred inhabitants. Upernivik near latitude 73 degrees is the northernmost 'town' in the world. Julianehaab, near the southwest point of the island, is close to the site of the settlement of Eric the Red, and in the vicinity are still to be seen ruins of the stone houses and churches built in this isolated corner of America in the days of the early Crusades."

NO "PERFECT" CLIMATES

"Perfect" climates do not exist, in the opinion of R. D. Ward, an experienced climatologist, who writes concerning climate and health, with special reference to the United States, in the Science Monthly. The editor of The Journal of the American Medical Association, commenting on the statement says that the patient can find many of the advantages of a "change of climate" at home with less trouble to himself.

Climatotherapy has been defined broadly, he says as the use of climate for checking or preventing the development of diseases, and for aiding the recovery of those who are ill or convalescent. If, indeed, the meteorologic conditions of a place or locality, if temperature and humidity and diverse other related factors are potent elements in determining the well-being of mankind, the physician has the imperative duty of learning where they are to be found within easiest reach for his patients.

Hence the query: "What constitutes a good climate?" To this a well-known climatologist has frankly replied that "perfect" climates do not exist, that every climate has some disagreeable features. Health resorts are never equally desirable at all seasons, Ward regards it probably safe to say that every climate has advantages of its own for some special purpose, but some climates have more, and some have fewer disadvantages.

Although scouting the idea of a perfect climate, the physician writes, Ward regards as a pretty general agreement among physicians, physiologists and climatologists that excepting those who are distinctly ill, the best climate for most persons and most of the time is one that has fairly frequent moderate weather changes; fairly marked annual and diurnal variations in temperature; a reasonable amount of cold during at least a part of the year; a refreshing variety in the amount of cloudiness and sufficient rainfall to provide enough moisture for the growth of grass and crops.

Such a climate, Ward adds, is in intermediate one. It is neither invariably hot nor permanently cold. It is neither monotonously arid and cloudless, nor always dull and rainy. It is between the extremes. The climates of much of the so-called "temperate zones" are of this general type. Their physiologic effects are intermediate between those of the equatorial and those of the Polar zones. They exercise the body's power of reaction and adaption, keeping it physiologically active.

The search for a better climate, says the physicians, frequently means, as every clinician well realizes, a change in something more than meteorologic environment. It is not the air for the lungs, the temperate for the skin, the altitude for the circulation, or such

incidents that alone are sought. Social mental and physical changes occasion their own beneficial or baneful transformations.

Many of the advantages which rest, recreation, diversion, outdoor life, relaxation, altered diet, expert medical attendance and proper hygiene secure under the guise of a "change of climate" could frequently be secured at home with less real hardships to the patient, the physician asserts.

In the case of specific diseases, such as tuberculosis, we have gradually learned the importance of teaching the patients how to live at home. The burden of recovery is no longer shifted solely to the "resort" in a far-away place.

Have we not neglected all too often, he concludes, the possibility of taking advantage of local climates? Perhaps it will become more popular in the future to seek health at home. Then the choice of climate will no longer require "a nerve-racking decision."

MAINE IS ALLOTTED MORE THAN USUAL EXPOSITION SPACE

Maine is to have a larger allotment of space for the exhibition of her products at the Eastern States Exposition this year at Springfield, Mass., which will be held from Sept. 18 to 24, inclusive, than at any previous time since the Eastern States Exposition became an annual event several years ago.

Major E. E. Philbrook will have charge of the State exhibit for the fourth time and will assign space to agricultural and industrial exhibitors.

The space allotted will allow a runway 144 feet deep and 16 feet wide on one side of which will be arranged the industrial exhibit composed largely of Maine made products and on the other side the agriculture display. Potatoes will be given as much prominence as possible this year as the last exhibit resulted in the sale of several hundred carloads.

The second day of the exposition will be known as Maine Day and upon this occasion, Governor Baxter will entertain the chief executives of the other states represented, members of the association and prominent Springfield people at an all Maine camping dinner, for which 50 pounds of trout from the brooks of Maine will be sent.

Boys' and girls' canning clubs will have an exhibit at the fair and prizes will be awarded for this kind of work as for others.

Monday, Sept. 19, will be Governor's Day and Governor Cox of Massachusetts will be host to the visiting executives at that time.

NEW SMOKE SCREEN

A white smoke screen, denser and more impenetrable to vision than any other smoke screen invented, was demonstrated at Camp Mead for the members of the Reserve Officers' Training Camp. It is a new invention, the secret of which is being guarded closely by chemists and army officers directing its use.

When the smoke sandles were lighted, instead of seeing black clouds rise as they had seen them rise on the battlefields of France, the reserve officers were surprised by the beautiful

Humors Come to the Surface in the spring as in no other season. They don't run themselves all off that way however, but mostly remain in the system. Hood's Sarsaparilla removes them, wards off danger, makes good health sure.

ful white clouds which rose from the ground. They were so dense that they seemed almost solid.

Major Earl J. Atkisson, commandant of the Edgewood arsenal, said the white smoke sandles were a distinct improvement over the black smoke sandles which were used during the war. They not only possess a greater obscuring power, he said, but produce smoke in greater quantities. They are not poisonous and produce no toxic effect.

"There is no point to infantry advancing in the open any more," said Major Atkisson. "The smoke sandles can be thrown in front of an advancing line of mortars or artillery. The white smoke makes a much more opaque protective screen than the black and it is absolutely harmless to the person passing through it.

"The substance of which the sandles are made is not known to me. This is something which would interest only the chemists besides that, it is something which could not be made public."

Hint for Gardeners

Correspondent asks us what we do about cutworms. Our method it to carry them to a vacant lot and turn them around three times, thus getting them so confused that they can not find their way back.

CHURCH SERVICES

Free Baptist
Rev. F. Clark Hartley, Pastor
Morning service at 10.30 A. M.
Sunday school at 12.00 M.
Young People's meeting 6.00 P. M.
Evening service at 7.00 P. M.
Special music by choir.
Choir practice Monday nights.
Tuesday night church prayer and praise service.

Church of the Good Shepherd
Rev. H. Scott Smith, Rector

Sunday Services
Holy Communion at 8 a. m.
Also on the first Sunday in the month at 10.30
Morning Prayer and Sermon at 10.30

MAN'S BEST AGE

A man is as old as his organs; he can be as vigorous and healthy at 70 as at 35 if he aids his organs in performing their functions. Keep your vital organs healthy with

GOLD MEDAL HAARLEM OIL CAPSULES

The world's standard remedy for kidney, liver, bladder and uric acid troubles since 1896; corrects disorders; stimulates vital organs. All druggists, three sizes. Look for the name Gold Medal on every box and accept no imitation

First Baptist
Court St.
Rev. Henry C. Speed, pastor.
10.30 morning worship with sermon
12.00 Bible School with classes for men and women.
6.00 Senior C. E. Service
7.00 Song Service followed by sermon.
Church prayer meeting, Tuesday evening at 7.30.
Choir rehearsal Friday evening at 7.30.
All Seats free.

First Congregational Church
Rev. A. M. Thompson, pastor.
Morning Worship at 10.30.
Sunday School at 12 o'clock with classes for men and women.
Young People's Meeting at 6 p. m.
Prayermeeting Tuesday evenings at 7.30.
The Ladies' Guild meets Monday evenings weekly.
The Ladies' Circle meets Wednesday afternoons weekly.
The Ladies' Missionary Society meets the second Wednesday of each month.

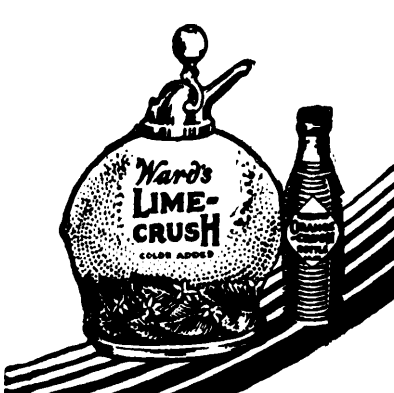
Methodist Episcopal
Corner School and Military Streets.
Rev. A. E. Luce, Pastor
10.30 a. m Public Worship with sermon
12.00 m. Sunday School with Organized and Graded Classes for all.
2.30 p. m. Junior League Meeting and Preparatory Members Class.
6.15 p. m. Young Peoples' meeting under the auspices of the Epworth League.
7.00 p. m. Praise and Preaching service with vested chorus choir
General prayer meeting at 7.30 every Tuesday evening.
FIRST CHURCH OF HOULTON
Unitarian
Military Street at Kelleran
Preaching Service regularly every Sunday at 10.45 a. m.
Sunday School every Sunday at 12.00
Dwight F. Mowery, Minister
114 Court Street Tel. 186-W

-like limes?
drink LIME-CRUSH

The refreshing, tangy flavor of West Indies Limes is the distinctive feature of this newest of the "Crushes"—the companion drink to Ward's Lemon-Crush and Orange-Crush. Delicious!

In bottles or at fountains

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for the future as regularly as you provide for the table. Then your treasure chest will be well filled.

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F. O. B. Factory
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There are no classes of prospects we would rather see at our show rooms than experienced designers, coach-makers, wood-workers or painters.

These men know instantly—from experience—the superiority of the Dort body design and workmanship.

They invariably exclaim: "Don't see how you do it for the money!"

If you have any friends among these classes of "men who know" bring them along when you inspect the Dort.

And by the way, why not fix a time now?

Fred E. Hall Company
Houlton, Maine

(596)

Quality Goes Clear Through

EVEN WOMEN RECEIVE THEM

"Within the last few weeks I have received seven different letters from as many different states in the West offering all sorts of inducements for me to invest money, which by the way I haven't enough of to invest if I wanted to. I wonder how on earth so many people get my name, and if they have me marked somewhere for an easy mark?" says a woman in a down state paper.

Many women are experiencing this same thing these days. It seems as if the Country is flooded with this sort of literature, and it must be that women are biting at the bait else there would not be so much of it thrown out. Within five years or so it has become common for these wild cat things to be sent to women of all grades of affluence, and with the other woman we wonder how they get so many names. There are plenty of people who are gathering up all the club year books, tax-payers lists, secret orders membership and the like, filing literally millions of addresses from them to use for all sorts of commercial adventures. I received one of such this week myself which was sent to an address which has been left behind more than 10 years ago gathered probably from some club report. The letter itself was a splendid specimen of the kind to which I am referring and one would not think it could deceive a child, yet I am safe in saying that somebody is going to answer it favorably. Whether it is a legitimate scheme or not we have no means of knowing but take it for granted that it is. The point at stake is, however, that if a woman has anything to invest, her own banker is the person to consult and not offers by mail. The letter to which I refer is crudely written on type machine, neither correctly punctuated nor always spelled properly, in which it differs from many of its class, but the subject matter is typical of them all. If these things did not pay they would not be so plentiful and by pay we mean pay to the writers.

It comes from far-off Texas where the oil wells are and gives much valuable information concerning this industry such as: The eyes of the world are turned toward this spot where there are now about eight producing wells with 25 more wells drilled waiting for pipeline, these wells that is in will produce from three to eight thousand barrels daily. The average cost of these wells is "umpty" thousand dollars. A 5,000 barrel well will make \$90,000 a month at a dollar a barrel you will only need to get in on this kind of a thing to make yourself independently rich on a small investment as it pays for itself three times over every month. We offer—shares for 40 cents for a short time we believe in giving you the rakeoff instead of the brokers. Do you not think I am right? And so on and so on. With rare wisdom they give as reference the United States Marshall.

What wonder if a woman with insufficient means, anxious about the future and worried over the present, sees in a chance like this an opportunity to turn 30 cents into a dollar in a month and fails for it? Some of them must fall or such firms would not find

it worth while to spend postage and time on such epistles. Of course it's not only women who fall for such tempting inducements, sometimes we hear of men succumbing to the temptations of watered stock, which is another story.

But it points to the trend of the times that women are being besieged in such droves. Within the past five years thousands of women who never before earned money are receiving good salaries, and though they may not like to admit it are inexperienced in the world's ways. These are the women who are going to bite such bait as that we are telling of and who need to be cautioned over and over against the dangers of accepting any business offer of stock, however, flattering, without consulting their lawyer or banker. Unfortunately one cannot keep one's name and address from these concerns one cannot prevent liquor ads and all sorts of things from coming through the mails, but one can employ common sense and put them in the waste basket, where they belong.

MOVIES IN MAINE

We read the movie magazines and pictorials and we go to the theatres. We read with interest the columns which now decorate the larger daily papers devoted to the lives of the stars that we see on the screen. Almost every fan that is a "reel" fan, interested in the daily habits and haunts of his idol during his hours of leisure. Simultaneously with the thought of the making of moving pictures the mind conjures up a vision of the sunny climes of California and without pausing to give the matter further thought it rests there and the idea that nearly every person has is that the western part of the country is the only part where movies are made.

This idea is wrong. Right here in our own Pine Tree State and the capital of state is a moving picture studio in action all the time. They film stories about Maine written by an author who was born in Maine, grew up in Maine, was educated in Maine and has always lived in Maine.

The name of Holman Day the author is one that is familiar to every lover of good wholesome stories of outdoor life and not only is that knowledge

limited to this country but all over the world in every civilized country, including the Scandinavian. He is 55 years of age and during the past 17 years has written and sold more than 300 short stories, 24 short novels, and 16 books, three of which are books of poems. Previous to selling his first novel in 1904 this popular Maine author was a newspaper reporter and was outside man for the Lewiston Journal during which time he went to all parts of the state and met all kinds of people, odd and otherwise and he has never lacked for characters for his many yarns.

Some time ago he came to the conclusion along with some friends of his that he wanted to produce his own stories in the movies. The result was the formation of the company of which he is the head with a studio at Augusta. Mr. Day is a real sort of a boss in instead of just being present at the scenes being filmed he takes an active part in their direction besides writing the scripts. As a result in this manner he has a picture as he intended it to be and it is censor proof.

In the light of the above facts it is interesting to know that Maine is not far behind in another progressive industry.

A MOVE FOR SOUND TEETH

During the South African war, 2451 soldiers were invalidated home on account of defective teeth. Without doubt this was five times the number invalidated on account of tuberculosis and must have represented a financial loss to the nation of \$500,000. No record was kept of those invalidated from the same cause and not sent home.

Until recently diseases of the teeth in themselves have been considered of no great consequence. The chief medical director of the board of education in England estimated that out of 6,000,000 children on the registers of the elementary schools in England and Wales, no fewer than 3,000,000 needed dental treatment, while no fewer than 500,000 needed it urgently. The experts of life insurance societies now consider that general debility, anaemia, rheumatism, gastric troubles and other diseases result from a septic mouth, produced by dental ailments.

The evidence of official dentists who

examined recruits during the war should alone have moved legislators to action. Congress has been considering for two years bills providing for physical and other education, to remedy the deficiencies shown by the war. Parliament, with these facts before it, passed to its third reading a bill designed to improve the practice of dentistry in Great Britain, leaving to medical men the duty of showing that it is not civilization, but failure to utilize the resources of civilization, which makes diseased teeth possible.

The practical application of remedial measures is well stated by Slim Wallace—"Before embarking on any scheme of prevention an enlightened public will desire to know what is the cause or what are the causes of dental diseases. Schemes for the prevention of disease generally require money and the public are justified in hesitating before adopting methods advocated by specialists, especially if they involve considerable expenditure of public money, and still more if the specialists who recommend the schemes. If we are able to show that we do not know the causes of the diseases of the teeth; if, moreover, we can show that the diseases of the teeth

may be prevented without the expenditure of public money, we should have our scheme of prevention welcomed by the public."

Examination of the teeth of the Kamirs, which were of excellent quality, showed that after civilized foods were introduced, dental caries increased 800 per cent. This has proved true in other races. We must accordingly believe our civilized diet is a potent cause of dental disease. Repair dental clinics are very expensive. Our hope lies in the children. "When they are far physiologically their supposed soft 'degenerate' teeth resist caries."

The remedy must be the same for English and American children. The causes are the same. Acute conditions require prompt action. Surgical

cleanliness by the removal of diseased teeth is the first step. Communities do not need to establish new clinics for this purpose. The local dentist in every community can meet this need. Repair dentistry, except for a limited number, is not possible financially, even in the mouths of the children from the best homes. Diet regulation will stop tooth decay. An enlarged service by the district and visiting nurse, accompanied with instruction in diet in the schools and homes will best solve the problem. Treat the child as a whole.

Cut Rates

"Please, ma'am, give a poor blind man a dime."

"Why, you're only blind in one eye!"

"Well, wake it a nickel then."

— Wait for New Brunswick's Provincial Fair —

Fredericton Exhibition

September 17--24

Largest Showing of Live Stock in Eastern Canada this year

Horse Show Auto Show
Baby Show Dog Show
4--Days' Racing--4

Unprecedented Free Attractions

All Amusement Attractions are under Exclusive Contract for this Exhibition and will be seen at no other Fair in the Maritime Provinces this year

Wait for New Brunswick's Big Fair

335

STATE OF MAINE

Proposed Constitutional Amendments to be Voted Upon September 12, 1921

Penalty for wilfully defacing, tearing down, removing or destroying an official list of questions submitted to the electors, or a specimen ballot, FIVE TO ONE HUNDRED DOLLARS. FRANK W. BALL, Secretary of State.

SPECIMEN BALLOT

Those in favor of any, or all, of the following proposed amendments will place a cross (X) in each, or any, of the squares marked "Yes" devoted to the amendment, or amendments, for which they desire to vote; those opposed will place a cross (X) in the opposite square, or squares, marked "No."

YES

NO

AMENDMENT NO. 1

"Shall the Constitution be amended as proposed by a resolution of the legislature allowing voters absent from voting districts on the day of election, to vote?"

By Chapter 87 of the Resolves of A. D. 1921, it is proposed to strike out the word "present" in the fifth and thirty-fourth lines of section five, Article four, part first of the constitution, as amended by the twenty-third amendment; so that said section, as amended, shall read as follows:

"Sec. 5. The meetings within this state for the choice of representatives shall be warned in due course of law by the selectmen of the several towns seven days at least before the election, and the selectmen thereof shall preside impartially at such meetings, receive the votes of all the qualified electors, sort, count and declare them in open town meeting, and in the presence of the town clerk, who shall form a list of the persons voted for, with the number of votes for each person against his name, shall make a fair record thereof in the presence of the selectmen and in open town meeting. And the towns and plantations organized by law, belonging to any class herein provided, shall hold their meetings at the same time in the respective towns and plantations; and the town and plantation meetings in such towns and plantations shall be notified, held and regulated, the votes received, sorted, counted and declared in the same manner. And the assessors and clerks of plantations shall have all the powers, and be subject to all the duties, which selectmen and town clerks have, and are subject to by this constitution. And fair copies of the lists of votes shall be attested by the selectmen and town clerks of towns, and the assessors of plantations, and sealed up in open town and plantation meetings; and the town and plantation clerks respectively shall cause the same to be delivered into the secretary's office thirty days at least before the first Wednesday of January biennially. And the governor and council shall examine the returned copies of such lists, and also all lists of votes of citizens in the military service, returned to the secretary's office, as provided in article second, section four, of this constitution; and twenty days before the said first Wednesday of January, biennially, shall issue a summons to such persons as shall appear to be entitled to vote, to appear at the town or plantation meeting, and take their seats. But all such lists shall be laid before the house of representatives on the first Wednesday of January biennially, and they shall finally determine who are elected. The electors resident in any city may, at any meeting duly notified for the choice of representatives, vote for such representatives in their respective ward meetings, and the wardens in said wards shall preside impartially at such meetings, receive the votes of all qualified electors, sort, count and declare them in open ward meetings, and in the presence of the ward clerk, who shall form a list of the persons voted for, with the number of votes for each person against his name, shall make a fair record thereof in the presence of the warden, and in open ward meetings; and a fair copy of this list shall be attested by the warden and ward clerk, sealed up in open ward meeting, and delivered to the city clerk within twenty-four hours after the close of the polls. And the electors resident in any city may at any meetings duly notified and held for the choice of any other civil officers for whom they have been required heretofore to vote in town meeting, vote for such officers in their respective wards, and the same proceedings shall be had by the warden and ward clerk in each ward, as in the case of votes for representatives. And the aldermen of any city shall be in session within twenty-four hours after the close of the polls in such meetings, and in the presence of the city clerk shall open, examine and compare the copies from the lists of votes given in the several wards, of which the city clerk shall make a record, and return thereof shall be made into the secretary of state's office in the same manner as selectmen of towns are required to do."

YES

NO

AMENDMENT NO. 2

"Shall the Constitution be amended as proposed by a resolution of the legislature providing for the issue of highway bonds for the building of state aid highways?"

By Chapter 141 of the Resolves of A. D. 1921, it is proposed to insert after the word "State" in the fifth line of section seventeen, Article nine, of the constitution, as amended, the words, "and state aid"; so that said section, as amended, shall read as follows:

"Sec. 17. The legislature may authorize the issuing of bonds not exceeding ten million dollars in amount at any one time, payable within forty-one years, at a rate of interest not exceeding five per centum per annum, payable semi-annually, which bonds or their proceeds shall be devoted solely to the building of state and state aid highways, and intrastate, interstate and international bridges; provided, however, that bonds issued and outstanding under the authority of this section shall never, in the aggregate, exceed ten million dollars; the expenditure of said money to be divided equitably among the several counties of the state."

YES

NO

AMENDMENT NO. 3

"Shall the Constitution be amended as proposed by a resolution of the legislature providing for the issuing of state bonds for the purpose of paying a bonus to Maine soldiers and sailors in the war with Spain?"

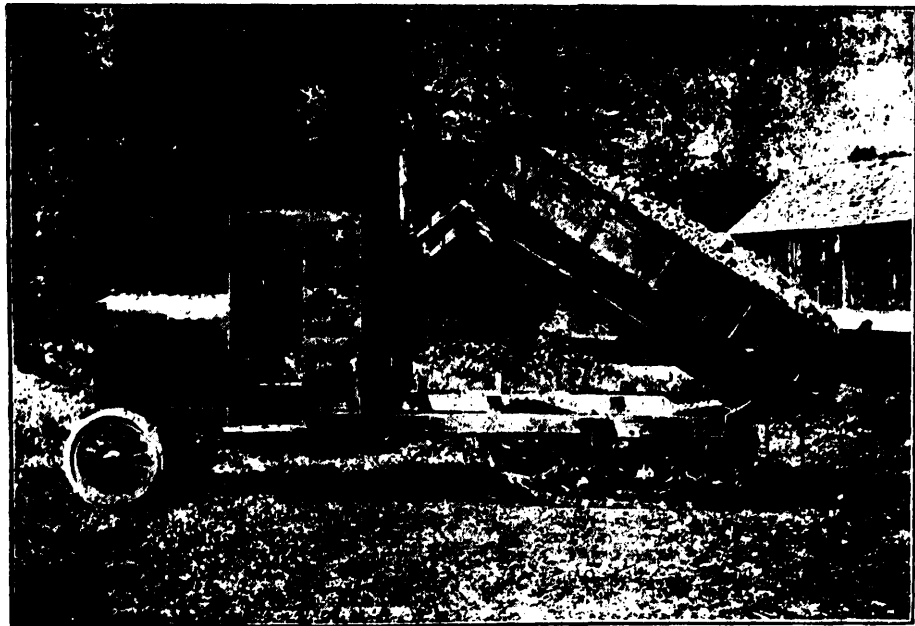
By Chapter 175 of the Resolves of A. D. 1921, it is proposed first: to amend Article nine of the constitution by adding thereto the following section:

"Sec. 20. The legislature may authorize the issuing of bonds not to exceed the amount of two hundred thousand dollars, payable within ten years, which bonds or their proceeds shall be devoted exclusively to paying a bonus to Maine soldiers and sailors in the war with Spain."

Second: to add after the word "Germany" in the ninth line of section fourteen of said Article nine, as amended by Articles thirty-five, forty-one, forty-two, forty-three and forty-five the words "and in the war with Spain"; so that said section, as amended, shall read as follows:

"Sec. 14. The credit of the state shall not be directly or indirectly loaned in any case. The legislature shall not create any debt or debts, liability or liabilities on behalf of the state, which shall singly, or in the aggregate, with previous debts and liabilities hereafter incurred at any one time, exceed eight hundred thousand dollars, except for the purposes of building state highways, intrastate, interstate and international bridges; to suppress insurrection, to repel invasion, or for purposes of war; to provide for the payment of a bonus to Maine soldiers and sailors in the war with Germany and in the war with Spain; or for the purposes of building and maintaining public wharves and for the establishment of adequate port facilities in the State of Maine; but this amendment shall not be construed to refer to any money that has been, or may be deposited with this state by the government of the United States, or to any fund which the state shall hold in trust for any Indian tribe."

The Linn Tractor



Will be exhibited and demonstrated at the Northern Maine Fair at Presque, September 6th, 7th, 8th and 9th. This machine has been purchased for road construction by the follow Townships in your immediate vicinity:—Fort Fairfield, Presque Isle, Caribou and Van Buren. The Selectmen of these Townships will confirm the statement that this machine is the greatest road building proposition on the market today.

Do not fail to call at the exhibit and look over the machine and witness the demonstration.

Arrangements have been made with Peterson's Garage at Fort Fairfield for carrying parts and servicing these tractors.

Linn Manufacturing Corp.

ON "HAVING FAITH"

If we knew a million times more than we know now, we might have smaller need of Faith. If we knew what were going to happen tomorrow we should have to trust less to the Guidance. Schools are busy dealing out what they call knowledge. But we all know so little—a few mathematical principles, a little smattering of science. But the world runs on faith. All business is done on its basis; all commerce and all train schedules are on faith. One buys a ticket to Europe on faith. Faith is the assurance of things hoped for. It is a conviction of things unseen.

Of all possessions that any person can have the best is an abiding Faith; not merely that the train will run tomorrow; but that all will go well with the person who observes the way of the righteous. This is rather a ministerial application; but it is tremendously practical and optimistic.

Faith of this kind will put more sunshine into life than any other possession; or all others put together. It is not altogether in a sense of protection, that it is urged. It is in a way a social matter. If out of fifty men and women, forty-nine had faith and one none, it might not happen that the forty-nine would have better luck in this world than the fiftieth; but each day of their lives would be more cheerful and helpful to society; more dynamic for progress; more tendency to develop the spirit of humanity at its best.

The person who tries to run his life without Faith is taking a long chance. He better have a Faith in a supreme guidance. I had a long letter from a man today whom I would not consider as religious in the common acceptance of the word. He was speaking of a friend who had died. He said: "Every natural event is so dovetailed into other events that follow it; it is so delicately fitted into the intricate machinery of human affairs, that only an infinite intelligence could have made that exquisite adjustment."

This is Faith. It is not hard to get; but it is hard to keep at hand in all stress. Faith is a laboratory course; not a lecture course. You may listen to sermons on Faith for a lifetime and not have a particle of it; just as you could listen to years of agricultural courses and not raise an ear of corn, unless you planted it. You must practice this Faith resolutely and trustfully. You do your best, and leave the rest to God; and that is Faith, which rarely works out ill. It can't work out ill. You have gained in power, purpose, sacrifice, perception, readiness. And what happens, you are so much the better off at the climax. But you must work for it.

You might say: "I want to sing like Galli-Curci." do you think that faith would bring you to it. No! But faith with the laboratory course might—just as it did bring the great art to Galli-Curci, who was a pianist and who had faith to believe that she could sing. No one else thought so. She backed it up by work. Faith without works is dead.

If you came to a bridge and it was wobbly and weak, you would not cross it; that bridge has no element of faith. If you come to a bridge that is strong, you cross it. Faith is the bridge to the other side of most things. Work is what takes you over.

Faith in one's country has made many men successful. The great financiers had it. Morgan said: "Bet on the country." Another great successful dealer in securities said: "I never knew a man to go broke who bet on his own nation." What is that faith? It is not anything different from faith in one's God. The financier has an inherent belief that there is an inevitable integrity in the People. He believes that they will not repudiate their promises to pay their debts of honor.

So it is with our belief in an overruling Power. It deals justly. It pays

its bills. It moves according to eternal laws. It never repudiates either pay or punishment.

This sort of a scrip in one's pack is good exchange for happiness. It carries lightly. It is always at hand. It never exhausts itself. It cannot be counterfeited. It has exchange over all counters in all clearing-houses.

Faith was given us for a purpose. It was intended to lighten the way. It is much as one travels a long road to the evening camp. He walks in the swamps, over the corduroys, up hills, over logs, thru thickets; with never a sight of the end. There has, however, been given him in advance an assurance of an open door; a leaping fire; an evening; a bed and food.

Does not that belief—that Faith, comfort him? It costs him nothing. How foolish were he to refuse it. It lightens the way. And at last the evening lamp does shine thru the tress the sparks circle up from the wide-mouthed chimney; the door is open. The bed awaits and he is there.—Arthur G. Staples in Lewiston Journal.

MELILLA; SPANISH CALAIS

Melilla, fortress-stronghold of Spain on the Mediterranean coast of Morocco, which dispatches state was placed under siege by Moorish rebels following their defeat of Spanish troops inland from the port, is the subject of the following bulletin issued from the Washington, D. C., headquarters of the National Geographic Society.

"Melilla is a sort of Spanish Calais," says the bulletin. "It lies about fifty miles across the Mediterranean from Almeria, the nearest city of the Spanish mainland, just as Calais lies across from Dover. And as Calais was cherished by its English conquerors largely for reasons of sentiment and as an index to prestige, so Melilla has been cherished by the Spaniards.

Followed Moors From Spain

"This was the first bit of African soil taken by Spain. Hardly had the Moors been expelled from their 700 year domination of the Iberian peninsula by the reawakened Spaniards when the latter carried the fight into the enemy's country and captured Melilla in 1496. It has remained in Spanish hands ever since, sometimes

almost alone among Spanish Moroccan possessions.

"Before it became Spanish territory Melilla had a long history. It was one of the posts of the Phoenicians twelve centuries before Christ, when the Mediterranean was their commercial pond and when the Pillars of Hercules were regarded as the outer gates of the world. Seven hundred years later it was the Rusaddir of the Carthaginians and later an outpost of the Romans. During the later life of the Western Roman Empire, the place, prophetically, was governed from Spain. Later it was successively in the hands of the Vandals, the Eastern Romans and the Visigoths. In 682 it was captured by the Arabs.

"Under Spain Melilla was for a long time a penal colony, but the town has not served in that capacity for nearly a generation. Until near the beginning of the present century Melilla and a few similarly situated strongholds on the Mediterranean coast represented the extent of Spain's influence in Morocco. The back country was confessedly beyond her control, the haunt of the turbulent tribes of the Riff mountains which rise a few miles south of the shore line. Since 1912 when an agreement was signed by France and Spain marking out their spheres of influence in Morocco the 'Spanish Zone' has extended entirely across northern Morocco from Algeria to the Atlantic with an average depth of about 60 miles. From this zone, however, the city of Tangier and an area of about 140 square miles in its vicinity, were eliminated and placed under an international commission.

Good Position to Stand Siege

"Even since the Franco-Spanish understanding Spain has done little to consolidate her zone. The efforts on a

considerable scale were made in the fall of 1920 when the sacred Moslem city of Sheshuan, in the interior, was captured. It was believed that this victory had struck a blow at Moorish resistance.

"Melilla has rather a good strategic position for resisting a siege. The old city, surrounded by a wall, caps the summit of a rocky headland which is almost square. The narrow peninsula which connects it with the mainland is fortified by a chain of forts. On hills near the base of the peninsula are other fortifications. The inner harbor accommodates small craft while large vessels may anchor safely in the roadstead outside. Supplies and reinforcements can be landed from Spain with little difficulty so long as the tableland, its peninsula are retained in Spanish hands.

"Since 1893 a new town has been built on lower ground close to the harbor. The population, then less than 10,000 is now estimated to be between 40,000 and 45,000. In recent years the city has become an important port of entry to the entire Riflian region.

"Twice in the recent centuries Melilla has been subjected to severe sieges by the Moors—in 1774 and 1893. On

both occasions it has withstood the attacks.

The Hard Part

"Whose was the best acting at the amateur theatricals?"

"Mine, pretending to enjoy the performance!"

A Popular Demand Everywhere

Ballard's Golden Tablets

Bring refreshing sleep, relieve aches and pains, dizziness and nervousness. Taken like a confection. No Opiates, Chloral or Cocaine. No bad after-effects. All druggists. Free sample sent by Ballard Golden Oil Co., Old Town, Me.

Vulcanizing

Fabric and Cord Tires and Tubes Vulcanized in a satisfactory manner. The only place east of Portland where a Cord Tire vulcanized job is guaranteed

L. W. Jenney

Cates Garage
Houlton

Phone 64-W
Mechanic Street

Northern Maine Fair

Presque Isle, Maine

Sept. 6, 7, 8, 9, 1921

Wednesday, September 7 will be Governor's Day

\$12,000 in Premiums \$7,000 in Purses

Larger and better than ever Unexcelled Attractions

One of the Cleanest Fairs in Maine

Races

Early Closing Events

| | |
|-------------------|-------------|
| 2.12 Trot or Pace | Purse \$800 |
| 2.15 Trot or Pace | Purse \$800 |
| 2.18 Trot | Purse \$800 |
| 2.18 Trot or Pace | Purse \$800 |
| 2.24 Trot | Purse \$800 |
| 2.25 Pace | Purse \$800 |

Entries closed.

Class Races

| | |
|------------------------|--------------|
| Free-For-All (M. & M.) | Purse \$1500 |
| 2.17 Trot or Pace | Purse \$500 |
| 2.21 Trot or Pace | Purse \$500 |
| 2.25 Pace | Purse \$500 |
| 2.25 Trot | Purse \$500 |
| 3-Year-Old and Under | Purse \$500 |

Entries Close September 2nd

The Midway

The Midway will be larger and better than ever. The management will use every effort to keep out gambling and liquor selling.

C. Fred Grant, Supt. of Grounds
Presque Isle, Maine

Cavalcade

There will be a Cavalcade of Premium Stock and Horses and other attractions on Friday.

Other Information

There will be reduced rates on railroads—apply at stations for rates.

The Northern and Western Union Telegraph Co. will have an office in its usual booth at the Exhibition Building where it will be equipped to handle telegrams to all points in the United States and Canada, and cable to all parts of the world.

The Aroostook Tel. and Tel. Co. will have a pay station in the Exhibition Building.

Entries for the Fair Close—Neat Stock Horses, Sheep, Swine and Poultry, Monday, August 24th; Hall Exhibits, Monday, September 5th, at 6 o'clock p. m.

Information Bureau, which assigns rooms and board will be located at the Secretary's Office 181 Main Street, Harry R. Pipes, Superintendent of Entertainment and Rooms, Presque Isle, Maine

Admission to Grounds

Monday, Preparation Day (Labor Day) 75c; 1st, 2nd, 3rd and 4th days, 75c; 1st, 2nd, and 3rd evenings, 25c; Season Tickets, \$3.00; Child's Ticket, Monday, 10c; 1st 2nd, 3rd and 4th days 25c; 1st, 2nd and 3rd evenings 10c; Child's Season Ticket, \$1.00. Admission to Grand Stand, 25c. Admission to Grand Stand evenings, Free.

J. F. Guion, President.
Presque Isle, Maine

Ernest T. McGlaughlin, Secretary.
Presque Isle, Maine

Quality, Design and Workmanship

ARE the three things that have made our Monument shop such a desirable place to go to buy Cemetery Memorials. Here nothing but the finest materials are used and the best service for the money is obtainable. It is the careful attention given to the smallest detail as well as the important things that makes our work more than satisfactory.

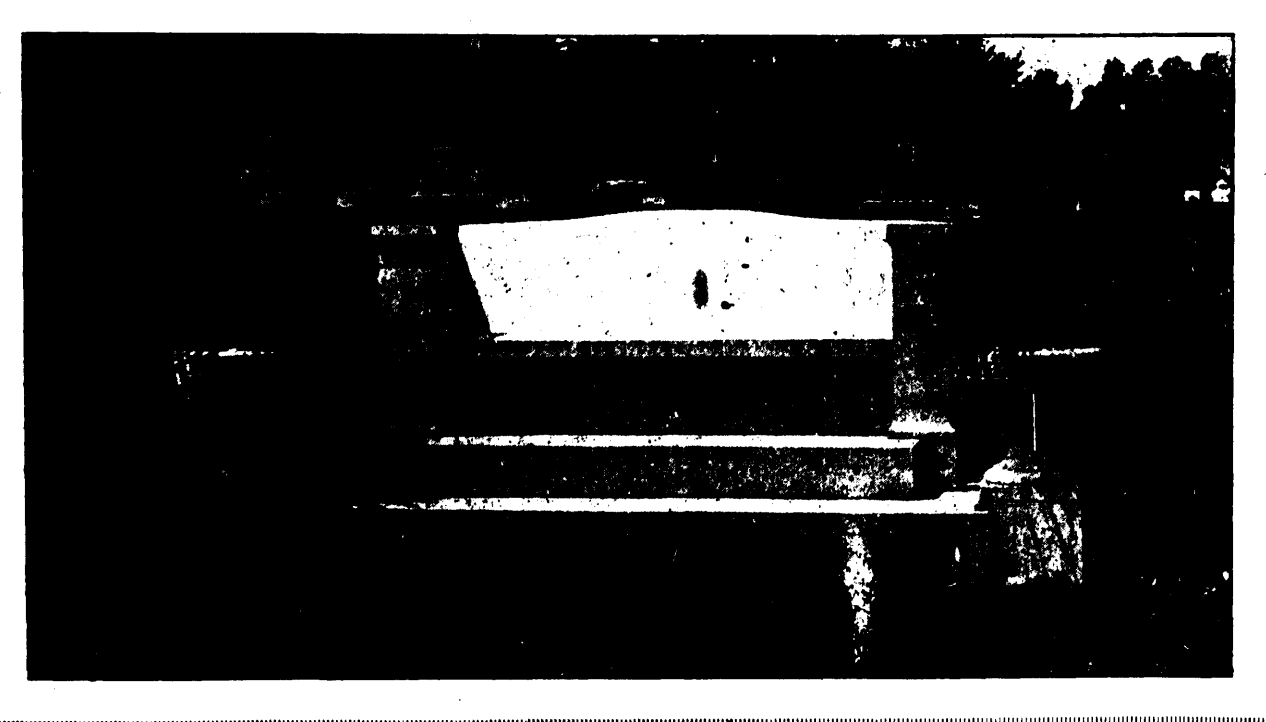
To Buy a Monument Now—

Means better selection, lower prices and the work given better attention than in the spring when the rush of Memorial day is on.

Houlton Granite & Marble Works

W. H. Watts

Show Room—Bangor Street



Auto Race Day

Auto Races **Auto Polo**

The management, regardless of expense, has arranged for Auto Races and Auto Polo on Monday, September 5, Labor Day.

Wild Bill Endicott, the fastest race driver in America. Miss Zenita Neville, world's champion woman race driver. Other noted riders.

Two periods of Auto Polo. The sensational new game.

Remember the date, Monday, September 5th, Labor Day.

Prices for Labor Day, 75c; Grand Stand, 25c.

Evening Entertainments

The management will have some of the best acts Tuesday, Wednesday and Thursday evenings that they have ever had. Fireworks Wednesday and Thursday evenings.

Baseball

There will be a game of baseball each day between some of the best teams in Aroostook.

NEW MAIL MACHINE ELIMINATES STAMPS

A new lightning-fast postage machine, which stamps the imprint upon 250 envelopes a minute and eliminates the glued stamps, is being tried out in New York city by banks, department stores and other institutions with the aid of the Post Office department. The promoters predict that the machine will save thousands of dollars in the labor of cancelling and handling blankets of stamps and will prevent loss by theft.

The other day the second of the machines in that city was installed in the letter mailing department of The New York Times. The first was put in operation last week by the National City Bank. Within a few days other machines will be put at work in the offices of the Metropolitan Life Insurance Company, the Guaranty Trust Company, the Cunard Lin office, the Review of Reviews Company and the department stores of A. Altman & Co., John Wanamaker and James McCreery & Co.

Arthur H. Pitney of Cos Cob, Conn., has been working on the machine for about 14 years. He obtained his last patent on June 21, 1921. Combining with the Universal Stamping Machine Company of Stamford, Conn., manufacturer for the Post Office department, he formed the Pitney-Bowes Postage Meter Company for the manufacture and rental of the new stamp printing machinery.

Congressional legislation has now authorized the use of such machinery for the elimination of stamps printed and sold at high expense and, with the aid of the Post Office department, the company has proceeded with the installation of the machines in business houses using tens of thousands of stamps a day. The machines are not sold, but are leased to users of postage. The apparatus comprises an electrically operated stamp printing device which cannot be run until after the operator has inserted a meter machine that is set by the Post Office authorities and then locked and double-sealed. Printed on each envelope is the name of the office and time of mailing as in the old stamp-cancelling machines, and the equivalent of a postage stamp.

This stamp is of the size and shape of the regular paper stamp and constitutes its authorized substitute. Instead of the head of Washington, the 2-cent stamp contains merely these words across the face: "U. S. Postage Paid 2-cents." An additional device, which may be operated separately, seals letters fed into the machine, and the use of this requires that the open flap of the envelope be at the bottom instead of at the top of the envelope, as ordinarily. Both the stamp printing machinery and the sealing apparatus may be worked together by an electric motor of one-fourth horse power, attached to an ordinary light socket.

In purchasing postage the lessee of the machine carries his dial or meter apparatus to the post office, where an employee sets the meter for the amount of postage desired and takes the money in advance. This meter provides for 99,999 2-cent stamps.

The fifteen-pound meter is put into its slot on the machine and it is then ready to print authorized Government postage, at the rate of \$5, or 250 letters a minute the amount used being checked off as each letter is stamped. The letters are tied into bundles and carried to the Post Office ready immediately for distribution without any further stamp cancellation.

Another saving is effected when the letters come into the office for distribution. In the city hundreds of postal employees are required to get the letters properly squared so that they may go through the stamp cancellation machine, and this machine eliminates a large part of that work and enables the Post Office to speed up the distribution.

In the business house the handling of postage stamps and the process of affixing them to letters is eliminated. The machine does all this at the rate of 250 messages a minute, and there is no loss of postage from theft or accidental destruction. The machine operator by a glance at his dial can tell how much more postage is left in the meter and how many letters have been sent out. When the meter has clicked off the amount of postage paid for, it may be taken to the Post Office for resetting a process which takes only a minute.

The company leases the machines to users of postage for periods of three months at \$40 a month, and additional meters may be leased at \$10 a month. These meters are the heart of the machine and contain the vital printing and recording mechanism. The whole machine is hardly three times the size of a typewriter.

F. E. Poor of the Pitney-Bowes Postage Meter Company estimates that the use of this machine would enable the Post Office Department to save one business in correspondence between New York and Chicago. Several hours would be saved in handling the "metered mail," and if the Chicago addressee replied promptly with "metered mail" several hours would be saved there.

A permit to use the meter must be obtained from the Third Assistant Postmaster General, Division of Classification in Washington, and application may be made through local offices. The meter is licensed and is inspected frequently both by Post Office authorities and by men from the Pitney-Bowes Postage Meter Company.

The Important Point
"He's worth a million dollars."
"To whom?"

NERVES AND SMOKING

The physiologic action of tobacco has long been a subject for acrimonious discussion in which prejudices and propaganda often seriously distort the judgments of the disputants, says The Journal of the American Medical Association. It has taken a long time to unravel fact from fiction in the behavior of alcohol so as, for example, to demonstrate conclusively that it almost invariably acts as a depressant rather than as a true stimulant of the body.

Tobacco, says the writer, is today also a popular theme for scientific and pseudo-scientific controversy. Many have wondered how the wide-spread habit of smoking is to be explained, and observations by W. L. Mendenhall at the Dartmouth Medical School may throw some light on the custom.

In studying the sensory thresholds (the threshold is the point where a stimulus begins to produce a sensation) of trained persons, both smokers and non-smokers, to faradic stimulation, it was noted that the effect of smoking was conditioned on the state of the sensory mechanism at the time of observation. If the person's threshold was at or near normal, smoking was not usually effective in changing it whereas if his threshold was low, indicating high irritability or nervousness, smoking often depressed the irritability.

On the other hand, says the physician, if the person's sensory mechanism was in a depressed state (with a high sensory threshold) then smoking had a stimulating effect in the sense of lowering the threshold. The repressant effect of smoking was much more marked than was the stimulating tendency. Rest accomplished the same sort of restoration of the threshold for sensory stimuli to the normal, though the effect of smoking in this respect seemed to be marked.

The physiologic measurements made at Dartmouth harmonize with the statements of those who experience a stimulating action of smoking when they are depressed and a depressing effect when they are nervous or irritable.

Smokers will find in this research, says the writer, a justification for the belief that the use of tobacco under certain conditions may lead to such sensations or feelings as approach the normal most nearly; that is, an adjustment which brings the smoker to a physical state which is desirable because normal in its sensory features.

Of alcohol it has been said that whereas it may at times be a blessing in disguise, says the physician, in health it is mostly a detriment. Perhaps it will eventually appear that the smoking of tobacco also has a variety of effects the importance of which depends on the state of the smoker quite as much as on the pharmacology of the smoke.

SIX YEARS SPENT IN FROZEN WILDERNESS

In May, 1915, Corp. Cornelius of the R. N. W. M. P. left Edmonton for Herschel Island. He departed quietly without any flourish of trumpets. August 11 he returned to civilization again for the first time as silently as he had left it.

Over six years of his life has been spent in the Arctic wilderness, four of them in company only of two Eskimauz arrested for murder in 1914, and freed by order of the government later. Two years were passed at Fort McPherson, where the high supply of provisions and building material was disposed of, comfortable winter quarters established and patrols of surrounding country undertaken.

The two Eskimauz, who were taken out by the corporal and offered their freedom, were so much taken with the ways of the white man that they asked permission to enter the service of the police and were both engaged, much to their delight. They gave great service as guides and interpreters and the white men's law has never had a better advertisement in the Arctic circle than that given to it by these two men tried, punished and released by its officials.

In 1917 Corp. Cornelius was joined by Constable Brockie and the two set out for Herschel Island, where they spent two years with frequent patrols into the far corners of the uncharted wilds. Their next move along the shores of the Arctic to Coronadon gulf a dog sled trip some 800 miles, where another two years were passed, patrols to Bathurst Inlet, Kent Peninsula and all points on the south and west side of Victoria Island to Victoria Land and Prince Albert sound being made during that period.

The final trip was taken by Coronadon gulf via Bear lake, to Fort McPherson, down the river to Fort McPherson, then north to Herschel Island.

back by coast to Coronadon gulf once more, another return trip via Herschel and through Fort McPherson up the Mackenzie river, home by the summer steamboat. This latter trip was taken by dog sled, a distance of 1100 miles being covered in this manner and the total patrols by dog sled last winter ran around 2500 miles.

New headquarters were made at Fort Epworth, the patrol, accompanied by Staff Sergeant Clay, establishing this post, the two Eskimauz, Ululuk and Sianisuk, accompanying them.

The party lived in snow huts for greater part of this time and subsisted on simple diet of the wilds, eked out by such rations as they were able to carry on the sleds. They built a wooden hut at Fort Epworth, however, and enjoyed a mild taste of civilization.

Corp. Cornelius says the trial of the Eskimauz has had an excellent effect on the general conduct of the tribes as a whole, while the conduct of the principals had been most exemplary. They were seen several times later on patrols their hands being usually found on the ice at the head of Coppermine river, and each time the patrol received a warm welcome at the hands of the tribe.

Despite their years of isolation and hardships, both Corp. Cornelius and Constable Brockie are looking forward to return to the north in near future. They will now enjoy a well earned holiday and both are leaving at once for their homes. Cornelius going to Halifax and Brockie to Winnipeg.

OUR WEATHER GOES NORTH FOR THE SUMMER

A period of drought and heat seldom equaled during the lifetime of the oldest amateur weather observer has "the world" in its grip according to statements that have appeared over and over again during the last few months; and scores of theories have been advanced to account for this "world-wide" condition. That the altered weather situation is not so general as has been assumed and that it is less a case of undersupply than under-distribution—to use marketing phrases—is brought out in the following bulletin from the Washington, D. C., headquarters of the National Geographic Society.

"Because we are most familiar with North America and Europe and receive the vast majority of our telegraphic dispatches from places on those two continents, we more or less naturally fall into the error of considering American and European conditions to be typical of world conditions," says the bulletin. "This is true of the abnormally warm and dry weather that has been experienced during the past two or three months, probably over the middle latitudes of the entire northern hemisphere, but which we certainly know to have been prevalent only in a part of that region."

"The United States Weather Bureau receives reports from localities spread over as great an area as that covered by any other meteorological agency, yet its operations are confined almost entirely to the northern hemisphere. And since the outbreak of the World War the Bureau's report do not cover either European Russia or Siberia, which together make up nearly a half continental land rim about the North

Pole. We definitely know, however, that the present summer has been somewhat warmer than usual in Alaska; that the heat and dryness in the United States east of the Rockies and north of the Southern states has been more pronounced than usual; and that the same factors have raised the average temperature in Canada and ripened the crops earlier than usual. Because of heat, and possibly thinner ice, bergs have been more numerous than usual in the North Atlantic; England has suffered from a drought which has made dangerous inroads into the London water supply; and the heat has been oppressive in many parts of Europe, the mercury even rising much higher than usual in parts of Switzerland. Doubtless the famine in southeastern Russia is also in part due to an abnormal period of heat and drought.

"The immediate cause of the warmer and dryer weather in the parts of the northern hemisphere with which we are most familiar is a temporary shifting of the belts of high and low barometric pressure northward from their usual locations. It can hardly be said that the northern hemisphere as a whole is experiencing any different weather than usual. Rather, it might be said that we are getting the weather that belongs to the south of us, while our own normal weather has gone to minister to the Eskimos."

"These areas of high and low pressure play an all-important part in furnishing the world with its weather. Ordinarily their locations, if they are relatively stationary and their paths, if they move, are pretty well known. The 'high's' roughly mean stagnation; they mark the 'horse latitudes' of the marines—regions of calms and light shifting, dependable winds. The 'lows' on the other hand, may be considered the great ladies with which Nature stirs her weather brew."

"Usually in the summer a succession of 'lows' forms over interior Alaska, drifts down east of the Rockies, traverses the northern portion of the United States and passes from the continent down the St. Lawrence valley. In their paths these 'lows' usually leave changes in wind direction, lower temperature, and perhaps rain. They are disturbers of the status quo. The 'high' more nearly stationary, usually stand like sentinels off the middle Pacific and Atlantic shores, and

herd the drifting 'lows' to the northward at arm's length.

"This summer the North Atlantic 'high' has spread out in all directions to a much greater extent than usual and covers a greatly increased area, even encroaching on the North American and European continents. The result is that the path of the 'lows' has been pushed farther north. In America the disturbances that are counted upon to stir up the weather periodically in the northern states recently have not drifted as far south as the Canadian border and when they have advanced so far have seemed to bounce off as though a weather wall had been set up along the boundary. On the other side of the Atlantic the disturbances which usually crossed England and southern and central Europe have been shifted off to the north of Norway. Doubtless the rains which should have watered our northern states and the 'Tight Little Isle' have fallen in the muskies about Hudson Bay, on Greenland's icy mountains, and on the frozen wastes north of Europe and Siberia where the midnight sun is shining.

"What has caused the northward shifting of the pressure belts that has given us our abnormal summer is a question about which scientists, in the absence of full data, can only conjecture. Possibly the secret lies in the southern hemisphere from which practically no meteorological reports are available. It will be only when the cables assemble reports daily from practically all sections of the earth

that this and other abstruse weather problems can be fully solved."

BIG FROG SMOKES CIGAR

Curator Harlan H. Ballard of the Berkshire Massachusetts Museum, well known author and scholar, is trying to catch a bull frog at Nicheawag lake, near Petersham, Massachusetts, that smokes. While on his vacation there he threw a part of lighted cigar in the water. A giant "jug-a-rum" promptly nabbed it, swam to a rock and smoked it for 15 minutes.

Mr. Ballard says the amphibian showed no signs of illness afterwards. His story is vouched for by his son Atty. Harlan H. Ballard, Jr., of Boston, with whom he was in camp.

Ungrateful

The Bore—"I think this weather is awful."

The Girl—"You shouldn't grumble at the weather. If it wasn't for that you would have nothing to talk about."

Revelations of the Microscope

Professor—"When you examine a dog's lungs under the microscope, what do you see?"

"The seat of his pants, I suppose."

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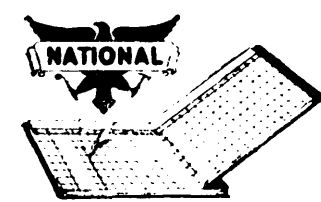
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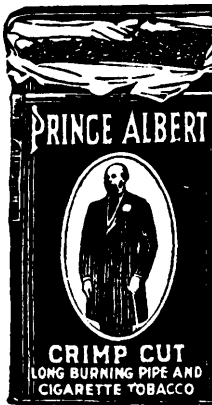
You can chum it with a pipe—and you will—once you know that Prince Albert is free from bite and parch! (Cut out by our exclusive patented process!) Why—every puff of P. A. makes you want two more; every puff hits the bullseye harder and truer than the last! You can't resist such delight!

And, you'll get the smokesurprise of your life when you roll up a cigarette with Prince Albert! Such enticing flavor you never did know! And, P. A. stays put because it's crimp cut—and it's a cinch to roll! You try it!

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Surrounding Towns

Subscribers should bear in mind that all subscriptions are payable in advance and the paper will be discontinued at expiration. Notice of such expiration will be sent out the First of each month.

ISLAND FALLS

The marriage of John E. Webb and Miss Gertrude Hoar of this town took place Saturday night in Houlton at the M. E. parsonage. Rev. A. E. Luce performed the single ring ceremony. Many friends extend congratulations. Miss Beatrice Spaulding of Rosindale, Massachusetts, is the guest of Mrs. Nina Robinson of Island Falls. Mrs. Delmont Emerson, Miss Spaulding and Miss Robinson have just returned from a four day trip through Northern Aroostook, visiting Houlton, Presque Isle, Fort Fairfield, Caribou and Van Buren, also Grand Falls, N. B.

LUDLOW

Miss Vera Scott of Hodgdon was a week-end guest of Miss Mary Hand. Mrs. James A. Hagan of Houlton visited Mrs. O. L. Thompson Thursday. Mr. and Mrs. James Webb and family motored to Grand Lake Sunday. Mr. Ira Warman spent Sunday with his parents, Mr. and Mrs. Fred Warman. Mr. William Hand of Bakersfield, California visited relatives here last week. Mrs. Estella Nixon of Patten visited her mother, Mrs. J. E. Merereau, last week. Mr. and Mrs. Wendell Hand of Houlton spent Sunday with Mr. and Mrs. James Longstaff. Mrs. Alfretha Merereau and daughter Mary leave Wednesday for Amherst, Mass. where they will spend the winter. Miss Grace Weller of Amherst, Mass., who has spent her vacation with her grandmother, Mrs. Alfretha Merereau, will return to her home Wednesday. Mr. Ward Hand, Mr. and Mrs. Jas. B. Hagan and daughter Louise, all of New Limerick and Mrs. Annie McGown and Mr. Hastings McGown were Sunday guests of Mr. and Mrs. O. L. Thompson.

LETTER B

Mrs. T. J. Carpenter is spending a few days with relatives in Houlton. Mrs. H. C. Snell spent Sunday with relatives and friends in Hodgdon. Mr. and Mrs. Earl Adams spent the week-end with Mr. and Mrs. Raymond Adams of Patten. Mr. and Mrs. George Carpenter were guests of Mrs. Laura Ward at North Lake last week. Mrs. Albert Demars and son Robert of New York are guests of Mr. and Mrs. M. G. Carpenter. Mr. and Mrs. Fairfield Day and children Fred and Vera spent Saturday with relatives here. Mr. and Mrs. George Carpenter spent Sunday with Mr. and Mrs. Fred Moores of New Limerick. Mrs. Harry Lee and son John spent Sunday and Monday with Mr. and Mrs. Wilbur Hastings of Hodgdon. Mr. and Mrs. Wallace Hovey, Mr. and Mrs. Olin Scott and Mr. and Mrs. Winnie Scott of Hodgdon were guests of Mrs. M. G. Carpenter on Sunday. Mr. and Mrs. Samuel Smith and family, Mr. and Mrs. Horace Bragan and children and Mr. Fred Cole and daughter of New Limerick spent Sunday with Mr. and Mrs. Elmer Bragan. The sympathy of the community is extended to Mr. and Mrs. Michael Donohue of this town in the sudden death of their son William which occurred in Houlton on Thursday from heart failure.

EAST HODGDON

Mrs. John London was the guest of relatives in Sherman the past week. Miss Geneva London was the guest of relatives in Maxwell, N. B. last week. Mrs. Charles R. Barton was the guest of Mrs. Nellie Green the past week. There will be a Rally Day concert at the Union church the afternoon of Sept. 11. Mr. and Mrs. Trueman Stairs and family of Houlton were the guests of Mr. and Mrs. Jasper Crane Sunday. Miss Eva P. Grant was the guest of her sister Mrs. Florence Dickinson last Friday at Union Corner, N. B. Mr. and Mrs. Robert Stephenson and daughter Madeline were guests of Mrs. Edward Henderson Sunday. Mrs. Martin of Penn. and Mrs. William Robinson of Bangor were the guests of Mrs. John Egears part of last week. Miss Blanche Duff and Miss Hazel Woodcock spent Saturday and Sunday at Sherman, the guests of Miss Gladys London. Mr. Perry Brown, son William Brown and daughter Lillian were the guests of Mr. and Mrs. Winfield Scott in Hodgdon recently. Mrs. Susan Varney of Houlton was the guest of Mrs. John Grant Sunday. She also attended church and her many friends were pleased to see her. Mr. and Mrs. Charles Butterfield of Island Falls, Mr. and Mrs. Fred Tracy and Mrs. T. B. Tracy of Amity were the guests of Mr. and Mrs. Charles T. Egears the past week.

OAKFIELD

Mr. and Mrs. L. C. Todd spent Sunday in Fort Kent with their daughter. Mr. and Mrs. L. A. Barker spent Sunday with relatives in Island Falls. Miss Lucy Barrows is spending her week's vacation with friends in Patten. Mr. I. C. Allen and family, Mr. Vern Smith and family motored to Ashland Sunday and enjoyed a picnic dinner. Misses Mona and Audery Astle spent Sunday with a party of friends climbing Mt. Chase, having a picnic dinner. Mr. William H. Kelly, President of the Vesta Battery Corp. of Bangor, was calling on friends in Oakfield Monday. Miss Alta Smith of Portland, a former school teacher here, is visiting Mr. and Mrs. R. B. Crandall for a few days. Mr. and Mrs. Frank Baker with a party of friends enjoyed a motor trip to Millinocket Sunday, returning by Mattawamkeag. Mr. W. A. Babcock and party of friends are visiting friends in Waterville this week and will return next week from an extended motor trip in southern Maine.

Martin's theatre makes the following announcements for this week: "Land of Jazz" by Eileen Percy, a howling comedy that hit the laugh on high, Friday night. Mystery of the Yellow Room Saturday night.

Mr. and Mrs. N. C. Martin, Mr. and Mrs. Byron Estabrook, Miss Beulah O'Roak, Miss Gladys Olson, Mr. F. A. Anthony and Mr. Guy Connors motored to the Boody place on the North road Sunday where they met Mr. and Mrs. H. N. Crandall and Moses Herrick and friends of Presque Isle and enjoyed a picnic dinner.

LITTLETON

Roy and Burnham Lilley are the guests of relatives in Island Falls. Hiram Robinson of Bangor was calling on his cousin J. A. Robinson on Tuesday. Mrs. Elsie Baxmeyer of Pittsburgh, Penn. is the guest of Mr. and Mrs. Duncan Woodworth. Miss Respa Lilley returned Saturday from Mars Hill where she spent a week with friends. Dr. E. O. Hill of Monticello was in town Friday to attend Payson Titcomb who is ill with cholera. J. F. Leavitt was confined to his bed several days last week by rheumatism and is now able to be about by the aid of crutches.

Mr. G. M. Noble, Mrs. Kate Noble and Mrs. McLeod of Mars Hill and Allie Jacques returned Saturday from Fredericton, N. B.

Miss Pauline Campbell returned home Sunday for Bridgewater where she had been visiting at the home of her aunt, Mrs. James Pennington.

Mr. and Mrs. C. B. Porter and family motored to Crouseville Sunday to attend the funeral of Mr. Porter's grandmother, Mrs. Fred Beardsley.

Harold E. Hillman has been drawn to serve on the Traverse Jury at the September term of the Supreme Judicial Court to be held in Caribou.

D. F. Adams and family accompanied by Mrs. D. D. Adams of Milford, Mass. motored to Fort Fairfield Sunday to spend the day with Mrs. Sarah Austin.

Guy Tingley of Portland, who has been visiting his mother and other relatives, left Wednesday for Appleton Me. to join his wife who is visiting her mother.

Bernard Patten and twelve other members of the Military St. Baptist church of Houlton were present at the Sunday evening meeting and gave interesting remarks on the work of the Christian Endeavor.

There will be a special meeting held at the U. B. church on Sunday afternoon at 3 o'clock for the purpose of organizing a Christian Endeavor society. All young people are cordially invited to be present.

O. V. Jenkins, accompanied by Ira B. Hagan, General Supervisor of Highways, passed through town on Wednesday enroute for Houlton from Presque Isle where they spent several days in the interest of the highways.

LINNEUS

Mr. Edwin Sawyer lost one of his work horses last Monday. Miss Alice Dickinson of Kirkland, N. B. is visiting Miss Gladys Sharp.

Mr. Livingstone Lyons moved his family to Littleton last Thursday. Mrs. E. Nickerson of Sherman is visiting Mr. W. G. Adams and family.

Mrs. Henry McClain of New Castle, N. B. is visiting her sister Mrs. H. J. Ruth.

Chas. Adams was obliged to enter the hospital Sunday night for treatment.

Mrs. Willie Adams has been suffering with quinsy sore throat the past week.

Mrs. Jewett Adams and son Claude are visiting Mrs. H. E. Kimball in Houlton.

Mrs. Ellen Adams died on Monday night at the home of her son Henry C. Adams.

Mr. Chester Outhouse of California visited his aunt Mrs. James G. Bither last week.

Quite a number from Linneus were in Haynesville last Thursday to attend the ball game.

Mrs. Rose Stewart spent last week at Nickerson Lake with Mr. W. E. Carr and family.

Mr. and Mrs. Geo. Jones of Hodgdon were Sunday guests of Mr. and Mrs. H. J. Ruth.

Mr. Waldo Bither went to Sherman on his bicycle last Wednesday returning home Sunday.

Mr. and Mrs. Fred Hunter of Hodgdon spent Sunday with Mr. and Mrs. Harry Simmons.

Mrs. Harry Sawyer and Donald of Houlton were visiting relatives here last week, returning home Sunday.

Mrs. Geo. Darling of Bangor and Mrs. Albert McGuire of Carmel are visiting their sister Mrs. Geo. Adams.

Mrs. Guy Wilson of Mars Hill, Mrs. John K. Henderson and son Leon of Foxcroft road spent Sunday with Mr. and Mrs. Claud Ruth.

Mrs. E. K. Vandine of Bangor and Mrs. Eunice Lyons and Mrs. Skillen of Houlton were visiting Mrs. Garfield Burton last Wednesday.

Mrs. Anna Ackely and Mr. and Mrs. Selden Libby and two children of Presque Isle spent Sunday with Mr. James G. Bither and family.

Mr. and Mrs. Clarence Gove and Frances McQuarrie and Mr. and Mrs. L. J. Bubar enjoyed an auto drive to Forest City, Jackson Brook and Danforth one day last week.

Do you want the North road completed or left in the condition that it will be at the close of the season? Do you wish to have the Island Falls road between Houlton and Island Falls and the pieces in Sherman and Silver Ridge left as they will be in the fall? If you wish to have them finished as they should be vote "No" against the Amendment Number 2 on Sept 12. Special election.

TO INVESTORS OF FOREIGN SECURITIES

A decision was rendered Wednesday by Bank Commissioner Fred F. Lawrence in which he denied the application of Arthur W. Lincoln of Boston, sole owner and proprietor of the business carried on under the name of Arthur W. Lincoln & Company, dealers in securities for permission to do business in this State, stating that the applicant has failed to establish the statutory requirements. "Mr. Lincoln desires to interest citizens of Maine with speculative tendencies in profits to be derived through fluctuation for foreign exchange by purchasing bonds of foreign governments and municipalities and the great bulk of securities in which he deals are 3½ per cent bonds of the German government," says Bank Commissioner Lawrence in his decision.

"The normal value of the German mark in terms of American money, when exchange is at par, is 23.8 cent or \$238 for 1000 marks. The quoted value of German mark in American money on the day preceding the hearing was a trifle over 1.1 cent. The striking disparity between current market quotations and the so-called market value of the mark is very evident and it the basis of the marvelous profits which Mr. Lincoln holds out as almost certain to arise with a return to normal conditions.

"The commissioner has no authority and no desire to prevent the sale of speculative securities of any character or to discourage operations which would have a tendency to remedy unfavorable exchange conditions. He is concerned, however, with the performance of his duty to see that citizens of Maine, who desire to indulge in this form of speculation, are not consciously or unconsciously deceived or misled by dealers registered with the department.

"In none of Mr. Lincoln's advertising to which our attention has been called and in none of his circulars or individual letters that has come to our attention does he refer to any open market quotations on these bonds, or refer in any way to the discrepancy between the market price and his asking price. We have grave doubts whether any appreciable percentage of his customers are aware of this discrepancy.

"It may be true that Mr. Lincoln cannot successfully conduct his operations upon a narrower margin of gross profit, but the customer is interested only in the service rendered, and as Mr. Lincoln is not qualified or equipped to render any material service different from that which can be obtained through ordinary channels, we do not think that his policy in approaching and actively interesting investors, who for the most part are ignorant of the conditions to which we have referred is either fair, just or equitable, and we think that in the language of the statute it is not accompanied by 'disclosure of pertinent facts sufficient to enable intending purchasers to form a judgment of the nature and value of the securities.' "

Moral: If you have money to invest, confer with your local bank.

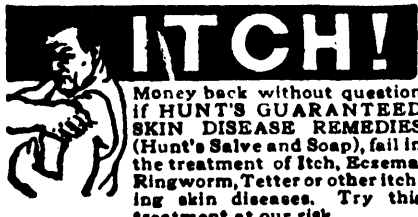
HON. FRANK E. GUERNSEY VISITS HOULTON

Hon. Frank E. Guernsey of Dover was in town Wednesday calling on his many friends and incidentally looking after his "fences" in his campaign as candidate for United States Senate at the June Primaries in 1922 in opposition to Frederick Hale of Portland.

At the present time both Senators from Maine in Washington are from the southern part of the State, Senator Hale from Portland and Senator Fernald from Poland and with the many important interests of central and Northern Maine it would seem as though it would be nothing more than right to have a man from this section to represent us at Washington. Senator Fernald and Senator Hale are both able men and have done efficient service for the state in their positions yet they are not in close touch with the interests of Penobscot, Piscataquis, Washington or Aroostook and under these conditions Mr. Guernsey is making his campaign and wherever he has gone he has met with a great deal of encouragement even in places where he did not expect it.

Mr. Guernsey represented the Fourth Maine District in the House of Representatives for a number of years and it was only on account of his withdrawing from being a candidate that the support given him was turned over to the present incumbent in the House of Representatives Hon. Ira G. Hersey. His experience in Washington for all the years that he represented the Fourth Maine will be very valuable to him in the position that he seeks and his standing among his colleagues there would be of the highest.

Humors Come to the Surface in the spring as in no other season. They don't run themselves all off that way however, but mostly remain in the system. Hood's Sarsaparilla removes them, wards off danger, makes good health sure.



Money back without question if HUNT'S GUARANTEED SKIN DISEASE REMEDIES (Hunt's Salve and Soap), fail in the treatment of Itch, Eczema, Ringworm, Tetter or other itching skin diseases. Try this treatment at our risk.

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LAST BAND CONCERT

Last Thursday evening the people of Houlton heard the last public concert by the Houlton Band in Monument Park. Every individual in Houlton owes every individual in the band a large and substantial vote of appreciation and thanks for the splendid concerts that have been given once a week during the summer.

This was the first summer in two years that concerts were given and the excellence of the music and the splendid way in which they were played reflects a great deal of credit upon the leader Oscar Wilson as well as every member of this popular organization both for the many hours of hard practice in preparing the selections as well as the unselfish manner in which the time was given for the benefit of the public. There will be a blank night in the weekly entertainments from now until the time when they are resumed again.

WHAT THE AUTO HAS DONE

With more than 10,000,000 motor cars in use in the United States alone and with more than one-half the population of the country doing more or less riding in these self-propelled vehicles, it is not strange that there should be a nation-wide sentiment for more and better highways, in the opinion of President George C. Diehl of the American Automobile Association who points out:

"With light delivery cars and giant motor trucks operating in every section of the land where good roads exist, transportation quickly and economically every human need, and carrying every type of freight from eggs to pig iron, blind indeed is the man who cannot see the value of highways. Today, however, this type is a rare specimen.

"But what a change from the days when the American Automobile Association came into being and inaugurated its long, hard struggle to convert a presumably enlightened people to the roads-building idea. In those days automobiles were few and generally considered playthings of the idle rich. Now with the bulk of the people motorists are workaday need and a Sunday pastime. And with good roads to travel upon today they serve alike industry and commerce, capital and labor, poor man, rich man, beggar man, thief."

According to President Diehl, first in this country to work in organized form for good roads was the American Automobile Association. In the beginning of its efforts, he says, the A.A.A. stood practically alone, while today it is assisted, supported, and commended by practically all big national organizations, both in and out of the automobile industry.

Writing reminiscently of the A. A. A.'s early roads efforts, and how difficult it was in those days to get the people to accept increased taxation for roads improvements, W. A. Johnson, manager of the Goodrich auto tire department in a letter to President Diehl, points out and dwells most interestingly on a sorrowful situation created largely by a lack of highways communication. Mr. Johnson said, in part:

"Over in China there is an area about the size of the State of Pennsylvania where fifty million people are starving. Every blade of grass, every green leaf or shrub, every grain, berry or herb has been eaten. The bark has been eaten from all the trees. Millions have died and despite world-wide relief efforts, millions more will die. The Great War was a catastrophe, but no such tragedy as this. In all recorded history only two or three pages tell a tale as horrific as China's famine.

Week of Aug. 29, 1921 Temple Theatre

WEDNESDAY ARTCRAFT SPECIAL

"Forbidden Fruit" A vividly intimate revelation of love and married life. Baring a wife's struggle between duty to a rascally husband and the call of her heart to a man who is worthy. Staged by a great company, wonderful settings and gorgeous gowns. Also two reel comedy "High and Dizzy" and News.

THURSDAY GLADYS KLARK STOCK CO.

In the great New York and Chicago Success

"THAT GIRL PATSY"

Evening 35c, 50c, and 75c plus War Tax

FRIDAY GLADYS KLARK STOCK CO.

"THE CAVE GIRL"

Evening 35c, 50c, and 75c plus War Tax

SATURDAY SATURDAY MATINEE 2.30

GLADYS KLARK STOCK CO.

"POLLYANNA"

Prices 25c and 35c

SATURDAY EVENING

"MARRY THE POOR GIRL"

Prices 35c, 50c and 75c plus War Tax

lions have died and despite world-wide relief efforts, millions more will die. The Great War was a catastrophe, but no such tragedy as this. In all recorded history only two or three pages tell a tale as horrific as China's famine.

"Yet the very next province is one of the most fruitful section of the world. Grains, vegetables and fruits in abundance. Think of Pennsylvania starving and New York with plenty and you have the right mental perspective. Such a condition could not occur in this country. The specter of famine might be seen and felt but the actual pinch of desperate hunger would be unknown even on the remotest hilltop. Relief would come over every highway and railway.

"China there is not a single modern highway between the fertile province where song and laughter are heard and the lean province where the children are too weak to cry for food. When the relief agents went to China they found it would cost far more to bring food from that rich province next door than it would cost to transport it from Europe or America. When China establishes some kind of a transportation system more elevated than the wheelbarrow its periodic starving will cease.

"When the whole world shall have learned the lesson that the march of civilization demand a proper expansion of all agencies of transportation including waterways, railways and motorized highways, then such tragedies as China's will cease from the earth, but this will not come and cannot come by inaction or retrogression. What every country needs is an over-flow spirit in establishing quick communication and continuous commerce; satisfied with nothing less than safe and easy travel and transport on earth, water and the air; never resting till the wheelbarrow of this generation is but a memory, like many another rack and ruin of the past. If the people of the earth are to have a vision less than this then they must also harden their hearts against the relief of the starving hordes, and shut from their eyes the spectacle of millions of children dying of lack of bread."

GOVERNOR BAXTER RECEIVES THE LATEST NEWS FROM MACMILLAN

Governor Baxter took a personal interest in the Baffin Land Expedition of which Donald B. MacMillan is head. When the Schooner 'Bowdoin' started away from Wiscasset, Governor Baxter and party were present to wish Mac-Millan Godspeed, and Mac-Millan promised to send word to the Governor when he reached the last outpost of civilization. The following letter has just arrived at the Governor's office and the people of Maine will be interested to know that so far everything has gone well with Captain Mac-Millan:

"After several interesting experiences we have reached what may be called our last outpost of civilization. I have taken on our last provisions and fresh water and am now awaiting weather to clear before proceeding northward to Hopedale, the first Eskimo settlement, where I hope to add to my personnel a good Eskimo boy.

"It is two above freezing here today with many icebergs in sight, but no drift ice to bother us on the coast according to wireless reports.

"The 'Bowdoin' is proving to be a wonderful sea boat. Had her going the other day with sea-rail under and fore rigging cutting every wave. Was a bit bit anxious about my mainboom which was bending like rubber, but she came through all right.

"She is now tugging at her lines and wants to start. If I possibly can I shall send mail down the western coast to Hudson Bay by dog team after we are frozen in, in winter quarters.

"I want to thank you again for your great kindness and your interest in our expedition. I will not forget. I wish you the greatest success in your present office."

Governor Baxter hopes to be the first one to greet MacMillan when he returns home from the North next summer and promised him that he would be on hand if MacMillan would send him a wireless.

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