

# FROM MEXICO TO CANADA IN AN AUTO

### How a Former Hastings County Lady Made a Trip With Her Husband, Via Deserts and Mountains.

An unusually interesting account of her motor trip, from Mexico to Canada, has been received by Fred C. Snarr, of Harold, from his daughter, Mrs. A. H. E. Beckett. Mr. Beckett has been stationed on the Mexican border for nearly four years as a newspaper man and special consular agent. He was relieved in May and, with his family, motored back to Canada, first going to Calgary, Alta., where he lived for two years, and then to Winnipeg, Man., to join the staff of the Tribune. The trip is said by experienced motorists, to be one of the hardest on the continent yet it was made without serious mishap. A part of the story of the trip follows:

So you want to know something about our motor trip? Well, to start off, we've driven our old Dord about 25,000 miles over Mexican deserts, Southwestern sands and mountains in the past two years, but one "Mexico to Canada" trip is all we want.

We had a real load when we left the southern boundary of the U.S.—a tent, two army coats, gasoline stove, bedding and a week's supply of oats, to say nothing of a spare tire, five extra tubes and a complete tool kit. The three of us, a dog, and our luggage made a total weight of 820 pounds.

We left the boundary at El Paso at 3.30 p.m., and camped 60 miles north. Next day we went to the famous Elephant Butte dam, where we struck our first real grades. We camped there and had some fishing. Next morning we hit sand so deep that it had no bottom. Well, we made just six miles in six hours. The following day we had about 35 miles more of the sand and then some good desert road and made over 200 miles, as a matter of fact we made 50 more than intended because a pack of coyotes set up a big howl over a dead cow about a quarter of a mile from where we were going to camp, and the better half decided that we'd travel all night, if necessary. We made Socorro at 11 p.m. and camped there.

Five miles out of Socorro we hit our first taste of real grades. They call it "Johnson's hill," and it sure was tough going. Plenty of curves and loose gravel made it bad and the radiator was some hot. On top, it was a succession of arroyos and rocks for ten miles and then 40 miles of desert road to the next water hole. The green trees along the water were sure a welcome sight. Late that afternoon we went through one of the oldest Indian settlements in America and as there was some sort of a fiesta on most of the Indians were in tribal costume, and the sight was a novel one. That night we camped at Albuquerque, in the city camp ground, the first public camping ground we had hit.

We remained there over Sunday and got away Monday at noon, as we had only a short 75 mile run to Santa Fe. However, we had to climb Mt. Bajada (pronounced "Bahada"). This is a fierce two-mile climb with 18 very sharp hairpin turns. We made Santa Fe at 6 o'clock. When Wanda found it was the second oldest city on the continent she was all for exploring. It was chilly that night, for we were 8,000 feet above sea level and there was snow on the mountains less than two miles off. Next morning we went through the historic old city and photographed the Dord in front of the Palace of the Governors and other famous buildings. We did not have time to go to the cliff dwellings.

Leaving Santa Fe at 11 o'clock, we left the desert for the mountain and had a pretty run at 9,000 feet altitude, amid pines and cedars. We intended to stop at Las Vegas, across the mountains, as we had been told the road was bad, but as we made the 80 miles in 4 hours, we kept on for 50 miles more and camped at Wagon Mound at 6 o'clock. It was real chilly that night but our tent was comfortable.

We made an early start the following morning for the dreaded Raton Pass was ahead. We reached Raton, N.M., 76 miles from Wagon Mound, at 2 o'clock, filled gasoline tanks and water bags and prepared for the worst. We could see the trail winding around the mountain almost over our heads, however it wasn't so bad. We had to run in "low" for about a mile, and it was heavy pulling, but then we could go into "second" and soon it was "third" and in 40 minutes from the time we left Raton we were on the continental divide, and from there it was almost a coast into Trinidad, N.M. Just over the state line, in a big canyon, we passed several coal mining camps. Trinidad is a city of 15,000 and they have camp

protect it from water. In we went and as luck would have it, a splash hit the coil and we stopped in mid-stream. I had to get out, and say that water was cold. Three miles up was the little glacier where the river started. Cranking under water is no joke, but we did it and were soon on dry land. The grade on the river bank was both long and steep but we finally got up. We travelled through huge flocks of sheep that day, one herd being 15,000. Before night we made the descent and came into Ten Sleep through a washed out river bottom, the road having been destroyed. We went on to Hyattville and camped by a pretty stream.

The following noon found us in Basin and it was a toss-up whether to go to Cody and Yellowstone Park or to Billings, via Greybull. We found that the park roads were blocked by snow, so we hit up for Greybull and camped 8 miles beyond that night. Mosquitoes drove us out of camp at 5 a.m. We had a 25-mile spell of "Bad Lands" here with showers of rain but were in the Mormon colony of Lovell at noon. Here we hit the sugar beet industry. They have a huge factory at Lovell. The bridge there was washed out so we went 10 miles up stream and there, by fording one river, we hit a bridge over the main stream. We had stopped for lunch before crossing and I had located a trail to the water. The Ford party did not notice where we had gone and when we were on the bridge we had some good laughs at their efforts to locate the ford.

The road was very sandy that afternoon but we drove into Montana about 4 and found good roads. Montana, as a whole, has better roads than any state we crossed. That night we camped in a pasture and in the morning we made an early start for Billings. We found some washouts which necessitated detours, but the bridge over the Yellowstone at Laurel had been repaired and we had a beautiful 10-mile boulevard from there to Billings.

Here our old bugaboo, rain, made its appearance and instead of a half day stop, we remained there a day and a half. Leaving Billings at 5 a.m., we had a beautiful road west, for we had decided to go by way of Helena instead of by Lewiston, so we would have the company of our Ford friends. We made only 80 miles that day as the Ford was equipped with poor tires and had frequent blow-outs. I then wired for some Falls tires for him. We camped and patched up his old tires and next day went on to Bozeman, Mont., where the new tires were waiting and after that his tire troubles were over. Bozeman has a pretty park with camp sites.

Another pretty run followed, 125 miles, to Townsend, Mont., where the pesky mosquitoes again drove us from camp at an hour a city newspaper man hates to arise. As a result we reached Helena at 9 o'clock, two hours ahead of schedule. This is the capital of Montana, and the main street was once a famous gold mining gulch. We camped at the park of the State Nursery Company and through the courtesy of President Mills, saw some magnificent stands of alfalfa and grain in the test fields. It was 2 p.m. when we left Helena for Great Falls. This run, 129 miles, was as pretty as any on the route. For 25 miles we ran in Picky Peak Canyon, with a raging mountain stream below us and the railway tracks above. Great Falls, now a real city of 45,000, was made without mishap.

On leaving Great Falls, we had our first trouble with the Dord since the broken axle. The engine began missing badly and after I spent three hours trying to locate the trouble, without result, I sent for a local garage man and he had no better luck so I towed the car back to Great Falls, where an electrical specialist found a leak in the wires to the plugs. New wires were put on and we were off next morning in a drizzling rain. This rain made the going very heavy, and when we hit some fierce hills at Collins, Mont., 60 miles out, we had trouble getting traction. In fact, to get up the hill, I had to borrow two small log chains and wrap them around the rear wheels. We decided to camp there until the roads dried up and spent a day and a half at Collins.

Our next run was the last day in the U.S. We made Shelby at 5 o'clock and the boundary was only 40 miles off. That 40 miles was as dry as a Mexican desert and the crops simply didn't exist. We were clean out of water when we made Sweetgrass, the border town. We camped there and spent next morning passing customs, etc. At noon we crossed the line into Canada, the third nation on our route.

Our old Falls tire, which had run 5,000 miles before we started, celebrated by blowing out. It had run over 7,000 miles so we didn't howl. That night we made Lethbridge, 37 miles, and next day we didn't get away until noon as Dord dealers and owners all wanted to see the car that had come so far. When they found that we had averaged 21.7 miles to

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the gallon of gasoline they were surprised.  
For the first time since leaving the Mexican border, we got off our road that afternoon, a bum steer sending us 25 miles out of our road. As a result, we didn't make Calgary that night as we expected. We camped at Staveland in the rain. The next day we came on to Calgary, making the final 40 miles from High River in an hour and 45 minutes. At the Calgary city limits we had run exactly 2,500 miles from El Paso. As the crow flies it is probably 1700 miles but we didn't have an airplane. Glad to get in? You bet we were! A real bed felt good that night, and was a treat to sit down to a real table for meals and know that your coffee would not upset even if you didn't watch it carefully.

When we started, all our tires were old and had run over 2500 miles. Only one came all the way, a Falls. We put on a second Falls at Cheyenne and it has not yet been off the wheel. A U.S. (Dominion) that we put on at Albuquerque had a similar record. Am sorry to say that some of the other well-known brands did not stand up so well, but then we had such awful roads that the tires had an awful trial.

The Dord stood up wonderfully well. The bearings need tightening and the carbon must be cleaned out but I judge that a \$30 overhauling will make it ready for the 900 mile run to Winnipeg, where we go next. However, we are going by train first, and I'll come back for the car later.

## Produce Firm Forbidden to Deal in Eggs

Montreal Branch Matthews-Blackwell Ltd., Closed by Canada Food Board.

The licenses of the Matthews-Blackwell Ltd., and of the Wm. Davies Company Ltd., to buy, sell, or otherwise deal in eggs in Montreal have been cancelled by the Canada Food Board for a period of 30 days. Both companies are charged with having violated a ruling of the Food Board forbidding produce dealers from paying for cracked or spoiled eggs when received in shipments from producers or country merchants.

Officials of the Matthews-Blackwell Company, Ltd., stated Thursday night that insofar as they knew the order did not apply to the company's local stores and warehouses. The Canada Food Board statement on the order, suspending the licenses, which was issued on Thursday, August 22, reads: "For violating the provision in the regulations applying to produce dealers which limits the allowance to be made for bad eggs by dealers to one per cent on the total of each transaction, the Matthews-Blackwell Ltd., of Montreal, and the Wm. Davies Company, Ltd., of Montreal, have been forbidden to buy or sell, or otherwise deal in eggs for a period of thirty days. Eggs in transit today must be disposed of to other dealers."

This penalty follows upon the report of the Canada Food Board inspection and is based upon Canada Food Board Order No. 41, subsection 16, in force since June 1 last. By the provision in this order governing dealers in produce every licensee putting eggs in cold storage is required to furnish to the operator of the storage a statement in writing certifying that such eggs have been candied and had or unsound eggs have been removed. Licensees storing eggs in cold storage which they themselves, own or control should keep a proper record of such candling. Clause 16 stipulates that no licensee shall pay, or demand payment for bad eggs in excess of an allowed margin of one per cent on the total of such transaction.

"The object of this regulation was to prevent an undue quantity of bad eggs reaching the market, and by its enforcement it becomes unprofitable for a dealer to handle them and he is obliged to charge back against the producer or the country merchant from whom he purchased the eggs the amount paid for them, over and above the allowance of one per cent margin permitted by the board."

"In the case of the two companies under suspension, it was found that no attempt had been made to charge back for unsound eggs, although in some cases it was shown by the candling records the percentage of bad eggs ran as high as 14."

## Gunner L. W. Hogg Killed

Gunner L. Walter Hogg has officially been reported as killed in action on Aug. 8th. He enlisted in March last year, training at Kingston and Petawawa camps, going overseas and to France with the 8th Army Brigade. He went to France last Christmas. The last letter received by his parents, Mr. and Mrs. George Hogg, of Picton, Ont., stated that he had just left hospital after an attack of influenza. Gunner Hogg was educated at Trinity College School and later at Upper Canada College, where he graduated at the age of 16. He was the only son of Mr. George Hogg, treasurer of Hogg and Lyttle, Ltd. Toronto with which firm he also was connected.

## Serene Parks Was Arrested

Accused of Robbing a Building near Bannockburn—Brought to City.

County Constable Lewis Soule yesterday afternoon went to Bannockburn and arrested Serene Parks, a young man accused of breaking into a building by night belonging to a Mr. Hunter. It will be remembered that two men were arrested last week and appeared in court here, pleading guilty to breaking into and robbing the premises. Parks got away at the time as the constable could not get near enough to him, his attention was taken up with one of the other youths, who was with him. Serene Parks was this morning granted bail in sureties of \$500 each until his case is heard on Friday, August 30th. The accused is represented by Mr. A. Abbott.

## Wages Case in Police Court

Award of \$27 to Plaintiff by Magistrate.

An interesting wages case was tried before Magistrate Maason in police court today when Bruce Burleigh, of Thurlow was charged with non-payment of wages to Miss Mabel Victoria Reynolds. The result of the trial was that Mr. Burleigh was ordered to pay \$27.00 wages to the girl. Crown Attorney Carnow and Col. E. D. O'Flynn were the opposing counsel.

Miss Reynolds stated that she had come to work at Burleigh's on March 6th, having made arrangement with Mrs. Burleigh for \$18. per month to do the housework. She remained there until July 20th. On April 6th Burleigh did not pay although asked for the \$18 for the month. Mr. and Mrs. Burleigh bought her \$18 worth of clothing, hat, waist and boots. "I did not ask for them," the complainant said. Burleigh did not pay on May 6th, June 6th or July 6th although Miss Reynolds asked for the money each month. She left on July 26th as Mr. Burleigh locked the house and went to the farm where Mrs. Burleigh was taken ill.

## The Prices

### —Of— Men's Clothing

The Wholesale Clothing Houses report an advance for next Spring of 75 per cent over present prices. So this will place the prices beyond the average man. Would it not be good policy to secure your Suit now from us.

Not Much Advance  
Our present prices show little advance  
\$15, \$20, \$25 and \$30  
Will secure you a nice Suit.  
Our prices are below the present wholesale.

## OAK HALL

In defence Mr. Burleigh skid the understanding was that she could stay if she liked until she got a job, that she was not to get any wages until his wife was taken ill, when her services were to be recompensed. The girl had never asked him for money. He did not consider he owed her anything. She simply stayed at the house.

Mrs. Burleigh presented an itemized bill of clothing given to the girl. The amount was \$42.38. This included board given Miss Reynolds sister for a few days. The amount without this was about \$37.

Miss Reynolds recalled said the articles beyond the three first mentioned, totalling \$18.00 were given to her, she understood.

Magistrate Maason allowed Miss Reynolds, at the rate of \$10 per month, or \$45 less \$18 in clothing, \$27.00 he thought a reasonable award in the case.

## Pte. M. E. Weese Killed

"I can hardly realize it, I had such a lovely letter from him and when I was reading it he was dead," said Mrs. M. E. Weese, 124 Atlas avenue, Toronto speaking of the death of her husband, who was killed in action on August 6th. Pte. Weese enlisted in the 155th Batt. in December, 1915, and went overseas in October 1916. He was a cook and was stationed at Witley Camp. Pte. Weese had a son at the front, who returned wounded in April 1917. Pte. Weese was 36 years of age. Before enlisting he was a tinsmith at Madoc, Ontario.

## Improvements at Cemetery

Shore at Belleville Cemetery Beautified by Removal of Brush

A great improvement has been made along the waterfront at Belleville Cemetery. For years brush has been growing up and the trees along the shore of the bay were untrimmed. The grounds superintendent, Mr. Thomas, has had all the brush cut out and the trees trimmed. The effect is that the view from the bay has been beautified and that the landscape along the south of the cemetery has been improved. The innovations mean that the farthest south drive way has been practically opened up. This drive is along the shore and is one of the most striking in the cemetery. The improvements are well worth the labor expended on them.

MARRIED  
PALMER — NICHOLS — In the Methodist Church, Omemee, on Thursday, Aug. 22nd, by Rev. John G. Lewis, Mr. Jerome Palmer of Chatterton, and Miss Jessie Nichols of Omemee.

Master John Stewart is spending this week visiting in Campbellford. Don't forget the Methodist picnic at Oak Lake camp grounds on Wednesday 28th.

Mrs. J. Gowsell, Jr and son Everett were visitors of Mrs. Joe Daniels on Tuesday afternoon.

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N. D. McFADYEN, Sa

CARMEL

Miss Laura Hawley c has been visiting here E. B. Horton.

Mrs. C. Reid spent a cently with Mrs. Bailey

Miss L. Coultter of B

Mrs. B. Fairman visit

Gilbert's one day last