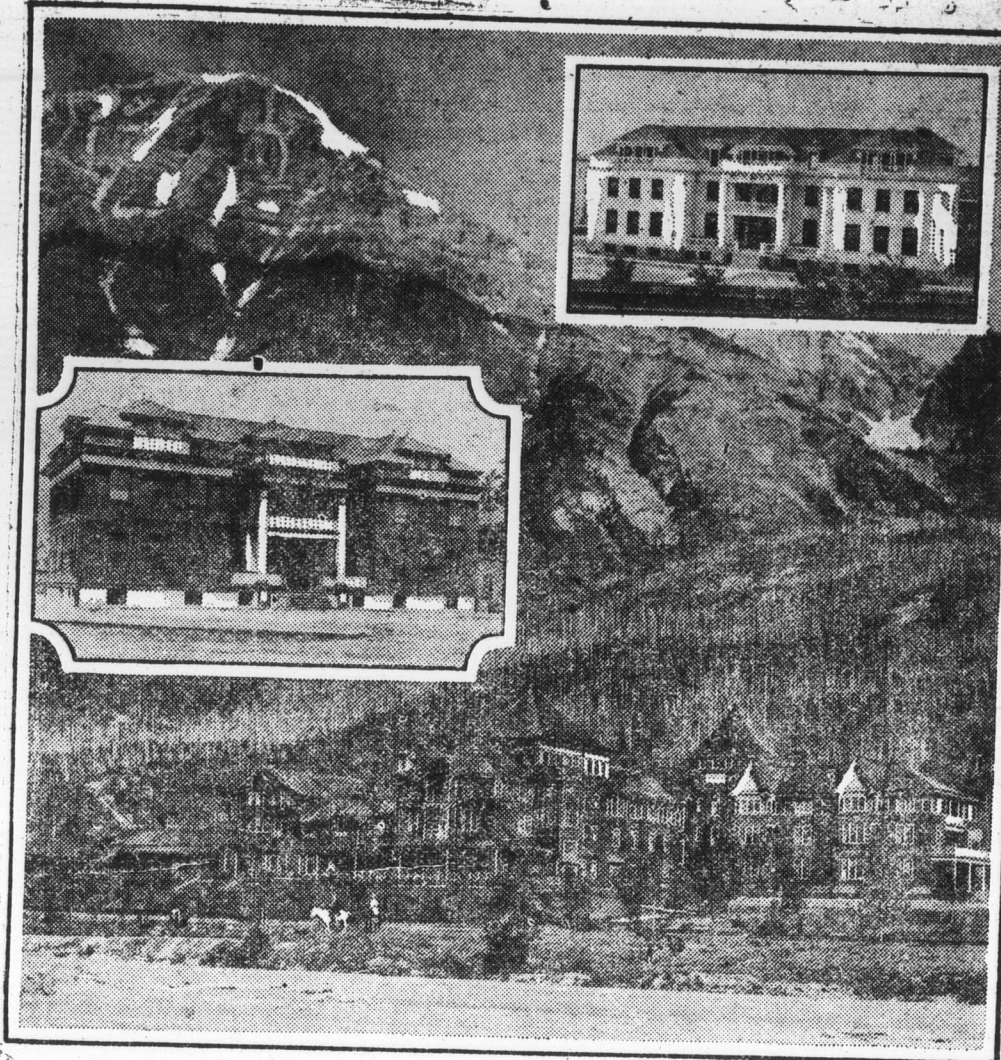


The Why of the Railroad "Y"



Mount Stephen House in the Canadian Rockies, near the heart of the finest "Playground of Canada."

PROVISIONS made for the welfare of employees who are temporarily away from their home terminals are important factors in the successful operation of railroads, particularly in Canada, where divisional terminals are often located at small places where there is no accommodation, if any, for the transient or periodical visitor, and practically no facility for amusement. Few men are satisfied to stop over at frequent intervals in places where they cannot obtain the ordinary comforts of life, and for this reason, to keep its men on the job, as well as for the reason that it desires its employees to enjoy the advantages of good food, rest and recreation whenever possible, the Canadian Pacific Railway has very earnestly supported various Railroad Y.M.C.A.'s along its lines. At almost every terminal some provision is made for the train crews along Y.M.C.A. lines, but the Company has been more interested in providing quarters in such places as afford no other accommodation, such as White River, Chapleau and Cartier, small towns in Ontario, which really owe their existence to the fact that they are railway divisional points. Altogether ten buildings have been given over by the railway company to Y.M.C.A. work, and in addition to supplying and equipping the buildings, the Canadian Pacific supplies light, heat and repairs and makes a monthly grant of money to each. The Young Men's Christian Association operates the building at approximate cost, and where a profit is made this is put back into the service.

It is interesting to note, however, that the first Y.M.C.A. on Canadian Pacific lines was started by the employees and citizens at Revelstoke in 1886. This organization did much towards "cleaning up"

the town, and its good work so impressed the officers of the company with its possibilities that at the end of one year the building was practically taken over by them. This was really the nucleus of the greater organization, and Railroad Y's will now be found at Cranbrook, B.C., Field, B.C., where the Company gave the magnificent Mount Stephen House; Kenora, Ont., where the second association became established; Ignace, where a splendid new building is in course of construction; White River, Chapleau and Cartier in Ontario, and Brownville Junction, Maine. In most of these places the institution is of civic importance. Moving picture shows are arranged sometimes twice a week, and these are patronized by the whole town. Most of the "indoor" entertainments are open to visitors, but the outdoor sports are organized almost solely by and for the railroad employees and their families. Tennis, football, baseball and other sports are organized, and Divisional tournaments and matches are arranged in which both the male and female employees take part. Each "Y" is equipped with bowling alleys and billiard tables, and competition in these sports is no less keen between the various districts and towns.

The value of the organization cannot be fully appreciated by other than those who know its workings. The engineers and trainmen, after driving through the snow and cold, find an open fire, a good meal and cheerful companionship awaiting them at the end of a journey. They can enjoy practically all the comforts of a home and the satisfaction which this gives them and the general effect it has on the morale and well-being of the employees generally, amply compensates the Company for its rather heavy expenditures.

Of Interest to Motorists

EMERGENCY REPAIR OF LEAKY RADIATOR

As Long as There Is Bit of Rubber Handy Motorist Need Not Despair

It sometimes happens that a radiator will develop a leak when the tourist is striving to make a certain point in his driving schedule, or when the busy truck driver has a load to deliver at a distant point and cannot stop long enough to have it repaired.

Possibly the radiator has been repaired previously by a lazy fellow who takes the short cuts in doing his work. A correspondent of Motor writes: This happened in our own case. Our radiator is of the tubular type and when the repair was made the self-same repairman cut the tube and inserted a plug in the lower section of the tube, filling it with solder, and then soldered the upper section of the tube to the lower. This worked very well until freezing weather set in. We drained the radiator and stored the car for some time. Then one day we took it out to drive it and found the radiator leaking a stream. An investigation revealed that the work had been done as I have mentioned.

As the radiator was fully efficient for summer use we did not care to throw it away, and hit on the following plan to make an emergency repair. The cross sections were removed and a small piece of an inner tube was tightly wrapped around the radiator tube and then wired in place with some wire. Recently I made a drive of more than a hundred miles with the radiator repaired in this manner, and not a drop of water leaked on the entire journey.

On another machine we have a cellular radiator which developed a slight leak. Following is the method figured out for repairing radiators of this type. Cut out of an old casing a piece of rubber from the tread. This piece should be pyramidal in shape and considerably longer than the radiator is in thickness, and should be cut in a shape similar to the cell it is to fill. At the base it should be larger than the opening of the cell. Then the small point is inserted and grasped with pair of pliers and pulled until it fits the cell very tight.

REVENUE FROM CARS MAKES HUGE JUMP

Owners of motor vehicles in the Dominion are footing the bill for highway construction and maintenance to an increasingly large extent; also, the increasing costs of operation of this utility are affecting the expected expansion of one of Canada's most promising industries, according to A. W. Campbell, Dominion Highway Commissioner. During 1924 the total revenue from motor vehicles in Canada to the Provincial Government will exceed \$13,000,000.

Based on the average rate of increase in the total number of motor vehicles registered in all the Provinces since 1920. Mr. Campbell pointed out, there are now being operated in Canada 626,266 cars of all types. In 1920 the total registration was 415,187. In 1921 the total was 500,348. In 1922 it was 554,657. In 1923 it was 585,079—a total increase since 1920 of over 40 per cent. This increase, said Mr. Campbell, is very much less than the total increase of vehicles secured by the different Provinces from motor vehicle owners by way of restriction fees, operator fees, fines and miscellaneous sources.

In 1920 the total income of all Provinces from motor vehicles amounted to \$6,016,028. In 1921 it was \$7,669,495, an increase of over 27 per cent; in 1922 it was \$9,279,248, an increase since 1920 of over 54 per cent, and in 1923 it was \$11,402,421, or an increase of nearly 60 per cent. Based upon the average rate of increase in this revenue, the different Provinces will secure in 1924 from this source about \$13,240,000. This amount will probably be under the actual revenue derived as a consequence of the operation of the motor vehicles, as, in addition to Alberta and Manitoba, which collect a tax on gasoline used for motor vehicles purposes, two other Provinces—Quebec and Prince Edward Island—are this year collecting a similar tax.

WHIP SOCKET ONLY FITTING USED WHEN AUTOS FIRST BUILT

A whip-socket was the only equipment on the first automobile sold, and that was put on only because the manufacturers could not buy dashboards without whip-sockets on them. To-day automobiles can be purchased that have as many necessary comforts as can be found in the modern Pullman car or hotel suite.

"Automobile manufacturers more than had their hands full trying to perfect their product, and had no time to give to the consideration of what, to them, was minor and inconsequential accessories," said a local car dealer. "This resulted in inventive minds outside the industry perfecting appliances of the automobile."

Only Market

"The only market for these accessories was the early automobile dealers and their later kin, the accessory merchant. These dealers pioneered the devices now in common use, and to-day are intruding every new appliance."

"Until not so many years ago it was the accessory dealer who supplied autoists with even such necessities as warning horns and headlights. The dealers introducing many different types of horns and lights, and in that way demonstrated through actual service what types were best. They also created a universal demand which finally resulted in every manufacturer equipping his cars with lights and horns."

"The nature of the accessory business has been in taking new and untried articles and popularizing them. When they have proven the worth of the article and popularized it, it has been taken up by first one manufacturer and then another and made standard equipment. This, however, has not killed the business for the accessory man, as there are always owners of older model cars who are in the field for the accessory, and there also is a substantial replacement business."

Work About Completed

"After inspecting a modern, fully equipped automobile to-day it seems that the pioneer work of the accessory man is about completed. That is the same thought that was paramount 10 and 15 years ago, and is just as fallacious now as it was then. Many more comforts and refinements, now only fragmentary ideas, will be developed and brought to the accessory man for introduction."

CANADA'S SCENIC RESOURCES

While the people of Canada are rapidly coming to realize the value of their natural parks from both the health and business viewpoints, it is notable that up to the present people from other countries are in larger numbers than Canadians discovering and visiting them. Of the 88,763 people who visited the larger national parks on the main railway lines in the season of 1921 approximately 65,000 came from outside Canada. That is to say in round numbers three-quarters of the total number come from abroad and one-quarter from Canada. The figures for the year 1922 are not yet in, but when complete the totals, it is expected, will be considerably larger than in 1921, and the large proportion of visitors from abroad will again be a striking feature. This coming from other lands, involving even the crossing of the seas, to get our playgrounds and scenic wonders is a most practical and impressive testimony to their high character. That people who know the mountain regions of other countries are coming in steadily increasing numbers to spend their holidays in Canada is another reason added to the list of patriotic arguments for seeing Canada first.

It is not that Canadians in becoming seized of the value of their natural parks desire to have them for themselves and to keep out people from Great Britain, the United States and other countries. On the contrary they see that great as are the direct benefits of this travel they are probably exceeded by the indirect benefits, such as improved understandings and relationships and the making known of the country as a field for investment and permanent residence. The desire is not to exclude but to participate in the good things at home to which attention is thus drawn. And the developments in Canadian national parks in the last few years, and particularly the linking up of the system of motor roads toward the close of the construction season of 1922, make it easier than ever before for people whether they seek recreation in rest amid ideal surroundings or in strenuous mountain climbing, whether they travel by train or by motor car, to find what they seek in the Canadian national parks.

PUTTING THE TYRE INSIDE THE WHEEL

The Scientific American says: Pneumatic tires are very fine indeed, reasons a French inventor, so long as they remain pneumatic. But when the unexpected puncture or blow-out occurs there is annoyance and trouble. Moreover, the pneumatic tire tends to defeat its own cushioning aims by presenting so small a surface of contact to the road at a given moment, so small an area of rubber and volume of air to take up a given shock, that the jar must necessarily be transmitted to the car through the excessive reaction. So the inventor in question has given us a new design of wheel with the rubber and air inside. There is the usual hub assembly, and the usual rim; and there is a thin shoe of solid rubber to take care of contact with the road, with its inevitable wear. Between the two here is the "tire," consisting of the familiar inner tube and an outer shoe. This shoe is made in two halves, longitudinally, faced with a material which has a rubbery ground the outer and inner circumference, and a sole function is to support the inner tube against the air pressure, while it is entirely free from mechanical wear, it may be much more cheaply

constructed than the present shoe, and particularly it need have no tread. The placing of the tube inside the shoe is a very simple matter compared with the present wrestling match involved in getting a shoe on a rim; and the freedom from puncture and blowout insures that once in, it may remain in a long time. Finally, the inventor claims that the entire lower half of the tire is in play at every given moment, so that there is a much more gentle and effective absorption of all shocks, even though solid rubber is in contact with the road surface.

South Augusta

South Augusta, Aug. 23.—Mrs. A. P. Bissell, Miss Jessie Bissell, Howard Bissell and the Misses Sheridan were recent visitors at S. Wright's.

Mrs. L. Kelly and Miss Effie Kelly were visiting friends along the Rideau.

Rev. M. Beaton, Winnipeg, is visiting this week at Horton Easton's.

Mr. and Mrs. V. C. Steck, Mr. and Mrs. C. Adams, Cleveland, Ohio, and Mr. and Mrs. V. Parker are visiting Mrs. Steck's brother, Leonard Easton.

Miss Edith Reed, London, Ont., and Herbert Reed, Detroit, are visiting friends here.

Mr. and Mrs. G. Lawson and baby, New York, Mr. and Mrs. A. Haffie and Stanley Haffie spent Sunday at John Towse's.

Mr. and Mrs. W. Byers were recent visitors at John Beattie's.

Mrs. R. Best is visiting her sister, Mrs. W. Chase.

Mrs. W. Towse, Montreal, is spending a few days with her parents, Mr. and Mrs. C. B. Murray.

Homer Landon left for the west on Friday.

Miss Flora Shipman, Hamilton, is visiting friends here.

The friends of Howard Warren will be pleased to learn that he is making steady improvement after his recent operation.

Kenneth Landon, little son of Mr. and Mrs. F. Landon, is a patient in St. Vincent de Paul hospital.

St. George's church purpose holding a social on the church grounds on Wednesday evening, August 27.

GRANDMOTHERS OF ALGONQUIN GUESTS WOMEN'S INSTITUTE

Sports to be Held in the Village

Sampler Worked in 1817 One of Articles Shown.

NEWS OF THE DISTRICT

Entertainment Arranged by Management of the Lansdowne Fair.

Algonquin, Aug. 19.—The Women's Institute met on Thursday afternoon at the home of Mrs. W. J. Dawson. There was a very large attendance. The Institute entertained the grandmothers of the community. After the business part of the meeting a very interesting programme followed. The first was the roll call which was responded to by each member exhibiting some relic of their grandmother's. A number of very old relics were exhibited, among them a sample shown by Mrs. H. Latimer and worked in 1817 by Maria Godkin. Mr. Latimer's grandmother, A chorus by the young girls dressed in old time fashions was very much enjoyed. Recitations by Mrs. C. Earl and Mrs. Harold Dawson were given, as well as a piano solo by Miss Lydia Earl. Refreshments were served, including cake, ice cream and lemonade. Before closing the meeting pictures were taken of the grandmothers, visitors and institute, also one of the girls in their old time costumes. A very pleasant afternoon was spent by all. The next meeting will be held at Mrs. Harold Dawson's on September 11.

Miss Susannah Walker, of Brockville, is visiting friends and relatives here.

A number from this vicinity visited Bishop Mills on Sunday to see the ruins of the cheese factory.

Mr. and Mrs. J. Earl spent a few days in Ottawa recently.

Miss Hazel Robinson spent Sunday in Kempenville the guest of Miss Gertrude Lee.

J. Crippin, of Utica, N. Y., is visiting relatives here.

A demonstration will be held on H. Latimer's grounds on Tuesday, the 26th, from noon until 9 p. m., for the purpose of demonstrating practical and economical methods of providing running water and installing modern conveniences for farm homes. The public, both men and women, are invited to visit the truck at their convenience.

Mrs. Lucy Earl and Miss Lydia Earl are visiting relatives in Rockville.

J. Murray, of Maynard, was a guest of Mr. MacInnes at the home of G. Seely for a few days.

G. Drew and Mrs. Drew, of Brockville, spent Monday here at the home of W. J. Dawson.

Mr. and Mrs. D. Cooper, accompanied by Mr. and Mrs. C. Johnston, of Leas, were motored to Ottawa on Sunday and spent the day.

A missionary service was conducted at the Methodist church on Sunday evening. Mrs. J. H. Murray, of Maynard, delivered a very interesting address.

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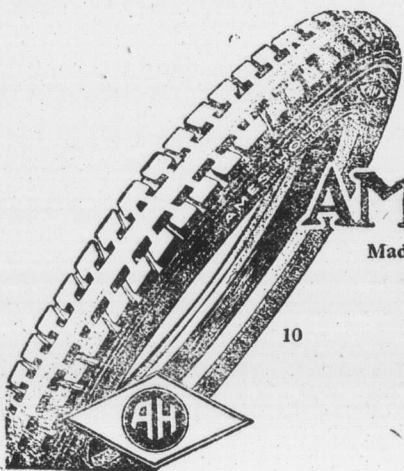
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