

Road Making

(Experimental Farms Note)

There are many miles of roads which must be maintained by some means, more or less inexpensively. On the Dominion Experimental Farms, the Split Log Drag is found to be one of the most useful implements for this purpose. It is now in use in many localities and an increasing mileage of the rural highways of this country is being kept in repair economically by the use of this simple implement.

CONSTRUCTION OF THE SPLIT-LOG DRAG

A dry, sound red cedar log is the best material for a drag, the hard woods being usually too heavy for this purpose. The log should be from seven to eight feet long and from ten to twelve inches in diameter and carefully sawn down the middle. The heaviest and best slab should be selected for the centre, both flat sides to the front and set on edges thirty inches apart, giving the back half a set-back of sixteen to eighteen inches at the right end so that when the drag is drawn along at an angle parallel to the ditch on the right side of the road, the end of the back half will be directly behind the front half, as otherwise the ditch end of the rear slab would stick out past the ditch end of the front slab, crowding into the bank and interfering with the proper working of the drag.

Two cross-pieces are wedged in two-inch auger holes bored through the slabs and on the right hand side a piece of scantling is inserted between the ends of the slabs. This is of great value in strengthening and stiffening the end of the front slab.

In working a clay or gumbo road it is advisable to put iron on the lower edge of both flat sides. Handles may be attached to a piece of iron similar to a piece of wagon tire, the irons to be hinged to the back of each end of the front slab. By pressing the handles the drag could be raised, thus depositing a load of dirt which is desired to fill a hollow or increase the crown at some particular spot.

A platform of inch boards held together by three cleats should be placed on the stakes between the slabs. These boards should be spaced at least an inch apart to allow any earth that may heap up and fall over the front slab to sift through upon the road again. The end cleats should be placed so that they will not rest upon the cross stakes, but drop inside them. These cleats should extend about an inch beyond the finished width of the platform. An extra weight may be added if necessary but it is seldom needed.

To use the drag, attach a chain to the left cross piece which is behind the front slab, running the other end of the chain through the hole in the front slab near the right end. It is a mistake to hook this end of the chain over the front slab as in the case of the other end for when the drag strikes a stone or snag there is great danger of toppling forward. With the right end of the chain drawn through the hole in the slab as suggested, this danger is entirely obviated.

The operation of the drag is very simple though there are many fine points that may be learned by experience. For ordinary smoothing purposes, the drag may be drawn up and down the road one or two rounds commencing at the edge and working towards the centre. Usually it is drawn at an angle of about 45 degrees. For the last stroke or two the drag may be drawn backward with the round side of the slab to the front and with comparatively little angle.

There are two stages when roads will drag and one when you cannot do a job satisfactorily. The first stage is when they are in a very sloppy condition in spring or in other seasons after a heavy rain. A road may then be shaped up wonderfully well, and after the surface has a chance to dry a little, before it is cut up with traffic, it will make a smooth, fine road. Dragging at this stage fills ruts and sends the water to the ditches. After this soft stage comes a sticky stage when the mud will roll up under the drag and the road cannot be reduced to a satisfactory condition. After this again, when the surface approaches a crumbly texture, the drag may be used very successfully.

Arthur Peas, Their Value to the Canadian Farmer

(Experimental Farms Note)

This variety stands today among field peas as the earliest in commerce that will give profitable yield. There are earlier field varieties and very early varieties among the garden sorts, but they will not return, when grown for general purposes, a commensurate profit on the labor expended. It has held true, as it does in practically all classes of grain, that the advance has been made at a slight sacrifice in yield, but as the Arthur matures some three to four days in advance of the Golden Vine and Prussian Blue vari-

NOW RAISES 600 CHICKENS

After Being Relieved of Organic Trouble by Lydia E. Pinkham's Vegetable Compound.

Oregon, Ill.—"I took Lydia E. Pinkham's Vegetable Compound for an organic trouble which pulled me down until I could not put my foot to the floor and could scarcely do my work, and as I live on a small farm and raise six hundred chickens every year it made it very hard for me."

"I saw the Compound advertised in our paper, and tried it. It has restored my health so I can do all my work and I am so grateful that I am recommending it to my friends."

—Mrs. D. M. Alters, R. R. 4, Oregon, Ill. Only women who have suffered the tortures of such troubles and have dragged along from day to day can realize the relief which this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, brought to Mrs. Alters. Women everywhere in Mrs. Alters' condition should profit by her recommendation, and if there are any complications write Lydia E. Pinkham's Medicine Co., Lynn, Mass., for advice. The result of their 40 years experience is at your service.

eties, depending entirely on the district, this slight loss is a negligible factor in the parts of Canada where, if the Arthur variety were not grown, it would be practically impossible to grow peas with either satisfaction or profit.

The Arthur variety carries its bowers in a cluster or "crown" at the end of the vines, thus differing in habit from the other varieties, Golden Vine and Prussian Blue, which bear their flowers distributed at various points over the stems. It is thought that this characteristic renders the Arthur variety somewhat susceptible to injury in districts where very dry heat prevails at time of flowering. The results from our southern prairie stations where it gives a slightly lower yield, especially at Lethbridge, Alta., tend to confirm this opinion.

This variety serves its best purpose in the northern districts, within the fifty-first and fifty-fourth parallels in western Canada and all the northern districts of the eastern provinces extending up to the fifty-first parallel. Small districts lying within the defined territories, subject to both late spring and early fall frosts, may find even the Arthur variety too late for their peculiar conditions. It must not be assumed that this variety is only suitable where its early maturity effects its slightly lower yield. In the eastern provinces, in many cases, it yields equally well with the Golden Vine and Prussian Blue varieties and, on account of its superior colour and quality, frequently commands a higher price on the markets. The Golden Vine and Prussian Blue varieties are, however, old standard sorts, which give high yields and wherever the grower has had success with either of these, untroubled by the problem of maturity, we would not recommend him to change for the Arthur. In the extreme southern parts of Alberta and Saskatchewan, we would recommend these varieties in preference to the earlier sort.

In peas, like in all other classes of grain in Canada, there is a keen need for early, productive varieties. With certain limits the problem of securing the combination of earliness with a large yield can be solved by plant breeders, and it is not too much to expect that the Arthur variety may some day be replaced by an earlier maturing field sort that will give an equally large yield. Until that time, the Arthur variety can be recommended universally in Canada to all farmers who find difficulty in ripening field peas before frost or who are anxious to grow a fairly prolific sort that will produce seed of fine quality and high market value.

Jesse Martin, of Hurstmeaux, Sussex, G. B., an 83-year old farm worker, has 21 children and 100 grandchildren.

TRY THEM TO-DAY

YOU have read letters recommending GIN PILLS. Your dealer keeps GIN PILLS. Why not suffer from Pains in the Back and Side, Rheumatism, Lumbago, Gravel, Brick Dust Deposits, and Difficult Urination when the remedy is at hand?



159

SHIP BUILDING IN YARMOUTH COUNTY

Business Rushing in Old and New Yards at Yarmouth and Wedgeport

[Telegram]

The Milton Shipbuilding Co., will, within a day or so, commence operations in their yard just south of the Cosmos Cotton Co.'s property. They have purchased from the D. A. R. a small building already on the premises, which they will remove to the southern side and convert into a machine and tool shop. Mr. Deveau, their master builder, has been at Lake Annis for some days past, where he has done a considerable amount of work on the framing in the mill at that place. The keel has been about all cut and shaped and is expected to arrive at the company's premises by the D. A. R. Mr. Deveau intends to start immediately in preparing the yard and erecting necessary buildings so when actual work begins it can be rushed to completion with the least possible delay.

Mr. Jerry d'Entremont, who will be master builder on the new schooner to be built by Mr. Walter D. Sweeney, south of the woolen mill office building, commenced on Wednesday to prepare the moulds for the new craft.

AT WEDGEPORT

Capt. Hilaire T. LeBlanc, who is building the coasting steamer at Wedgeport, was in Yarmouth Friday morning and reports the work on the craft so far advanced as to be about ready for launching. Owing to the ice in the river, however, it is not probable that the vessel will be put afloat until the first high tides of April, which occur on or about the 10th. This vessel is about 150 feet in length over all and upwards of 400 tons capacity. As soon as launched she will be brought to Yarmouth to receive her machinery.

Capt. LeBlanc, as soon as the yard is cleared up after her launching, will immediately commence work on another and larger steamer. A large proportion of the material for this vessel is already milled and on hand. She will measure 165 feet over all and will be upwards of 600 tons freight capacity.

The auxiliary fishing craft being built at that place by Capt. Fred LeBlanc and others will also be launched early in April.

Minard's Liniment Cures Diphtheria.

The Quality Goes Clear Through



A Sincere Car

WHAT more can be said of a motor car than that it is sincerely built—that honest material and honorable workmanship are joined with wise engineering in its construction? Such a car is the Gray-Dort.

Over a half-century ago the Gray institution was founded on just such a basis. We believed that growth, stability, ultimate profit were all dependent on giving value to our customers. The size and reputation of the Gray business to-day bears us out. The almost instant success of the Gray-Dort car is the result of a continuation of that policy.

It is a car sincerely designed to give great value. It is a car of character. The new Gray-Dort embodies all the good features that won instant success for former models. The 4-cylinder motor is a triumph of smooth, economical speed and power. The chassis is sturdy and quiet. The springs are long. The upholstery is deep. The equipment is absolutely complete from electric starting and lighting to the tools. New lines of beauty have been given this model. The five-passenger touring car is \$1,125; the three-passenger fleur-de-lys roadster is \$995; the Gray-Dort Special, beautifully finished and with extra details of equipment is \$125 above the list. All prices are f.o.b. Chatham.

GRAY-DORT MOTORS LIMITED

CHATHAM, ONTARIO

AGENTS

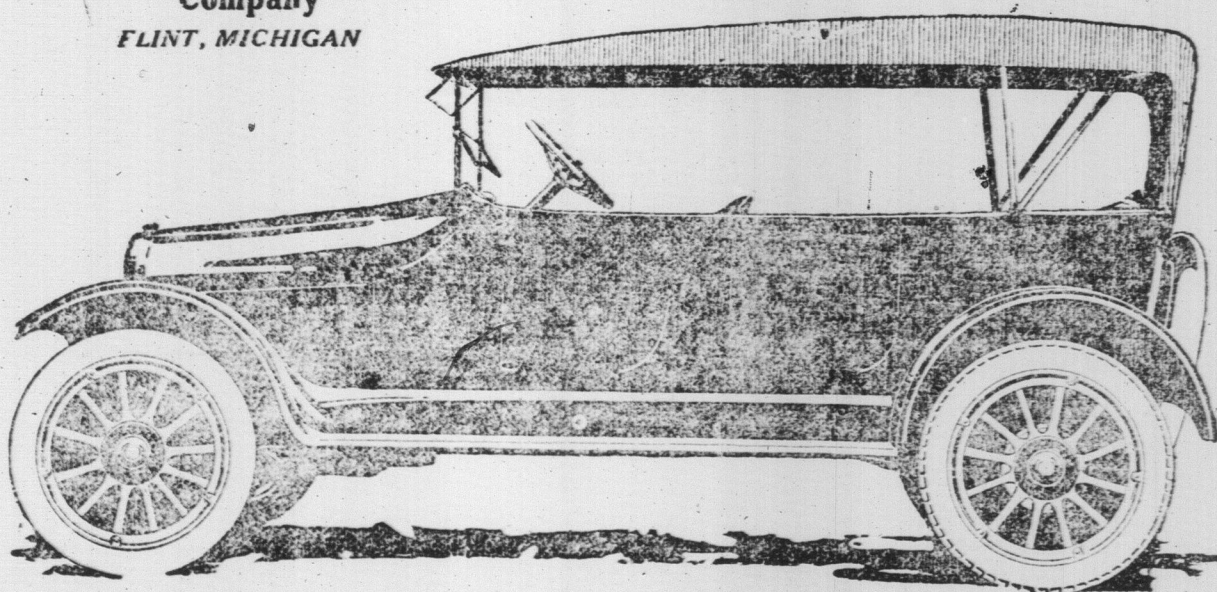
FRED E. BATH

BRIDGETOWN, N. S.

Dealers in Every Locality

In the United States:

The Dort Motor Car Company
FLINT, MICHIGAN



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The Coronation of Winter

The full orb moon is climbing up
The darkened wall of evening sky.
The hill and dale are both wrapped up
With winter's robe that closes doth
lie.

In her soft light, the crystal ice
Which covers every forest bough
Appears as jewels far more nice
Than ever sat on kingly brow.

Struck by the grandeur of the scene,
An offspring rare of Nature's law,
The man of pomp, in human mein,
Does stand, of Nature's God, in awe.

Within the circle of the Crown
Earth's gems are held with jealous
hand,
But no unkind nor snobbish frown
Can close those now spread o'er our
land.

The youth embarks on life's long
stream,
In full pursuit of glittering wealth,
But after long and fruitless dream,
Where is his trust in failing health?

Faith in the new Jerusalem,
Comes sure and strong within his
breast,
As he regards each emblem gem,
And trusting goes to his long rest.

HERMANN C. MORSE.

March 1918.

LEMON JUICE IS FRECKLE REMOVER

Girls! Make This Cheap Beauty Lotion to Clear and Whiten Your Skin

Squeeze the juice of two lemons into a bottle containing three ounces of orchard white. Shake well, and you have a quarter pint of the best freckle and tan lotion, and complexion beautifier, at very, very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of orchard white for a few cents. Massage this sweetly fragrant lotion into the face, neck, arms and hands each day and see how freckles and blemishes disappear and how clear, soft and white the skin becomes. Yes! It is harmless.

Arrow Points

Sputtering spoils much.
Do the right thing in the right way.
The Lord always leaves us something to pray for.

What is really saved if the soul itself is lost?
Many who take the credit of Christianity, do not carry its credentials.
Whatever our creed or church may be, If Christ Himself we miss, We hold no Bible guarantee Of everlasting bliss.

PASTOR J. CLARK.

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THE ROAD TO WEALTH

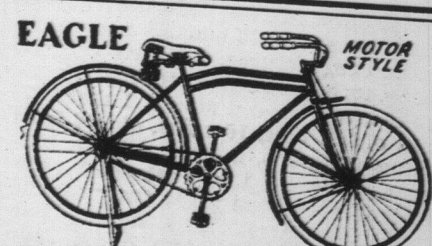
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An Advertisement in

The Weekly Monitor

O. S. DUNHAM, Publisher.

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Write to-day for our big FREE CATALOGUE showing our full line of Bicycles for Men and Women, Boys and Girls.

MOTOR CYCLES
MOTOR ATTACHMENTS
Tires, Coaster Brakes, Wheels, Inner Tubes, Lamps, Bells, Cyclometers, Saddles, Equipment and Parts of Bicycles. You can buy your supplies from us at wholesale prices.

T. W. BOYD & SON,
27 Notre Dame Street West, Montreal.

NOTICE!

ALL persons having legal demands against the estate of Freeman Beardsley, late of Port Lorne, in the County of Annapolis, Merchant, deceased, are requested to render the same duly attested within two months from the date hereof; and persons indebted to said estate are required to make immediate payment to

SUSAN BEARDSLEY.

Probate granted the 8th day of March, A. D. 1918.
Port Lorne, N. S., March 11th, 1918.
49-101

DANGER LURKS EVERY ONE OF US

We Are As Full of Dead Poisons As A Germ Laboratory.

AUTO-INTOXICATION OR SELF-POISONING

"FRUIT-A-TIVES" Absolutely Prevents This Dangerous Condition.

The chief cause of poor health, our neglect of the bowels. We matter, instead of passing from the lower intestine regularly every day, is allowed to remain there, generating poisons which are absorbed by the blood.

In other words, a person who habitually constipated, is poisoning himself. We know now that Auto-intoxication, due to non-action of the bowels, is directly responsible for serious Kidney and Bladder Trouble that it upsets the Stomach, causes Indigestion, Loss of Appetite and Sleeplessness; that chronic Rheumatism, Gout, Pain In The Back, relieved as soon as the bowels become regular; and that Pimples, Rash, Eczema and other Skin Affections disappear when "Fruit-a-tives" is taken to correct Constipation.

"Fruit-a-tives" will protect you against Auto-intoxication because this wonderful fruit medicine acts directly on all the eliminating organs. 50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

TRAVELLERS' GUIDE

DOMINION ATLANTIC RAILWAY

Change of Time
January 7th, 1918

For information and folders apply at nearest ticket office.

R. U. PARKER,
Gen'l. Passenger Agent

H. & S. W. RAILWAY

Accom. TIME TABLE Accom.
Wednes- IN EFFECT Wednes-
days only March 10, 1918 days only

Read down	STATIONS	Read up
11.19 a.m.	Y. Middleton	5.00 p.m.
11.41 a.m.	*Clarence	4.28 p.m.
12.00 m.	Bridgetown	4.10 p.m.
12.32 p.m.	Granville Centre	3.43 p.m.
12.49 p.m.	Granville Ferry	3.25 p.m.
13.12 p.m.	*Karsdale	3.05 p.m.
13.30 p.m.	Ar Port Wade	2.45 p.m.

Connection at Middleton with points on H. & S. W. Railway & Dominion Atlantic Railway.

W. A. CUNNINGHAM

Div. F. & P. Agent

Yarmouth Line

WINTER SERVICE

Leave Yarmouth Wednesdays and Saturdays for Boston.
Return, leave Central Wharf, Boston Tuesdays and Fridays.

For tickets, staterooms, and additional information, apply at Wharf office.

J. ERNEST KINNEY

Superintendent,

Yarmouth, N. S.

BOSTON & YARMOUTH S. S. Co., Ltd.

THIRTEEN WEEKS

In either our Business or Short hand Departments or for an elective course from each for \$35 is what we offer. You cannot combine your training in any other school in the city. We have many more calls to help than we can supply.

Enter any day at

MARITIME
BUSINESS COLLEGE
HALIFAX, N. S.
E. KAULBAUGH, C. A.

\$100 REWARD

A reward of \$100.00 will be paid for information that will lead to the arrest and conviction of any person or persons found cutting any wood or timber, or committing any trespass on lands owned by us.

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