

**Bargains in**  
**Easter Jewelry**

We are giving special discounts on all lines from now until Easter. Should there be anything you want we invite you to "shop" here. There will be no harm done if you do not care to buy. You are always welcome.

Everything new in Jewelry and prices moderate.

**W. F. McCARTY**  
 Wedding Rings Marriage Licenses

**Red Arm Band**  
**Whooping Cough Sign**

(Special to The Post.)  
 Lockport, N. Y., March 15.—Demanding more stringent quarantine measures against the spread of the whooping cough, the Mothers' Study club and the Mothers of this city, have petitioned Mayor George A. Brock, and members of the health board, to take action against the spread of the two diseases which were epidemic for some weeks this winter. At present there are upwards of sixty cases of measles and three whooping cough cases.

The petition was referred to the committee on house and sanitation. The petitioners also suggest the wearing of a red band on the sleeve of a child having the whooping cough. They also ask that these children be prohibited from attending school and entering stores, churches, places of amusement and other public places.

**CASTORIA**  
 For Infants and Children.  
 The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Watson*

**SALE MARCH 29, '13**  
**Horses and Cattle Sale**

Head of cattle to be sold regardless of price.  
 Choice Holstein and Ayrshire cows.  
 Cows all guaranteed in calf and sound in udder.  
 Cows all under 7 years old and in good condition.  
 Cows to be sold on credit at your own prices.  
 Steers and heifers and dry cows for grass purposes.  
 High grade holsteins and heifers rising two yrs old.  
 Head of cattle of all classes good conditions.  
 Horses workers and drivers, on credit.  
 Bay gelding first class worker, thirteen hundred.  
 Brown gelding 9 yrs. old sound and true, in all harness.  
 Chestnut mare good class guaranteed against autos.  
 Fr. of colts by Keswick, rising 3 yrs old.  
 Chestnut horse rising 5, weight 14 hundred and sound.  
 Full lined horse blankets, 72 inches long any price.  
 Strangles got to be sold cleaning out stock.  
 Sets single harness double stitched, any price.  
 All wool blankets any price, old single harness.  
 Set of second hand double harness.  
 Doz rawhide whips just from factory.  
 Doz cans of Stewart's Condition Powder.  
 Pair of canvas mitts for spring work.

**CONSIGNED**  
 Gang plough, 1 sulky rake.  
 Cultivator, 1 single plough.  
 Sphrester mower, 1 set harrows.

**TERMS**  
 Three months credit on cattle. Sixty days on horses. On approved joint notes, on all sums over twenty dollars. Twenty dollars and under cash. A discount at the rate of 7 per cent will be allowed for cash on credit amounts.

**W. A. Fanning** **G. Jackson**  
 Prop. Auct.

**Rules of the Road**

The annual report on highway improvement in Ontario for 1912, in addition to affording much interesting information relative to the progress being made with the county road system, and as to best methods of constructing roads, gives in summarized form the rules of the road, as they exist in the province, as follows:

1. When two vehicles meet on the highway, each driver shall turn to his right-hand side, allowing the other vehicle one-half of the road.
2. A vehicle or horseman overtaken in the highway shall turn out to the right and allow the overtaking vehicle or horseman to pass on his left side.
3. A person overtaking a vehicle or horseman in passing shall turn to the left-hand side sufficiently to avoid a collision; the person overtaken, to leave at least one-half of the road free.
4. In case of bicycle or a tricycle, the foregoing rules apply, except that the bicycle or tricycle can require only sufficient room on the travelled portion of the highway to pass; also when overtaking another vehicle, the person on the bicycle or tricycle is to give audible warning of his approach before attempting to pass.
5. When a vehicle is so heavily loaded that, when meeting or being overtaken, the driver finds it impracticable to turn out, he shall immediately stop, and if necessary for the safety of the other vehicle or if so required, he is to assist the person in charge to pass without damage.
7. A portable or traction engine is required, if practicable, to give half of the road, and to remain stationary until a horseman or horse-drawn vehicle has passed. The engine is to stop at a distance of not less than one chain from the vehicle, and assistance is to be given to the driver of the horse, if so requested.
7. Between sunset and sunrise, a traction engine on the highway is to be preceded by a person carrying a light.
8. Between sunset and sunrise, a red light is to be carried on the front of an engine, and a green light on the rear.
9. The speed of motor vehicles is restricted to 15 miles an hour, within a city, town or village, and 20 miles an hour on country roads.
10. Motor vehicles are not to be driven recklessly at any speed or in any manner dangerous to the public, having regard to all circumstances, and the amount of traffic on the highway at the time.
11. The driver of a motor vehicle is to exercise every reasonable precaution to prevent frightening horses driven on the highway.
12. A motor is not to pass a horse-drawn vehicle outside of the limits of a city or town, at a greater speed than seven miles an hour.
13. Should a horse appear to be frightened, or upon a signal to do so, the driver of a motor vehicle is to stop and take such steps as will enable the horse-drawn vehicle to pass in safety.
14. The rights of a pedestrian on the travelled highway are co-equal with those of a vehicle, and the driver of a vehicle is therefore required to exercise every effort to prevent injury or inconvenience to pedestrians when approaching or passing them. Irrespective of statutory provisions, every reasonable care must be taken to prevent accident to either pedestrian or vehicles.

**Post Representative Writes**  
**on Split-Log Drag System**  
**of Building Earth Roads**

St. Augustine, Florida, March 12.—D. Ward King, of Maitland, Missouri, the inventor and exponent of the "split log drag" is giving a series of talks throughout the United States on the building and upkeep of roads, particularly earth roads. Your correspondent heard him lecture at the Chataqua in St. Augustine and also had an interview with him at his hotel next morning.

Mr. King has in front of his farm as far as his jurisdiction as road-master goes, a half mile of what is said to be absolutely the finest dirt road on the continent. Before Mr. King took charge it was one of the worst roads in the section. At different places the road runs through different soils, for instance, a black loam soil for one stretch, then yellow clay, then alluvial soil. There were bad culverts, mudholes and seepy spots, and people used to drive through the fields in the spring to escape the worst of the wet spots. And it has now become this remarkably good road simply through the constant and intelligent use of the split log drag. Directions for building and using the King Drag can be procured by asking the office of Public Roads, Washington, D. C., for the King Drag Bulletin. Suffice it to say that the two sections of a split log are fastened together about thirty inches apart and with an edge of each against the ground. The apparatus is dragged behind a team at an angle of about forty-five degrees. It is dragged in such a way that the accumulated surplus earth is ploughed toward the centre of the road. Every third trip the order is reversed so that the surplus is thrown to the outside of the roadway, thus keeping the crown of the roadway from becoming too high.

The roads should be dragged after every heavy rain, so that layer by layer a thick waterproof coating of clay is baked onto the road by the sun. If this is done the ditches will take care of themselves, and are almost unnecessary, for who cares where the water goes once it is shed by the roadbed. Mr. King told of a number of cases where a puddle or sink hole had extended from fence to fence and after a King Drag had been put through it a number of times, thus heaping the mud in the centre of the road and leaving the water all at the edges, the sun baked the mud heap and after a few more treatments with the drag the hole disappeared altogether as far as the road was concerned. Today there was as good, hard, dry road there as any place else, and the water at the sides did not affect the drainage or hardness of the road in any way. To illustrate how it was possible to have good dry road with ditches full of water or bogs on each side, Mr. King pointed to the case of the hog pen.

Many farmers had noticed how at one part of the pen there would be hard, dry, sun baked soil, while immediately adjoining there would be a deep, watery mud hole which never seemed to dry up, but held the wet week in and week out without losing it or having the dry plateau become soggy also. This water was retained because the animals wallowing in it had worked the clay into a kind of water proof paste which would not allow the water to escape into the surrounding ground. Let the farmer do the same thing in his garden, say dig a hole two or three feet square, and pour as much water as he pleased into it. No matter what the quantity, it would all seep into the ground almost as fast as he could pour it in. The hole was not water proofed with this "puddle clay," which had been worked up by the animals.

It was the same way on the roads. The passing traffic worked the earth into this water proofed "puddle clay," and as soon as a rut or pitch-hole appeared the water stood for days after a rain to be worked and ground into the roadbed and soften the whole foundation. Big ruts, pitchholes and generally bad and muddy roads were the natural consequence.

Now if the King Drag had been used after each rain the layer of water proofed clay would be spread evenly over the entire road, and the ruts and pitchholes would be filled in. The sun following bakes the clay hard and able to withstand a large amount of traffic. If the dragging is kept up the road gradually gets built up of the puddle clay and becomes entirely impervious to moisture beyond a small mud layer at the surface. As the road now has a water-proofed crown, it does not matter where the drainage goes as long as it is off the line of traffic. The water would find its own way off and ditches are unnecessary.

The present method of dumping loads of earth in the centre of the road is entirely wrong, and the road does not recover from it for a couple of years. The King Drag method of building roads layer by layer, of water proofed material and at the cost of only the time of dragging is

the only method that does not make a road worse before it makes it better. It is the occasional mud hole that makes a road bad. One never sees a half mile of road entirely bad. The King Drag eliminates the ruts, mudholes and springy places.

Mr. King maintains though that for sections where the land is worth thirty dollars per acre it will pay the farmers to macadamize their roads if they can get the stone and gravel within five or six miles. If the land is worth one hundred dollars per acre the macadamizing material can be brought over a hundred miles with profit to the farmer. A macadam road stands more traffic than a dirt road. After the macadam road was built the King Drag was the best method of keeping it in shape, filling in ruts, pitchholes, etc. at a minimum cost.

Mr. King makes it a practice every spring of throwing the last of the largest snow drifts off the road so that the road bed gets a chance to dry, and does not become cut up by being worked up by the traffic. He has had such good results from this practice that he is laying particular stress on it in his lectures wherever the climate is cold enough for snow.

Ontario roadmasters might save themselves a lot of trouble by a few minutes' application of the snow shovel in the spring wherever the drifts have a tendency to hang on after the rest of the snow has disappeared.

**ASSAULT CASE**  
**IN COUNTY COURT**

A session of county police court was held yesterday afternoon before County Police Magistrate Moore. Mr. Walter Harrison, of Toronto, was charged with assaulting Mr. Aaron Applebaum, of Lindsay. The assault occurred in Emily on Tuesday, Feb. 18th. The information reads, "did then beat, wound and ill treat him, thereby then occasioning to him, the said Aaron Applebaum, actual bodily harm." Mr. L. V. O'Connor appeared in the interests of Mr. Applebaum, and G. H. Hopkins, K. C., for Mr. Harrison.

Messrs. Harrison and Applebaum are horse buyers, and were buying horses on the day in question. Mr. Applebaum, in his evidence, said that he met Mr. Harrison and another man on the road near Downeyville. He said that the two men occupied the whole road, and that it was necessary for him to turn out into the ditch. Witness said that the accused struck his horse with a whip. He and accused had a few words. The other man present, (Mr. Costello) witness said, told him to mind his own business. Witness said that accused hit him five or six times, but that he did not strike back. Mr. Applebaum was in Downeyville again that day trying to find out who the other man was. He saw him and accused also. Mr. Applebaum went to Dr. White for treatment on two occasions.

Dr. Clarke, on being called, said he examined Mr. Applebaum some days after the assault. He found a slight irritation.

Dr. White, in evidence submitted, said that Mr. Applebaum had an indication of inflammation in the region in which he was struck (the left side of the chest) and told him to take care of himself.

Dr. Wood was the first witness for the defence. He said he had been requested by Mr. Harrison to examine Mr. Applebaum. He did so and did not find anything but a normal condition.

Mr. Edward Costello was the next witness. He said that he and Mr. Harrison were on the road talking. Accused told Mr. Applebaum to go past, but he did not. Then accused struck at Mr. Applebaum's horse. Some talking ensued. Mr. Harrison then left his cutter and gave Mr. Applebaum a few punches. Mr. Applebaum swore, and said he wanted the road. Mr. Harrison accused Mr. Applebaum of following him around.

To Mr. O'Connor: Mr. Costello said he was on the beaten side of the road, and that there were no ditches on either side. At the time Mr. Harrison struck Mr. Applebaum, Mr. Harrison had his back to Mr. Costello. Mr. Harrison swore first. After he was hit, Mr. Applebaum also swore. Mr. Costello told the men they should not fight. He told Mr. Harrison not to hit Mr. Applebaum. Mr. Applebaum did not have time to hear much of the conversation. He could have passed on the other side.

Mr. Walter Harrison said that he had seen Mr. Applebaum several times that day. Witness said that Mr. Applebaum was following him

around. He said that he and Mr. Costello were not on the road. Witness said Mr. Applebaum drove right up to his cutter. Mr. Harrison told him to go on, as he was not going to allow him to interfere any more. Witness said Mr. Applebaum said he had a right to the road. Mr. Applebaum stood up in his cutter, and witness said he either hit him or pushed him.

To Mr. O'Connor: Witness said he might have been excited. He was not sure whether or not he pushed or struck Mr. Applebaum. He told Applebaum he did not want him "butting in."

Messrs. Hopkins and O'Connor reviewed the evidence.

In giving judgment Magistrate Moore said he would have to find Mr. Harrison guilty of assault, and impose a small fine. It had been shown in the evidence that Mr. Applebaum could have driven past. He does not deny it himself. Mr. Applebaum's actions were an annoyance to Mr. Harrison. However, that did not free Mr. Harrison. It would be a warning to both of them. The Magistrate imposed a fine of \$2.00 and costs, the costs being \$22.35.

**OBITUARY**  
**SARAH A. EVANS.**

The death occurred in Omemee on Sunday, March 16th, of Sarah A. Evans, wife of the late Mayor Evans aged 59 years.

The funeral will be private, and

will leave the family residence, King st. east on Wednesday afternoon at 2 o'clock to Omemee cemetery.

**MRS. CANON RIGBY.**  
 Port Hope, March 17.—Mrs. Rigby, wife of Rev. Canon Oswald Rigby, Head Master of Trinity College School, died last night after a lingering illness. A service will be held in the school chapel tomorrow afternoon, and the remains will be taken to Toronto for interment.

**To The Public**

We are Agents for Parisian Sage, and We Know the Guarantee is Genuine.

PARISIAN Sage, the quick-acting hair restorer, is guaranteed—

- To stop falling hair.
- To cure dandruff.
- To cure itching of the scalp.
- To put life into faded hair.
- To make harsh hair soft and luxuriant.
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It is the most delightful hair dressing made, and is a great favorite with ladies who desire beautiful and luxuriant hair. Large bottle only 50 cents. The R. T. Booth Co., Ltd., Fort Erie, Ont., Canadian makers.

E. Gregory, Lindsay.

**ADVERTISE IN THE POST.**

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**Have Smart and Lovely Hats and Suits For EASTER**



Little wonder there is a great deal of talk around and about our millinery parlors and mantle and suit rooms. For there is a wonderful variety of attractive Hats in all the soft rich colors and tints of tans and yellows, cerese, blues, greens and taupe, and suits that are well tailored and would delight any woman.

- DRESS SILKS**  
 We would especially ask the Ladies to see our heavy Black Silk with the new Satin finish, 38 inches wide. Special 98c per yard.
- Bonnets' Heavy Black Satin Duchess Dress Silk Every yard stamped in gold letters, 38 inches wide. Special 1.25 per yard.
- CREAM SERGES AND BEDFORD CORDS**  
 We are showing a large assortment of Cream Serge and Bedford Cord Suitings, pure wool goods from 42 to 54 inches wide, from the coarse weaves to the finer weaves, per yard. \$1.00, 75c and 50c.
- PANAMAS AND SERGES**  
 We have on sale for another week a collection of pure wool serges and panamas, note the width, 54 inches, in colors only of brown, greens and black, per yard. 49c.

**WAKELY'S**

One Door East of Dominion Bank, Kent Street