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READY
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When In An
Automobile Don't--

Wear hat pins over one foot long. Giggle when the tire punctures. Try to run his car unless the owner can afford it. Describe a sixty horse-power car as "awfully cute." Ask a man stretched under a car with a bag of tools, "Is there anything the matter?" Leave pins sticking straight upright in the auto. Grab the steering wheel or the arm of the driver in case of an accident. Accept invitations for a fixed dinner hour when touring country roads. Blow your own horn. Leave that for the chauffeur. Confine all your attentions to the scenery. Wait until it is forced upon you. Keep urging your driver to speed unless you have \$25 in your own pocket. Get a veil to match the car. He may change the car—or the girl. Suggest that the driver's hands are greasy after replenishing a dope can. He may see them himself. Ride as though you expect to have your picture taken every minute. Enjoy yourself. Tell him you are just crazy about him in those goggles. He knows better. Forget to close your ears when his fingers slip on the exhaust pipe. Offer suggestions on the way you should run the car. He may have driven one before. Detain a taxi for a last good-bye. It comes too high. Don't rubber to see if the lady in the machine passing by is his wife. Laugh when removing a bad spark plug he accidentally becomes a conductor of the current. He may be saying his prayers.

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Constipation and its
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Throw up the spark lever when he is cranking the engine. Scream when the machine skids. The driver doesn't like it any better than you do. Take such a short cut down town that you will have to cut someone else to get there. Keep up a fire of questions crossing a crowded street. You may ask one too many. Think because it has a license you both have to get one. A FEW FOR PEDESTRIANS Don't stop to kiss Johnnie good-bye in the middle of the street, and give him instructions how to be a good boy when you are away. He may like to see his mother again. Don't stand in the open road to watch the coming race between the motor cop and an auto. You are liable to get in it. Don't wear an automobile veil every time you walk downtown to shop. They may raise the price when they see it coming. Don't think that you have to give a near guess at the name of every machine that's passing. It's too amusing to those who know. Don't ask for all the auto pamphlets that's published, just to make the future look prospective to neighbors. They may get wise. Don't cut Mrs. Smith's friendship because she is so stuck on her new automobile. They all get that way at first. It isn't a bad feeling.

AWAKENING OF SCIENCE
TO THE VALUE OF FRUIT
What is "FRUIT-A-TIVES"?

Medical men are just beginning to realize the possibilities of fruit in curing disease. Its action on the liver, kidneys and skin is wonderful. Yet fruit in its raw state is impracticable in treating disease because of the minute quantity of the active or curative principle contained in fruit juice. A physician in Ottawa, after years of patient work, discovered a process, whereby the medicinal or bitter principle of fruit juice is increased in quantity and thus a more active and more valuable substance is obtained. "Fruit-a-tives" is the only medicine in the world made of fruit. Hundreds of prominent people in every section of the Dominion owe their good health to "Fruit-a-tives." Hundreds more are daily becoming stronger and better by taking them. "Fruit-a-tives" is daily proving its inestimable value as a natural cure in all cases of Constipation, Biliousness, Torpid Liver, Backache and Headache, Neuralgia, Rheumatism, Kidney and Skin Troubles. 50c. a box, 6 for \$2.50, or trial box, 25c. Sold by all dealers, or sent, postpaid, on receipt of price by Fruit-a-tives Limited, Ottawa.

A Graphic Story of the Wreck of the Great German Airship By One Who Was On Board

(By G. Ward Price, who was in the wrecked airship Deutschland)
Since I fell with the broken down Zeppelin Deutschland into the tall fir trees of the Teutoburger Wald there are two questions which have been put to me, not once, but a hundred times. They are these: What did it feel like? What do you think of the prospects of passenger traffic now? To the first it is hard to give a disappointing answer. To fight a losing battle with a hurricane for nine hours on end; to fall in a few seconds down through four thousand feet of empty air, with the certainty that did one chance to come down in the clearing of the forests—and there was a large clearing eighty yards away from where we struck—extinction would be the result—these sound like exciting experiences. Indeed, it is only after reading a large number of accounts of our adventure by people who were not with us, that I realize just how desperately exciting it really ought to have been. I have read how, with blanched faces, we stared into each other's eyes in sickly horror as the earth rushed up to meet us; how we huddled together in terror at the impending death; how, with quivering lips, each exhorted his fellow to courage in the moment of peril, and how, when the danger was over, we broke into exclamations of thankfulness at our reprieve from destruction.

Deutschland's crew—tried veterans of the air all of them, with the frank, buoyant glance of men who daily stake their lives in a contest of their own skill and daring against the strength of the elements. There was the director of the company, an engineer named Herr Colmann, an immense fellow, standing six feet two, with deep chest and broad thick shoulders. He has the tight lips of a self-reliant man, drawn down at the corners in a grimace that he has acquired by looking frequently and closely in the face of physical peril. His cheeks are scarred by the schlager slashes he received in the student days. There was his fellow director, Herr Eckener, a sun-burnt man with light brown beard and the activity of a top gallant hard. There were the officers of the ship, who fought the storm for nine wild hours—Captain Kahlenberg, a weather-beaten military officer; Lieutenant Wagner, a dashing young sailor; and Engineer Durr, Count Zeppelin's oldest man, with a stump where the middle finger of his right hand used to be. It was the coolness of these men that braced us against the unfamiliar perils among which we found ourselves. As I walked away through the forest in the failing light of the afternoon and looked back at the shattered hulk that sprawled its crippled length along the green sea of swaying fir-trees, the recollection of the enthusiasm that had filled me at the beginning of our flight came back in strong and cynical contrast to my mind. Indeed, we had triumphed too soon. And yet it seemed at the moment of that silent ordered powerful ascent at Dusseldorf that the practical era of flight had in fact begun. We were, it seemed to us, in at the making of world-history. The generations of the future would look back to this June day and to this near Rhineland town of Dusseldorf to find the beginnings of regular practical commercial airship travel, where passengers paid their money and had their flight just the same as they might have a ride in an omnibus. The days when daring pioneers—inventors and danger-loving sportsmen—alone ventured themselves into the uncertain, pathless beings, chained from the dawn of time, till now to the surface of the earth were being admitted to the new element which science had conquered for us. It was our initiation into a new dimension.

I had prepared myself for a sensation as we rose from the sandy heath at Dusseldorf. I had imagined that the ascent would feel like a rush skywards in a lift of tremendous velocity. Instead, we reached a height of 500 feet so steadily and gently that if I had not been leaning out of the window of the car I could not have believed that we had left the earth. How comfortable it was. We lay back in our wicker chairs. A plate of caviare sandwiches stood on the window ledge beside each of us. The surface of the wine in our glass was unrippled.

Fascinated by the wonder of our position, we gazed down upon the earth on which we used to live, and which we used to think was all. All? Why, here was another universe opening around us. We were free to voyage anywhere, high or low, far or wide, in this wonderful kingdom of the air. Again we would turn our eyes downward to the quaint little toy world a thousand feet below. It was as if we saw it from another planet. How neat and tidy it looked. The roads were so straight; the gardens so charming, with their geometrical displays of color. And the people! What curious manniniks! Little black things with a white hat at one end for their upturned faces, jerky movements of their legs, and arms, stumbling often over obstacles that are too infinitesimal for us Olympians even to see!

Here below us is open country. The park has a high wall round it. What do we care for walls? Now the house is beneath us, a quaint, weather-beaten rambling old castle of The Thirty Years' War. It is surrounded by a wide moat and has a drawbridge. No doubt the occupier thinks his privacy impregnable. Well, here we are, floating two hundred feet above his courtyard! And now what are the prospects of passenger flights in dirigible balloons? This short lived Zeppelin expedition has proved, at any rate, that in set fair weather, aerial passenger excursions are safe and luxuriously comfortable. There is not, for the ordinary constituted person the least sensation of giddiness, sickness or insecurity. But for a regular traffic service to be feasible, considerable improvements must be made. Motors must be constructed of greater power and much greater reliability. A motor defect on the road is an annoyance; a motor defect in the air may be the cause of a fatality! The ballast capacity of the next Zeppelin will also be increased. Then garages and landing facilities must be widely distributed all over the neighborhood of the route before security is assured. There should be havens of refuge in every direction, so that the airship need not risk her existence and the lives of her passengers in an uneven struggle against her relentless enemy, the wind.

But the thing will come. Every beginning is dark, as the German proverb says, and I, for one, hope before long to take my airship ticket for London—not as a fantastic adventure but in the ordinary routine of travel.

Inspector Archibald Favors Paroles
After Observing Its Results He Considers That Department is Justified In Continuing It
Ottawa, July 26.—Out of 3,100 prisoners released under the parole system from Canadian penitentiaries, jails, etc., during the eleven years since the system went into effect only about 65 have failed to live up to the promises they made; and going back to lives of crime, have had to be kept in penal institutions again. Dominion Parole Officer W. P. Archibald is at Toronto to inspect jails, etc., there. He has just got back from inspections at Kingston, Dorchester and St. Vincent de Paul. He considers the results of the efforts made amply justifies the step the Government took in authorizing the Justice Department, under certain conditions, to allow convicts to be released on parole. It is known that only a small portion—around 15 or 20 per cent—of those incarcerated in penitentiaries are really criminal—that is, would under nearly all circumstances, live lives of crime. Most of them get into trouble through sudden temptations that they were unable to resist. Statistics show that it costs the state about \$250 a year to maintain those kept in penitentiaries and jails. One year 300 men released on parole were watched closely and it was found that they earned \$110,000 and those who had families assisted in keeping them. It is claimed this is a good deal better than "boarding" them at the public expense; and there is in addition the important encouragement given to the men that it pays them to keep straight. In 93 per cent of the cases dealt with the results have been entirely satisfactory. It is understood that a comprehensive report regarding the parole system, the number affected, etc., will be prepared for presentation to the members of Parliament at the next session of the House of Commons. It may be of interest to state that of the 3,100 referred to, 1,300 were from jails and the rest from penitentiaries.

Sturgeon Point's Annual Regatta
Popular Event Will Be Held This Year At Date To Be Decided Later
Sturgeon Point has practically decided to have a regatta this year, and one greater than ever is anticipated. Last evening a meeting of the cottagers was held in the rain shelter at the upper wharf, and the matter was thoroughly discussed. There had been some talk of holding the event on Civic Holiday, but the attractions at Fenelon Falls, Peterboro, and other places prevented that day being set. A general committee, whose names will appear later, appointed of practically all of the villagers, and at the meeting next Monday, the president, treasurer, secretary, and sub-committees will be elected. As the financial standing of the Association is strong, when the usual subscriptions have been taken up, prizes of will be offered as an inducement to several times the value of last year enter the interesting events. It is intended that the prizes will be the most valued offered by any of the Kawartha Lake regattas, and that is worth considering.

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Sturgeon Point's Annual Regatta
Launch races will be numerous this year, and suitable classes will be made, giving everyone owning a motor boat an opportunity to decide whether or not their neighbor's craft can trim him. Canoe races of all kinds and a tilting tournament will likely be instituted as well as swimming contests besides. The actual date of the regatta will not be set until next Monday, but it will probably be about a week from Civic Holiday. New and dainty pins will be sold again this year, and the committee will wear badges to enable contestants to distinguish them when wishing advice concerning the events. If only the people of Sturgeon Point and Lindsay will become interested, the annual Sturgeon Point regatta can be made an enjoyable day that will be reminded for many years.

Annual District Financial Meeting
The annual district financial meeting of the Methodist church, Lindsay district, was held today in the Queen-st., Methodist church. There was a good attendance of clergymen and delegates. The work for the ensuing year was mapped out, and several interesting addresses were delivered.

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