

Other Papers' Opinions

(Buffalo Express.)

An automobile driver tried to cross the track ahead of the Black Diamond Express. He is dead.

Unfortunately, three other persons are dead, nine are seriously injured and 24 have been painfully hurt. The automobile, instead of being thrown from the track, was ground under the locomotive and derailed it.

This was an unusual railroad accident. Cases in which the highway vehicle wrecks the train are, at least, uncommon. The Express does not recall ever having read of one before. Moreover, it was the kind of accident that no foresight or care on the part of those operating the train could have prevented. To be sure, the train was running fast, but the Black Diamond is built to run fast. Abolition of grade crossings is the only preventive measure which could be suggested to public or railroad authorities.

But there is a preventive measure which this accident ought to impress strongly in the minds of all users of highways. It is needed as much in these days when the common highway vehicle is capable of railroad speed as it was in the era of the horse. It is the old rule which may still be read at the approach to every railroad crossing: "Stop, look, listen."

Empty Cradles.

(Leslie's Magazine.)

France's gravest danger is not external. If she perishes it will be not by murder, as the shrieking militarist politicians would have the world believe, but by suicide. She is a waning nation. Notwithstanding the accession of Alsace-Lorraine, which approximately compensated in population for her war losses, she had nearly four hundred thousand less inhabitants in 1921 than in 1911. It will be only two or three years now before she will cease to be the first of the Latin nations. Italy will have displaced her. Fecund Germany has five times as many babies in a year as sterile France. The tragic significance of this is unmistakable. No power of arms can definitely maintain a people unable to replenish itself. A great French medical authority estimates that, unless his country's birth rate speedily increases, in less than a generation it will have degenerated into a second-class power of only twenty-five million inhabitants, and a great military authority adds this touching and sorrowful warning: "France is dying because her cradles are empty." All the reparations in Europe can not compensate for this condition.

The Unsightly Billboard.

(Ottawa Journal.)

The Women's Municipal League of New York is promoting a movement for the protection of citizens against ugliness in the way of billboards. It is seeking wider control over billboards in New York and elsewhere. Some United States communities already enjoy fairly complete control of billboards. Ten years ago the Supreme Court of the United States upheld Chicago in its dispute with the companies owning billboards as to the municipality's power. The Women's Municipal League, however, does not think the public is yet ready, either to prohibit billboards altogether or to insist that their advertisements conform to aesthetic standards. It is recognized that certain kinds of street advertising are expressive of the life of the community and so acceptable. It urges, however, that billboards in the open country have not this virtue and are unqualifiedly offensive. They are prohibited in England and France and the league wants them prohibited in America.

The Two Ages of Men.

(Richmond Times-Dispatch.)

Of all the ages of man there are only two: cribbage and dotage. The ages in between do not count. They vary so with personal experience that they can not be analyzed, weighed, appraised. There is no way of sticking a value on them. Yea, verily, brethren, it is only at the start and at the finish that we count, and on either end we omit both teeth and hair.

MOTHER O' MINE

If I were hanged on the highest hill, Mother o' mine, O mother o' mine! I know whose love would follow me still, Mother o' mine, O mother o' mine! If I were drowned in the deepest sea, Mother o' mine, O mother o' mine! I know whose tears would come down to me, Mother o' mine, O mother o' mine! If I were damned of body and soul, Mother o' mine, O mother o' mine! I know whose prayers would make me whole, Mother o' mine, O mother o' mine! —Kipling.

ONTARIO HIGHWAYS BULLETIN

Reports of Road Conditions on Provincial System, as Compiled by the Department of Highways, up to May 20.

Light grading and dragging have been steadily carried on during the past few weeks and the Provincial Highways, where sufficiently advanced, are good. Numerous contracts for paving, grading and other construction are being let, and contractors will be starting work immediately. Oiling and tarring are being carried on, and while temporarily inconvenient later results will be of marked advantage. The necessity of certain detours will be unavoidable; but detours are being marked and turning points shown. The Department of Public Highways is endeavoring to keep these detours in condition as far as it is economically reasonable to do so.

Toronto to Kingston.—Toronto to Port Hope, very good from Rouge Hill to Port Hope; town of Oshawa laying pavement and detours within town. Port Hope to Belleville, in good condition throughout; please drive slowly where construction is in progress; no detours. Belleville to Kingston, good; eight miles between Napanee and Kingston, rough; no detours.

Kingston to Quebec Boundary.—Kingston to Gananoque, from Kingston 9 1/2 miles east, excellent; rest of the road, fair; go slow 1 1/2 miles west of Gananoque on account of grading. Gananoque to Brockville fair; use Lyn road from Young's Mills to Brockville; please drive slowly where signs appear, as there will be heavy construction ahead. Brockville to Prescott good. Prescott to Quebec Boundary, Johnstown to Morrisburg, good, except 1 mile west of Cardinal now under construction; no detours. Morrisburg to Dickinson's Landing, fair in dry weather; Dickinson's Landing to Cornwall, good; 4 roadside culvert detours between Manlick and Maple Grove; detours in good condition. Cornwall to Meadow Bay, fair in dry weather. Meadow Bay to Quebec Boundary, good.

Port Hope to Peterboro'.—Road in good condition; drive slowly through construction; roadside culvert detours south of Bewdly and north of Centerville; detours in good condition.

Picton to Foxboro'.—Picton to Belleville, good gravel road. Belleville to Foxboro' rough; no detours.

Kingston to Ottawa (via Smith's Falls).—Kingston to Smith's Falls, road fair; culvert contract between Kingston and Sealey Bay; culvert and grading construction 2 miles east of Elgin. Smith's Falls to Ottawa—Smith's Falls to Port Elmsley, in good condition all the way. Port Elmsley to Perth, culverts under construction, fair condition; Perth to Boyd's Corners, good. Boyd's Corners to Carleton Place, road and culverts under construction, in fair condition for traffic. Carleton Place to Ashton Corners good. Ashton Corners to Stanley Corners, road and culverts under construction and in fair condition for motor traffic. Stanley Corners to Stittsville, good. Stittsville to Bell's Corners, road and culverts under construction; in fair condition for motor traffic. Bell's Corners to Ottawa, road in good condition with the exception of section between Bell's Corners Station and the junction of Richmond Road and Base Line, section impassable in wet weather.

Ottawa to Prescott.—Road good throughout.

Ottawa to Point Fortune.—Ottawa to Green's Creek, excellent. Green's Creek to Orleans, under construction. Orleans to Clarence, excellent. Clarence to Wendover being graded, rough but passable. Wendover to L'Original, fair in dry weather. L'Original to Hawkesbury, good. Hawkesbury to Port Fortune, grading being done; road in good condition.

Ottawa to Pembroke.—Ottawa to

South March, take Richmond Road to Britannia. From Britannia to South March, grading and culvert construction going on but road passable in all kinds of weather. South March to Carp, fair. Carp to Arnprior, good. Arnprior to Renfrew, fair. Renfrew to Haley's, fair. Haley's to Cobden, grading operations, but passable. Cobden to Pembroke, fair; grading four miles south of Pembroke, but passable.

Toronto to Severn.—Toronto to Newmarket, good, except detour at Aurora subway. Newmarket to Severn, road good throughout; grading in progress 1 mile north of Bradford and 10 miles north of Barrie; culverts being built 5 miles north of Barrie; no detours.

Port Credit to Owen Sound.—Port Credit to Brampton, surface in fair shape. Brampton to Chatsworth, very fair gravel road throughout, except a 6-mile stretch east and south of Stielburne, which is under construction; detour from 25 Sideroad, township of Mono, westerly one concession, thence northerly, joining the Provincial Highway; portions rough.

Toronto to Hamilton (via Dundas Street).—Dundas street to Cookeville excellent; surface fair Cookeville to Sixteen Mile Creek. Sixteen Mile Creek to Clappison's, closed—under construction; through traffic for Guelph, detour at Trafalgar village, south to Oakville to Hamilton Highway, turn north at Aldershot through Waterdown to 4th Concession, East Flamboro, thence west to Hamilton-Guelph Road; advise all through traffic to use Hamilton Highway.

Hamilton to London.—Hamilton to Wentworth county line, macadam in fair condition; detour 1/2 mile west of Ancaster on account of road construction; detour in good condition. Wentworth county line to Gobles, concrete pavement and gravel road in excellent condition. Gobles to Woodstock, old macadam road rough traffic should watch for culvert construction between Eastwood and Woodstock. Woodstock to Ingersoll, roadway in good condition, but motorists should drive carefully owing to culvert construction. Ingersoll to Crumlin Corners, road in excellent condition. Crumlin Corners to London, closed to traffic owing to concrete pavement construction; detour in fair condition.

London to St. Thomas.—Road in good condition; concrete pavement construction between Talbotville and St. Thomas. Detour between Talbotville and St. Thomas, gravel road in good condition; advise through traffic to use Wellington road between St. Thomas and London.

London to Windsor (via Chatham).—Lambeth to Melbourne, gravel road in fair condition; motorists should slow down where culverts are under construction between Lambeth and Delaware; no detours. Melbourne to Thamesville, good. Thamesville to Chatham, clay roads; good when dry. Chatham to Maidstone, clay roads, fairly good when dry; detour between 1 1/2 miles east of Chatham and Chatham; condition good.

St. Thomas to Windsor.—St. Thomas to Clearville, gravel roads in good condition; road under construction between St. Thomas and Shedden; advise motorists to use St. Thomas, Fingal, Shedden road to avoid detour at Talbotville. Talbotville to Windsor, road generally good; detour between Maidstone and Oldcastle on account of paving; culverts being built east of Leaming-

ton and east of Blenheim; grading east of Blenheim and traffic should watch for overhead and side detours.

Hamilton to Jarvis.—Good for four miles, thence very rough to Caledonia; fair Caledonia to Jarvis; no detours. Simcoe travellers should turn west at Hagersville to Waterford-Simcoe road, as Niagara-St. Thomas road is blocked at Jarvis; back roads are all fair going in dry weather.

Hamilton to Niagara Falls.—Hamilton to Queenston, road good; detour between Mile 5 and Winona, via Barton street, good gravel road; detour between Niagara Falls and St. David's Hill, sand roads.

Niagara Falls to St. Thomas.—Niagara Falls westerly, grading under way from Lundy's Lane School to seven miles west; stone road to Welland. Welland westerly, grading under way through Crowland township and east of Wainfleet. Clay road to Beckett's Bridge, fair when dry. From Beckett's Bridge to Balmoral, stone road. Grading under way from Jarvis easterly; clay road passable. Jarvis westerly three miles, under construction and closed to traffic; thence fair to Simcoe. Simcoe to Delhi, fair; some grading six miles west. Delhi to Tillsonburg, fair; grading three miles west, road closed. At Jarvis keep south on Port Dover road one mile and turn west at second road, thence straight west into Simcoe, or turn west at Hagersville to Simcoe-Brantford road, thence south four miles to Simcoe. West of Delhi turn north at crossroad three miles from Delhi, thence west two miles, south 1 mile; fair road. Also sundry culverts under construction west of Courtland; drive carefully. Tillsonburg to St. Thomas, grading operations 1 mile west of Tillsonburg. Tillsonburg to Springer Hill, sand and gravel road, in fair condition. Springer Hill to St. Thomas, gravel road in good condition.

Brampton to Guelph.—Surface good throughout. Culvert construction will commence soon between Brampton and Georgetown, and Acton and Rockwood.

Hamilton to Guelph.—Road in excellent condition.

Guelph to Owen Sound.—Guelph to Fergus, good gravel road. Fergus to Kenilworth, fair clay road; grading in progress at several points. Kenilworth to Owen Sound, good gravel road; grading in progress north of Durham.

Arthur to Kincardine.—Highway in very fair condition throughout, but rough for short sections where grading is in progress—1/2 mile east of Teviotdale, 2 miles northwest of Teviotdale, and 1 mile south of Walker-

ton; these sections will also be heavy in wet weather.

Hamilton to Kitchener.—Hamilton to Dundas, grading construction in Binkley's Hollow; traffic to proceed carefully. Dundas to Galt, road fairly good throughout; macadam construction through Rockton, and the highway is closed to traffic at a point one mile southeast of Galt; detour to the west between the 9th and 10th Concessions, thence north into Galt on sideroad between lots 6 and 7; detour fairly good, but may be heavy in wet weather; approximate length, 2 miles. Galt to Kitchener, road only fair, and is under construction practically from Galt to Kitchener; recommend that traffic proceed from Galt through Blair, Doon and German Mills to Kitchener.

Kitchener to Goderich.—Very good; construction commencing between Stratford and New Hamburg, also between Clinton and Seaforth, Holmesville and Taylor's Corners; no detours necessary unless after heavy rain, when traffic should turn west at Holmesville 2 miles, then north to highway at Taylor's Corners.

Stratford to Sarnia.—Very good, except north London township west of Elginfield; detour between Elginfield and Denfield to 16th Concession London township; very good.

London to Stratford.—Very good; most of road in splendid shape.

GREATER TEA CONSUMPTION IN GREAT BRITAIN

The reduction of the English duty on tea by four pence a pound will undoubtedly result in greater consumption on the part of the public of Great Britain, which it now by far the largest tea consuming country in the world. Thus increased demand will tend to raise the present abnormally high market, and an increase in cost of teas throughout the world may be expected.

TO ENJOY PERFECT HEALTH

Every Woman's Wish—Read Mrs. Cassidy's Experience



Paris, Ontario.—"For five years I suffered with pains in my back and from other troubles women often have. All of this time I was unfit for work and was taking the different medicines that I thought were good. I saw the advertisement in the papers of Lydia E. Pinkham's Vegetable Compound and have taken it faithfully. I am now in good health and do all my own work. I recommend it to others and give you permission to publish this letter in your little books and in the newspapers as a testimonial."—Mrs. D. CASSIDY, Box 461, Paris, Ontario.

This medicine which helped Mrs. Cassidy so much is worthy of your confidence. If you are troubled with such ailments as displacements, inflammation, irregularities, or other forms of female weakness you should give it a trial now. Lydia E. Pinkham's Private Text-Book upon "Ailments Peculiar to Women" will be sent to you free upon request. Write to The Lydia E. Pinkham Medicine Co., Lynn, Mass. This book contains valuable information.

Perfectly True.

Mrs. Howe—This paper says that nice are attracted by music, but I don't believe it.

Mr. Howe—Why not?

Mrs. Howe—Because I never see any nice about when I play the piano.

Mr. Howe—Well, that's no reason for doubting the paper's statement.

Thomson's Bus Service

HEADQUARTERS: 230 Eighth St. E., Hahn House, Durham. DAILY—EXCEPT SUNDAY Effective Friday, May 12, Until Further Notice

OWEN SOUND---DURHAM

Table with columns for Daily A.M. and P.M. times and fares for routes like Owen Sound to Chatsworth, Williamsford, Dornoch, and Arrives Durham.

PARCELS CARRIED AT MODERATE PRICES. KEEP THIS TIME TABLE FOR FUTURE REFERENCE

Durham High School

The School is thoroughly equipped to take up the following courses: (1) Junior Matriculation, (2) Entrance to Normal School, (3) Senior Matriculation, (4) Entrance to Faculty of Education.

Each member of the staff is a University Graduate and experienced Teacher. Intending pupils should prepare to enter at beginning of term. Information as to Courses may be obtained from Principal. The School has a creditable record in the past which it hopes to maintain in the future. Durham is an attractive and healthy town and good accommodation can be obtained at reasonable rates. C. H. Danard, B.A., Principal. C. Ramage, Chairman. J. F. Grant, Secretary.

Groceries, Flour and Feed

WE ARE QUOTING THE FOLLOWING LOW PRICES:

Table listing prices for Maple Leaf Flour, King Edward Flour, Pastry Flour, etc.

SEE US IF IN NEED OF: Woodhouses Calf Meal, Hen Feed, Oat Chop, Corn Chop, Mangel Seed, Crushed Oats, Etc. Salt in 100 and 50 lb. sacks

SEED CORN (protected from Corn Borer) W. J. VOLLETT Groceries, Flour & Feed, Fresh Fruits DURHAM - ONT.

The People's Mills

Prices for Flour and Feed

Table listing prices for Sovereign Manitoba Patent Flour, Eclipse Flour, White Lily Pastry Flour, Bran, Shorts, Feed Flour, etc.

OUR FLOUR IS GUARANTEED These Prices are at the Mill, and Strictly Cash Highest Price Paid for Wheat delivered at the Mill Goods Delivered in Town Every Afternoon Phone 8, Night or Day.

JOHN MCGOWAN The People's Mill Durham, Ont.

A Double Escape

DOCTOR'S DAUGHTER'S STORY.

Another Toronto home provides evidence of how a simple cut, scratch or bruise, may pave the way to deadly blood-poison. Doesn't it show there's a vital need for keeping a reliable antiseptic like zam-buk, always handy? When called upon at 3, Business Avenue, Mrs. J. E. Zealley, daughter of the late Dr. Ewan, of St. David's, S. Wales, said:—"My boy Alfred scratched his leg with the brass tag of a shoe lace. A nasty poisoned sore developed and it defied all the usual ointments. Hearing splendid reports about zam-buk I decided to give it a trial. To my great relief, the balm soon caused healing to set in. All inflammation and poisonous matter was quickly removed by zam-buk. It healed the sore without leaving a scar. "Again when I fell over a steel fender and injured my knee badly, zam-buk alone saved me. My daughter, a nurse, was of the opinion that only an operation could remove the mass of inflammation and pus. But I again pinned my faith to zam-buk, and it cleansed and healed the wound in a few days." Equally valuable for eczema, pimples, cuts, burns, etc.