

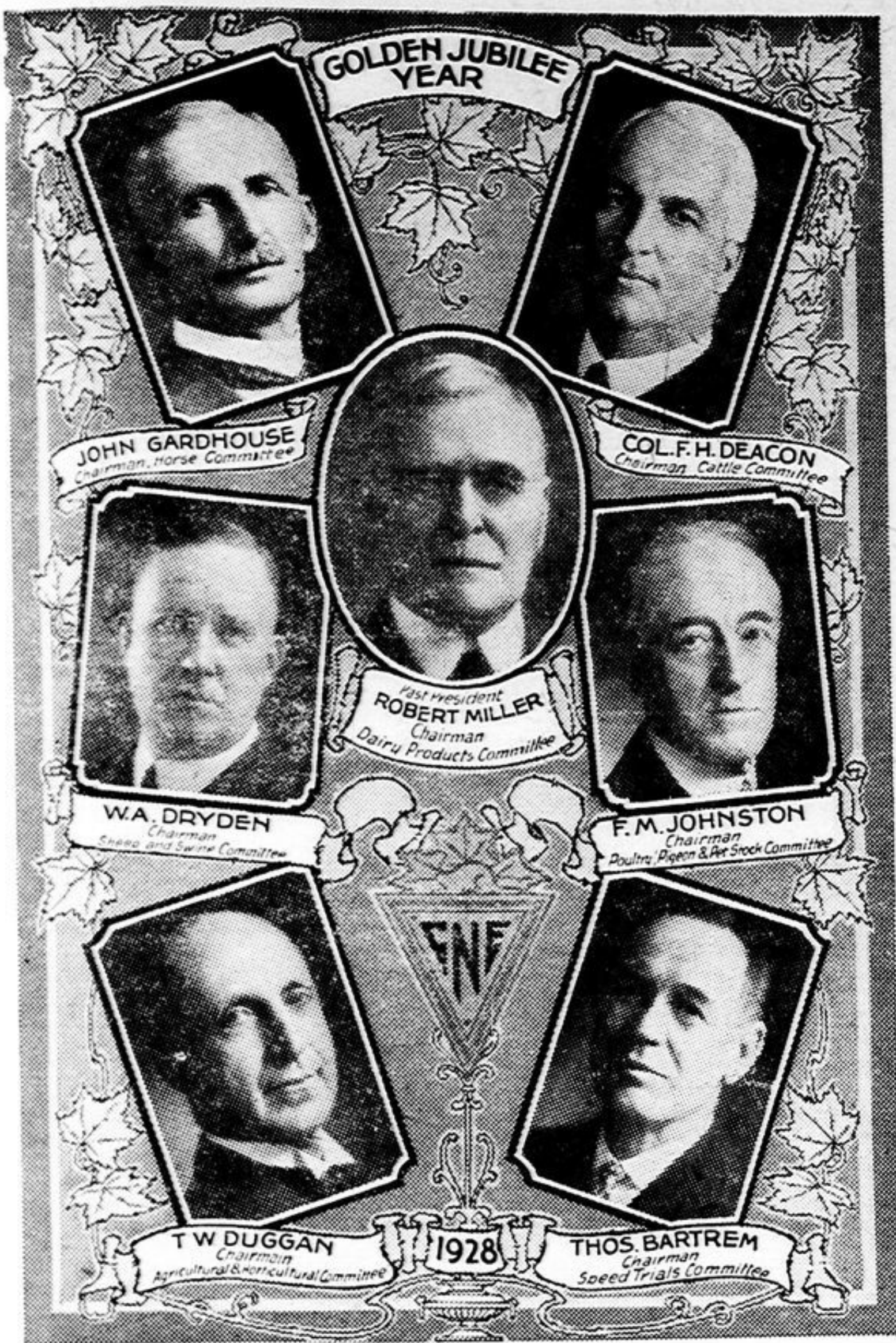
Principal Holstein and Holstein has class.

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MEN WHO WILL DIRECT THE AGRICULTURAL ACTIVITIES OF THE GOLDEN JUBILEE YEAR CANADIAN NATIONAL EXHIBITION

JAKE GAUDAUR FIT AND STURDY AT 70

We are glad to note from a recent issue of the Orillia Packet and Times that Mr. Jake Gaudaur, the most illustrious citizen of the place is hale and hearty, although he is too young a man to have that venerable phrase applied to him. Jake is seventy years old, but as Mr. Bertram M. Tate, Jr., says, "The one-time champion oarsman of the world holds his six feet and an inch or so as erect as any sergeant-major, and his broad, straight shoulders are suggestive of great strength. The years have passed lightly over his head and his movements are all lithe and energetic." This will hardly surprise those who know anything of Jake. He has never abused himself, lives in the open and spends most of his time fishing and shooting. Even to-day he can hold his own with any of the younger men in packing a deer out of the bush, making a portage and shooting a heavy boat through the water. Jake himself thinks that one of the main reasons he remains fit is that he gets proper sleep. In the interview with Mr. Tate the importance of sleep to maintain general health and athletic form was emphasized.

A Healthy Sport

Oarsmen and scullers wear well, and one reason is obvious—they do their training and perform their exploits on the water under the sun, and those who excel are prone to make their watermanship their hobby, so that whether they are in active training or have retired they are likely to be found on a boat whenever they have the opportu-

car, truck or motor car behind when coming to an abrupt stop.

Causes of Blowouts

The tires of the car are the most used and abused of all the equipment, being subject to the heat of hot asphalt, the sharp edges of broken stone on roads and the damaging effect of being driven over rutted roads, that grind off the rubber down to the carcass of the tire. Premature blowouts are the most costly difficulties. These cannot be repaired well enough to insure the full service of the tire. The main causes of blowouts are undue stress, brought about through the following causes or else others which produce equivalent strain on the carcass under the rubber:

- Driving the car several blocks on a flat tire.
- Driving over a brick or rock in the road at high speed.
- Driving across a hole in the pavement at high speed.
- Driving on street car tracks, which bends the bead section.
- Striking the curb of the street with the wheel at a sharp angle.
- Driving with tires underinflated, even to the amount of 10 pounds.
- Pinching an underinflated tire against the curb when driving against it.

Avoid these practices and the troubles may be avoided. The fractures resulting from such abuse may not show in the rubber, but the underlying cords will surely break.



"Very few women take 'flyers' in stocks," says Miss Elspeth Gillespie, above, said to be the only woman in Canada in charge of a broker's board room. Business women, however, are becoming more and more interested in stocks, she declares. Miss Gillespie is with a large Toronto brokerage house.

Jake comes from a rugged, long lived family on both sides. His full name of Jacob Gill Gaudaur points to his connection with the Gills, of which well-known family his mother was a member. From this family came Harry Gill, one-time champion all round athlete, George Gray, champion shot putter and later prominent in the pulp and paper industry, and John Gray, an oarsman of note. Jack's brother Charles was a fast man on the water. Jake was born on the Atherley side of the Narrows, the strait which connects Lakes Couchiching and Simcoe, but Mr. Tate points out with ill-concealed pride that when he was very young the family moved to the Orillia side and established a homestead which stood as a landmark for many years. Jake as a boy did not take kindly to farming nor did the prospect of learning a trade give him any particular kick.

A Born Waterman

His own bent was toward aquatic sports, and when he was quite young he attracted attention by the speed with which he could hrust a craft through the water. When he was seventeen he rowed and won his first race, and from then till 1896, when he won the world's championship for professional scullers, he was in hundreds of races—singles, doubles, pairs and fours. For five years he held the championship, and only once in that period was he called upon to defend it, so formidable a man was he and so few were those who thought they had a chance of beating him. There never was much money in being a champion oarsman for the simple reason that no promoter has been found ingenious enough to collect a big gate on the events. It is customary to decide rowing races on oceans, seas, lakes, rivers or rivers and people can go and stand around them. The genius who is able to put on a sculling championship in a stadium or arena will make a fortune, and who respectfully pass on the suggestion to Mr. C. C. Pyle promoter of the bunion derby and other hippodromes. Incidentally this feature is what has made it possible to keep amateur rowing so clean. As Ald. Joe Wright says, "So long as you can't build a fence around a sport, you can keep it amateur."

One of the Greatest Races

A couple of times in his career Jake rowed for a purse of \$5,000, and when he was twenty won a doubles, the value of which was \$500. The first time he was in a shell was in 1879 and his first race

in a shell was against McKen on Toronto Bay. His previous races and some subsequent races were in lap-screaks. By the time he was twenty, Jake had turned aside from other temptations to toil and had dedicated himself to the task of becoming the champion sculler of the world. He was twenty-eight when he made his unsuccessful attempt to wrest the crown from William Beach, and Beach was ten years older. This race is considered by some connoisseurs to have been one of the greatest struggles ever seen on water. It was for a \$5,000 purse and was rowed on the Thames. At the four miles Gaudaur was in the lead and, but for the stupidity of his coach, he probably would have won, but the coach gave him a wrong signal at Barnes Bridge. Instead of going under the middle span his coach signalled him to deviate from his course, thus giving Beach, who was better coached, a chance to catch up as they emerged on the other side of the bridge.

Took Title from Stansbury

Neither man could see for the last mile so terrific was the pace, and Beach admitted that he would probably have quit there had not the blunder of Gaudaur's trainer given him a chance when victory seemed beyond him. Great oarsmen hold their form for years and are rather slower to attain it than other athletes. When Gaudaur finally won the championship he was ten years older, and Stansbury, the Australian, whom he defeated, was ten years younger. This victory showed clearly that Gaudaur was the best man in the world at that time. He was rowing in the Halifax regatta when Harding, the champion, was preparing to defend his title against Stansbury. Jake cabled across challenging the winner, and by the time the regatta was over news came that Stansbury had won and had accepted the Canadian's challenge, but he stipulated that the race should take place in three weeks' time. So Jake had to hustle with his shell to New York, and when he arrived

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- 7-piece Sherbet Sets, 6 glasses and bowl 2.50
- 3-piece Table Sets, teapot, sugar and cream 1.50

The Variety Store

R. L. SAUNDERS, Prop.

MOTORS AND THEIR CARE

How Rear Axle is Strained

The most severe strain that can be placed on the rear axle or driving gear is to try to get out of a mud hole by backing up a little and then plunging forward in low gear.

An Efficient Radiator

The front of a radiator should be free from dirt, license plates and signs. Also the back of the radiator should be unobstructed so that nothing will impede the circulation of the air.

Properly adjusted headlights are of vital importance to safety in night driving.

A dragging brake will cause overheating in hot weather that might not occur in cool weather.

See that the old top is covered with a coat of top dressing. It is a good preserver and makes the top look like new.

Slipping of the fan belt may be due to its being too loose, oily or greasy; the fan may be tight on its bearings or the pulley may be loose on the shaft.

It is dangerous to take a chance in traffic and at crossings when the engine is cold. Power is necessary in an emergency and an engine that is not warmed up has a habit of stalling.

Loose terminal wires should be covered with rubber tubing to prevent a short circuit. To do this, the tubing should be slit lengthwise, slipped over the wire and taped firmly in place.

Correct Lubrication Adds Life to Car.

To secure maximum efficiency and prolong the life of an automobile, it is necessary that the correct lubricants are used at the right time and in ample quantity. So much depends on lubrication that every owner ought to make a special study of the subject. Repair bills can be reduced, many avoided altogether; better fuel economy may be had, less trouble on the road, fewer accidents, and, in general, better and cheaper motoring, if only lubrication is properly attended to. The basic law of

lubrication should be this: Lubricate according to speed and load. The heavier the load on the part, the more careful one should be that a film of lubricant is constantly maintained. The faster the part runs, the hotter it gets, therefore, the more closely lubrication should be watched. Some parts get hot simply because they operate fast, as, for example, a transmission bearing; others because they move fast and are heated from an outside source, as a piston, which takes the heat of explosion. High pressure grease lubrication is being used on a great number of cars. It has proved its superiority over the handturned grease because of its efficiency. The old-fashioned oil hole is practically gone, so is the cheap oil cup of small size with the snap cover. They get covered with dirt and oil and become clogged quickly. It is difficult to force oil in place without forcing some dirt with it.

Kerosene on Windshield Glass

The use of kerosene or gasoline to wash the windshield will cause drops of water to be larger when the glass is moist, increasing the glare to the eyes and causing the windshield wiper to operate badly.

Rear Axle Trouble

Half the time rear axle trouble might be avoided by more considerate driving. This unit gives considerable trouble if the car is handled roughly. Easy clutch engagements, careful gear shifts and more gentle use of the accelerator pedal will make rear-end trouble almost unknown on any make of car.

Gasoline Economy

Every operator of a motor vehicle should learn to drive with as "lean" a mixture as will give efficient operation when the engine is warm. The carburetor adjustment necessary for this will give a mixture too lean for a cold engine and some skill in the use of the "choke" and the throttle to avoid stalling is required. This skill is easily acquired, however, and the resulting saving in gasoline consumption will repay the effort. Good drivers also usually have the minimum throttle opening set so that the engine when warm will just keep turning over without stalling when the hand throttle lever is set at idling position. This is an important gas saver. To avoid stalling with a cold engine all that is necessary is to advance the hand control lever slightly until the engine is warm. Another gas saver is to drive so that gas is saved through gears and when going through gears the "picking up" on high the throttle opening is just sufficient to give the acceleration required and no more. Racing the engine and more "loading" it by feeding it more gas than it can take smoothly and easily are very common practices and waste a lot of gas without increasing speed of travel. For those who have not already learned to apply these rules, there will be a lot of interest and satisfaction in acquiring the necessary skill, experiencing the steady improvement and watching the increasing gasoline mileage.

Four-Wheel Brakes

Motorists operating cars equipped with four-wheel brakes should practice stopping continuously, with different degrees of pressure, keeping in mind that a quick blow on the brake pedal may result in injury to other passengers, in addition to racking the car. Too quick stopping will ruin tires and cause a strain on the differential or cause a strain on the rear axle. There is also danger of being bumped by a street



The Archbishop of Canterbury, Most Rev. Randall Thomas Davidson, who, with the Archbishop of York, joined in issuing a statement on the eve of the parliamentary struggle over the revised prayer book measure cautioning against "rash or irregular action". "The new responsibility laid upon the bishops of the church by the adverse vote is very grave," they said. The Archbishop of Canterbury's coming retirement is successively been interest as to his successor.

TENT MEETING
UNDENOMINATIONAL
Wed., June 28, at 8 p.m.

EVANGELISTS
H. H. Caswell J. D. Rensink

Main Street North of Durham Service Station Durham

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