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Six large and sunny rooms with steel ceilings and heavy pannelled ceiling in dining room; electric light throughout, porcelain bath and basin, hot and cold water supply, also shower; 1-acre freehold, motor garage. This property is thoroughly sound and in handy situation. Price £1200. Terms arranged.

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FOOTBALL NOTES.

SATURDAY'S GAMES.

PUBLIC SERVICE (14) v. UNION (7).

The teams were:—

Public Service.—Backs: O'Callaghan; Saunders, Fortune, Mackenzie; McDonald, J. Dalglish; L. Dalglish; forwards: Stobo, Langbein, Wilson, McDermott, Anderson, Sproat; Cameron, Hunter.

Union.—Backs: Euston; Roberts, Cockroft, Macdonald; Ashley, N. Kelly; E. Kelly; forwards: Stewart, Leete, Deegan, Smith, Galbraith, Lawrence, Mills, Murray.

There was some wind from the north-east and Stewart's kick-off was checked to half-way, after which play hovered about the middle in an undecided manner. McDonald eventually cutting in from J. Dalglish's pass and being well dumped for Service to lose ground. A kick would have given a chance of attacking position. A flash of Union forward play followed, but the Service first relieved. A successful appeal for off-side play sent the ball to middle, when from a line movement a rebound was ruled a knock-on and play halted. Service backs did a couple of ill-timed transfers, and Union forwards were just stopped by a cross from Dalglish, his substitute wing not coming up in time to attempt a dive check. Several more successful appeals brought long range kicking; but Service secured, for the side to lose ground with running across. Union forwards were straining but were beaten back by heeling and line-finding. Service five at length getting one to his second, McDonald, who cut in and sent to Sproat, the last named feeding McKenzie close to the corner. Union got out quickly enough, and bad exchanges and weak football occupied the time it took for the ball to come back to the middle flag. McDonald got clear and Saunders failing to reach him Dalglish came in twice, the effort finishing as usual in the man being sent out near the corner. Inefficient punting let Cockroft head a good rush, but a line saw Cameron feed Dalglish who crossed with boot to find his wing not there, the ball again being cornered through Union back inefficiency. Union swept the attack back to the 25, and Union were penalised for a touched punt. Langbein later secured and with a good feint got clear to pass to McDonald who sent to Saunders—to the old corner. A strong Union rush of Leete, Deegan, and Lawrence was checked, J. Dalglish feeding Fortune well to score wide. Service 3. From the 25, Cockroft came up from the backs with a good, spoiling dash but found no one to carry on the good work, although his forwards were doing much strenuous ground recovery that the backs should have gained by booting. The heeling and kicking of the Service backs saved rather stale forwards, but though Fortune feinted to the open, the ball passed from one side to the other, Stobo ending the effort with a kick-out. Union cleared in a trice, and some laughable speculations followed with the disgusted ball sneaking out at half-way to escape the rotten football. The line allowed poor one-handed pawings, and a lash fed McDonald who made a run, finishing by a bad bump to his Union namesake, the latter being unfit for play during the remainder of the game. Service backs tackled again, but Cockroft rushed through and cleared, sending the play to past the middle flag. Union forwards got into stride, but were penalised, but they came back. J. Dalglish made a sound tackle, which however could not halt the on-rush, and from a scrum half Kelly received to dive over in quick time. Union 3. Service 3. In placing the ball the Union evidently did not think it was down, Service charge being allowed, no kick taking place. If the ball was not put down intentionally, Service had a right to the kick. Half-time found the score three all. Public Service ran into attack at once through a good return by O'Callaghan, but Union sent them back, the dribble being spoilt by an excited lash, half Dalglish feeding O'Callaghan with whom the ball stayed. Galbraith and Deegan came into notice with dribbles, but O'Callaghan blocked. Union came again, Cockroft rushing up from five. On the sequent line Service forwards failed to pack, but Wilson cleared with a strong rush which did not go on, Union forwards coming into a great assault to be checked by Service half to middle. Union line secured, but Saunders marked the kick, the next return finding Cameron diving and securing the intending kicker, much ground being saved. Service fed,

and McKenzie was pushed out in the south-east corner at about five yards from home. Service were unlucky in receiving a free when their backs were in motion just on the line, the goaling attempt being poor. A long attack by Union followed, for once kicking into position finding favour and success, and Service backs had some tackling to do and do well. A cross by Service first was not wing-supported and the Union pack got along the field, when a free saw Union fumble the place, Service charge, Cockroft pick up the ball and kick, Roberts secure and pot. Union 7, Service 3. Langbein headed a rush, and appealed for being held when not in possession. Union now came into good loose work, and J. Dalglish did most of the defence, a pair of frees ending in a force. Service worked to Union 25, where a mark and an off-side failed to increase their score so the great Union pack dribbled to half-way, some handling occurring later and finding several Service backs weak in tackle. A kick came to Fortune who cut a man and fed McDonald, the unbettered three leaving Union 7, Service 6. Deegan headed a Union rush to Service 25, where Saunders checked well in spite of an injured shoulder. Then followed a period of soccer among Rugby backs, McDonald dribbling through from about half-way. Service 9, Union 7. Union pack again shone, but a defence pass by Service half to McKenzie went to over half-way. Then the Service heeled and kicked for position, a mark checking. Union tried a pass but lost ground by not kicking, preferring to transfer to standing men. Still the big scrummers worked it down, Service packing not being resorted to. Kelly gained further ground, but Cameron cleared with a strong dash, the line coming at half-way. Cockroft made an extra forward, his powerful frame bringing him well through, a free at the lad being posted and swung to the corner. Scrambles in front of Service goal saw Union unable or unwilling to give their backs work, the Union continued attack headed by Cockroft, finally sent back by O'Callaghan, the temporarily tired Union forwards allowing Service into their 25, where Fortune was well fed to score near the posts, McKenzie goaling. Service 14, Union 7. Union forwards again took charge, but the half and Fortune cleared. Again Union rushed the ball to the corner, but the effort had tired them, and Service easily cleared to half way. Then the whistle was heard for the last time, with the score, Service 14, Union 7. With a set of even fair backs, Union must have won; but they have no machinery for getting tries, all their attacking ventures beginning and ending with their really fine forwards.

BLUFF (18) V. BANKS AND LAW (3).

The teams were:—

Bluff.—Backs: Gilroy; Murphy, Philipson, Long; Galbraith, Brown; Finerty. Forwards: Fisher, Winter, Wroblewski, Trembath, West, Tall, McQuarrie and Hamilton.

Banks and Law.—Backs: Lopdell, Gilmore, Prain; St. George, Stead; Dykes. Forwards: Pryde, Knox, Wilcox, Broughton, Mahoney, Christophers and Lambeth.

The losers began with eleven men and finished with twelve, Rugby sides being fifteen. They were unfortunate in not being able to raise the quota; for Bluff backs soon used the ball they received, Bluff showing a marked improvement in handling, the first spell yielding six points, though their out of position tendencies would have been disastrous to them with a full side against them. The Banks came into several attacks, but their forwards were lighter than usual and their backs sparser. The few town side attacks were easily cleared, and Bluff scored four more tries of fair merit, the Banks and Law solitary coming from a kick and followed by speedy half Dykes. Bluff are now anxious to meet the Public Service team with an increase of confidence in their rapidly progressing backs and their gigantic forwards.

GOING STRAIGHT.

The revival meeting was at its height, and the congregation over-flowed through the open doors of the church. The preacher—a chocolate Sunday, you might say—was “preachin’ direct from the Bible.”

“Now,” he shouted, “we goin’ to see what the Lo’d say ‘bout sin.”

Opening the Bible, he ran his finger down to the text. Then he shook at the sinners.

“What does the Lo’d say ‘bout sin? Lo’d say: Man is prone to sin! That’s it, brethe’n man’s prone to sin. What’s that mean? Why, that means if you ‘hangin’ around the corners shootin’ craps, you prone to gablin’—you prone to sin! And if you all time takin’ what don’t belong to you, you prone to thevin’—you prone to sin! What you goin’ to do, brethe’n? What you goin’ to do? Why, just tu’n you prone around the othah way and be prone fo’ good!”

MOTORING NOTES.

CARE OF THE HOOD.

It is a well recognised fact that finish on the hood dulls before that on the rest of the car, due mainly to the extremes of temperature which the hood has to undergo. It is a very good plan to wipe off the hood when you get back into the garage after a run in the rain, because the water dries on the hood metal very rapidly, due to the warmth, and the drops are almost sure to spot, in time gradually dulling the finish. Of course, it goes without saying that any car's finish is better for being wiped off all over after being wet, but this particularly is important for the bonnet.

THE MOTOR CARAVAN.

Caravan enthusiasts there have always been, but never before has the motor caravan attracted so much attention. In one of the types now on the market, says the “Autocar,” the caravan itself is a trailer, and when at rest may be detached from the car so that the latter can act as a tender to be sent off on foraging expeditions when necessary. Accommodation is provided for twelve passengers in the day time, while at night sleeping accommodation for six is afforded. At the rear of the car an electric kitchen and buffet are installed, and electric lighting adds to the comfort of the occupants. Cupboards, shelves, and racks for small articles are plentifully provided, and the furnishing of the caravan in other respects partakes of the luxurious.

MOTOR TRUCK TEST.

At the recent industrial parade held in the city of Portland, in the American State of Oregon, was to be seen a remarkable float in the nature of a motor truck and trailer, which carried a locomotive. Mounted on the platform of the trailer was a 21-ton locomotive. The timber on which the exhibit rested weighed about three tons alone. The locomotive itself was jacked up so that the driving wheels were clear of the supporting timbers and the engine was run constantly during the parade. This huge load was hauled through the principal streets of the city for a distance of about 15 miles. Several stiff grades were encountered en route, but the motor truck easily climbed them. It was a striking demonstration of the hauling capacity and strength of the modern motor truck.

ELECTRIC STARTERS.

Here are a few don'ts which a writer in the “Autocar” has compiled for the use of those whose cars are provided with electric starters. Don't lose any opportunity of charging your battery; a starter battery is very unlikely to be damaged by over-charging as used on a car. Don't let the starter continue to run if the engine does not pick up at once; switch off the starter and look for the cause of the engine not working; a piece of rag soaked in petrol or a mixture of petrol and ether placed in the air intake of the carburettor is one of the most effective aids to starting up from cold. Don't (unless you are a shareholder in a battery company) think of moving your car about by means of the starter, it is simply idiotic. Don't switch on the starter with the gears in mesh, the gear lever may have been moved in your absence, so make a practice of feeling this before starting. Don't neglect the terminals of your battery, nor fail to keep the plates just covered by the addition of distilled water. Don't let the Bendix pinion become dirty or sticky from congealed oil; if so the pinion may fail to mesh although the starting motor itself revolves. Don't imagine that the fuses can have anything to do with the starter not working, fuses are not included in the starter circuit. Don't forget that failure of the starter is caused in about 90 per cent. of the cases by ill-treatment or neglect of the battery.

SOMME BATTLEFIELDS.

WORK OF RECONSTRUCTION.

Reporting on the work of reconstruction in his district, the Prefect of the Somme states that 800 square miles are being cultivated, 80,000,000 cubic yards of trenches, and 36,000,000 shell-holes have been filled in, 82,000 houses have been restored, 10,000 temporary houses have been erected, and 5000 wells have been cleaned out, while 230 factories are working fully, and work has been started at 400 others.

A quarter of the ruins have been cleared, chiefly at Amiens, Corbie, and Ham, and barges drawing 5ft can now navigate the Somme Canal.

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