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DUNEDIN.

TRAPPERS.—Please note I don't want
rabbitkins at present.

GARDEN NOTES

THE VEGETABLE GARDEN.

Every advantage should be taken to
transplant cabbage, cauliflower, celery,
leeks, etc.

If the sowing of parsnips and silver
beet has failed, or partially so, I should
still recommend a resowing.

Sow also for succession peas, French
beans, lettuce, radish, turnips, carrots of
the early horn kind, parsley for winter
use and spinach.

Asparagus beds should be carefully at-
tended to by way of weeding, and all
young stalks kept carefully cut, as pre-
viously advised, until the final cutting
takes place, which should not be later
than the first week in January. If it is
cut much later than this date it does
not give time to make vigorous growth to
build up strong crowns for another season
before the early frost sets in.

THE TOMATO.

This will be a busy time just now
among tomatoes in the way of pinching
out side shoots as they appear, the tying
up of the stems as growth demands, water-
ing, and airing. The latter must be regu-
larly attended to, or serious results will
occur, such as blight and sleeping disease.
Both these and other complaints are
brought on by bad ventilation. There is
nothing worse for bringing on these
troubles than a hot, damp, and stuffy at-
mosphere, and also the dropping or non-
setting of the bloom.

Outside tomatoes should be regularly
attended to by staking and tying, or, if
against a wall, tacking and spreading out
each growth, to admit of sunlight and air.

Watch the plants in case any of the
following diseases make their appear-
ance:—Yellow spot on leaves (called
Cladosporium dentriticum), sleepy disease,
white tomato fly, leaf curl, etc. Fortu-
nately, the true yellow leaf is not very
prevalent. It is a very troublesome dis-
ease. As soon as it makes its appearance
the plant should be sprayed at once with
Bordeaux mixture. Sleepy disease attacks
apparently strong and healthy plants;
very often the strongest are attacked first.
The leaves droop, and fall quite limp in a
few hours. On the first indications of this
trouble, if a good watering with a weak
stimulant will not fetch the leaves up
again, pull the plant out by the roots and
dust the ground with fresh lime. Rich
animal manure should be avoided in grow-
ing tomatoes. It is often the cause of the
trouble. Care should be exercised in
watering. Keep the soil moist, but not
wet. Close atmospheres are also injurious.
Ventilate freely on all suitable occasions,
leaving open some top vent at nights,
except when the weather is very cold.
Too loose soil is also detrimental to the
well-being of the tomato. The rapacious
biting little white fly becomes a great
pest if it is allowed to accumulate. On
its first appearance fumigate the house
with Nicotidine or "X.I. All," or if you
have hot water pipes paint with wet
powdered sulphur and turn on the heat.
This will also clear green fly and other
pests. But be sure not to attempt to
burn the sulphur, or you will destroy the
plants.

THE GREENHOUSE.

Pot on cyclamen seedlings as they fill
the small pots with roots, using two parts
good turfy loam, one part of clean sharp
sand. Keep an eye on old tubers that
have been stored away in a corner after
their flowering, so that they are not
allowed to become dust dry, or they will
become blind and crack, and be spoiled.

Pot on primulas as they become strong,
but never do this until their pots are well
filled with roots, using clean pots, good
drainage, and good, open, rich soil.

Hardy ferns under glass are very beauti-
ful just now, and are just the class of
plants that an amateur might grow with
advantage when the greenhouse is not in a
position suited for the cultivation of
flowers. They do well when planted out
on rocky mounds, if the work has been
well put together, so that the roots of the
plants have a chance. Good loam, leaf,
or bush mould, with a free supply of sharp
sand, will grow well most varieties.
Others may be grown in pots arranged
upon low stages. Many of the maidenhair
ferns are very suitable for growing in cool
ferneries in conjunction with more hardy
kinds. When well grown upon low stages
they make a fine set-off against the
rockery. At this season of the year ferns,
when making their new fronds, require a
lot of water and a moist atmosphere. Shift
on into larger-sized pots young ferns
that may require it, using plenty of drain-
age when potting. Ferns like moisture,
but they cannot endure stagnant moisture.
Plenty of moisture and good drainage is
the life of the fern.

MOTERING NOTES.

EXPOSED BRAKE PARTS.

Much trouble with brakes is due to
mud and wet and rust in the toggle
levers, outside levers, or in the bearings
of the lever rods from outside into the
interior of the drum. These are in a
very exposed position, and are often neg-
lected as to lubrication. They should
have big screw-down greasers, which
should be regularly attended to. A good
deal of skidding and danger is due to
brake levers and toggles working stiff on
one side while the other is free. The
brake compensating gear cannot deal with
this irregularity, and skidding results when
the brakes are applied.

THE MOTOR CYCLE CHAIN.

Motor cyclists should remember that a
loose chain not only wears itself out, but
wears the tops of the sprocket teeth.
They should be kept adjusted at proper
tension at all times. Chains have a ten-
dency to wear unevenly throughout their
length. Rotate the sprocket and make
the adjustment with the chain at its tight-
est point. Proper tension is had when the
chain hangs in a straight line between the
sprockets without being rigidly tight.
Careful attention to chain adjustment will
save pounds in the course of a machine's
life, and reward the rider with vastly
smoother running.

CARBURETTOR TROUBLES.

When an engine, after starting, runs
for a minute or two and stops, the first
place to look for the trouble, the petrol
feed line. A partial stoppage in the
fuel supply pipe will lessen the flow of
fuel so that the float chamber fills
slowly. On being started, the engine
will quickly consume the benzine in the
chamber and stop. Another possible
cause for the fault is the float sticking,
and if the float sticks in the high posi-
tion the flow of fuel will be greatly less-
ened or may be stopped entirely. Water
in the petrol is also troublesome as a drop
may get into the feed pipe or the spray
nozzle and interfere with prompt starting
or reliable feed of fuel. Lint or other
foreign matter around the filter screen in
the feed line is also responsible for re-
stricting the fuel, especially in cars
using the gravity feed system.

A CHATTERING BRAKE.

One of the common troubles encountered
in the brake assembly is a tendency to
chattering, which is extremely annoying.
This is generally induced by a deposit of
the burnt oil on the bands and it may
generally be cured by applying hot kero-
sene oil to the parts. If this does not
serve, the only remedy is to burn off the
deposits with a blow torch. This
operation is carried out by removing the
bands and soaking them in petrol over
night and then applying the torch. The
propeller shaft brake is peculiarly liable
to this trouble as if the transmission case
contains a little too much oil, the excess
lubricant is thrown through the shaft
brushing on to the bands. If an appli-
cation of graphite is used instead of oil
for lubricating the brake bands, it will
lessen this trouble.

LUBRICATION OF SPRINGS.

Springs wear at the shackles, and at
the trunnions in the case of those springs
of the cantilever variety. This wear
is generally due to lack of lubrication.
Shackle bolts have worn nearly in two
through neglect in this respect. These
small items require conscientious attention,
and need a regular renewal of grease at
stated intervals. The lubricators are often
placed in awkward and inaccessible posi-
tions, but this should be no reason for
neglecting them. It is a good plan to
make a list of those occasional lubrica-
tions which should be carried out, and to
note the speedometer mileage on each oc-
casion when these receive attention. Us-
ing the mileage recorder in conjunction
with such a list will add to the life of the
car and often render renewals unnecessary
or infrequent.

NOISY GEARBOXES.

Noisy gearboxes are a great source of
annoyance to the careful motorist. If
the bearings of a gear shaft get worn,
the pitch circles of the engaging teeth
fail to coincide, and the teeth of the gears
meet each other at the wrong part of their
contour. This causes excessive wear, since
the teeth slide instead of rolling upon
each other, as they are theoretically de-
signed to do. A worn spigot bearing be-
tween the primary shaft and the second
shaft will cause the axes of the gear
shafts to get too far away from each other

at one end and cause the teeth to meet
at the edges instead of all along the face.
This causes excessive wear and noise.
Gear shafts should be periodically ex-
amined, and when undue wear is apparent
the spigot bearing should be re-lined, if it
is of the parallel type or new ball-bearings
should be fitted. The same ap-
plies to the bearings of the mainshaft.

THE SPARKING PLUG.

The modern spark plug operates for
extremely long periods without giving
trouble, but occasionally the motorist en-
counters persistent plug trouble and can-
not explain the cause. Plugs as now
made, should not give trouble for six
months if the operating conditions are
right. The greatest source of plug failure
may be traced to leakage in the plug it-
self. This refers to hot gas leakage
brought about by non-gas-tightness of
joints in the plug. The loss in power
due to reduction in compression pressure
is hardly worth considering as compared
with the damage done by the heat of the
gases. The excessive heat causes in-
sulators to crack and because of carbon
contained in the gas there is a black soot
deposited which also interferes with plug
operation. Where the plugs are so
located as to receive no benefit from jack-
et water the conditions are still worse, be-
cause such plugs run normally hot.

GRIT IN WHEEL HUBS.

Those motorists whose vehicles are fit-
ted with detachable wheels should make
a special point of seeing that the hubs
and the wheel hub shells are quite clean
and free from dust, mud, or grit before
attaching the wheels. Otherwise the
wheels will inevitably become loose after
the car has travelled even a short dis-
tance. Grit prevents the wheel being
pushed home on the taper seating, and
when locked tight it is actually locked
on to the grit. When the vehicle is
driven the load pulverises the gritty par-
ticles, and the wheel will be found to be
loose. If this looseness is allowed to
continue, it results in the bedding sur-
faces of hub and shell becoming dis-
torted, and the result is a permanently
wobbling wheel. The hub of the wheel
should be carefully cleaned and greased,
and the greatest care should be taken
to ensure that no foreign matter gets
between the hub and the shell.

A CHEAP MEDICINE.

It has been wisely said somewhere,
"Always laugh when you can. It is a
cheap medicine." And the present being
a time when even our medicines decidedly
"cost us more," it might be as well to
remember this statement, if merely for
reasons of economy.

But apart from anything of the kind,
laughter has everything to commend it.
Someone else speaks of it as "a philo-
sophy not sufficiently understood...
the sunny side of existence," a descrip-
tion which little exaggerates the import-
ance of a thing which more swiftly than
anything else will draw complete strangers
into mutual understanding, smooth over
strained moments that must occur even
between those near and dear to each other,
and send the light of the sane and normal
into dark and murky corners where sullen
humours might otherwise brood and lurk.
The well-known lines, "Laugh and we
world laughs with you, weep, and you
weep alone," we could all quote glibly,
though no doubt we should call them
cynical.

But, exaggerated as they undoubtedly
are, since in this old world the blessed
gift of sympathy for another's sorrow
has never been wholly impossible to find,
are they so altogether cynical? For there
can be no question that unending, un-
diluted grief is very wearing to those
who share as well as those who experience
it, and the "Mrs Gummidge" of life are
liable to be less popular and beloved than
those who, carrying their troubles bravely
have still not forgotten how now and then
to laugh.

The world went through stern and ter-
rible months during the war, and often
it was not easy for any of us to laugh.
Even now there are a good many worries
and botherments, delays, and dislocations
of all kinds, consequent on the great up-
heaval, which we find trying to the nerves
and temper, and apt to be depressing at
times.

The best thing we can do with all these,
before they begin to loom too seriously in
our minds, is to laugh at them. For
perfectly certain is it that in nine cases
out of ten they have, if we only cultivate
the gift of humour that allows us to
see it, their funny side, which at least
equals and counter-balances the other.

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