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GARDEN NOTES.

THE ROSE GARDEN.

All roses will now be making rapid growth, especially those where water can be supplied plentifully. There is one point in particular that should be attended to before the growth gets too large—that is, the rubbing out of all superfluous growth, such as those that break into several shoots from or close to an eye. Select the best one, pointing outward, and rub the rest away. Rub out also those shoots that point inward. These are likely to cause confusion and an ugly-shaped bush. Select a nice, even lot of shoots, and those pointing outward; then each and all get their full share of light and air, and fine blooms will be the result, providing other points are favourable. If the mulching or feeding has been attended to, as was previously advised, very little more will be needed, except watering, until the disbudding time arrives, and that will be very shortly. The disbudding is the removal of all surplus buds. Many roses come in clusters on the end of each shoot. To allow all these to remain on would mean only a bunch of inferior blooms. If a first-class flower be desired, then all but the centre or crown bud must be removed by pinching out; in any case, they should be reduced to two or three buds, and these will produce very nice, fair-sized blooms, and of good quality. But for show purposes leave one only on each shoot. There are many kinds that do not require disbudding, as they show only one bud on each shoot or branch. This operation should be performed as soon as the buds can be pinched off with the finger and thumb. Very probably greenfly will soon be making its appearance. When it does, spray the bushes with hot soft soap and water, with a little tobacco water added; or any of the aphid washes sold at the seedsmen's. This spraying helps to check that trouble, some creature the leaf grub, which can only be removed by hand-picking once they are rolled up in the leaf. It is very annoying to find a fine bud that you are looking forward to as your ideal of a flower cut off in its youth.

THE VINERY.

The rapid growth of the vines will necessitate prompt and constant attention by way of disbudding, as it is termed. This means rubbing out the young, superfluous growth. Select one good stout shoot on each spur—one that is showing a bunch of fruit—and rub out all the remaining shoots. Some varieties are rather difficult in getting off; therefore, in some cases where the shoots are inclined to shoot straight up, leave an extra shoot on these spurs until the one selected is tied down to the wire, as they are very liable to pull themselves out at the base, which often happens at tying down; then you will have one to fall back upon. If this should occur, do not be in too great a hurry to tie them down, as there is less risk of breakage if the young growths are left to get fairly firm before tying down, and even then this should be done by degrees. But remove all surplus growth as soon as possible.

THE FRUIT GARDEN.

Fruit trees on walls should be carefully gone over, and carefully tied or nailed in all vacant spaces, and superfluous growth removed. But in doing so do not wait until the trees have made a lot of growth and cut it off by the main, as this is a dangerous practice, especially with the peach and apricot. Do it whilst the shoots are young and tender. Then, again, if these strong young shoots are left, and not checked, they soon monopolise the whole sap at the expense of the weaker growth. It is a very bad practice to leave the fruit in bunches, as one fine large fruit is much better and worth more than three small ones that would be picked from unthinned fruit. A watchful eye must be kept upon the peach for leaf curl or blister. Immediately it makes its appearance, pinch off the leaves, burn them, and then spray the trees with Bordeaux mixture. This is a good wash for summer spraying of most fruit trees.

WINDOW GARDENING.

Sponge the foliage plants with tepid water and milk about once a fortnight. By this means dust and insects are removed, and the plants are kept in better health and have a finer appearance than if the sponging is neglected.

BULBS, ETC.

As bulb plants go out of flower, which most of them will have done by this, remove them, and leave them out in the garden to ripen. Replace with petunias,

pelargoniums, begonias, lobelias, and similar subjects.

THE FUCHSIA.

I am happy to say that in the Old Land this favourite is coming in favour again, not only as a greenhouse plant, but as a bedding and border plant. In a good sunny border outside, in good, rich soil, and made firm, they make fine objects, especially as a centrepiece in a flower bed. Nor have they received the attention they deserve, especially in regard to hybridising and the raising of new varieties, for some time back. We have been indebted to Continental growers for a few good new ones that have come out of late. As a greenhouse plant it is hard to beat for a long time in the summer months. To get fine specimens care must be taken not to let them flower right away, but to attend to pinching out all the points when each shoot has made four or five leaves or joints. If this is attended to, with a little feeding after they are in their flowering pot, grand plants and a fine display of flowers will be the result. Pot on as required. For very large specimens, such as I have seen, 6ft high and 3ft or 4ft through, they require a 12in pot, but very fine plants may be grown in 10in pots. They like a rich material; two parts old turf chopped up, one part good well-rotted manure, one part sand, with some leaf mould and a little wood ashes, will grow them to perfection.

SCIENCE NOTES.

NON-LEAKING STORAGE BATTERY.

A new storage battery said to be absolutely non-leaking has been produced. It has a special valve to let off the explosive gas, so arranged that no acid can get out. The plates are separated by strips of wood which not only prevent short-circuiting inside the cell, but retain the acid when the storage battery is upside down, giving an electrical efficiency of 75 per cent in this position. This battery is a German invention.

A SAWDUST STOVE.

The coal shortage which many of the European countries face has not failed to spur inventors in the direction of new fuels and stoves. One of the most recent attempts to solve the heating question consists of a special stove which burns sawdust. The stove consists of a cylindrical casing provided with suitable holes for draught purposes, and a container which is packed with sawdust. Once ignited, the tightly-packed sawdust is said to burn slowly and evenly, giving considerable heat. A single charge of sawdust burns twelve hours. The action it is said, is very much the same as coal as far as smooth burning and the intensity of heat are concerned.

RAILROAD ELECTRIFICATION.

Coal as a power producer will be replaced so far as possible by the use of peat and the electrification of railroads in the vicinity of the large German cities. Great hopes are being placed on the new Theissen 10,000-horse-power vertical gas turbine, two of which have been ordered for use on the German railways. It is hoped that they will be able to replace the coal-burning locomotives. In regard to the electrification of the German railways near large cities it is planned to install large central power stations, which will be equipped with peat-burning furnaces. The peat bogs in the vicinity of Osnabruck will furnish this fuel. Machinery for the working of this peat has been installed, and experiments are being made by the German Government with machinery for pressing the peat, so that it may be transported economically.

COALS FOR BY-PRODUCT COKING.

While the chemist can make an accurate analysis of coal, it is not generally understood that such analysis cannot give results in terms of by-products from gas or coking operations. The chemist determines the elements which, under suitable conditions, combine to form ammonia, benzene, toluene, tar, etc., but he does not separate the coal into these substances. The amount of these by-products which will be produced depends upon many conditions, and indeed more upon the operation of the plant than upon the character of the coal. It is necessary to coke coal under commercial conditions and even a small-scale plant can do no more than indicate the possibilities so far as our present knowledge is concerned. In all this work the laboratory and semi-commercial-scale plant is a very valuable guide, but the limitations must be recognised.

TESTING THE ATMOSPHERE.

An instrument for revealing the quantity of solid matter and the gaseous impurities in the atmosphere has been de-

vised. For instance, if there is an excess of smoke, or other extraneous material hovering over your city this apparatus would doubtless answer the question, "Is this super-abundance of smoke, say from a foundry, burdened with impurities which are detrimental to the inhabitants of the city?" The device is in practical use in Salt Lake City, Utah. The instrument is able to detect and measure sulphur dioxide, and is capable of revealing the presence of one-tenth part in one million. The weather barometer, a part of the equipment, contains a filtering thimble material. The air is measured by meter, which ekes out the soot and other solid matter, and then passes through small bottles, containers of which absorb the nitrous oxide, ammonia, chlorine, and other gaseous impurities. Another bottle determines the amount of carbon dioxide. A motor-driven vacuum pump forces the air through the apparatus. The job is complete—the percentage of gaseous impurities in the atmosphere is revealed.

MOTORING NOTES.

ATTENTION TO THE SPOKES.

Too little attention is given the spokes of the wheels. After some wear, due very often to friction and shrinkage of wood, the spokes become loose, not only causing unpleasant noises, but doing serious damage to the wheel and tyre if not repaired immediately. Loose spokes throw the wheels out of the true, and the tyres soon become ruined.

A LEAKING CARBURETTOR.

When benzine is leaking from the carburettor the float valve mechanism is operating poorly. When the level of the petrol in the float bowl is at the proper height the needle valve controlling the flow of the fuel into the carburettor's reservoir should be shut off. If it doesn't, the valve and its seat should be examined for dirt and grit. Or, if the needle valve is worn, it should be ground carefully into a good seat.

CAUSE OF POOR COMPRESSION.

If you "feel" a loss of compression in any of the cylinders, watch the oil. It may be such a light or thin oil as not to give the engine a tight compression seal. Or it may be due to faulty valve adjustment or incorrect timing. A graphite preparation in oil, in suitable proportions, will help the engine's compression considerably. It will also increase the oil economy and keep the engine in better running condition.

THE LEFT-HAND DRIVE.

That the British Government is at last alive to the importance of reaching some decision in the matter of the left-hand drive car is obvious from the fact that the Inter-departmental Committee on Motor Legislation and Regulation was summoned to consider it after a period of several months' suspended animation. It has been practically decided, says the "Autocar," that some restrictive measures shall be taken, and that the only question is: To what extent shall the restrictions go? The police authorities are in favour of the imposition of a ban upon the left-hand drive car, but more moderate counsels may prevail, and it may be considered sufficient to draft regulations that will have the effect of preventing the further importation of these cars, and the rendering of those machines that are already in this country a source of less danger to the community than they are under present conditions.

A NEW SILENCER.

There has recently been placed upon the market a new silencer, which consists, very simply, of a metal chamber, to the end plates of which the exhaust pipe from the engine and the outlet pipe from the silencer are connected, the attachment being such that any size of pipe can be accommodated while keeping the body of the silencer of a standard size. Within the cylinder are a series of pressed steel baffle plates, pierced with large holes at the centre and dished, the central orifices being in line with the engine exhaust pipe. There is thus no tortuous passage for the exhaust gases, a part of which can pass freely through the silencer to the outlet pipe, but as the gas enters the space between each of the baffles naturally it expands very rapidly and, by expanding, loses that sharp crackle which is so disturbing when no silencer whatsoever is fitted. An additional advantage of the design lies in the fact that there are no small holes liable to become clogged by deposit, because there are few operations which are more tiresome than to have to take down an exceedingly dirty silencer and to clean out a number of small orifices in the baffle plates.

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