

# Columbia Easter Music

As Christmas gives us the Music of Joy, so Easter gives us the Music of Triumph. Scarcely in any other field of special music can there be found more beauty, inspiration and praise than in the wonderful Columbia music of Eastertide.



A musical gift makes a beautiful Easter remembrance. Send your friends Columbia Records in the artistic Easter envelopes.

### Hear these Columbia Easter Records:

Your Columbia Dealer will gladly play them for you

Easter Chimes (Lak)	Prince's Orchestra	A-1946
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The Holy City (Adams)	Columbia Mixed Quartette	\$1.65
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Stabat Mater. Inflammatus (To Thy Holy Care) in English	Columbia Oratorio Chorus	\$1.65
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		\$1.50
The Palms	Louia Graveure, Baritone	A-6179
The Holy City	Louis Graveure, Baritone	\$1.65
Largo (Handel)	Gatty Sellars, Cathedral Pipe Organ	A-6084
Lost Chord	Gatty Sellars, Cathedral Pipe Organ	\$1.65
A Legend	Paulist Choristers	A-2647
Sing Ye To The Lord	Paulist Choristers	\$1.00

New Columbia Records are out the 20th of each month

COLUMBIA GRAPHOPHONE CO., TORONTO.

FOR SALE BY

## A. E. TOOMBS

167 QUEEN STREET CHARLOTTETOWN

### In Memoriam

On the evening of Saturday February 19th, Mr. Jas. H. Vanderstine, a very highly esteemed resident of Hunter River passed to his eternal rest at the age of 68 years.

The deceased had been in his usual good health and was carrying on his work in the Post Office until just a week before he was called away.

About noon on Saturday, February 12th, while moving about his home he was stricken down with paralysis. All that medical skill and kind friends could do was done, but all to no avail. For a while it was thought that he would fully regain consciousness, but as time

wore on his loved ones became less and less hopeful until about the third day it was evident that all hope of recovery was gone.

He continued in this state of unconsciousness apparently sleeping until on Saturday evening at 9.30 his spirit returned to the God who gave it.

Besides a sorrowing widow Mr. Vanderstine leaves to mourn the loss of a kind and loving father four sons and two daughters.

The sons are, George, Moose Jaw, Sask.; Ira, Saskatoon, Sask.; Davis, Winnipeg, Man.; and Roy of the Royal Bank, Hunter River, and the daughters are Misses Hazel and Beatrice at home.

The deceased had four brother and three sisters. Of these three surprise him. They are Charles of Moose, and Mrs. Lydia Webster

Middell and Mrs. Wm. Taylor, Charlottetown.

Because of his having held the position of postmaster and also that of telephone operator for many years, Mr. Vanderstine was well known throughout the whole country side.

As a public official in the filling of both of these positions he was unsurpassed. He was ever kind and courteous and in the discharge of his duties he was faithful to the last degree.

To know him as a companion and friend in life, was to admire him and to love him.

A large circle of friends and loved ones will feel keenly the loss of Mr. Vanderstine. He will be much missed not only in his own home, where because of his kindly and quiet manner he was admired and loved by all, but also in the church, in the Sunday School, and in the whole community.

His place in the church was seldom vacant and his presence was always an inspiration to the speaker. In all that pertained to the welfare of the village he always took a deep interest.

But while all shall miss him and be lonely without him yet knowing that after having fought well life's battles he has entered into rest and has received the crown of life, none would be so unkind as to wish him back again to this region of care, of sorrow, and of trial.

The funeral which was one of the largest ever seen in this section of the island was held in the Presbyterian Church on Tuesday, Feb. 22nd. The services were conducted by Rev. Geo. Ayers, assisted by Rev. R. H. Sivert. The floral tributes were beautiful and consisted of the following:—Pillay Family; Crescent, Mr. and Mrs. Geo. Vanderstine, Moose Jaw, Sask.; Wreath, Mr. and Mrs. R. D. Bell, Winnipeg; Pillow, Mr. and Mrs. John F. McMillan; Crescent, Mr. and Mrs. Geo. S. McLeod and Mr. and Mrs. Dan McLeod; Crescent, Miss Ruby Harper; Wreath, Mr. and Mrs. R. Wedlock; Wreath, Women's Institute; Spray, Dr. and Mrs. Rodgerston; Spray, Millar Mission Band of Presbyterian Church; Spray, Women's Missionary Society of the Methodist Church.

The pall bearers were Simon Brown, Geo. S. McLeod, Angus Nicholson, Robt. Silbigham, Will Lock, McCreary and Pope Bagnall.

All those who carried the flowers were:—J. J. Nox, E. Wedlock, Murdoch Cutcliffe, Roderick McKinnon, Russell Nicholson and Frank Nicholson. Interment was in the Presbyterian Church Cemetery, Hunter River.

**Do you make the grade of a trying day's work free from fatigue?**

For those who lack reserve strength and energy

## Grape-Nuts

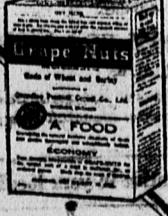
is the ideal food.

This sturdy blend of whole wheat and malted barley is rich in the very elements required to build and maintain health and strength.

Ready-Cooked—Easy to Digest Economical

Made by Canadian Postum Cereal Co., Ltd., Windsor, Ont.

Sold by Grocers Everywhere



### Hints for the Motorist

BY ALBERT L. CLOUGH

#### RELINING THE FOOT BRAKES

The wearing away of brake linings in service can be compensated for, up to a certain point, by adjusting the brake band closer to the drum, but there is a limit to this, as ultimately the ends of the rivets that hold the lining, either protrude so prominently that they make the brakes noisy and begin to groove the drums and effect braking action or they wear off and let the lining loose. When such conditions arise it generally is necessary to replace the linings, although it sometimes is possible to re-rivet, setting the rivet ends further into the fabric with a properly formed punch.

This treatment in conjunction with a thorough cleaning of the lining material performed with gasoline and a stiff brush, may give the old linings some more usefulness. The service brake is the one that usually first requires re-lining and this is fortunate, because its band, being outside the drum, is readily removed, while the removal of the emergency brake band or shoe involves taking off the wheel and is altogether a more difficult operation. It is usually perfectly plain that pine and other fastenings must be removed in order to free the band at its ends and its anchorage. After it is taken off, the lining is loosened by filing the rivets off flush with the metal of the band and driving them out with a small punch. The size and length of the rivets used should be noted as a guide in securing new ones. Some times two sizes are required as longer ones may be required if the band fittings. For the new linings, a high grade metal gauze and asbestos brake fabric should be used and the width and length required for each lining should be carefully measured. There are only a few standard widths of lining in use and these are carried by most garages and hardware shops. It is important that the length as well as the width of the new lining should be identical with those of the old. The rivets and the soft copper, similar to bolt rivets, of the size of the holes in the band and at least long enough to pass through both band and fabric with leeway for upsetting.

#### AUTOMATIC SHUTTER DERANGEMENTS

W. E. S. asks: What are some of the causes that may prevent the opening of thermostat controlled, automatic radiator shutters? Mine stay closed all the time.

Answer: Failure of the water to attain a high enough temperature to cause the thermostat to set. This may occur in very cold weather, if short, easy runs only are made. A defective thermostat, in which there is a leak of steam from which the volatile liquid that causes the operating pressure, has escaped. Mechanical disconnection of the thermostat from the shutter operating linkage. Unusual friction in the shutters or in the linkage between the thermostat and the shutters, caused by the parts having become rusted together or stuck by collections of mud or dust. The shutter pivots require a little lubrication.

#### INSTALLING OVERSIZE PISTONS

L. A. B. writes: Last spring, I replaced one pair of cylinder of my four-cylinder engine, because they were somewhat out of round and have been thinking of replacing the other pair, although they are not so bad as the first pair was. I have just been told that it is necessary only to install oversize pistons in this second pair. Would it secure as good compression in this way, as by replacing the cylinders? Would it improve the compression to substitute 7-16 in. rings on these pistons for the 3-16 in. rings now in use?

Answer: The oversize piston proposition seems to us worth trying, particularly as it will involve but moderate expense. It may give satisfactory results especially if the cylinders are not badly oversized. We should hardly expect you to obtain as good compression in this way as by replacing the cylinders, but the results may prove to be very fair, if a good piston and ring-fitting job is done. Changing the width of the rings is not advisable.

#### LEAKY PISTONS AFFECT COMPRESSION

M. S. writes: Certain cylinders

#### MOTHER!

"California Syrup of Figs"

Child's Best Laxative



Accept "California" Syrup of Figs only—look for the name California on the package, then you are sure your child is having the best and most harmless physic for the little stomach, liver and bowels. Children love its fruity taste. Full directions on each bottle. You must say "California."

### HUNGRY BUT DAREN'T EAT

Take "Pape's Diasepan" and eat favorite foods without fear

Your meals hit back! Your stomach is sour, acid, gassy and you feel bloated after eating or you have heavy lumps of indigestion pain or headache, but never mind. Here is instant relief.

Don't stay upset! Eat a tablet of Pape's Diasepan and immediately the indigestion, gasses, acidity and all stomach distress caused by acidity ends.

Pape's Diasepan tablets are the surest, quickest stomach relievers in the world. They cost very little at drug stores.

of my engine have better compression than others and, as I have ground the valves and know that the rings are tight, the leaks must be past the pistons. Is there any remedy for this condition except tearing the engine down and replacing the piston-rings in the leaky cylinders? What kind of rings should you recommend?

Answer: If you are positive that the leakage is around the pistons and that the rings are free in their grooves, there is nothing to do but to install new ones. You should find out from the factory what they are using for rings and use this kind, making sure that the size of rings employed is correct for the bore of the cylinders as it is at present that the rings have a good bearing on the walls all around, that they are of correct width to fit the grooves, as they now exist and that the end clearances are what they should be to secure a good seal.

#### INSTALLING SPOTLIGHT

W. B. asks: To what point in the electrical system should a spotlight be connected?

Answer: Connection for the spotlight should be made to the wire that goes to the lighting switch from the battery and generator. Perhaps you can make it on the back of the switch. The spotlight itself will have to have a wire run back from it to some grounded part of the car, in order to complete the circuit and there will have to be some kind of a switch included in the spotlight wiring if it is to be turned on and off separately from the other lights.

Questions of general interest to the motorist will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address, Albert L. Clough, care of our office.

IF THE BRAKE BAND is out of shape, this is a good opportunity to bend it into correct form, and in fitting the fabric the band should be kept as nearly as possible in its service shape while the rivet holes are drilled, so that the lining shall conform perfectly. The correctly cut pieces of lining should be placed in exact position on the inside of the band and the band and lining laid over the slightly opened jaws of a vise, while the holes are drilled through the rivets, extreme care being taken to keep the fabric from shifting and to maintain the form of the band, slipping a rivet through band and lining as each hole is drilled, so that the position of the lining, it is generally recommended that the holes in the lining should be considerably countersunk or counterbored, so that the rivet heads shall draw down well below the lining surface and thus not rub on the drum until a little. The rivets are put through the lining side and ends are headed over against the band metal. A stout piece of round metal stock, of about the diameter of the counter sunk places in the lining secured in the vise, makes a good support to rest the rivet heads against while the upsetting process is performed, with the form of the band should be nearly what it is when in service. In replacing it on the car it should be remembered that all adjustments will have to be changed, in order to secure the required clearance between the lining and the drum, because the new fabric is much thicker than the old.

#### LIGHTS VARY IN BRILLIANCY

C. K. asks: Should the lights on my car brighten up considerably when I speed up the engine? If not, what is wrong with the electrical system?

Answer: No, they should maintain a nearly constant brilliancy under brightening, when the engine reaches a speed equivalent to say 12 to 15 m. p. h., at which the generator is cut into circuit, is because the battery is undercharged and the generator voltage is much higher than the battery voltage. A progressive brightening, with increasing speed, is generally due to failure of generator regulation, which permits the voltage to build up unduly, or to poor connections between the generator and battery. If the battery becomes disconnected from the generator, this occurs in an extreme degree. If your lights are rather dim when the engine is stopped, we should suspect an undercharged battery, but if they are normal at such times, but brighten abnormally with increasing speed, you better look to generator regulation and to the contacts in the charging circuit.

#### DEFECT IN CYLINDER WALL

C. R. I. writes: On taking my engine apart, I find a small pitted spot on one of the cylinder walls, low down in the bore. Will it be

necessary to have this spot welded?

Answer: If this is so far down in the bore that the lowest of the piston-rings above the wrist-pin never reaches it, we doubt if it does much harm and should hardly recommend your having it repaired, but if the bottom ring reaches it a compression leak will be caused and possibly some oil trouble.

OPENING FIELD TO "KILL" GENERATOR

P. N. K. asks: Will it damage the generator to run my car with the battery being in connection. The instruction book says "never run the generator without first removing the field fuse. If the battery is not in connection with the generator.

Answer: You can run your car with perfect safety to the generator, even though the battery is removed, after you have taken out the fuse in the field circuit of the generator. By thus opening the field circuit, you prevent the building up voltage by the generator and it will remain entirely inactive until you put the fuse back.

#### THERMOSIPHON CIRCULATION

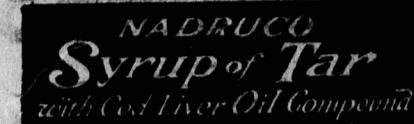
F. W. C. asks:—At what degree of heat does the water in a thermosiphon cooling system have to be before it begins to circulate?

Answer: As soon as the column of water in the engine jackets and connecting piping is at a higher temperature than the column of water in the radiator there is a tendency for circulation to commence, but the friction of the passage and the viscosity of the liquid must resist this tendency to some extent, so that the rate of movement is probably rather low until the temperature difference becomes considerable. When this occurs the rate of flow becomes fairly high. We know of no experiments having been made to determine just what temperature difference produces practical circulation effects, but we imagine it must be rather slight.

### That Wretched Cough



that rasps your throat—racks your chest— and makes you miserable—will quickly disappear for good, when you take



It breaks up the cold as well as the cough—soothes the inflamed membranes of throat and bronchial tubes as it loosens the phlegm and allays irritation. You may be sure of quick relief and lasting benefit when you take this dependable remedy. Very agreeable in taste. Excellent for children.

Prepared by National Drug and Chemical Company of Canada, Limited.

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BUGS, moths, ticks or lice, wherever they collect, can be exterminated by

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Sure death to all insects on the plants in your garden. Instantly kills moths on clothing, carpets or furs. Protects your live stock and poultry from fleas or lice.

Pratt's is harmless to use. It will not irritate fowls or animals, but drives out all kinds of vermin.

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BEAVER FLOUR is a great saver! When it is used the waste of unappetizing bakings is eliminated. It saves shortening because it is a blended flour containing all the most desirable qualities of the finest pastry flour.

BEAVER FLOUR is made from the finest of Ontario Winter Wheat combined with Western Hard Wheat. The richness and goodness of the former is scientifically supplemented by the strength and body of the latter, in just the right proportion to give a flour that is ideal for all baking purposes.

Don't imagine that BEAVER FLOUR is an untried, new brand. For 50 Years this Flour has been the "old reliable," used in thousands of Canadian households—and the standard of perfection set by it is still unrivalled.

Try BEAVER FLOUR in your next baking and obtain bread with that appetizing, delicious, nutlike taste—pies, cakes and pastry of light, even texture and delicate, flaky, crispy crusts.

BEAVER FLOUR is sold by your grocer.

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