Do Your Children Belong to the Lifebuoy Brigade?

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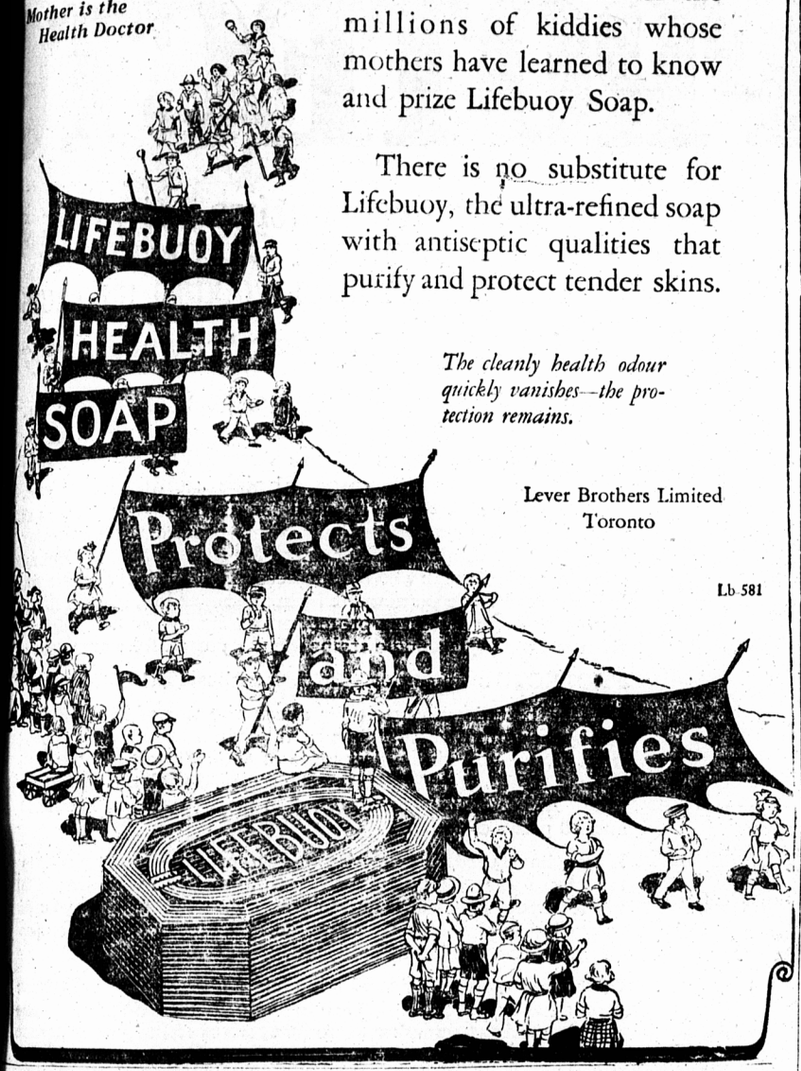

The dirt and grime, the possible infection that is a part of the daily playtime—these have no terrors for the millions of kiddies whose mothers have learned to know and prize Lifebuoy Soap.

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IN MEMORIAM

MRS. JOHN. T. SMITH

At Brooklyn P.E. Island on Thursday morning, March 18th 1926 there peacefully passes away to her eternal home after a few days illness Jessie Ellen, dearly beloved wife of Mr. John T. Smith of Annantale, Colchester County, Nova Scotia at the comparatively early age of 53 years. The deceased was the fourth daughter of the late Archibald and Mrs. MacDonald of Brooklyn P. E.Land at the time of her death had been spending a somewhat prolonged stay at the home of her Sister Mrs. John J. Cassidy of Brooklyn where she had been called in the early part of the winter owing to the serious illness of her aged mother. The severity of the weather, and the uncertainty of travel seemed to interfere with her formed plans of returning to her home and family in Nova Scotia. She had finally arranged to undertake the journey on Wednesday March 17th and had she been permitted to do so, would have arrived home the day upon which her gentle spirit took its flight to the Eternal Home Beyond.

A sad feature of the case was the fact that when the message announcing her death arrived her husband was preparing to meet her at the station in expectation of her arrival home.

The immediate cause of her death is rather uncertain, but according to skilful medical diagnosis was an internal malady which had been steadily developing for some time and which came to a climax so suddenly that there was practically no opportunity to render any aid or relief, and indeed the delicate state of her health and constitution for sometime past would indicate the correctness of this conclusion.

The late Mrs. Smith was a woman of many charming qualities of heart, of a gentle and loveable disposition such as would endear her to all with whom she came in contact and the home bereft so suddenly of the dutiful wife, the faithful and loving mother will grieve for many a day over the loss they have been called upon to bear.

She leaves to mourn their great loss a disconsolate husband and two children, Russell and Eleanor all of Nova Scotia, also are brother Malcolm McDonald of Kilmuir, P.E.I. and five sisters as follows: Mrs. Angus C. McInnis, Martinvale, Mrs. Hugh McLure, Bradalbane, Mrs. Archie M. Nicholson, Commercial Cross, Mrs. Angus McLeod, Grandview, and Mrs John J. Cassidy in the old home and in which she passed away.

The funeral service, which was held on sunday the 21st, was conducted by the Rev. J.A. McLellan of Valleyfield, during which two of the deceased's favorite hymns were sang "Safe In The Arms of Jesus" and "Will The Circle Be Unbroken", as a quartette. Interment took place in Valleyfield Cemetary in the presence of many sorrowing relatives and friends who sincerely sorrow at her untimely passing away.
(Patriot and Nova Scotia papers please copy.)

IN MEMORIAM

There passed peacefully away April 6th at his home, Dorchester Street, Charlottetown, Peter Larkin, in the 78th year of his age. Although not enjoying the best of health for some time, he was able to attend services in St. Dunstan's Cathedral of which he was a devoted member until within two weeks of his death. He came to Charlottetown in early boyhood and a year or two later became associated with the S. S. Navigation Co., where he remained until the closing out of their business in 1916. He was twice married, first to Miss Anastasia Power and lastly to Miss Bickham who survives him. He had two adopted children, John T. Larkin, Professor of Botany in U. W. C., who predeceased him fifteen years ago, and Annie, wife of J. Leightizer of this city, also a sister Margaret who lived with him, and Mrs John Coyle. His brother Patrick who was associated with him in the coal business down as the Clarkin brothers, predeceased him eight years ago. His funeral under the direction of Frank Hennessey, was largely attended, and took place from his late residence to St. Dunstan's Cathedral where a Requiem Mass was sung by Monsignor Maurice McDonald, and service at the grave was conducted by Rev. P. Walsh.

The following life-long friends of the deceased acted as honorary pallbearers: George Wakeford, James Eden, Capt. McCarthy, George Leightizer, Archibald McKinnon and Sixtus McLellan. The active pall bearers were chosen among his fellow-workers of the S. S. Nav. Co., and were as follows James Lappin, Patrick Dennis, Thos. Power and William Hogan.

His was a life well spent. He was a man of sterling integrity, his word was his bond, he was very fond of reading, was devoted to his home, where in his days of retirement he was always to be found and where he is now sadly missed. Although of a very retiring disposition, his friends were many as was evidenced by the many floral and spiritual offerings and letters of sympathy which were received from the following.

Floral Offerings

Crescent—(Uncle)—Mr and Mrs J. J. Leightizer
Pillow—Sister Margaret
Cross—Sister Ellen and family
Wreath—Miss Mae Stewart and brother William.

Mass Cards

High Mass—Mrs John Coyle, Miss Margaret Clarkin, Joseph Coyle, Mrs Patrick Clarkin, Mrs Dr. Donahoe and boys, Souris; Mr and Mrs R. C. Tait, Chestnut Hill; Mr and Mrs M. C. Lord, Cambridge Mass.

Low Mass—Mrs R. Kickham and family, Souris West; Capt. and Mrs P. McCarthy and family, Souris West; Mr and Mrs Frank Coyle, Mr and Mrs John Coyle, Mr and Mrs J. J. Leightizer (4); D.O. M. and Geo. Reddin; Eileen and Joseph Lonergan; Mr and Mrs S. P. Paoli, Miss Stasia Power, Mr. and Mrs J. F. Leightizer, Mr and Mrs Jas. Smith, Dr. Charles Dougan, Mrs Ann Lappin and family, Miss Mae King, Mr and Mrs Jas King, Mrs Catherine Griffith, Mr and Mrs John T. Power, Mr. and Mrs Joseph Power, Mr and Mrs Matthew Morrissey, Mr and Mrs Wilfred Doucette.

Spiritual Offerings.—Mr and Mrs John King and family, Margaret McDonald, Mr and Mrs Frank Mahar and family, Mr and Mrs C. J. Mitchell and family, Mr and Mrs Jas. Lappin and family, Louise Duffy, Mr. and Mrs Robt. Perry, Mr and Mrs William Hogan Miss Nan Leightizer, Miss Eileen Kickham, Miss Marguerite McDonald, the Sisters of St. Vincent's Orphanage, Sister St. Agnes and Class.

Telegrams of Sympathy from Sister Maude McIsaac and husband Balcarres, Sask.

Letters of sympathy from R. H. Jenkins, M. P., Ottawa; Sister Mary Euphrasia, Lovella, Toronto; Miss Alice Fennessey, Sister Marie Edeltrude, Saskatoon, Sask; C. J. McCarthy, St. Augustine's Seminary, Toronto; Mr and Mrs J. M. Kickham, Roxbury, Mass; Mr and Mrs Jas. Landrigan, Shediac; Miss Bride McCarthy, Souris West Miss Alice Kickham, Miss Laura Kickham, Lawrence Kickham, University of Alberta, Edmonton; Mr and Mrs Lawrence Lannigan, Mrs. James Lannigan, Mrs Mary A. Kickham, Jas Kickham.

MOTHER'S DAY
MAY 9th

Our Special Mother's Package of Chocolates Will Make An Appropriate Gift

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Phone 219 THE REXALL KODAK STORE P.O. Box 332

That Car of Yours

By WILLIAM ULLMAN

Heart-to-Heart Talks With Automobile Owners and Drivers on How to Get the Most Out of Their Cars at the Least Expense

PLAN AN AIR VENT

When making an improvised covering for the gas tank filler pipe to replace a lost cap, be sure to allow some opening for air, otherwise the vacuum feed will not operate.

PROPER BRAKE ADJUSTMENT

When braking systems are being overhauled it is important to remember that a good adjustment of bands does not mean a tight adjustment. Brakes do not have to drag to be efficient. Before they are adjusted, they should be thoroughly washed, although care should be taken not to apply too much water which will log the linings and cause them to swell. If bands are too tight, they will heat on a long trip and the brakes will work poorly when one is called upon to use them.

MAKES THE JOB SIMPLER

Here is a simple way to tell when a valve is seating properly following grinding. Mark the valve seat under inspection with a pencil. Then grind the valve a few times and not the lines. If each of them is broken, the valve is then seating at all points. It is not necessary that the lines be entirely removed, simply that they be broken.

WHEN THE BEARINGS TURN

The impression that bearings in old engines, or ones that have seen continued hard service are the only ones likely to burn is the basis of a lot of trouble for car owners. Bearings are very much more likely to burn out when new than when old because in their original condition they are tighter. The rest of the car is stiffer, and the result is that the bearings often are forced to stand the strain of the overloading. Straining means heating. The metal of the bearing facing is melted and the bearing clearance is increased to a point where a knock begins.

WHERE LOOSENESS PAYS

There should be a little looseness in a front wheel in order to allow lubricant to work into the bearings. A bearing will wear out when it is too tight more quickly than if too loose.

A fan belt will last longer and perform better when it is slightly loose. Tight belts stretch more rapidly.

FRESH TAR HURTS TIRES

A freshly tarred road is no place for a cord tire with a lose tread. In rolling over the surface the tar will cause the tread to stick to the road rather than to the carcass of the tire, hastening is complete disintegration.

EXERCISE WASHING CARE

While the commonly used rubber hose is perhaps the best method of cleaning the lower portions of the car, such as wheels, running gear and mud-guards, it is injurious when used on the body and highly finished surfaces. The force with which the stream of water impinges on the surface causes the sand and dirt adhering to the body to be driven into the varnish.

IT'S AN ILL RAIN

Most drivers find it easier to park their cars in wet weather than in dry. The reason is wet tires make steering much less difficult.

Wondered Why Breath Was So Bad

Brooklyn, Miss Rose Dittmar writes:—"Even though I brushed my teeth and used a mouth wash, my friends turned away when I talked and I wondered why my breath was so offensive, while people less careful were not troubled After taking Carter's Little Liver Pills for a while the trouble started to disappear. I also noticed my face had better color and was clearer, my eyes brighter, my appetite more hearty and I had no constipation." Bad breath must be reached at the source of the trouble. Druggists, 25 & 75c red pkgs.

John Smith and His Car

By FREDERICK C. RUSSELL

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited, in an interesting way, his experiences for the the benefit of the other twenty million or more members of the motor clan.

NO. 10.—PREPARING FOR THE TRIP

The weather had not been favorable for motoring for several days but while waiting for the sun to come out Smith was planning to make his first trip. The delay gave him time to think of what he might have to know about his car in order to enjoy a successful trip. It was because he had never been more than 20 miles from his own garage that he did not think it necessary to make much preparation for the comparatively short trip he was contemplating, but, as usual, wanted to do the right thing.

I promptly assured him that many things can happen on a trip of less than 20 miles, many things which would never seriously inconvenience the driver, provided he had in his tool kit everything that he might need.

"I'm well supplied with tools, if that's what you mean," Smith boasted.

"They are necessary," I agreed, "but have you some wire with you, for instance?

"Wire?" Smith laughed at this. He wound up by showing me a steel tow-line which a local accessory dealer had sold him.

"Yes, I've got a wire," he went on, "What else do I need, a hairpin?"

"That's going a bit far," I replied, "thought I have heard where hairpins have been useful in cleaning out stoppage in the gas line. I would even suggest adding a nail file to the kit. However, among other things you had better take along a can of cement and patches to repair inner tubes, a gallon can of lubricating oil, a can of cup grease and a collapsible bucket."

Smith saw the sense of these but thought I was fooling about the wire and the file.

"Just to prove how necessary it is to have a lot of knick-knacks with you, I said, "take one of my own experiences as an example. I had stopped along the road one cold wet day to buy gas. For Safety's sake I shut off the engine while the tank was being filled. But when I went to start the engine I found that it had cooled to a point where it was necessary to choke the carburetor. The choker button on the dash had been getting loose, and of course the last pull on it put it temporarily out of commission. To start the engine, therefore, it was necessary to have the assistance of the gasoline dealer to hold the air choke lever back while I pressed my foot on the starter button. As long as there were two people to start the engine I could warm it up fairly well, but I knew that there would be times on my trip when assistance would not be so convenient.

"At this point I thought of the spool of fine wire which I always carry in the car. I cut off a piece of convenient length, tied one end to the end of the air choker lever on the carburetor and ran the other end up through to the instrument board. By pulling on this I was able to close the choke at will

"Another day one of the ball and socket joints of the spark control assembly broke. This left me without any way of controlling the spark. By setting the distributor head in the fully advanced position (which was easily found by the speed of the motor) the engine ran normally when the car was on level ground, but when climbing hills it would knock because the spark should have been retarded. So once again I had use for wire. An arrangement similar to that used for the carburetor enabled me to pull the distributor head around to retarded position, while another wire pulling in the opposite direction returned the distributor head to advanced position. Thus the car climbed all hills comfortably."

Smith was still skeptical about the file.

"One cannot always predict," I explained, "just what use these odds and ends will be to the driver; but if he has trouble and happens to have a few odd things along he will find use for them soon enough. I have used a file to turn screws which could not be reached with the ordinary screw driver. I once found a broken penknife blade again. The new clean surfaces very essential in repairing a broken wire connection in the tail light. The foil has been used for I added that just as the little things about a car require the most uses. And a roll of tire tape has attention so are the home-made numerous uses. Even a few rag remedies important for emergency come in handy; as, for example, use. They must not be overlooked. when I recently discovered that my "When you pack up your kit," fan belt was slipping. Instead of I said, "try to leave the troubles spending a lot of time with the fan out. Nothing ever goes wrong when adjustment I slipped the belt off, you're prepared." turned it inside out, cleaned off the But that remained to be seen! pulleys with a rag and put it on Tomorrow—A Real Vacation.

The Roof must be good

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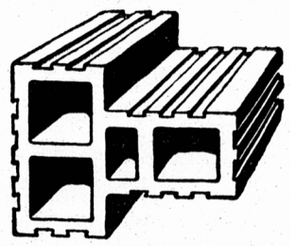

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BRINGING UP FATHER— —By George McManus