

when

you want a bite to eat before going to bed, try a bowl of Kellogg's Corn Flakes. Crisp, delicious, extra easy to digest—ideal for a late bedtime snack, or for any time you're

hungry

Kellogg's CORN FLAKES

★ Delightful with honey or with canned peaches added



NO TALKIES FOR KIPLING

(Special to The Guardian) MONTREAL, Que., June 3—No talkies for Kipling, the man who once wrote a book called Many Inventions and another known as Traffic and Discoveries and who has always been interested in the doings of men draws the line somewhere. Coming up the St. Lawrence on the Canadian National steamer Lady Somers, from Bermuda, Rudyard Kipling received a wireless message asking him if he would pose and speak for a talking movie when the vessel docked, his answer was positively no, although he generously and amiably gave his autograph to everyone on the Somers who asked him and no one wanted to be left out. Mr. Kipling shuns publicity and even his interest in things mechanical could not persuade him to be recorded for the talkies. He has never been in an airplane either, no thank you, he said emphatically, when some one on board asked him if he had ever flown, but he still keeps up his interest in steamships and Capt. E. H. Cameron and first officer Potts, who had many a yarn with him on the voyage, bear witness that he knows vessels and steamships inside out. Thundering good boats, was the way he described the Lady Somers and the Lady Rodney, in which he travelled in the West Indies. They were perfectly built for the tropics, he thought, and were admirable both for their beauty and seaworthiness. Haven't looked at a paper for weeks, he said, when the press asked him for a comment on the situation in India. He preferred to ask questions in his keen penetrating way about the growth of trade between Canada and the West Indies, about the present population of Lethbridge and Calgary, about the growth of Montreal which he has not seen for 23 years. I intended to come to Canada this year but Mrs. Kipling's illness made the West Indies more desirable. We hope to come next year, this isn't a visit because we sail for England Friday.

when raised indoors. The Petunia is a rugged plant once it gets a start and needs no coddling.

The Car Owner's Scrap Book

By G. W. Donald

Clean the Air Cleaner

The amount of cylinder wear which the air cleaner prevents cannot easily be estimated, but that it does prove beneficial is a known fact. As the air cleaner carries no moving parts, it must not be assumed that it requires no care; to be sure, lubrication is not necessary, but unless given a cleaning occasionally, the dirt which is entrapped in the dust chamber may build up to such point that the benefits are lost. Usually no tools are required to open the air cleaner for cleaning, as the parts are held together either with a thumbscrew or a clamping wire. There are two types of air cleaners in general use; one carries a cloth strainer to prevent the passage of dust while the other type causes the dust to be thrown out of the air in its passage through an irregular course. To clean the first type, the strainer is removed and brushed out thoroughly with a clean dry brush. On the other type, it is merely necessary to remove and empty the receptacle at the bottom.

To Keep Spark Plugs Dry

When the car is washed, water may find its way under the hood onto the spark plugs, causing a short circuit between the top and the body of the plug, so that the current will pass over the outside and through the engine. Under certain weather conditions, the same thing may be caused by condensation. A good way to prevent this condition is to remove the wires from the spark plugs, slip a short section of soft rubber hose over each wire, and then replace them on the spark plugs, pulling the hose down over the spark plug terminal and over the porcelain of the plugs.

Distributor Troubles

The engine cannot operate efficiently unless the distributor is kept in first class condition. Broken, worn or pitted points, and grease, oil, or water on the inside or outside of the case are the common cause of trouble.

Carburetor Flooding

The needle valve in the carburetor is operated by the float, and should be set so that the flow of gasoline when the level is about 1-16 of an inch below the top of the jet. Though the carburetor may operate satisfactorily with a higher level, a small amount of wear in the float mechanism may increase the level to such an extent that flooding will take place. In some makes of carburetors, the level of the fuel is affected by the position of the car. As the surface of the fuel will always be absolutely horizontal regardless of the position of the carburetor, it will run over the lowest edge of the jet. On some cars this will occur when the car is standing on a down grade on other cars when on an up grade, depending upon whether the float chamber is in front or in back of the jet. If the fuel level is correct, this will not take place except on an exceptionally steep grade, but if the car is used continually in a hilly section of the country, it may be advisable to set the fuel level slightly lower to overcome this difficulty.

Wheelbase and Skids

The longer the wheelbase of the car, the greater is the liability of a skid, owing to the increased leverage and the action of centrifugal force.

Compressing Piston Rings

To compress the piston rings for inserting the pistons into the cylinders, a section of a broom handle or curtain pole and a piece of cord or thin wire are the only tools necessary. Drill a hole in one end of the wood and loop the cord or wire through it, tying it securely. Pass the loop around the piston ring with the stick held upwards, parallel with the piston. Then, twist the stick with the hands, which will cause the cord to be wrapped around the stick, closing in on the piston ring.

A Simple Luggage Carrier

Through the left running board furnishes an ideal place for carrying suitcases and packages, they must be fastened securely to prevent loss. Tying with rope not only presents an unsightly appearance but necessitates untying everything should it be desirable to remove one bundle. An old inner tube, applied as follows, is more convenient and presents a better appearance. Cut off a section of the tube and tie a short length of strong cord to each end. Tie one cord to the rear door lower hinge and the other end to the hood catch fastening, stretching the rubber slightly in so that the packages placed behind the rubber will be held secure-

ly and may easily be removed. Some form of padding should be used to prevent scratching the paint.

Running in the New Engine

When the new car is received, the usual instructions given are to avoid a speed over 25 miles per hour, for the first 500 miles. This is good advice, as many of the parts are fitted quite tightly and would over heat at continued high speeds. However, the speed advised refers to car speed with the transmission in high gear, or more correctly, engine speed corresponding to 25 miles car speed in high gear. It is perfectly proper to shift to low gear when a steep hill must be negotiated, but it is decidedly injurious to race the engine in order to make better time. In fact, the damage may be greater than racing in high gear, as ordinarily low gear is used only when the pull is hard.

Removing Windshield Scratches

Scratches on the windshield or door glass may be removed with little difficulty if they are not too deep, though the process requires the expenditure of an amount of "elbow grease". Polishing rouge is a very fine abrasive which does not scratch being in the form of a fine powder. Mix some of the powder with water to form a paste, which is then formed into a brick and allowed to dry. A piece of hard felt is moistened with water and rubbed on the rouge brick until the felt is covered with the rouge. With plenty of pressure rub the felt on the glass, rubbing crosswise with the scratch until it has almost disappeared, after which rubbing should be done with a circular motion.

Muffler Cleaning

The muffler in itself acts as an efficiency reducer by retarding the free expansion of the exhaust gases. However, as the law requires the use of a muffler, it is well to make the best of it by keeping it clean. By tapping around the outside of the muffler with a soft hammer or block

Wage Dispute

(Canadian Press)

OTTAWA, Ont., June 5—Word was received today by Hon. Peter Heenan, Minister of Labor, that a wage dispute between employees and employers in the paper industry at the head of the lakes, had been settled. About two thousand men in Fort William, Fort Francis, Kenora and International Falls, were affected.

FUN AT EAST LAKE

Women have always been a rather uncertain element in the scheme of things. And if anything could be more erratic it would be, perhaps, a cranky boat. When the two are combined, a woman and a boat, the result is something akin to that produced by lobster and milk, or a bushel of eggs and an electric fan. All of which, and a whole lot more was discovered by a young disciple of Isaac Walton, from Souris, who with rod and bait, hip rubber boots, and high hopes set out upon the King's birthday to capture some of the fishy denizens of East Lake, accompanied by a member of the unfair sex.

From various reports which have filtered through it seems that the party, consisting of two boat loads, moored stern to stern about twenty feet apart, a hundred yards from shore, and many, many yards from bottom, the unfortunate victim standing upon the thwart (or whatever they are) in the bow with his arm hooked round the mooring post, the while he settled himself for a bit of steady fishing.

The ladies, however, had different ideas, and in pursuance of one of these reached out and brought the boats closer together, thereby increasing the distance between the boat and the mooring post. Finding his foothold inexplicably drifting away, the intrepid fisherman struggled nobly for a few hectic moments until his body bent into an angle of approximately forty-five degrees, when abandoning the boat in one frenzied leap he flung himself at the pole, clinging to it and flapping idly like a wet dish rag while the boat bobbed up and down a couple of feet away, the occupant's of wood, the heavy deposits will be loosened so that they will be blown out through the tail pipe.

Your husband's footsteps—

—does it sound tired? Put the kettle on—make a cup of tea quickly. Push him into his chair. After the cup of tea—more rest for supper. A happier evening for both of you.

RED ROSE TEA

"is good tea" ¹⁰³
TWO QUALITIES -- RED LABEL X ORANGE PEKOE

other boat rushed madly around in search of a camera, and sundry quarts of very wet water soaked into his posterior and down into his rubber boots.

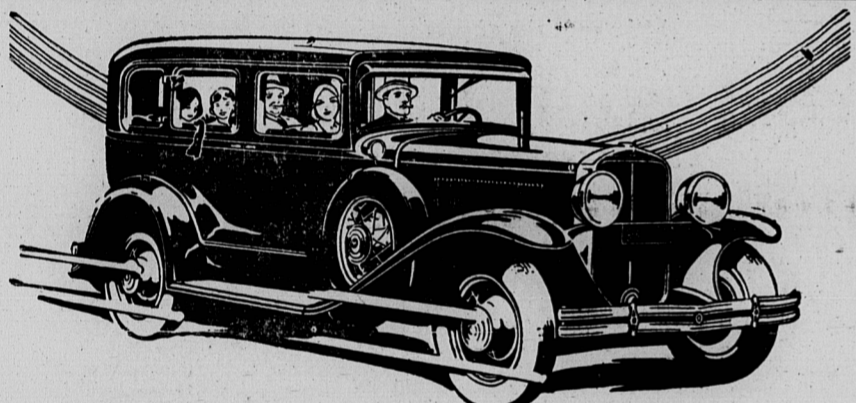
BEFRIENDED TEN YEARS AGO, EX-BOY SCOUT REPAYS MAN

BEAVERTON, June 5—Walter Mitchell, of Beaverton, old soldier and at present the popular green-keeper of the gold club here, has developed overnight into a strong and ardent supporter of the Boy Scout movement. Ten years ago on an unusually cold and stormy April night, Mr. Mitchell was aroused from bed by the sound of strange voices outside his house. He discovered two small Boy Scouts, wet and cold who had strayed away from their camp a few miles further along the lake shore. Mr. Mitchell found a shelter for the boys, made them hot coffee and sandwiches, and in the morning directed them out on their road back to camp.

The climax of the affair took place Saturday evening when once again a knock was heard at the door of the Mitchell home. This time it was a well dressed young man who stepped in through the door. He explained he was one of the boys Mr. Mitchell befriended years before and went on to say he and his chum had planned always to try and repay Mr. Mitchell for his kindness and that although the other boy had died he insisted Mr. Mitchell accept a small gift of appreciation. The gift was in the shape of a roll of bills which amounted to a considerable sum of money.

LADY FANE SCHOOL

The following is the standing of the pupils of Lady Fane School for the month of May:
Grade IX—1 Amy Oakes
Grade VII—1 Robert Oakes, 2 Wanda Gamble, 3 Aletha Rogerson.
Grade VI—1 Myra Gamble, 2 John Gamble, 3 Lindell Gamble.
Grade IV—1 Olga Gamble, 2 Lydia Cairns.
Grade III—1 Norma Gamble.
Grade II—1 Lewis Francis.
Grade I—1 Keith Francis, 2 James Cairns.
Grade I—1 Elsie Francis and Cecil Oakes, equal, 2 John Francis, Marita Malone, teacher.



Motorists have invested more than \$26,000,000 in Marquette..

TENS of thousands of motorists have termed Marquette a great performer. So great is the demand for Marquette, indeed, that no less than \$26,000,000 has been invested in this exceptional car during the few months it has been on the market.

The moment you take the wheel you will realize that Marquette more than deserves the steadily increasing success it is everywhere winning. The flash of its acceleration... the abundance of its power... the ease with which it is driven... and its swift obedience to every demand... all stamp it as a car far superior to any yet offered at so moderate a price.

Resilient springs of unusual length, and Lovejoy shock absorbers (front and rear) assure riding comfort and roadability that cannot be duplicated in Marquette's field. For Marquette is built by McLaughlin-Buick, and buyers of Marquette share in the manufacturing economies made possible by McLaughlin-Buick's volume production. Drive Marquette. We shall be glad to arrange a demonstration. The General Motors Owner Service Policy—most complete in the industry—is at your disposal. And, if you wish, use the G.M.A.C., General Motors' own deferred payment plan.

McLAUGHLIN-BUICK and MARQUETTE

PRODUCTS OF GENERAL MOTORS OF CANADA, LIMITED



A. Horne & Co. Prince Motors
Charlottetown Summerside
DEALERS FOR PRINCE EDWARD ISLAND

IT'S BETTER BECAUSE IT'S CANADIAN

A TORRENT OF POWER AND SPEED



Every one who has driven the entirely new Willys Six agrees that it is Willys-Overland's greatest manufacturing achievement... a triumph of value and versatility.

Uncramped comfort—a smooth, flexible flow of power—keen, clear-cut style lines—interior luxury worthy of a much more costly automobile... these lift Willys Six value above and beyond that of all other cars in the \$1,000 price class.

The new hydraulic shock-absorbers make a cushioned highway of the roughest road. The 65 horsepower engine, rubber insulated against vibration, easily sustains a speed of 72 miles an hour—48 in second.

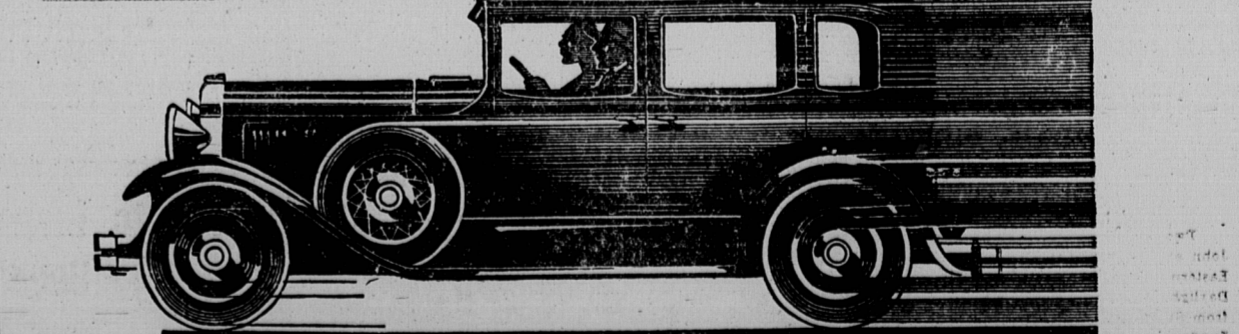
- 72 MILES AN HOUR
- 48 IN SECOND
- 65 HORSEPOWER
- RICH BROADCLOTH UPHOLSTERY
- INTERNAL 4 WHEEL BRAKES
- HYDRAULIC SHOCK ABSORBERS

WHIPPET SEDAN \$760
f.o.b. Factory, taxes extra
The Lowest Priced 4-Door Sedan in Canada

Superb chassis and body construction increase driving ease and security. Rich upholstery fabrics, silver-finished hardware, handsome woodwork and luxurious interior appointments make an ensemble that establishes entirely new standards of distinction in a car so moderately priced.

Inspect and drive the new Willys Six—then compare it with other cars. Your nearest Willys-Overland dealer will gladly arrange a demonstration.

Willys Six Prices: Coach \$935; Sedan \$1020; Coupe (2 pass.) \$895; Coupe (4 pass.) \$935; Roadster (2 pass.) \$895; Roadster (4 pass.) \$935; Touring \$895; De Luxe Sedan (as illustrated, 5 wire wheels) \$1120. All prices f.o.b. factory, Toronto. Taxes extra.



THE NEW WILLYS SIX

F. R. McLAINE, 186 Grafton Street, Charlottetown
P. J. NOY, Hunter River. RUSSELL CLARKE, Mt. Stewart. CORNEY BROS., Summerside. KING'S COUNTY GARAGE, Montague.