



Virile, Velvety Power Cloaked in Refreshing Style

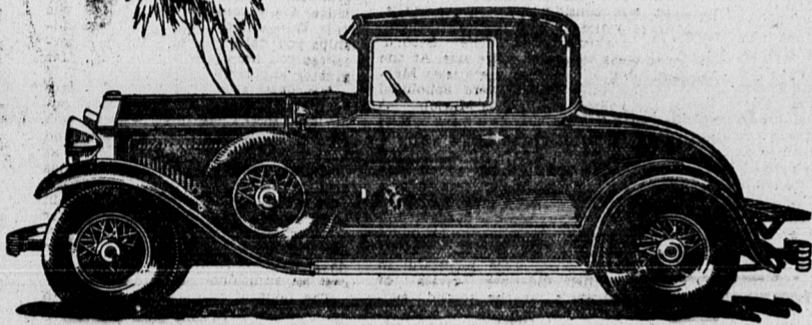
Run your eyes over the lines of the car pictured below. Obviously it was conceived by someone with a master-talent for motor car designing. Actually it was created by the industry's foremost style authority... a man with a world-wide reputation for designing "custom-built" models.

But beauty is only one feature of the new-style Willys-Knight. There is comfort... roomy, well-upholstered seats that cradle your body like a lounge chair. Effortless ease of handling that makes this car a restful pleasure to drive.

There is power... smooth, silky, whispering power... abundance of it for lightning getaway, hard-pulls, steep hills and speed opportunities.

There is economy... with no costly valve grinding or carbon cleaning, upkeep costs are cut in two. With an engine that actually improves with use... growing smoother and more powerful with every mile... highest resale value is assured.

Wouldn't you like to see this car? Wouldn't you like to ride in it? A standing invitation to do so awaits you at your nearest dealer's.



"FINGER-TIP CONTROL"

One button in center of steering wheel controls starter, lights and horn. Simple design, easy operation. No wires in steering post.

WILLYS KNIGHT

COUPE

\$1420
Sedan \$1545; Coach \$1420; Roadster \$1420; Touring \$1325; Willys-Knight 56-A Coach \$1220; Sedan \$1345. Prices F. O. B. Factory, Toronto, taxes extra.

McLAINE SERVICE STATION
186 Grafton Street, Charlottetown

Corney Bros.,
Summerside

KING'S COUNTY GARAGE, Montague.

P. J. Noy, Hunter River
H. H. Cox, Morell.

IN THE MATTER OF GLOVES

Buy your gloves on the loose side. This prevents the wear, and in any case, the tight gloves is distinctly demode. In putting on and taking off your gloves, observe the following rules and you will find that your gloves will preserve their shape and style until their day is almost over.

First, insert the four fingers into the glove, leaving out the thumb. Gently and gradually work the glove

down until the fingers are completely in. Then insert the thumb and work it down smoothly and carefully.

Second: Draw the glove on the rest of the way by seizing it firmly by the back. There is no seam to be broken there and there is a solid piece of leather to take hold of. Then carefully stretch your new glove at the wrist until clasps meet.

To remove gloves: First release gloves at wrist and draw of back-

wards over knuckles, then gently release fingers. Do not pull gloves off by finger tips until you have released gloves over the knuckles. Never pull your glove off by the corner of the cuff. It will tear them. Never try to force the glove on by pushing down between the fingers. It will break the seam.

I hate a man that really knows the facts. He's all the time hornin' in to spoil a good argument.

There is No Substitute for Quality and Quality in Gasoline Means---

- 1st—Produced from Pennsylvania Crude Oil.
- 2nd—Strictly Straight Run.
- 3rd—High Honest Test.
- 4th—Absence of Heavy, non-Combustible Fractions.
- 5th—Low Carbon Content.
- 6th—Absolute Uniformity in Grade.

OR—AS WE CALL IT

"MONITOR" GASOLINE!

ASK YOUR SERVICE STATION FOR IT

W. H. AITKEN & CO.

OIL IMPORTERS

Charlottetown, Prince Edward Island

The Car Owner's Scrap Book

By G. W. Donald

Engine Troubles

There are many different kinds of engine troubles that can develop, but one important point which is frequently overlooked when attempting to locate the cause is the speed of the engine at which the trouble develops. For in some instances the trouble will develop at high speeds only, while in other cases it will appear only when running at low speed.

Another point to consider is the time that elapses after the motor is started before the trouble develops. For illustration, we will say that after starting the motor it operates satisfactorily at low speeds for a considerable length of time. The acceleration is good but after going into high speed for a short time misfiring and spitting in the carburetor is noticed. This is an indication of a too lean mixture of fuel. But possibly after enriching mixture the trouble still exists. We then try running slowly again and the motor runs satisfactorily, but when the motor is speeded up, it develops the same trouble. In other words, the symptoms show a carburetor trouble at high speeds only, and the spittings in the carburetor indicates a too lean mixture, proving that the engine does not receive sufficient fuel to keep it running at high speed for any length of time. We now find that the trouble is a partly clogged fuel line, which furnishes sufficient fuels to run at low speeds, but which allows the fuel level to drop when the fuel consumption is high.

The symptoms given are by way of illustration. They may differ very much according to the trouble, but the point to stress is to observe the engine speed at which the trouble develops.

Cleaning Spark Plugs

An excellent way to clean a dirty, sooty spark plug is to soak it over night in alcohol. This will clean it thoroughly. And another good quick way is to insert the plug in the ground, terminal point down, fill the shell carefully with gasoline, and ignite it with a match. When the gasoline has all burned away, the plug will be found clean.

Spring Clips

Test the front axle spring clips occasionally with a wrench. It may avoid a broken spring, or prevent the axle from shifting out of line. And incidentally, greater safety is assured together with less tire wear.

Preserving the hood luster

How many cars we see where the luster on the hood has disappeared. The majority of people think it is due from the heat from the motor. This has something to do with it, but another thing which will take the luster off quickly is to wash the hood before the motor has cooled. The rapid drying, due to the heat, quickly ruins the gloss.

HUNDREDS OF EXTRA MILES will be added to the tires if the correct air pressure is maintained.

Vibration

The owner of a light car should bear in mind, that in time vibration will loosen bolts, nuts and screws. To overcome this is an easy matter. It merely means that these things should not be given the opportunity to come loose, but should be taken care of regularly by means of lock washers, splitpins, and the like.

An engine that is subject to considerable vibration is likely to have its cylinders work loose on the crankcase through the loosening of the bolts and nuts that hold it down, if they are not watched. A wrench should be applied occasionally to make sure that everything is tight. The trouble that arises from loose cylinders varies all the way from leakage of oil to a wrecked motor.

A Weak Cylinder

When tuning a multi-cylinder motor, one must be very careful to note that there is good compression in each cylinder. In a four-cylinder engine the sound of the exhaust will reveal a weak cylinder. From the exhaust of a six or eight cylinder motor however, the condition of any particular cylinder is difficult to locate. Quite often a weak cylinder is not detected and the carburetor adjustment is altered for the purpose of eliminating the trouble, unnecessarily throwing the car out of its proper operation, when in reality a weak cylinder is the real cause.

Hum in Transmission

A humming noise in the transmission is something due to an excess of heavy grease. The transmission case should never be more than

two thirds full. The best lubricant is a heavy oil that will flow, or a grease of a thin enough consistency to flow. Under no circumstances should a heavy grease be used unless the lighter grades of lubricants leak out. The gears will generally track through a heavy grease and receive no lubrication whatever, and this lack of proper lubrication in the majority of instances, is the cause of the humming noise.

Engine Labor

Never allow the engine to labor, the sudden blows of the explosion even if by doing so it can be kept going. When running very slowly, acting against the resistance of the slow moving crank-shaft set up tremendous stresses that are equally as dangerous to the motor as they are unnecessary. As soon as the engine begins to labor, shift to lower gear. That is what the gears are for, and it is pure folly to try to force the engine under these conditions.

A Tire Hint

When removing the dust cap from a tire valve, a piece of coarse string will be found useful. Merely give the twine one turn around the bottom of the cap, and with one end of the twine in each hand, give it a sharp pull in the proper direction to unscrew it and the cap will be rapidly unscrewed with one motion.

When Mired

If the wheels are stuck in a sandy or slippery spot, try wrapping a piece of burlap or any kind of rag, around the wheels to give them the necessary traction.

Usin' your knowledge of one woman to figger out another is like tryin' to find your way around New York with a map of Chicago.

"I thought," said the disappointed friend, "you told me your election was going to be a walk-over."
"Well," sadly answered Poulin, "it was. I was the doorstep."

Minard's Lintment for Chapped Hands

4
wheel internal-expanding hydraulic brakes

5
50 (five-fifty) oversize balloon tires

6
cylinder high-compression engine

7
bearing, 52-lb. highly balanced crankshaft

8
inch deep chassis frame

for \$1410 and up
in the NEW
DODGE BROTHERS SIX
CHRYSLER MOTORS PRODUCT

The new Dodge Brothers Six is an extraordinary motor car because it embodies a whole bookful of features that are extraordinary for a car of anything like this price.

Its Mono-piece Body has no joints or seams to squeak or rattle—possesses that unflinching rigidity and sturdiness which is exclusive to single-piece construction.

The Dodge Brothers hydraulic 4-wheel internal-expanding brakes, the oversize 5:50 tires, the 52-pound 7-bearing dynamically and statically balanced crankshaft, the extra-

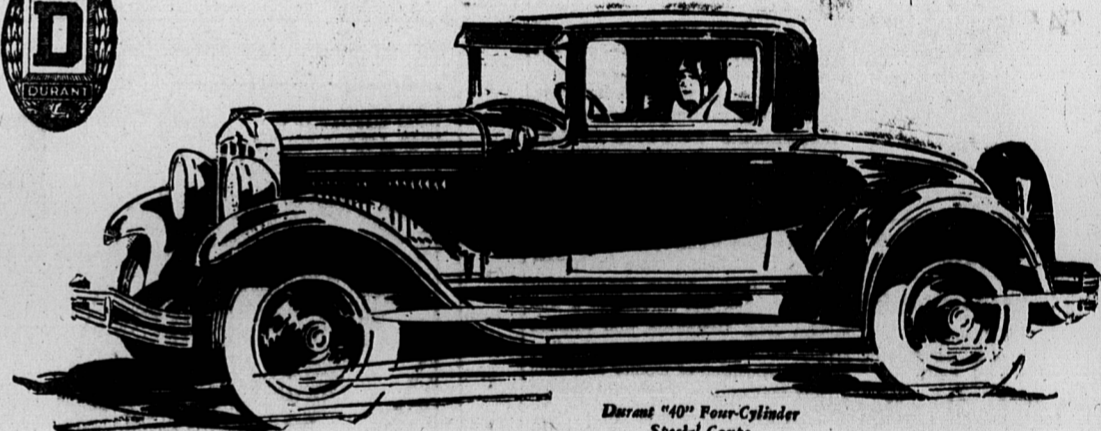
deep 8-inch frame are conspicuous among the things that cannot be matched by any other cars neighboring on the new Dodge Brothers Six price.

Come into our salesroom and see the new Dodge Brothers Six; try it on the road. If you inspect and drive one of these remarkable cars, we have all the confidence in the world that you will never be content until you have one for your own.

\$1410 to \$1725
Fully Equipped

W. B. PROWSE & SONS
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DEVOTED TO QUALITY



Durant "40" Four-Cylinder Special Coupe

Red Seal Continental Motor
Bendix Four-wheel Brakes
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Full Force Feed Lubrication

Everywhere!

IT is the "in-built" quality of the Durant car... with its Red Seal Continental Motor, Bendix Four-Wheel Brakes, Morse Silent Timing Chain, Timken Tapered Roller Bearings and Full Force Feed Lubrication... that accounts for the enthusiasm displayed by all Durant owners.

This enthusiasm is your assurance of complete and lasting satisfaction when you, too, become a Durant owner.

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DURANT MOTORS of CANADA LIMITED - TORONTO, CANADA
Rugby Trucks 1/2 Ton and 1 Ton Capacities

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