

# The Good Spring Tonic

## SHREDDED WHEAT

appetizing-energizing-healthy

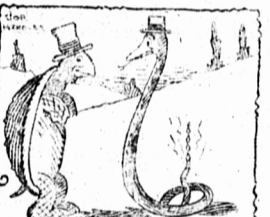
U. S. Buyers  
After Manitoba  
Potatoes

(Special to The Guardian)  
TORONTO, April 30.—United States buyers have wired \$500,000 to various brokers in Winnipeg to buy Manitoba potatoes; to be shipped to Minneapolis, Chicago, Philadelphia and other large cities across the line, according to a statement made by a prominent local potato dealer.

### SMILES



**DRY UP!**  
Wife: You're a cruel wretch. My cheeks are always wet with tears.  
The Brute: Oh, dry up—here's a blotter for you!



**A RATTLING GOOD JOKE**  
Turtle: You'll never be able to hold a responsible position.  
Rattler: Why not?  
Turtle: Cause you're too easily rattled, that's why!



**NOT WATERPROOF**  
There was a young girl named Hans,  
Good looking but awfully vain;  
One very wet night,  
She got in a sad plight,  
Her complexion got caught in the rain.



**GAINED A LOT**  
"Tom says he gained a lot by marrying."  
"No doubt—he married the rich real estate man's daughter."



**MIGHT GET THE POT**  
Jones: Come home with me and take dinner. Brown, if you don't mind not luck.  
Brown (who knows Mrs. J.): Thanks, old man, but it might be my luck to get the pot.

### 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

#### USE JUST ENOUGH BRAKES

It is bad policy to leave a parked car in gear on a main street or thoroughfare. Here it may be struck by another vehicle and under such circumstances the transmission and engine are in danger of being strained. Usually the main traveled street is level so braking in gear is not necessary.

#### FINDING LEAK LOCALES

To tell whether the motor is leaking gas, oil or water, it is an exceptionally good plan to spread a newspaper under the front of the machine when leaving it over night in the garage. Water and gasoline will soak through the paper, while oil will tend to remain on top. The oil will enable the driver to distinguish between water and gasoline.

A certain amount of kerosene, however, will be found on the paper. This is due to condensation of the kerosene content in the modern gas now bought. This collects in the intake manifold when the engine cools and runs back into the carburetor, from where it overflows to the floor.

#### MORE PARTS—BETTER WORK

When having the engine rebuilt it is best to have the work done in a shop where a large stock of parts is carried. At the typical automobile factory such parts as pistons and connecting rods are selected from a large stock with a view to obtaining perfect balance. There is often a difference in weight between pistons that seem to be identical. The mechanic who has a dozen to choose from is in a position to do a better job than the man who only as many as he actually needs.

#### ON WINDSHIELD CLEANING

The easiest and best way to clean a windshield is to wipe it off with a wet cloth and then rub it dry with a clean cloth. A little kerosene in the water will help if the glass is very dirty. This method of cleaning glass is to be recommended for closed cars as it does not scratch.

#### OIL AND COMPRESSION

Heavier oil will increase compression in some motors and lower it in others. It depends upon the design and condition of the engine. Sleeve valve engines can be made to develop a bad carbon knock when heavy oil is used. In a tight engine of the poppet valve type too heavy an oil would not seal the rings and would lower compression. If rings, cylinders and pistons are badly worn, however, heavier oil raises compression considerably.

#### CLEAN GREASING TOOLS

Before attaching the hose of a grease gun always clean off the nipple to which the hose attaches. Unless this is done dirt is carried into the bearing along with the fresh grease. It is always advisable to see that the end of the grease hose is clean.

#### CYLINDER BLOCK KNOCK

Not all the knocks heard by the troubled driver are caused by the moving units in the cylinders. Sometimes the cylinder itself is producing the noise. Where cylinder blocks are detachable it often happens that the bolts will come loose enough to cause the cylinders to shake under strain of the firing of the gases. The effect is the same as if the pistons were to rap against the cylinders, except that the noise is heavier and the condition is more serious.

#### FOR SALE

To be sold by May 20th, situated on a beautiful spot at Beach Pt. Murray Harbor, 47 acres with large dwelling, pump in kitchen, large barn, manure shed attached, garage, henry, etc. Buildings in good repair, suitable for farming, fishing and fox ranch, 40 rods from shore, with all kinds of sea manure. (Two blocks) 23 acres under good cultivation. 3/4 acre of cultivated cranberries, 24 acres with stream running through, 10 acres can be broken. Balance soft wood. An ideal home for tourists. Can be sold with or without household furniture and farm implements. A clear title can be given. Apply

J. W. DALY,  
Beach Point. Finally got out on the boulevard. For a while Smith would

## FOR THE WELL DRESSED MAN

Mr. A. A. Alexander will be at MacLellan Bros., Store, Friday and Saturday, April 30th and May 1st, and will take orders for suits and overcoats for immediate and also for fall and winter.

Any man who wore Leishman clothes knows the quality, style and fit of these famous makers. They are noted throughout Canada as the best makers of tailored garments for men.

Mr. Alexander will have the latest models for the present season as also the models for fall and winter.

We would like you to see Mr. Alexander's samples and models, he will be pleased to show you.

MacLELLAN BROS.

### 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 his own experiences for the benefit of the other twenty million or more members of the motor clan.

#### No. 8: — Driving in Traffic

When I met Smith the following Saturday afternoon I was surprised to discover that he had improved considerably as a driver. True, he had had only a few of the many motoring experiences, but he had more confidence and that helped particularly with his gear shifting. He seemed to want to try the congested streets then and there.

"What particular traffic cop do you wish to antagonize?" I jested. "All of them," he replied promptly. "Jump in and we'll pick out the grouchiest one first."

I got in beside him, but picked a quarrel with his statements about the traffic cops. "They are humane, remember that," I told him. We were then approaching a busy crossing and I seized the opportunity to illustrate my point. "Suppose you wanted to turn to the left at this crossing. Wouldn't any cop be inclined to ball you out if you drove right straight ahead and then suddenly remembered the gear shift lever to 'neutral' position, switched off the ignition, pulled on the emergency brake, then switched on the ignition and pressed his foot on the starter button."

Meanwhile the cop was giving us one of those characteristic looks as much as to say: "Who gave you license?" Other cars were getting by to the right and left of us. Another driver was intolerant enough to blow his horn. He had forgotten that he had once been a new member of the clan. Smith was rattled completely, but the engine was warm and responded immediately to the cranking. We were once more on our way.

"I'm making a mess of it already," he admitted. "What would you do in a case like that—but, of course that never happens to you."

"It happens to you," I retorted. "I often stall my engine when I am driving in traffic, but nobody knows the difference. Stalling is often due to carelessness. Perhaps I am interested in conversation. Or I may be trying to drive too slowly in high gear."

"But that is not the question why you stalled, but of how to get started again—and started quickly. Take your performance back at the crossing, for example. Why did you switch off the ignition? You only had to switch it on again. Why did you pull on the emergency brake? You were on level ground and the car had almost enough momentum to carry it off the car tracks. Why did you leave the gears in 'neutral'? You might just as well have shifted on through to 'low', because you had to do that eventually. With the clutch out and the gears back in 'low' and the car just rolling forward slightly, you could have pressed your right foot on the starter button, let in the clutch and proceeded without blocking the traffic at all."

"But to avoid the trouble of going through this procedure, it is best to slip the gears in 'second' when you are slowing up behind other cars or coming to a stop. Then you are safe, for the gears are all set for low speed or even for starting. It is permissible to start a car in second speed providing the engine is warm and the street level."

Just then we got into a line of cars which moved first at a snail's pace and then with quick starts and stops. At my suggestion Smith tried running straight along in 'second' without trying to shift into 'high.' With the task of shifting gears off his mind he was able to give his attention to steering and to applying the brakes, which are more necessary in traffic than smooth riding.

Finally we got out on the boulevard. For a while Smith would

speed along and then come to a dead stop when the traffic ahead halted at a crossing. Thus he used his brakes excessively and occasioned himself a lot of extra work starting again. But the next time I saw the cars coming to a stop ahead I suggested driving slow. This he did; and by the time we reached the crossing traffic was moving again. It wasn't necessary to do a thing but keep going. "That simplifies matters, doesn't it?" Smith exclaimed. He had caught the secret of good driving.

Tomorrow: — When The Car Won't Go.

### FASHION FANCIES



By Marie Belmont

This season sponsors the tailored suit, it is true. On the other hand, it goes to the feminine extreme in clothes for afternoon, and produces such lovely soft models as the frock shown above.

The material is flat crepe in a delicate blue while the modish jabot treatment is carried out in cream batiste, finely pleated and edged with narrow cream lace.

With this is worn a medium sized cream hair straw hat with a blue velvet band for its only decoration.

### No Premiums After 14 Years

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T. W. BENTLEY  
Manager for  
Prince Edward Island  
Charlottetown, P. E. I.

### Canadian National Railways

#### Change of Time—Effective May 3, 1926

Trains to and from Charlottetown: Commencing Monday, May 3rd, the double train service, daily except Sunday between the Mainland and Prince Edward Island points will be resumed. Following are the particulars of this service:

#### WESTBOUND:

Train No. 39 will leave Charlottetown at 6.45 A. M. arriving Borden at 8.50 A. M. and Sackville at 11.45 A. M.; leave Sackville 12.15 P. M. arriving Moncton 1.45 P. M. where connection will be made with Train No. 3 Ocean Limited leaving Moncton at 2.35 P. M. for Montreal and with No. 13 train leaving Moncton at 2.40 for Saint John, Boston and New England Points.

Train No. 41 will leave Charlottetown at 2.00 P. M. arriving Borden at 4.45 P. M. and Sackville at 7.30 P. M. where connection will be made with Train No. 1 "Maritime Express," leaving Sackville at 8.50 P. M. for Montreal and points North.

#### EASTBOUND:

Train No. 42 will leave Sackville at 1.10 P. M. connecting with Train No. 2 "Maritime Express," and arrive Tormentine 2.35 P. M. and Charlottetown 6.30 P. M.

Train No. 40 will leave Moncton at 4.40 P. M. arrive at 6.00 P. M. leave Sackville 6.55 P. M. arriving Tormentine 7.30 P. M. and Charlottetown 11.00 P. M.

Service Between Charlottetown, Summerside and Tignish will be as follows:

Train No. 205 will leave Charlottetown at 8.00 P. M. daily except Sunday, arriving Summerside 10.25 P. M. and Tignish 1.25 A. M. This is a new service.

Train No. 206 will leave Tignish at 7.55 A. M. Summerside at 3.00 P. M. and arrive Charlottetown at 5.10 P. M. This is also a new service.

Train No. 3 remains as at present, namely: leave Charlottetown 3.00 P. M. daily except Sunday and arrive Summerside 6.15 P. M. Tignish 9.45 P. M.

Train No. 4 leaving Tignish at 3.40 A. M. daily except Sunday will run through to Charlottetown, arriving there at 10.30 A. M. Between Charlottetown and Souris, Train No. 5 will leave Charlottetown daily except Sunday at 6 p. m. instead of 3.20 p. m., arrive at Mount Stewart at 7.05 p. m. and Souris at 9 p. m. Train No. 6 leaves Souris daily except Sunday at 9.20 a. m. instead of 7.50 a. m., Mount Stewart at 11.15 a. m. and arrive at Charlottetown at 12.30 p. m. Mixed train No. 215 leaves Charlottetown Monday, Wednesday and Friday at 9 a. m. instead of 3.20 a. m. Mount Stewart at 11.15 a. m. arriving at Souris at 2.00 p. m. Returning No. 216 train will leave Souris Monday, Wednesday and Friday 3.45 p. m. and arrive at Charlottetown at 8.45 p. m.

Between Mount Stewart and Georgetown, Train No. 7 leaves Mount Stewart Monday, Wednesday and Friday at 7.10 p. m. instead of 3.20 p. m. arriving at Georgetown at 9.10 p. m. No. 8 leaves Georgetown Monday, Wednesday and Friday 9.15 a. m. arriving at Mount Stewart 11.15 a. m. No. 221 leaves Mount Stewart 7.10 p. m. Tuesday, Thursday and Saturday, arriving Georgetown 9.30 p. m. No. 222 leaves Georgetown Tuesday, Thursday and Saturday at 8.45 a. m. and arrives at Mount Stewart 11.10 a. m. Mixed Train No. 217 leaves Mount Stewart Monday, Wednesday and Friday at 11.30 a. m. arrives at Georgetown at 2.15 p. m. returning No. 218 will leave Georgetown same days at 3.00 p. m. and arrive at Mount Stewart 5.45 p. m.

Between Elmira and Souris, Train No. 9 will leave Elmira on Mondays, Tuesdays, Fridays and Saturdays at 8.30 A. M. instead of 7.00 A. M. arriving Souris at 9.15 A. M. instead of 7.45 A. M. and Train No. 10 will leave Souris on Mondays, Thursdays, Fridays and Saturdays at 9.10 P. M. instead of 6.25 P. M. arriving Elmira at 10.00 P. M. instead of 7.45 P. M. The Murray Harbor Service will be as follows:

On Mondays, Wednesdays, Thursdays, Train No. 209 will leave Charlottetown at 3.30 P. M. arriving Murray Harbor at 7.00 P. M. Returning Train No. 210 will leave Murray Harbor at 7.45 A. M. on the same days, arriving Charlottetown at 11.15 A. M. On Tuesdays and Saturdays Train No. 11 will leave Charlottetown at 4.00 P. M. arriving Murray Harbor at 6.45 P. M. Returning Train No. 2 will leave Murray Harbor at 8.00 A. M., arriving Charlottetown at 10.40 A. M. This service it will be noted takes the place of Saturday only service heretofore in effect between Charlottetown and Murray Harbor. DISTRICT PASSENGER AGENT'S OFFICE, Charlottetown, P. E. I. 8950-428-51.

### CANADIAN NATIONAL RAILWAYS

#### CHANGE IN TRAIN SCHEDULES

Effective May 2nd, 1926.

For Further Particulars Apply to Ticket Agent.

### In Memoriam

JOHN GRAHAM MACKINNON

The home of Angus MacKinnon of Albion was greatly saddened by the death of his eldest son John. His pure and innocent life was cut short at the early age of 16 years, in the early hours of Easter morning after a short illness. He was tenderly cared for by his Father and Grandmother (Mrs. McKinnon). He leaves to mourn besides his sorrowing Father one brother Norman.

The funeral which was a large one was held on the afternoon of Monday April 5th. The service was conducted by Rev. Mr. MacGowan. The pall-bearers were Messrs. Wilke, Sorrie, Freeman, Sorrie, Bert Taylor, Warren Kemp, Albert Griffin and John D. Sorrie.

(Patriot please copy.)

### In Memoriam

WILLIAM FORD.

William Ford of Kingsboro, P. E. I. died at the Prince Edward Island Hospital Charlottetown on the 24th inst. at the age of seventy-five years. He was a son of the late John Ford and Jane MacDonald Ford, whose names are



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Inside—Absorbine, Jr. diluted, destroys the germs and relieves irritation. Outside—it relaxes the tension of the muscles and breaks up congestion. Use Absorbine, Jr. at the first sign of sore throat.

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THE ANTISEPTIC LINIMENT

## RED ROSE TEA

"is good tea" TEA

And because you like good things, you'll like Red Rose.

held in honored memory by the other parts of Prince Edward Island.

He is survived by three sisters and two brothers—Mrs. J. A. Gordon, wife of Reverend Dr. Gordon of Montreal, Mrs. Stephen Hill City, S. Dakota, and Rev. J. A. Ford of Cashmere, Washington, U. S. A.

The late Mr. Ford was a prominent, much admired and much loved man in his home village. In stature, he was a Saul among men. He was a wide reader and an ordinary man in his favorite study—Theology—he was considered somewhat of an authority. A consistent member of the Baptist Church, he was often called upon to use his talent in preaching the gospel and he could always hold his audience spell bound by the power of his oratory. He was also a capable Bible class teacher and as such he has left his impress upon many who were favored in being his pupils. He was genial, kindly, affectionate, a loyal friend and a foe to none. He was reverent, devout and charitable, and a pang comes to many hearts with the thought that this good man is known no more among his friends on earth.

Reverend Wallace R. MacWalker conducted the funeral service on Sunday afternoon, basing his remarks upon the words: "Enoch walked with God and he was not for God took him."

Churchill Budget Boon to Jamaica

(Special to The Guardian.) KINGSTON, Jamaica, April 30.—The British Empire Producers' Organization has cabled the Jamaica Imperial Association that Churchill's budget contains provisions for stabilization of the preferences to sugar and other articles at the present money value for ten years.

### In Memoriam

ROBERT HEATH ROSE

Robert Heath Rose was the eldest child of Mr. and Mrs. Edson Rose of East Baltic, P. E. I. at the present money value for ten years.

## Those Who Try It - Buy It

THE confidence of Oldsmobile owners is born of knowledge and experience. Thousands of present owners of Oldsmobile Six first rode in it, drove in it, put it to every test they knew.

They found that, attractive as Oldsmobile is in appearance, inviting as is its low price, its greatest excellence lies in performance.

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