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- That Means BETTER VALUE for You

THE irresistible attractiveness of the "Bigger and Better" Chevrolet has induced many motorists to part with the cars they were driving, long before they intended to do so. Hence we have a fine selection of Used Cars, literally traded in before their time . . . better used cars than we have ever had before. Yet, used cars are now lower in price than they have ever been before . . . which means better value for you, as a glance at these representative cars will show.

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- Chevrolet Touring—Guaranteed \$375.00
- Ford Coupe—In good order \$200.00
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SPECIAL DEMONSTRATION

ON

MAY 8th and 9th

Mr. Boak brings with him some thirty-five new Sample Suits and Topcoats, replicas of which can be tailored in any size or material, as well as many new ideas from the Annual Convention which took place in Montreal recently.

Come in and have a talk with him sometime during the two days of the demonstration. You will be under no obligation to buy, and we are sure you will benefit by a few minutes talk about the latest styles, etc., with Mr. Boak.

Suits tailored to your measure . . . \$25.00 to \$50.00
Topcoats \$20.00 to \$40.00

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Merchant Tailor and Men's Wear

John Smith And His Car

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 experience for the benefit of the other twenty.

Vagaries Of Gauges

"I guess we had better stop and find out what's wrong with the car," Smith announced just as we were beginning to enjoy ourselves on a recent trip. "Just look where that pointer is on the ammeter."

I looked in the direction of the ammeter, and while it is true that the reading was somewhat abnormal, it failed to alarm me.

"Let's keep on going," I suggested. "The chances are there's something wrong with the ammeter and not with the electrical system."

Smith had been reared on the excellent theory that it pays to watch the instruments on the dash, but evidently nobody had told him to weigh his judgments before acting. A few moments later he was lifting the hood in an effort to detect trouble. To his way of thinking, the appearance of the indicator on the extreme discharge side of the ammeter was an abnormal current drain somewhere along the line. In the meantime, however, I was tapping gently the glass face over the ammeter.

"I don't see anything wrong," he said after a hasty survey of the works.

"Nor does the ammeter indicate anything wrong," I replied. "You see, the indicator is back to normal and everything appears to be as usual. I imagine the indicator swung a little too far to the discharge side and stuck there the last time you sounded the horn."

Smith touched the horn button and noted for the first time how wide a swing the indicator of the ammeter made when a lot of current is drawn momentarily. It served to remind him that there are many things that can happen to the instrument board meters without anything being wrong with the various units of the car which they are supposed to guard. I reminded him that there is one type of pressure gasoline gauge which returns to a reading of zero each time the vacuum tank goes through a different cycle in its operation. Many drivers are fooled by this.

The indicators, or hands, of these instruments are subjected to constant shock as the car rides at full tilt over the rough roads. It is not uncommon for the hands to be strained to a point where they do not register properly.

Gasoline gauges that work on the pressure system requiring liquid in the instrument board unit are subject to air leaks as well as to evaporation or loss of the fluid. The only way to be absolutely certain that gauges are recording actual troubles on the cars, and not their own shortcomings, is to be confident at all times that they are in the best of condition, and thus accurate.

The average oil pressure gauge, I told Smith, does not, as some automobile owners believe, register the absolute pressure in the system. The reading is only arbitrary.

Furthermore, as is the case with some of the other instruments on the dash, the best time to check up on the oil pressure gauge is when conditions are normal. That is, it will register abnormally high when the oil is congealed, as when starting the engine cold. It will register abnormally low at high speed, as well as at low car speed in the lower gears. To know the truth about the way the oil is circulating it is important to compare the reading for normal conditions with what has been the custom with a particular engine in the past. Here, it is obvious that a change in the grade of oil will affect the reading.

In one of the gasoline gauges commonly used on cars, and operated by a mechanical system involving the use of a cork float, more gasoline will be registered when the car is inclined toward the left. This is because the float in most installations is on the left side of the rear tank and the gasoline supply tips in that direction when a car is on a slant.

Smith came back from the ride thoroughly convinced that every automobile owner ought to have a mental gauge, too.

If one electric bulb breaks in an automatic lighthouse in England another is switched on, and if the second falls an acetylene burner is lighted.

A rubber life saving suit invented by a Californian is intended to keep a wearer afloat for hours and contains pockets for food and drinking water.

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.

BECOMES A GOOD HABIT

Many of the habits of motor car owners are bad and, likewise, many of them are good. One of the best is that of looking occasionally at the oil gauge. One of the most definite marks of a good driver, one who realizes the importance of engine lubrication, is that of looking at the oil gauge at frequent intervals. Sooner or later in one's motoring experience the habit will prove a real money saver, as many already have found.

REVERSING THE PROCESS

Car owners always are being given advice about lubricating the car. Strange as it may seem, some motorists need to be warned against overdoing the thing. To the type to whom the task is tedious and easy to forget, there may be consolation in the fact that there are three units that never should be lubricated. These are the brushes of the starter motor, the generator and the horn; the starter motor bearing; and the Bendix gear of the starter motor.

WHY THEY SHOULDN'T LOCK

From experience, or otherwise, nearly every motorist knows that locked wheels are far from ideal for braking purposes. Many, however, do not know exactly why this is the case. It is easy to understand if it is realized that friction, causing heat, stops the car. When the wheels are locked, the friction is between tire and road. At all times prior to the actual locking, the absorption of power is between brake drum and brake lining. And that, as everyone who has skidded on a wet or icy road will admit, is precisely the place it should be.

JUST LIKE YOUR WATCH

The stem-wound motor car clock is like a watch in its action. Therefore in setting it, the car owner will not make the mistake of "setting it back". The normal action is "up" and any deviation from this conventional path is likely to prove hard on the "works." This is another one of those car-care facts that is well worth bearing in mind in the interest of lower upkeep costs.

TEST WHEN IT'S RAINING

One way to enhance the difficulties of headlight glare is to test the windshield cleaner when the glass is dry. Dust particles are scraped across the surface and any hard substances present will scratch the glass. These scratches will result in further distortion of the headlight rays of an approaching car, which usually already are annoying enough. If a test is to be made, wait until it is raining, or lift the cleaner arm away from the windshield.

TO SETTLE THE PROBLEM

Just how far the hand throttle should be opened to aid the starting process seems quite a problem to many drivers. Some err on the side of penury, others on the side of generosity. Either is wrong, for in the first case the engine does not start, in the second it runs too rapidly when it does turn over. The throttle should be set at that point where, operating in connection with the accelerator, it depresses the latter slightly. This specification fits virtually every case.

SUSPECT NON-UNIFORMITY

If one cell of the battery continually requires more water than the others, it does not pay to credit the fact merely to evaporation. The cause is more deep seated. Inspection will show that there is a leak somewhere, in nine cases out of ten. Such a condition in the battery should suggest that the time has come to put it into the hands of an expert for inspection and repair.

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H. J. MABON

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SAFETY FIRST

10 Commandments for Cyclists

- 1 Keep to the right and near the curb.
- 2 Meeting traffic: pass on right; overtaking traffic, pass on left.
- 3 Turn right close to curb. Turn left around centre of intersections.
- 4 Raise one arm when stopping and slowing up and to indicate direction when turning.
- 5 Ride straight. Don't wobble.
- 6 Watch for STOP signs and traffic officers' signals.
- 7 Give traffic coming from right the right of way at intersections.
- 8 Do not hang on to moving vehicles.
- 9 Don't "cut in" in front of a moving car.
- 10 Keep your feet on the pedals—your hands on the handlebars.

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Charlottetown

—By George McManus

The Popular Radish

Radishes are probably the most widely grown gardeners. They are hardy enough to withstand frost, and so can be sown immediately this ground is workable. Within three weeks after the seed of the earliest varieties is sown, a crop can be harvested.

A light rich soil is best, but not too rich in nitrogen; and always a location in the full sun. The earliest varieties are olive and globe shaped, such as Twenty Day, and Scarlet Globe. The earlier a variety, the quicker it turns pithy after maturity, which requires that they be eaten without loss of time.

Varieties taking longer to mature, are likely to be hotter in flavor, and to be shaped like carrots. Such are the Strasburg and Charlot varieties, which are grown for a summer crop. Gold's is a long summer variety mild in flavor.

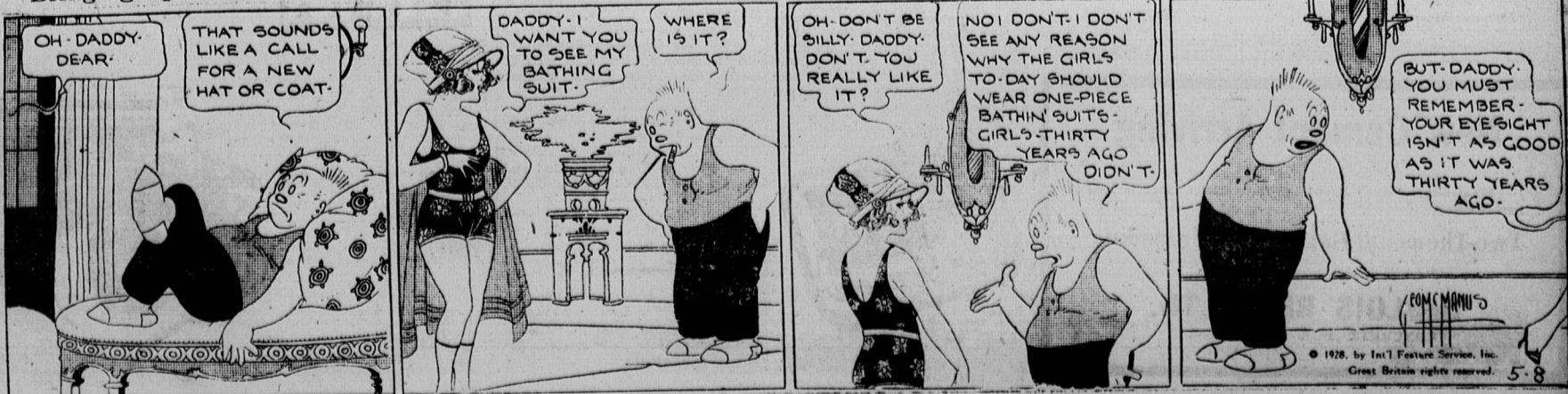
Improvement in radishes has been chiefly directed to shortening the season, and developing a mild flavor. Those who prefer the mild globe type, may obtain a succession of crops by sowing every week in the spring; but they can not expect to carry the harvest through the hot summer weather.

For color effects on the table, red, yellow and white radishes may be grown. In the fall, the giant winter radishes will supply the table late into the winter with huge, mildly flavored fruits.

Radishes may be sown just as soon as the frost is out of the ground. A common mistake is planting them too thickly. Standing two inches apart in the row they will give radishes much more quickly than if permitted to crowd each other. For quick radishes, thin as soon as the plants show above ground to two inches in the row. Larger radishes need six inches.

Gummed tape is cut into various widths as desired for sealing packages with a new machine.

Bringing Up Father



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