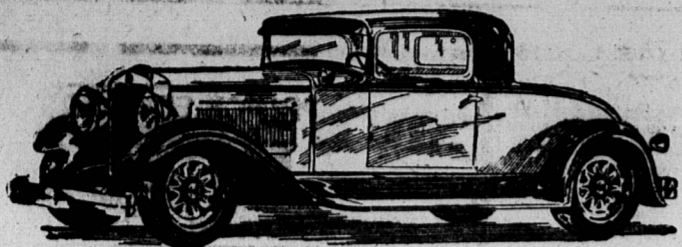


NASH '400'

Leads the World in Motor Car Value



3 Coupés

STANDARD SIX Delivered, Fully Equipped SPECIAL SIX Delivered, Fully Equipped ADVANCED SIX Delivered, Fully Equipped

\$1270 \$1866 \$2835

Lower, Delivered, Completely Equipped Prices

NASH engineers have created a group of three striking Coupés. For business, the small family, or as a second car the Standard Six Coupé is easily the choice of the \$1,000 field. It is powered by a Nash-designed, high-compression, 7-bearing motor. A particular asset of this Coupé is its riding ease achieved by alloy steel springs individually designed to its exact size and weight, plus Lovejoy hydraulic shock absorbers.

An outstanding feature of the Special and Advanced Six Coupés (both of which have big rumble seats in the rear

deck) is the Twin-Ignition motor. These larger models also have the famous Bijur centralized chassis lubrication, and hydraulic shock absorbers (Lovejoy and Houdaille).

All "400" models are fully factory equipped with front and rear bumpers, hydraulic shock absorbers, spare tire lock and tire cover. In your delivered price there's not a dollar added to the factory price for these features.

Compare fully equipped, delivered prices on other cars and see how much is added to their factory prices to cover these same features.

Delivered, Fully Equipped, Price Range on 25 Nash "400" Models, \$1270 to \$3200

NASH MOTOR SALES
CHARLOTTETOWN AND SUMMERSIDE

Peters Road and Vicinity

The snow-fall which mantled the landscape on the 20th inst., was sensational, if not unprecedented in the annals of weather conditions in Prince Edward Island.

Farming operations are somewhat retarded owing to the backward condition of the land, but soon the plow will be set, and the work will forge ahead.

Divine services are now being held in the churches of Murray H. North and Peter's Rd. Mr. Pringle, a theological student of Princeton University, has been engaged for the summer months. The services of Mr. Pringle are much appreciated in both

sections of the Congregation.

We are pleased to learn that Mr. George Johnston, Peter's Rd., previously reported ill is much improved in health, also Mrs. Nell McSwain, Greek River, who was for a time temporarily indisposed.

Mr. Edward L. Jenkins, Greek River, is much pleased with the increase in his fox ranch, having one litter of six silver.

Messrs. Fraser Bros., Greek River, also report substantial increases in their fox-ranch installed 1928.

The raiders who visited this vicinity in the interests of the Prohibition Act, after a ruthless investigation found the different premises minus the ardent. However a hen's nest was unearthed in a remote part of

one of the places, which might otherwise have escaped observation.

From meagre reports to hand indications are that the lobster catch off Murray Harbor is not too good. Later reports may be more encouraging.

Owing to the depression in the potato industry, farmers are generally not buying as much fertilizer as heretofore.

Of the different commodities scheduled for increased tariff by the U. S. Government, it is interesting to note that the Canadian potato is not listed with higher duties.

Just now the Tuberculin test is being repeated for cattle over the disease-free area of our province with pleasing results.

Motoring With Mary

By MARY JANE MOORE
Every revolution of the engine grinds out wisdom for the woman who drives a car, one of them has discovered.

NO MORE GUESSING

Not long ago, I heard the point made that the red traffic signal light made an ideal test for one's motor car brakes.

"At least, it is as good as a very steep precipice," commented Bob, when I read the suggestion to him. "You see, using the red light for testing your brakes has the advantage, if they fail of leaving you in the happy position of bursting right into the middle of fast moving traffic. On the precipice, you might go over. In either case, I suppose one might be quite, quite dead should the test show the brakes to be bad."

"Well, I'm not going to try it," I reassured him, "but in spite of the silliness of the suggestion, I get an idea from it."

"What's that," asked Bob, "to see how close you can stop behind a pedestrian?"

"Don't be absurd," I retorted. "This really is a high class idea if I do have to applaud it myself. I was just wondering why motorists, constantly using their brakes, ever should be in doubt as to how they were working. I'll admit that to me, brakes are 'good' or 'bad,' with no seeming in-between state and no very definite meaning attached to 'good' or 'bad.'"

"It is all the stranger when I recall that in our traffic regulations there is a definition of 'good' brakes. All that fall to meet the good standard, then, must be bad. I wonder how the brakes on our car actually are. They seem good, but are they?"

"Why don't you ask them?" said Bob.

"I am going to find out," I replied.

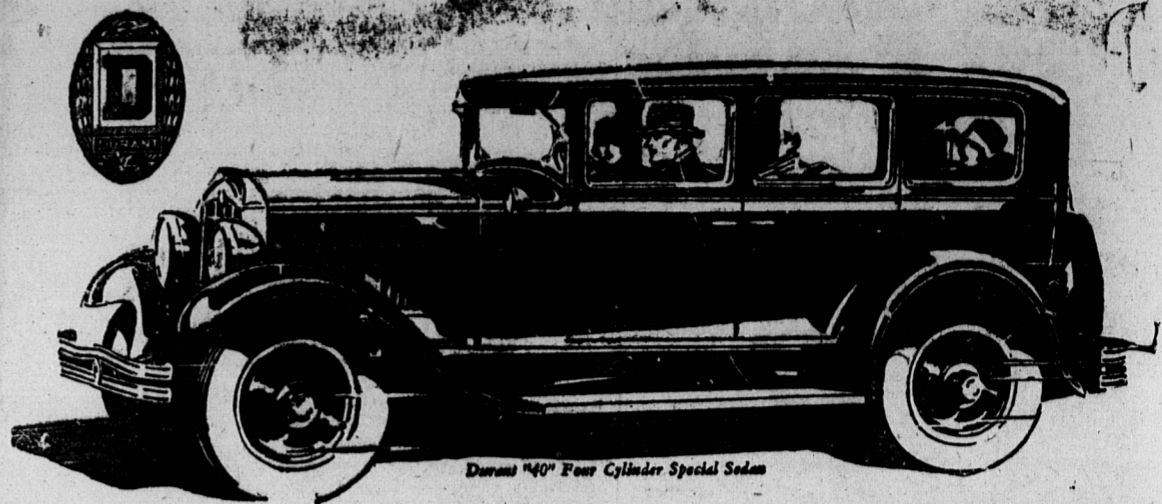
I set about the task the next day. One of the first things I discovered was that brake testing has become an exact science instead of a pretty inaccurate art. Numerous service and repair shops have installed special equipment that tells not only how bad the brakes are but just what it is that makes them bad. What one of these machines told me about our car rather stunned me for a few minutes.

The brakes always had stopped the car without accident, which made it the more shocking until I realized that I probably had been unconsciously allowing for their bad condition instead of knowing precisely what condition they were in.

Our regulations require that the service brakes stop the car within 50 feet at a speed of 20 miles an hour. The test showed that it required 62 feet. I put it immediately into percentages and was amazed to note that the brakes were only about 75 per cent efficient. The parking or emergency brake, to meet legal specifications, must stop the car within 75 feet at 20 miles an hour. Mine did it in exactly 125 feet—60 per cent efficient.

Beyond this astonishing set of figures, the test showed something else that I should have noticed. As a matter of fact, I had noticed it but it did not register very definitely with me. The deficiency in question was that one of the front wheels was taking most of the braking force. I had noticed that the car swerved in that direction when the

DEVOTED TO QUALITY



Durant "40" Four Cylinder Special Sedan

10 Minutes—

— In a Durant Showroom

YOUR first impression will be that the body lines and color schemes are exceptionally attractive . . . and when you examine the upholstery, deep cushions and roominess of the interior you will understand the comfort that will attend your journeys.

An explanation of the Red Seal "L"-head Continental motor, its scientific correctness and ability to serve, will suggest a drive. Then, you will realize that the unseen asset . . . quality . . . is everywhere present in full measure to give you the greatest dollar value obtainable in any motor car.

Red Seal Continental Motor
Brake Power-Boost Brakes
More Silent Timing Chain
Full Force Ford Lubrication

Four Cylinder Models
\$675
and Up - Taxes Extra
J. S. Lewis, Ont.
Standard Factory Equipment

DURANT MOTORS of CANADA LIMITED - TORONTO, CANADA
Rugby Trucks: 1/2 Ton to 1 1/4 Ton Capacities

DURANT

A GOOD CAR

T. G. IVES, Limited

Charlottetown and Montague

RADIO

WPG ATLANTIC CITY
SATURDAY MAY 25
Wave 27.2 Kilocycles 1100 Power
5000 Watts
8.00—Last Minute News Flashes and

Baseball Scores. Press-Union Publishing Company.
8.10—Hotel Chelsea Concert Orchestra. Ettore Marchetti, Director.
8.30—Brunswick Nite Club Entertainers. Motts Melville, Tenor; Camille Roberts, Baritone; Nan Blackman, Pianist Studio.
8.45—Minstrel Show. North Wildwood Fire Co., No. 1. G. W. Merrick, Dir. 25 People.
9.30—Three-Minute Chats. Dr. Eleanor Arthur, President Atlantic City Unit; Jane Packard, New Jersey State President; Lena Madelin Phillips, Publicist; Lillian Gilbreth, Author-Engineer. Convention Banquet. New Jersey Professional Business Women's Club. Ritz-Carlton Hotel. Atlantic City "Singing Captains."
10.00—Cuthbert Melody Trio. George Virtue, Baritone; Leo Stratton Tenor; Eddie Bobbs, Tenor; Capt. George

brakes were applied and had unconsciously been combatting it by steering in the opposite direction as the car slowed.

The little consolation I got out of the experience came from the man who gave the test.

"You're no worse than most motorists. You all go on assuming that your brakes are good without actually knowing anything about them. And, it is getting easier to know all the time, too."

Speaking for myself, I'll do no more assuming.

McGowan, Jr., Saxophone.
10.30—Harry Dobkin's Orchestra. Million Dollar Pier.
11.00—Correct Time and Hotel Traymore Grille Dance Orchestra. Alex Bartha, Director.
11.30—Silver Slipper Supper Club Orchestra. "Happy" Andrews and His Nomads.

WPG ATLANTIC CITY
SUNDAY MAY 26
7.00—Special Sunday Concert. Hotel Morton String Ensemble. J. Leonard Lewis, Director.
9.15—Last Minute News Flashes and Baseball Scores. Press-Union Publishing Company.
9.25—Portland Men's Singing Club. Vernon Room of Haddon Hall.
10.00—Studio Concert. Marie Kaufman, Sop.; Carl Ney, Pianist; Margaret Keever, Cont.
10.30—Special Musicals. Galen Hall

W-R-V-A RICHMOND, VA.
SATURDAY, MAY 25, 1929
270.1 Meters - 1000 Watts

8.00 P. M.—Hotel Richmond Orchestra.
8.15—Universal Safety Series Talk.
8.30—Hotel Richmond Orchestra.
8.50—Amos'n'Andy.
7.00—Puro Brand.
7.30—Pichard Family.
8.00—General Electric Orchestra.
9.00—Corn Cob Pipe Club.
10.00—Hina's Hawaiians.
10.45—Country Fiddlers.
11.15—Byrd Theatre Organ.

No need to compromise your Pride of Ownership

The owner of a De Soto Six has a sound basis for his pride of ownership—he is driving exactly the car that he wants to drive—a product of Chrysler Motors.

Cars of lower price attracted him not at all. He knows they lack many of his essential demands. And he didn't need to buy a more expensive car because he found complete satisfaction—full realization of his personal standards of performance, comfort, economy and durability—in the De Soto Six.

Here is a car that is literally built to order for those whose budgets are not unlimited—a car that even the most discriminating motorist can own without either sacrificing his pride or straining his pocketbook.

Before deciding on your purchase, give the Chrysler-built De Soto Six your most critical inspection. You will find all the advantages and comforts, all the restful driving, and all the pride of ownership that are associated in your mind only with cars of much higher price.

\$1075
and up at the factory

- Touring \$1075
 - Roadster 1075
 - 2-Door Sedan 1075
 - Business Coupe 1075
 - 4-Door Sedan 1120
 - De Luxe Coupe 1120
- (with rumble seat)
- 4-Door Sedan 1205
 - De Luxe 1205
- All prices f. o. b. Windsor, Ontario, including standard factory equipment (freight and taxes extra)



PRODUCT OF
GENERAL MOTORS
OF CANADA,
LIMITED

THEY RESPECT OLDSMOBILE MOST WHO KNOW IT BEST

If you want to get the facts about Oldsmobile, go to the men who drive it. They have learned the whole amazing truth about Oldsmobile. They judge, not alone by the free-flowing lines of its Fisher Bodies, its rich color harmonies or its impressive air of distinction, but also by the power and smoothness of its 62-horsepower high-compression engine . . . by the way it meets and masters the hills . . . by the ease with which it rides and handles.

To Oldsmobile users, Lovejoy Shock Absorbers . . . resilient rubber cushioning and fabric beading to prevent metal-to-metal contact . . . adjustable driver's seat and steering wheel . . . and Oldsmobile's countless other evidences of true fine-car quality are more than mechanical features. They are EXPERIENCES . . . in riding comfort, in smoothness, in silence, in convenience and in absolute dependability.

O-22-2-228

Gaudet Bros.

Dealers for Prince Edward Island

DE SOTO SIX

CHRYSLER MOTORS PRODUCT

AULD BROS, Limited

Distributors for Prince Edward Island