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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. CAUSES COUNT MOST

"Don't rush the repairer!" From now on that is going to be my slogan when I put the car in the shop for anything from air in the tires up to a complete overhaul. It took me longer to learn the disadvantages of the business of asking for a rush job than it really should. In that respect, however, I am like a lot of other car owners of both sexes, according to the foreman of the service station.

The experience that finally taught me the lesson was one that involved the headlights. Both bulbs went out at once as I started away from the downtown parking space just at twilight. Fortunately, there was a repair shop just a block away. I drove over and asked them to install two new light bulbs.

"You'd better let me see what caused them to burn out or they'll do it again," said the attendant. "I'm sure they won't," I replied, "and I'm in a great hurry." The mechanic still was disposed to argue with me, but I was adamant. Finally, he installed the bulbs. They burned nicely. I felt that I had scored a triumph and drove away in a hurry.

Two blocks farther when I accelerated the engine, the new bulbs went the way of the old ones. I phoned the service station that regularly services the car. The mechanic who came out with the bulbs looked at the battery before he installed them. He tightened the connections which he found to be very loose. Then he inserted the new bulbs and I went on my way, a much wiser person by virtue of seeing that it would have taken but a minute to have made the same adjustment at the first station at which I had stopped. Trying to save a few minutes, I had lost a great many.

That experience, while representing a climax, is by no means the only one of its kind in my career as a car owner. It is hard to confess, but there was one time when one of the tires had a slow leak, due to a defective valve core. The filling station attendant who noticed it suggested I wait a few minutes until he put in a new core. I was in too much of a hurry. The next day, out on a country road, the tire went completely flat. That meant changing to the spare which took considerably more time than would have been necessary to put in the new valve core.

Then there was the time on the "touring trip" when a bearing was burned. All the time the repairers were working on it, Bob was impatiently urging them to hurry. They hurried all right in the face of his instance. They fixed the bearing, but the did not quite get around to the scotched oil line that had caused it to burn out in the first place. We got another 100 miles and then the same process to go through all over again.

One night we were racing a rain storm. The car was getting low on gasoline. Bob suggested that we had better stop at one of the filling stations we were passing at a good speed. I demurred and we drove on. I was confident that we would get through on what fuel we had. However, we didn't. Worse still, we ran out of gas between filling stations instead of directly in front of one. Needless to say, we did not beat the rain.

However, it takes a long time to learn that rushing does not pay. Once learned, however, it ought to be a lesson that stays.

A FAMOUS FOOD TONIC of Cod Liver Oil SCOTT'S EMULSION YOU'LL LIKE THE TASTE

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.

CHECK PLUG CABLES Car owners seldom think of spark plug cables when the ignition system seems to be functioning inefficiently. Yet it should be remembered that the conditions under which the cables work involve high temperature and escaping oil which affects the rubber. Cracks in the insulation permit the spark to escape before it reaches the cylinder or, at least, to diminish in intensity. The charge fires, but weakly.

REMOVE AT BOTTOM That piston assemblies are removable through the bottom of the cylinder accounts for part of the reduction in some repair bills.

KEEP HABIT IN PLACE Starting in second gear is the motorist's answer to the limitation which has forced the car maker—in some cases—to use a very low gear. On the level, the practice is not a bad one. Unless the motorist is watchful, however, it will become a habit and he will be trying it on grades where low should be used. Before he knows it, he will be slipping the clutch in order to make second do the work of low.

STEP ON BRAKE PEDAL In some of the newer cars with the brake system the same both as to service and parking, it is hard to take off the parking brake. Just depress the service brake pedal and note the difference.

TOUCH IS DIFFERENT Switching from an old car to a new one, the motorist may question the gears in the latter may be shifted more easily. He will find the question answered negatively, however, if he will but recognize that there may be a considerable difference in the speeds of the engines of the two cars. High speed engines require a different touch in shifting gears. It is a lighter touch, naturally on the accelerator pedal.

IT IS MORE INVOLVED Even in the days when carburetors were comparatively simple—and crude—mechanisms, the car owner was warned against trying to adjust them unless he knew precisely what he was about. Today's carburetor is just that much more beyond the range of the average motorist's ability to adjust it. The thought is a good one to bear in mind especially since so many of the ills laid to the carburetor are caused by something else.

FORCE CAN BE FOLLY Force will remove the drain plug in the bottom of the crankcase of almost any car. Unfortunately, however, it removes the threads at the same time. Then the thing has to be re-drilled.

MAY BE THE BUSHING When the front wheels begin to wobble, first check the wheel bearings. After that have a look at the king pin bushing. If they have been under-lubricated, they will have worn. And because they are quite exposed to all the dirt kicked up by the wheels, they may have been under-lubricated even when the motorist was confident otherwise.

IT REMAINS UNCHANGED Cars may be considerably different these days, but it still is necessary to advance the hand throttle when starting a cold engine.

special plane, but smaller consignments often go as casually as ordinary merchandise, the boxes sometimes being stowed under passengers' seats. An important factor is the time saved by air travel. Interest on several millions is nothing to sniff at. On a shipment of \$10,000,000, for instance, about \$6,000 in interest would be saved if the Atlantic passage could be shortened by four days.

London Letter

BY TEMPLE CHAMBERS (British United Press)

LONDON, Nov. 5.—Not long after the present Government came into power Scotland Yard solicited the enquirer of a certain Minister whether he wished to have the usual bodyguard of police protection.

"No," replied he, with the emphasis of righteousness, "No! I have no enemies."

On second thoughts, he added, "I'll tell you what you can do. You can send me down half-a-dozen to protect me from my friends." And no doubt some of his colleagues, had they heard his prayer, would have feelingly added their Amens.

Consider the tale of Joe and Jim. Up to the time of the day of judgement on the Conservatives last May, Joe was "Joe" to Jim and Jim was "Jim" to Joe, which was as it should be. But accepting the mandate of the multitude, Joe became a common or garden member of Parliament, while Jim in dress suit was caught up into the Higher Life—he became a Lord Privy Seal. And Joe rejoiced, for it is good to have a pal like that whose job is getting jobs for everyone.

And it came to pass that in Joe's district some 2,000 men were in danger of unemployment and they appealed to Joe.

"That's all right, boys," said Joseph, "don't you worry. I'll speak to Jim. He'll fix you. Just you listen." And they did. Then Joe called up Jim's office in Whitehall—the sans ceremonie—"Just tell Jim," he said, "that Joe is coming down right away to get him to fix up some jobs for about a couple of thousand fellows for tomorrow."

"Wait a moment," said a Secretarial voice. And there was a pause. Then from far up the heights, at it were, a still more secretarial voice replied, "Sir, I am instructed to inform you that the Lord Privy Seal does not think that any useful purpose would be served"

And then Joe blasphemed vehemently, so that another Government Department, to wit, the Post Office Telephones, observed coldly that he was contravening By-Law 100, 000 Sec. 1, sub-section 600 (d)—and cut him off.

And that very same day it came to pass that another Minister—it was the Minister of Health this time—was walking along the street seeking something which he might devour in his lunch hour in private—for he was a public man and was compelled to be a Secret Later.

"Honorable Sir," meekly murmured a passer-by, "I used to know you at one time when you were just 'Art' but now you are the Rt. Hon. Arthur Greenwood, a member of His Majesty's Government and Minister of Health, I suppose I must not speak to you except by appointment"

"Well I'm hanged," shouted the Minister of Health, hanging his robes of office on the arm of the nearest policeman, "if it isn't Ole Bill. Say, you come right along to a 111 place I know near Fleet Street and I'll buy you a drink." And he did.

Moral: There's a time for everything, even for business. So when "Jim" and "Art" are sitting in their counting houses counting out their jobs and their health-tickets, they are the Rt. Hon. the Lord Privy Seal, and the Rt. Hon. the Minister of Health respectively. And unless their admirers remember that, they can't get on with their jobs. But in their off-time they can be just the good fellows they really are.

Who is to succeed Mr. Stanley Baldwin as leader of the Conservative Party? That is a question which a certain number of that party's malcontents are asking. There is, of course, the trifling difficulty that the bulk of their colleagues affirm, more grammatically of course, that "there ain't going to be no successor" so long as Mr. Baldwin cares to hold the reins.

Still, the questioners are too insistent to be altogether ignored, and many would-be counsellors are endeavouring to answer them either by positive suggestions, or, by a negative process of exhaustion, eliminating those who should not succeed.

"Taking count of all possible runners, the idea of Mr. Winston Churchill as Leader—and therefore perhaps a future Prime Minister seems to be rejected by most men and most women.

But the figure of Mr. Neville Chamberlain does emerge. As for him, granting his outstanding ability, the "Noes" contend that he is, like all Chamberlains, an aloof and unknown-

able man. While not exactly satisfied with Mr. Baldwin, they think it may be better to have the devil they know than the Neville they don't. On the whole the question does not seem to be answered quite to any questioner's satisfaction, so that, though awarding Mr. Baldwin the lowest possible marks for political foresight, they regretfully remember that in the country of the blind the one-eyed man is King.

Of late years, just before Armistice Day and the observance of the Two Minutes Silence, there has been a growing tendency, evidence chiefly by newspaper correspondence, to question whether the Day and the Silence should any longer be remembered.

Whatever may be the ultimate decision, the evidence of one's senses, in London at any rate, is that one section of the community regards the 11th of November as a Day of Sorrow another as a Day of Rejoicing and yet another as a Day of Curiosity.

So with that division of the community, and human nature being what it is, it is reasonably certain that within the lifetime of this generation the Day of Curiosity only will remain. Other Days of Mourning have passed from our memories—so also will this.

Fewer people salute the cenotaph than formerly and it is a frequently expressed opinion that it may, even so, be well; so long, apparently, as we remember the Dead and in our own minds we keep the sense, tho' not all of us may know the words, of the great Greek orator so spoke of the Athenian dead:

"The whole earth is the sepulchre of (those) famous men; and their story is not graven only on stone over their native earth, but lives on far away, without visible symbol, woven into the stuff of other men's lives."

In spite of the fierce light which, we are told, beats upon a throne, it is not quite so certain that a similar illumination rests upon the private lives of royalty. Not so long ago the Prince of Wales commented feelingly and as one with sad and personal knowledge of the collar which comes from the laundry with an edge like a saw. And we of the lesser breeds, when we had wondered a moment, gladly remembered how one touch of that sort made us kin with the Prince.

And now we are told that Her Majesty recognised with a skilled domestic eye the merits of a new type of saucepan and drainer. Now, yielding to none in admiration for Her most Gracious Majesty and recognising that the royalty of today plays many parts, I am yet not prepared to believe that Queen Mary has ever boiled a potato in her life.

But of course the saucepan may have a publicity man. I forgot him.

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KONEL TO REPLACE PLATINUM C. M. Lamson & Co., LIMITED. 64 Queen Street London, E. C. 4, England Public Auction Sales OF RAW FURS

WASHINGTON, D. C., Nov. 4.—Development of an inexpensive alloy known as konel, which can be used instead of platinum in filaments for radio tubes, has been reported to the United States Bureau of Mines. The new metal was developed by Dr. E. F. Lowry of the Westinghouse Electric Company and is already resulting in material saving in the manufacture of tubes, the report says. Current market prices for platinum are about \$80 an ounce. Konel costs only a few dollars a pound to produce, it is said.

According to the report, tubes with filaments made of konel last about ten times as long as other filaments and may be operated 175 degrees colder than tubes with platinum filaments but with the same emission, thus giving better reception results for listeners. The bureau says that the radio industry indicates apprehension among tube manufacturers of a threatened shortage of nickel.

The bureau states that while there may be a "temporary exigency" in which refining of the metal lags behind the current demand, the re-

Needless Pain! Don't be a martyr to unnecessary pain. Lots of suffering is, indeed, quite needless. Headaches, for example. They come without warning, but one can always be prepared. Aspirin tablets bring prompt relief. Keep a small bottle of them at the office. Carry the small tin in your pocket. Then you won't have to hunt a drugstore, or wait till you get home. And do not think that Aspirin is only good for headaches, sore throats, and colds! Read the proven directions for relieving neuralgia, neuritic, rheumatic, and other aches and pains. Remembering, of course, that the quick comfort from these tablets is not a cure; for any continued pain, see a doctor. Purchase genuine Aspirin. Protect yourself by looking for that name. Always the same. Always safe. Never hurts the heart.



Aspirin tablets bring prompt relief. Keep a small bottle of them at the office. Carry the small tin in your pocket. Then you won't have to hunt a drugstore, or wait till you get home. And do not think that Aspirin is only good for headaches, sore throats, and colds! Read the proven directions for relieving neuralgia, neuritic, rheumatic, and other aches and pains. Remembering, of course, that the quick comfort from these tablets is not a cure; for any continued pain, see a doctor. Purchase genuine Aspirin. Protect yourself by looking for that name. Always the same. Always safe. Never hurts the heart.

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