

# What a Difference



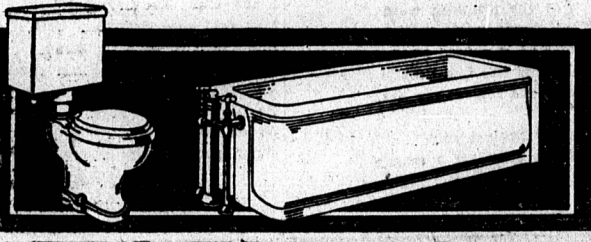
a bathroom can make. Especially one completely equipped with Emco Bathroom Fixtures and Fittings. Consider the health of your family and do not forego this necessary home improvement any longer. Emco Fixtures are of the latest improved type, of the best manufacture and guaranteed construction.

Lack of running water need not deter you, as an EMPIRE DURO WATER SUPPLY SYSTEM will provide sufficient quantities for all your bathroom, kitchen, laundry and other needs. The smallest model supplies 250 gallons per hour and other models considerably more.

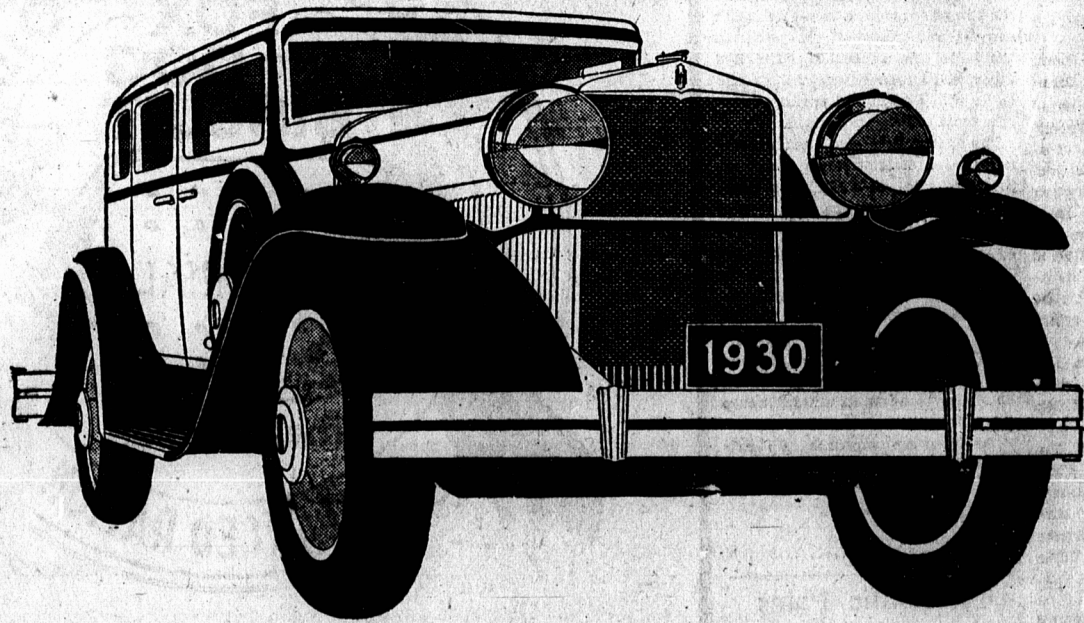
Our local dealer will be pleased to supply you with full information and recommend the model most suitable to your needs.

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## Empire Duro Pressure Water Systems and Bathroom Fittings



### THE GOAL OF YEARS HAS BEEN ATTAINED!



# THE 1930 HUPMOBILE SIX

It has long been the ambition of Hupp engineers to build a Hupmobile "for the popular price market" . . . but each year they have said:

"Let's wait until we can build, not just another automobile, but a greater Hupmobile. A car that will add new lustre to Hupmobile's 21-year prestige" . . . Today, this goal of years has been attained—in the new 1930 Hupmobile Six . . . It is a car which Hupp is proud to call a Hupmobile, because it IS a Hupmobile in every detail of its design and construction . . . It is powered by the selfsame Hupmobile motor which made the Hupmobile Century Six a spectacular success . . . It is built to the rigid Hupmobile standards of precision-manufacture . . . It is 100% a Hupmobile

**AT \$1355**

1 PASSENGER 4-DOOR SEDAN \$1355  
CONVERTIBLE CABRIOLET \$1375  
COMMERCIAL COUPE \$1275

W. R. GARRICK, G. S. WINDSOR

—but a more powerful Hupmobile. With its time-tested Hupmobile engine made still smoother and sweeter running . . . It is 100% a Hupmobile —but a handsomer Hupmobile. Made still smarter by further advances in Hupmobile's innovation of tailored sheet metal and by new, lower-slung and dashing lines . . . It is 100% a Hupmobile—but a still sweeter riding and driving Hupmobile. Made more comfortable by more seat and leg room and by many engineering refinements, adding to speed, safety, ease of control and restful traveling.

Gaudet Bros.

Dealers For Prince Edward Island

### W. M. ORTON

### AN ATTIC . . .

### Salt-Shaker

I HEAD an amusing story the other day—you may know it—about an Englishman and an American who were "doing" London together, the Englishman acting as guide. No, the guide wasn't John Burns, the Laborite, although his hobby is showing London to visitors. Anyhow, the men "took in" Convent Garden, famous fruit, flower and vegetable market.

"Look at those peaches!" said the Englishman with pride.

"Call those peaches?" retorted the American. "Why in California we grow them the size of cabbages!"

"How ever do you do that?" asked the Englishman.

"Oh, climate," said the American.

THEN they wandered over to the cut flower stands. Pointing to a magnificent display of roses, the Englishman said:

"There are roses for you. Small 'em!"

The American obeyed.

"Not bad," he admitted. Then: But say, you can smell an American beauty rose a mile away."

"How do you account for that?" asked the Englishman, oozing dejection.

"Oh, climate; just climate," replied his friend.

FROM Convent Garden they sauntered to Kingsway and the Englishman stopped in front of a tall (that is tall for London) building in process of construction. It was nearing completion.

"Here's a curious building," he said, twelve stories high and no elevators" only he said "lifts."

"How do people get up?" asked the unsuspecting visitor.

"Oh, climb it; just climb it," came the jubilant reply.

ONE of John D. Rockefeller's right bowers of Standard Oil was, of course, John D. Archbold, and the

former had a pet story concerning Archbold's appearance on the witness stand. It is in John K. Winkler's biography of the Standard Oil founder. A hectoring lawyer asked his connection with the particular company under examination. Archbold replied that he was a director.

"Ah!" exclaimed the attorney, and what, may I ask, is your chief responsibility as director?"

"To clamor for dividends," responded Archbold promptly.

TALKING of dividends—and Rockefeller recalls a story (not in Winkler's book) told me by Harry Bagge, at one time a reporter on the New York "World." Bagge, an Englishman—he wore a monocle by the way, but was exceedingly human—was assigned to get an interview with John D. and ordered not to return to the office until he had got it. A tough assignment in those days—and even now, so I believe.

BAGGE packed a suitcase, (I can't say "bag") and left for the Rockefeller home in the Pocantico Hills. Days went by during which he never so much as got a sight of his victim. He duly reported to his office but, was told to "stick around" and not bother them. Finally, despairing of success and thinking, that the "World" had forgotten his existence, he returned to the office without permission.

Bagge was greeted with:

"What are you doing here?"

He explained that he had done everything human, and inhumanly possible to attain the interview. Pressed to tell his efforts he said:

"Well, one day I got past the guards and right up to a window where I could see him seated in a chair. Then I hid behind a shrub and made a noise like a dividend, but even that didn't bring him out."

WHEN T. P. (Tay Pay) O'Connor founded the London "Star" as organ of the Liberal party, he appointed H. W. Massingham—a brilliant journalist—assistant editor.

"Massingham used to talk to me with rapture of a gentleman whose name neither I nor, indeed, anybody else had ever heard before—his name was George Bernard Shaw chuckles Tay Pay in "Memoirs of an Old Parliamentarian."

THE upshot was that Shaw was hired as one of the "Star's" assistant leader-writers—as they call writers of editorials in Fleet Street—at the princely salary of two pounds ten shillings (£12.50) a week.

"I did not know at that time that Mr. Shaw was a convicted socialist," says Tay Pay. But it was not long before he discovered that some of Shaw's paragraphs were raising a rumpus in the Liberal party, which has no use for socialism.

EVENTUALLY Shaw's editorial indiscretions got on Tay Pay's nerves but a solution presented itself when Massingham suggested that G. B. S. be taken from the "Star's" leader-writers' room and made the paper's musical critic.

"He gushed with enthusiasm about the musical accomplishments of Mr. Shaw, which I believe were perfectly genuine," recalls Tay Pay. Shaw's mother was a music teacher and he had said that he had once to earn his living as an accompanist. Anyhow, the paper at that time had no musical critic, so the change was made, and Shaw became music critic of the "Star" at the increased salary of three guineas, (about \$16) a week.

ALTHOUGH Tay Pay doesn't mention, Shaw said that when he was given the job as music critic, Tay Pay warned him:

"For God's sake keep of Bach in B Minor!"

Which being interpreted was a warning against filling his column with detailed criticism of a dry and technical nature—a warning, by the way, which goes to prove Tay Pay's assertion that he never heard of G. B. S. before as it is an absolute impossibility for Shaw to write a dull line.

MOST people stand in awe of air-men. They gaze upon a flyer like a small boy regarding a policeman. declares Bruce Gould, himself a bird-man, in "Sky Larking." Not so air-men themselves—they are not awe-struck by fellow-airmen. At least not often. In St. Louis Gould instances the visit to St. Louis of Colonel Lindbergh after his Paris flight. Within an hour of his arrival "Slim"—a world-hero all tricked out in his new Colonel's uniform—was given an old-fashioned initiation by his air mail buddies, who shoved him under a pump and thoroughly ducked him. And he enjoyed it.

MANY flyers are superstitious. Few will light three cigarettes on one match. Lindbergh does not believe in luck, but all the same, (says Bruce Gould) the last thing the motor experts and the riggers who saw "Slim" off on his Paris flight sought to impress upon him was that the motor would keep running as long as he didn't doubt it. And all that day and a half while the world waited to hear whether Lindbergh had made it, they would tell you that they knew the motor was running because "Slim" believed it would.

THAT the concertina—seldom heard these days—was at one time a fashionable and popular instrument of music is recalled by the fact that Lord Balfour (I still think of him as Arthur Balfour) owned four of them in his younger days (he may have them yet), and delighted to play when anybody would accompany him, through any of the oratorios of Handel.

A CERTAIN Duke who apparently had a bottomless purse could not balance his accounts, or rather his steward could not. What is the use of being a Duke if one has to bother about money? He had only spent what was due to his position. He was not extravagant. Oh! dear no. He only had what a Duke should have. Still, it was thought advisable to send to London for the family man of business to overhaul the household accounts.

THE family man of business came down to the Castle from Lincoln's Inn Fields and after a week's work, submitted his report to the Duke—Lord Willoughby de Broke tells the story in his reminiscences "The Passing Years."

"Begging your Grace's pardon," said the family man of business, "I see your Grace keeps both an Italian and a French pastrycook in your Grace's still-room. Is not such a duplication a trifle superfluous?"

"Hang it all," exclaimed the Duke, "a fellow must have a biscuit!"

THE upkeep of palatial estates is seldom a joking matter to those who have to foot the bill, although there is a story told about William M. Evaria, famous statesman and wit, who established a stock farm at Windsor, Vermont. He had shown some guests over the farm and returning to the house, offered them refreshments—bottles of French champagne or pitchers of milk, the latter the product of the farm.

"You are at liberty to drink either wine or milk," he said, smilingly, adding: "They cost me per quart exactly the same."

AFTER the 1890 campaign for the Presidency, William Jennings Bryan told this story about himself—it is in M. R. Wimer's biography of "The Great Commoner."

"I was the innocent cause of a Democratic barber in a small town in Colorado losing his job. I dropped into a barber's shop to get shaved. When the tonsorial artist released me from his chair I asked him what his bill was, and he told me that he was so proud of having shaved a candidate for President that he would not charge a cent.

"I had intended to return the compliment I induced him to accept a silver dollar. I had scarcely got out of the town before the Barber's Union expelled my admirer. When he protested that he had not shaved free, but had accepted a silver dollar, the president of the union informed him that his protestation convicted him of violating one of the rules of the union, which was that five dollars was the regular fee for shaving dead men."

WHICH reminds me of a similar story Bryan used to tell, applying it to his own three defeats for the Presidency—that of the drunk who thrown out of a dance hall for the third time, picked himself up and said:

"Those fellows can't fool me. They don't want me in there, and they think I don't know it."

## The Car Owner's Scrap Book

By G. W. Donald

### Brake Adjustments.

It is very important, when adjusting brakes, to remember that the smallest amount of clearance which still fails to cause binding under any running condition is the best. In most instances a thirty-second of an inch is enough.

The method of determining the proper clearance depends upon the arrangement of the brake linkage. On some cars, brakes which are given sufficient clearance when the car is empty will bind tightly even before the car is fully loaded. On the other hand, there are cars where the opposite condition prevails, the brake clearance increasing with an increase in the weight of the load. On some cars the brakes may have enough clearance when carrying a full load on a smooth road, but when an uneven road is encountered the up and down movement of the body may cause an alternate binding and releasing of the brakes.

It is unwise to adjust brakes while the rear of the car is supported on jacks, as the car is then not in its general running position. And this method is particularly to be avoided if one side of the car is jacked up higher than the other side. The best plan is to adjust the brakes on the road, with the car running under the most severe operating conditions to which it is subjected.

### Eliminating Body Squeaks.

Body squeaks can be overcome if given the proper attention. First of all, the body bolts must be tightened. Then, before washing the car, a mixture of kerosene and lubricating oil should be forced between the body crevices with a squirt gun, or allowed to seep in from the application of a brush. Rocking the car will permit the mixture to penetrate the crevices. Oil drained from the crankcase can be used for this purpose. A good plan also is to let up on the body bolts and then back them up with grease. This grease will work over the surface of the bolt upon tightening and prevent any squeaking at this point.

### An Emergency Spark Plug.

If it becomes necessary to clean the spark plugs when out on the road; and an electrode is accidentally broken, which often happens, a temporary repair can be easily effected. File a small groove in one of the electrodes, twist a piece of copper wire tightly in this groove, and then bend the wire in such a manner that the proper gap is maintained. Such a repair, however, must not be considered permanent, as the rapid burning away of the wire will soon widen the gap.

### How to Melt Rabbit.

It is necessary to melt rabbit so that it will flow. There is no necessity for checking temperatures, as this can be readily noted by the condition of the contents of the ladle. The process is no different from the melting of lead. The temperature at which the metal will flow depends upon its composition. Ordinarily, the temperature varies between 300 and 500 degrees.

### Oil Temperature.

The lubricating oil in the crankcase has a normal temperature of about 180 degrees Fahrenheit, but of course this varies according to the season of the year. And the construction and capacity of the crankcase also determines the temperature. When a small quantity of oil is used, the tendency to heat will be greater. Likewise, if the oil reservoir is covered by a mud pan, the heat will be greater. Heated metal will heat the oil or any other liquid that comes in contact with it. However, it is the duty of a good lubricant to reduce friction and its resultant heat to a minimum. Should the oil be diluted with gasoline or kerosene when passing the pistons, poor lubrication will follow, and during cold weather this must be closely guarded against by more frequent changes of oil in the crankcase. Always bear in mind that poor lubrication invariably produces friction and excess heat.

### Nickel and Brass.

When desired to put the car away for any length of time, care should be taken to cover the nickel or brass finishings with a good lubricant. This is particularly necessary with nickel trimmings. If this is done it will prevent rust and will save considerable time and trouble when taking the car out again.

### Testing the Battery.

It is not a good method to test the battery with a screwdriver as this produces too great a drain on it. The only safe way is to use a regular battery hydrometer. When the solution reads 1.275 to 1.300 it indicates that the battery is in good condition. If the reading is down to 1.200, have the battery inspected at any service station.

### Spark Plugs.

If an old garden hose is cut into correct lengths, they form a good carrier for spare spark plugs. A plug can be forced into one of these sections and there will be no danger of its breaking when carried in the tool kit.

### The Radiator.

The cautious car owner will discriminate in the kind of water used in the radiator. Hard water should not be used. Water containing minerals will cause a scale to form on the inner walls of the whole cooling system and eventually induce overheating. Soft water or clean rain water is always the best for this purpose.

### Excess Carbon.

When it is noticed that one cylinder is producing excessive carbonization, it generally can be traced to a faulty set of piston rings, which are allowing too much oil to pass into the combustion chamber. The only way to eliminate the trouble is to install a new set of rings.

### THE CARNEGIE, A NON-MAGNETIC SHIP

SAN FRANCISCO, Calif., Aug. 13.—Completing the first part of a three-year cruise around the world, the non-magnetic sailing ship Carnegie, experimental cruiser of the Carnegie Institute, has put into port here for repairs and supplies after a 26-day voyage from Yokohama.

Built in 1909, without a scrap of iron or steel in it, the Carnegie has sailed around the world several times, visiting the North and South Polar regions in quest of scientific data on magnetism and atmospheric electricity.

The trip just completed took the Carnegie to Iceland and the South Pacific, under the command of Capt. J. P. Ault. Seven scientists were aboard.

Among the discoveries announced here was the finding of two submarine mountain ranges off the coast of South America last February. One range, extending 10,000 feet above the ocean floor was encountered off the coast of Ecuador and another of the Chilean coast.

Captain Ault declared he had obtained definite proof that the North Pole is "wobbling."

"While the change is comparatively slight," Captain Ault said, "our observations prove that the north magnetic pole, ordinarily regarded as constant by mariners, is changing."

Easter Island, marine enigmas, frequently reported by mariners to have submerged, is still above the waves, the scientists declared. They told of anchoring off the island for a week and of taking extensive soundings in the vicinity. These soundings, they disclosed, revealed that scores of other islands, extending to the eastward of Easter Island, have sunk beneath the ocean's surface due to submarine disturbances.



A DOZEN different things may cause a headache, but there's just one thing you need ever do to get immediate relief. Aspirin is an absolute antidote for such pain. Keep it at the office. Have it ready in the home. Those subject to frequent or sudden headaches should carry Aspirin in the handy pocket tin. Until you have used it for headaches, colds, neuralgia, etc., you've no idea how much Aspirin can help. It means quick, complete relief to millions of men and women who use it every year. And it does not depress the heart.

