



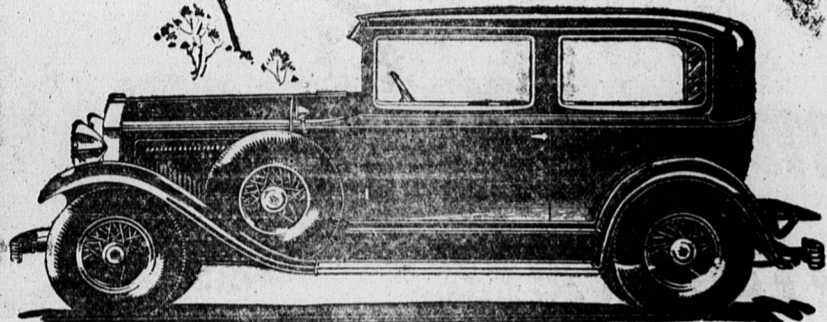
The World's Simplest Engine In Canada's Best Styled Car

The brilliant beauty of the new-style Willys-Knight "70-B" is conspicuous even among the most beautifully designed cars—and no wonder. It was created by an artist—a master stylist—whose work in the "custom-built" field has brought him world renown in the motor car industry.

It was inevitable that such a beautiful car should step quickly into preferred place in public favor. Each month we are building more Knight-engined cars than ever were built in any preceding month. But sales have exceeded factory production schedules right from the outset—and are still mounting.

Here is a car whose high-powered, quick-accelerating motor is simplicity itself. 118 to 158 less parts than any other automobile engine. Just two metal sleeves in each cylinder sliding up and down, one within the other, in a film of oil—that is all. With no carbon troubles, no valves to be ground, no springs to weaken, the new Willys-Knight engine cuts upkeep costs in two.

Your nearest Willys-Knight dealer will gladly give you a demonstration.



"FINGER-TIP CONTROL"

One button in center of steering wheel controls starter, lights and horn. Simple design, easy operation. No wires in steering post.

WILLYS KNIGHT

COACH \$1420

Sedan \$1545; Coupe \$1450; Roadster \$1420; Touring \$1325. Willys-Knight 56-A Coach \$1220; Sedan \$1345. Prices F.O.B. Factory. Toronto, taxes extra.

KING'S COUNTY GARAGE, Montague. H. H. Cox, Morell.

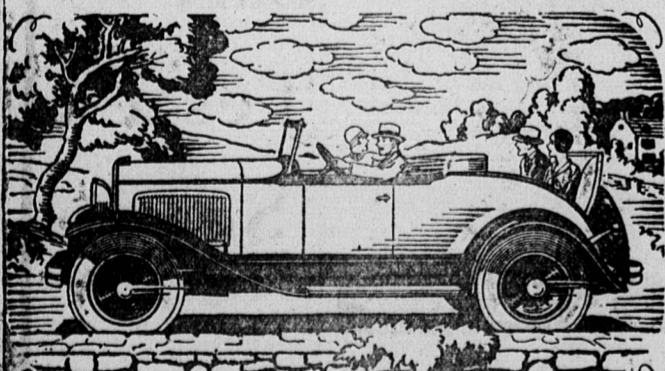
McLAINE SERVICE STATION 186 Grafton Street, Charlottetown

Corney Bros. Summerside P. J. Noy, Hunter River

CHRYSLER MOTORS PRODUCT

New Beauty, New Comfort and New Smoothness

Beyond comparison among low-priced cars



THE FULL-SIZE ROADSTER (with rumble seat), \$850

IMPORTANT NEW FEATURES

- Increased Engine Stroke.
- Heavier Crankshaft.
- Larger Main Bearings and Connecting Rods.
- New Design Full-Pressure Lubricating System.
- Improved Steering Mechanism.
- Greater Economy of operation and upkeep.
- Improved Lock Integral with ignition coil.
- New Self-Compensating seat cushions.
- New Spring covers.

THE improved Plymouth is today exhibiting new standards of performance, economy, comfort and beauty beyond comparison in the field of low-priced motor cars.

\$820 and up f.o.b. Windsor

Now more than ever is Plymouth brisk and flexible in pickup. Now more than ever is Plymouth smooth and quiet through all gears and all speeds.

Chrysler engineers have created many new refinements in Plymouth's famous Chrysler "Silver-Dome" type engine. These include longer stroke and an increase in piston displacement; a heavier crankshaft; larger interchangeable bearings; larger connecting rods; a newly designed system of full-pressure lubrication.

These and a number of other improvements have been accomplished in the full-size Plymouth a remarkable type of performance, comfort and economy heretofore unlooked for in a low-priced motor car.

Come see the improved full-size Plymouth in all the glory of its new Springtime colorings. Take one out and see how it sparkles and shines in action.

Coupe, \$820; Roadster (with rumble seat), \$850; 2-Door Sedan, \$880; Touring, \$870; Deluxe Coupe (with rumble seat), \$970; 4-Door Sedan, \$930. All prices, f.o.b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

PLYMOUTH CANADA'S LOWEST-PRICED FULL-SIZE CAR

Provincial Motors Ltd.

224 Great George Street

Phone 421

METROPOLITAN STORES LTD

ANOTHER OF OUR MANY OPENING SPECIALS

Full Fashioned Hose. All the new shades. Irregulars **.99**

Watch for our grand opening "Ad" Tuesday

THE INTIMATE PAPERS OF COLONEL HOUSE

(Continued From Page 4)

as Alsace-Lorraine and Italia Irredenta remained in the hands of their enemies; they regarded the annexation of these regions not as a spoil of conquest but as an essential and logical part of the general purpose of pacification. It was possible indeed to go farther and maintain that there could be no stable peace in southeastern Europe as long as the Slavs remained under Austrian domination.

The impossibility of reaching any arrangement with Austria was proved beyond a peradventure by the conversations of General Smuts and Count Mensdorff, both of whom sought earnestly for a common ground of negotiation. A memorandum drafted by Count Czernin or under his supervision indicated the utter futility of these or other conversations. A copy of the memorandum was given to House.

Count Czernin's Memorandum The Austrian Minister for Foreign Affairs finds it difficult to believe that the declarations of the British messenger (General Smuts) really tend toward a general peace based upon justice since they leave aside the only difficulty in the way of a just and lasting peace; e. g., the desire for annexation on the part of France and Italy.

The Central Empires will never recognize this desire which appears to them unjustified. So long as Italy wishes to annex Austrian territory and France declares she cannot make peace without acquiring Alsace Lorraine, peace with these powers is impossible. If, however, they abandon their aims of conquest, the Austrian Minister for Foreign Affairs sees no obstacle to the conclusion of peace at once. So long as England supports her Allies in their annexation schemes no one in the Central Empires will believe she seeks a just and lasting peace. The Central Empires have not the slightest desire to interfere with internal affairs in the Allied countries; neither do they wish others to interfere into theirs.

The Austrian Minister for Foreign Affairs feels that the reproach with regard to the peace with Rumania is unjustified and the proof of this is that the Rumanian people wish for nothing more than the formation of a Margholman Ministry such as will allow them to draw closely to the Central Powers in a profitable manner. (Ed. Note: Nothing could more effectively stimulate distrust in the candor of Czernin than this paragraph. The peace imposed upon Rumania at Bucharest was one of 'violence' in the extreme, heavy economical penalties were laid upon Rumania and a strip of territory seized along the old frontier which put Rumania absolutely at the mercy of Austria-Hungary. Czernin's reference to the desire of the Rumanians for a rapprochement with the Central Empires suggests an ill-chosen touch of irony. Margholman represented the pro Teuton elements in Rumanian political circles.) The Rumanian people feel that the benefits which a rapprochement will confer will be greater than the sacrifices which the peace imposes upon them. As regards after war conditions Count Czernin declares he is resolutely determined to adhere to a programme which will aim at preventing future wars. But first the present war must be brought to an end, which will only be possible when France and Italy no longer speak of conquest. It will be possible then to discuss the future.

Allies Refuse

The peace offers of Austria were doubtless prompted in part by a vague hope of disturbing the diplomatic unity of the Allies, in part by a nervous anxiety to cast off feelers that might perchance lead to peace negotiations before the collapse of the Hapsburg Empire. They had merely passing interest and left no effects. It was quite otherwise with the diplomatic negotiations between the Central Powers and Russia, which were finally consummated early in March.

The Trotsky policy of 'no peace, no war,' which had led to the rupture of the Brest-Litovsk negotiations, proved a magnificent gesture but little more. The German armies

advanced steadily eastward. February 24, the Soviet Government at the inspiration of Lenin, accepted conditions infinitely more drastic than those which they had previously refused. A new delegation, from which Trotsky was conspicuously absent, left for Brest, and on March 3 signed the treaty of Brest-Litovsk.

The effect in Germany and in Austria was an immediate revulsion of feeling in favor of the Government. In Germany all parties, with the exception of the minority of Socialists, supported the Berlin plan of erecting a chain of buffer states along the eastern frontier of Germany and Austria-Hungary, at the expense of Russia. The success of the Government in its Russian policy, moreover, created a willingness to support the sacrifices of the spring battles, which according to the promises of the military leaders would force the Entente to recognize the futility of further fighting.

It was useless, then, for the United States or for the Allies to continue any emphasis upon the Wilsonian policy of making friends with the German opponents of German Imperialism. For the moment they were hypnotized by its diplomatic triumph at Brest-Litovsk. 'It will not be long,' wrote W. C. Bullitt, who was making a special study of the problem for Colonel House, 'before the President can again appeal to the German Socialists and Liberals. But today a scathing indictment of German policy in the East would serve merely to unify the people behind the Government. For the present, therefore, we had better fight and say nothing.'

In Appearance—In Performance In Luxury and in Value

Nowhere can you find its equal



MAKE the test that thousands have already made! Drive this great 1929 McLaughlin-Buick—up-hill, down dale, in traffic or on the straightaway! Compare it with any other car in the world . . . for performance, for comfort, for beauty! The results will prove to you . . . as they have to those other thousands . . . that there is literally no other car like McLaughlin-Buick. For no other car, at any price, can give you the astonishing combination of

quality features offered by the 1929 McLaughlin-Buick such as Valve-in-head engine, triple sealed . . . exclusive system of synchronized springs and Lovejoy Shock Absorbers . . . torque-tube drive . . . sealed chassis. That is why McLaughlin-Buick sales are more than double those of the closest competitor, at or above its price. Come in! See and drive this car which has revolutionized performance and beauty standards. M19-8-29B

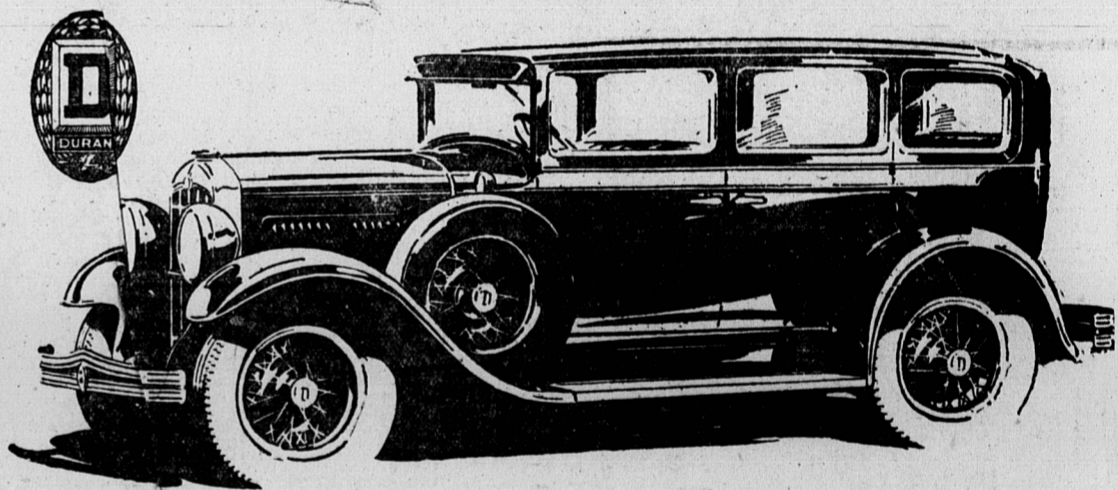
McLaughlin-Buick

A Horne & Co. Prince Motors CHARLOTTETOWN SUMMERSIDE DEALERS FOR PRINCE EDWARD ISLAND

WHEN BETTER AUTOMOBILES ARE BUILT—McLAUGHLIN-BUICK WILL BUILD THEM

TO BE CONTINUED

DEVOTED TO QUALITY



Durant "60" Six-Cylinder De Luxe Sedan

Red Seal Continental Motor Bendix Four-Wheel Brakes Morse Silent Tying Chain Full Force Feed Lubrication

10 Minutes— . . . in the Durant Plant

TEN minutes spent in the Durant plant would do more to convince you of the genuineness of Durant quality, than would an hour of reading.

You would see for yourself that finest materials, best equipment and skilled workmanship are responsible for today's popularity of Durant cars. You would see that their honest service is based on honest building.

Get behind the wheel, talk to an owner—visit the plant.

Built by 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

1929