

PYROIL CREATES A NEW WORLD RECORD

WE HAVE PLEASURE
IN INTRODUCING

PYROIL

Be good to your motor by using this latest discovery.

Carruther's Garage

O'Leary

We are equipped
to serve you

with

PYROIL

RELIANCE
GARAGE

Grafton Street

How PYROIL Protects Your Motor

The gruelling punishment to which modern airplane and high compression automobile and marine motors are subjected, made necessary a lubricant, impervious to sustained firing chamber heat, and to the ruinous effects of wet gas—olene dilution of the lubricating oil. Pyroil is used on planes, high speed marine engines, motor cars, trucks, tractors, wherever speed and power is required of an internal combustion motor. Affords a new safety factor, protection against wear, increases power, speed. Reduces oil and gas consumption to minimum. Not an oil substitute. A super-lubricant to be added to your oil and gas.

Here's how Pyroil protects your motor: PYROIL is a manufactured product, its heat resisting elements created by electro-chemical processes employing a heat sufficient to turn iron into vapor. It is 99.9 per cent pure and free from all foreign impurities which render mineral graphite, mica and similar mineral lubricants dangerous in a motor. It is so nearly fluid only the most powerful laboratory microscope can detect the separate particles of the lubricant. Penetrates any oil filter, screen or duct—goes anywhere oil will go—will not clog, foul or short electrical equipment. Keeps carbon off plugs. Carbon will not adhere to Pyroil treated surfaces.

The Pyroil heat resistant is carried in a solution of special wax free non-carbon oil. "A" is conveyed to the top of the motor, valves, stems, guides, rings, pistons and cylinder walls in a gas vapor. Here the withering heat estimated 3,000 F. destroys ordinary oils at 550 degrees or less. It is rubbed into the bearing surfaces UNDER PRESSURE by the motor's action. It penetrates the microscopic pores and interstices of the metal, filling them to a smooth, glassy surface which releases friction drag, increasing power and mileage. PYROIL has a peculiar affinity for naked metal surfaces, such as are found in the extreme heat of the motor top, and attaches itself thereto with great tenacity, becoming so nearly a part of the metal itself that it can be removed only by wear without replenishment, or by heavy grinding. Once coated, this affinity disappears and only a small amount of PYROIL is required to maintain a perfect surface practically permanent and indestructible, as it cannot be burned off by any degree of motor heat and cannot be washed off by gasoline, hence is of great value in winter when excessive chocking thins and destroys ordinary oil. When moving surfaces are kept apart by Pyroil self-lubricating films, WEAR CANNOT OCCUR. Pyroil builds lubrication into the metal itself, which in the emergency of loss or deterioration of fluid lubricants, permits the safe operation of the motor for many miles without damage. Protects where oil fails. "B" performs a similar service in the crank case.

IN FORMAL TESTS, in many cars of all makes, under supervision of competent mechanics, where PYROIL was used in both motor head and crank case, these cars were driven distances up to 35 miles with no sign of heating or wear AFTER EVERY DROP OF LUBRICATING OIL HAD BEEN DRAINED FROM THE BASE. Pyroil is used in many foreign countries and is proclaimed by many leading engineers the most nearly perfect lubricant known to science. The high cost of its manufacture is the reason it has not been more widely used for general motor car lubrication, but by vaporizing a sufficient solution in a body of special non-carbon oil to the heat ridden top of the motor, or mixing with crank case oil, it is now made available to the general public for motor protection at commercially feasible prices. Pyroil basic element is used extensively by aero and auto motor manufacturers for assembling, tuning and running in new motors in the factories where ABSOLUTE PROTECTION against heating and damage must be had at any cost. While the carrier oil in which it is introduced into the motor will burn like any mineral oil, the basic element it contains is not burned up. IT CANNOT BE DESTROYED BY motor heat. It "stays put" on bearings, regardless of heat, friction and dilution and needs only be replenished in small amount to positively safeguard against wear which is the source of practically all motor troubles.

PYROIL COMPANY, La Crosse, Wisconsin, U. S. A.

Service Is Our Motto

LET US GIVE YOU THAT
EXTRA PROTECTION
AND MILEAGE WITH

PYROIL

JEMMETT'S SERVICE STATION

186 Grafton Street

Overheard on an East Sussex road did the man mean by saying the wife of motorist (on hearing her husband informed by an A. A. Scout that road repairs were in progress and that a circuitous route would have to be traversed: "What

HAVE YOUR CAR
LUBRICATED WITH

PYROIL

AT

Argyle Service Station

Malpeque Road

PYROIL

FOR SALE AT
A. HORNE & CO.

PYROIL

(Simply Add to Oil and Gas)



Saves MOTOR REPAIRS

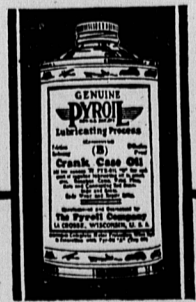


Have you just paid a bill for piston replacement? New valves? A burned out bearing? Probably this could have been prevented had your car been Pyroil-treated. Authorities agree that the greater percentage of motor repairs is due to the failure of oil to FULLY PROTECT under various conditions of motor operation. Excessive heating; sudden changes of temperature, of speed; frequent "choking;" infrequent changing of oil . . . these are only a few of the many conditions which cause oil to thin out or "break," exposing metal to metal, with resultant damage to motor parts.

PYROIL Protects When Oil Fails

Simply added in small quantity to your favorite oil and gas, PYROIL protects every moving metal part with a heat-, cold-, wear-, proof surface that keeps metal from metal—actually lubricates itself when oil fails. PYROIL combats wear, noise, vibration. Releases friction-drag. Seals rings, frees valves. Saves on oil and gas consumption. Pays for itself 10 times over! . . . For every type of motor—farm and industrial use. Used and endorsed by highest authorities. Fully guaranteed.

A PYROIL-treated 4-ton truck ran 30 miles, fully loaded, with no oil in crank case—no harm to motor!



FREE "The Story of Pyroil"
Ask at your garage or filling station for further information—and try PYROIL today. Also request a free copy of the interesting "Story of Pyroil" . . . it's waiting for you . . . or write or 'phone us direct.

Genuine PYROIL is identified by the winged Pyroil trade-mark and signature of W. V. KIDDER on every label.

Manufactured and Guaranteed by Pyroil Company, LaCrosse, Wisconsin

PYROIL DISTRIBUTORS
(Maritime) Limited
423 Roy Building, Halifax, N. S.
P. O. Box 1138

Travelling Representative,
STERLING M. BAIN
Queen Hotel
Now in Prince Edward Island
Phone 1512.

Payroil Agents whose Advertisements Appear on this Page.

- CHARLOTTETOWN: BRUCE STEWART & CO., LTD., JEMMETT'S SERVICE STATION, RELIANCE GARAGE, A. HORNE & CO., ARGYLE GARAGE.
- SUMMERSIDE: CORNEY BROS., LTD., O'LEARY, CARRUTHER'S GARAGE.

Car Runs 745 Miles Without Harm To Motor

On July 6th, 1932, a Jewett 1923 model, which had previously been conditioned with Pyroil added to the gas and oil and driven for approximately 1200 miles, had all the lubricating oil drained from the crankcase, before the following witnesses: A. A. Thompson, Mayor of the City of Halifax; E. S. Dixon, Manager of Pyroil Distributors (Maritime) Limited; Police Officer Collins; and H. Coleman, Canadian National Express Agent.

Mr. Coleman then sealed the hood with Canadian National Express seals so that the motor could not be touched without breaking the seals. The demonstration was to prove that Pyroil established a self-lubricating surface on bearings and cylinder walls when used in a motor, added to the regular oil and gas, which protects these moving parts in the event of oil failure or deterioration. The self-lubricating surface established by Pyroil is sufficient to protect the motor for many miles of driving. The operators of the car, Mr. E. Chaldecott, was accompanied on the drive by Police Officer Collins, and the car which was owned by Scargill's Garage who superintended the demonstration, was then driven for 745 miles, visiting Truro, Windsor, Hubbards, Dartmouth, and other nearby towns. Roy Marsh, chief mechanic of the Nash Motor Sales Company, drove the car for the last fifty miles.

STILL SERVICEABLE

At 745 miles, the connecting rod bearing was burned out and the car was towed back to the city. When within a block of the garage, the tow rope was taken off and the car driven under its own power to the garage. On Monday, July 11, Mr. Collins of the Canadian Express, out the seals on the motor hood, and in the presence of a number of mechanics and others from all parts of the city, the pistons and connecting rods were taken out of the car for examination, and it was the opinion of those present that there was plenty of lubrication still on the bearings and cylinder walls for many more miles of running. The motor was in splendid shape and perfectly lubricated. It was the opinion of Mr. Marsh that the bearing which burned had probably been a little loose, and with the oil cushion removed due to there being no oil in the crankcase, the loose bearing burned. Had this bearing been tight, it was his opinion that the car could have been driven for many more miles.

IMPORTANT POINTS

Some important points the test brought out is the fact that before adding the Pyroil, this motor consumed approximately one quart of oil per 100 miles and was doing 12.9 miles to the gallon of gas. The motor was also noisy and the compression was weak. It would not throttle down to below 10 miles per hour in high gear and the compression in low gear would permit the car to run down a steep grade at 15 miles per hour. Power was poor,

WE CAN SUPPLY AND RECOMMEND

PYROIL

For Your Car and all types of Lubricators.

Bruce Stewart & Co., Ltd.

MONTREAL PLANS HOUSE OF DRAMA

MONTREAL, Aug. 12—(By The Canadian Press)—Theatre Montreal—"a centre for the artistic, as distinguished from the commercial, theatre"—is to be established here by "a group of ambitious young men, experienced and interested both in good drama and fine music," states a manifesto issued by the backers of this non-commercial project.

If sufficient bookings from various organizations are forthcoming, the group will take over premises now known as the Theatre des Arts, an up-town structure located almost equidistant from the French and English cultural centres of this city.

Registered under the name of Theatre Montreal, the group which is purely administrative, has approached several of the leading theatrical and musical organizations and concert managers in the city who have unhesitatingly expressed themselves as approving and appreciating the effort," says the manifesto. "Furthermore, they have promised to do all that lies in their power to ensure its success.

The personnel consists not of speculators or of men attempting to make the theatre a means of getting a good financial corner. Rather it is a group whose members have been active in a practical role in theatrical and musical organizations for years for the love of the arts of music and drama.

At present Montreal lacks a centre of local entertainment, and is compelled to adopt the uncommercial and inartistic method of giving concerts and plays in halls that were not built for the purpose and which have neither the requisite stage equipment nor the necessary house staff.

The Theatre des Arts has a seating capacity of 1,500, a full sized stage and good backstage facilities. The acoustics are first class. One of the most experienced theatrical directors in the city will be at the disposal of lessees at all times both for advice and for practical assistance. Backstage there will be a trained stage and lighting crew and an expert staff of scene painters. Complete service at front of house, including box office facilities and staff of ushers, will be available at minimum expense.

Love is like an onion,
You taste it with delight,
And when you're through, you wonder
Whatever made you bite.

FLASHES AT THE GENERAL ASSEMBLY

"Scotland's humour is, to a large extent, bound up in the Kirk, and those who imagine that the discussions of the General Assembly of the Church of Scotland are all solemn are quickly disillusioned by a visit to the Mound during Assembly week. Here are a few flashes of wit and humour, conscious and unconscious, heard in the Assembly Hall in the last fortnight:—

"The Very Rev. Dr. John White, referring to overtone about which no speech was to be made—"The Glasgow Presbytery is called to the Bar and will be speechless."

"An Elder—"I bring to this question an 'empty' mind."

"A minister, referring to Divinity Hall entrance examination—"A man with no knowledge at all could pass the examination."

"Angus minister—"There has been a happy ending to this matter, but unfortunately the affair is not yet concluded."

"The Very Rev. Principal Martin, demolishing a motion—"It reminds me of the student's answer to the question, 'What is a crab?' He said it was a red fish that walked backwards. The professor replied it was an excellent definition, only the crab was not a fish, it was not red, and it did not walk backwards."

"Mr. J. A. S. Miller, law agent, alluding to the report of the General Trustees—"The facts are easily reached, and not like the refreshment given to a certain Highland ghillie. He asked the lady of the house, 'Did you put the whiskey in first, or the water?' 'The whiskey,' said the lady. 'Ah, well, Ah suppose Ah'll come till't in due time.'"

"Ministerial member on legal question—"What if a minister becomes a J. P.?"

"Dr. White—"Oh, he just lays himself open to be deposed from the ministry."—From the Aberdeen Press and Journal.