

**Be Sure of Your Rest**



You need vitality for tomorrow's work. Fly-Tox bed rooms before retiring tonight and enjoy refreshing sleep—free from annoyance of mosquitoes.

**FLY TOX**

KILLS FLEES, MOTHS, MOSQUITOES, COCKROACHES, BEETLES, AND ALL OTHER PESTS.

Produced in Canada  
Canada Res Supply Co.,  
Brighton, Ont., Limited

**Monuments**

Parties who intend buying a Monument will do well to wait till I call or even write me for samples and prices which I will gladly submit from the "Old Reliable" firm of CHANDLER & BELL who has the largest stock of finished Granite and Marble to select from in P. E. Island.

**EDW. E. JAY**  
AGENT,  
Charlottetown, P. E. I.

**INSIDIOUS EYE STRAIN**

We use this adjective advisedly.

Sufferers from Eyestrain may have perfect vision and therefore do not suspect the presence of any eye defect.

The motive power of the entire human organism is Nerve Energy.

Normal eyes, it is computed utilize about 20% of this Nerve Energy, but when Eyestrain is present, a much larger proportion is required. Hence defective eyes, through their consumption of an excessive amount of Nerve Energy may seriously affect the functioning of other organs of the body and produce ill health.

**HAVE YOUR EYES EXAMINED**

**G. F. Hutcheson**  
Optometrist

**WRITE S. F. TARBUSH**  
CHARLOTTETOWN

to show you his samples of Suitings, Coatings, Raincoats and Dresses and get his prices and styles. Merchants, Doctors, Clergymen, Members of Parliament, Bankers, Bank Clerks are his customers.

**EYES TESTED AND**

Glasses fitted by scientific methods.

**E. W. TAYLOR AND J. S. TAYLOR**  
Registered Optometrists  
142 Richmond Street

**Professional Cards**

**McLEOD & BENTLEY**  
J. A. Bentley  
W. E. Bentley, K. C.  
Barrister and Attorney-at-Law  
Office: 180 Richmond Street  
MONEY TO LOAN  
Charlottetown, P. E. I.

**Dr. C. C. Archibald**  
Graduate of N. Y. Post Graduate Medical School and Hospital.  
Practice limited to Eye, Ear, Nose and Throat.

Feeling Eyes and supplying Glasses  
Office, Bayer Building  
Great George Street  
Office Hours—9 to 12.30, 1.30 to 5.00

**McDonald & McPhee B. A.**  
J. A. McDONALD H. F. MCPHEE  
B. A.  
Barristers, Attorneys, Etc.  
Money to Loan.

**Mark R. McGuigan B. A.**  
BARRISTER, SOLICITOR, ETC.  
Money to Loan  
Came-on Block, Charlottetown, P. E. I.

**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.

**DON'T SPARE THE COMPOUND**

When grinding a badly worn valve, it pays to be liberal with the grinding compound. Apply a fresh supply frequently, thoroughly wiping off the old substance in each case. This serves to speed up the process of restoring the valve to its original fit. Be sure to use oil occasionally to avoid dry grinding. When the valve shows signs of returning to normalcy, stop using the compound and finish it off with oil only.

**PISTONS OF BRITTLE METAL**

Motor car owners who do repair work that involves handling the pistons should remember that they are made of brittle metals and break easily under pressure. Especial care should be exercised in removing piston pins or their bushings not to strike the piston with the hammer or mallet in case one is being used. It is well to use a small wood block to drive out the part, thereby protecting the piston from a chance blow.

**MOST NEW PLUGS ARE GOOD**

Buying spark plugs, like buying automobiles, has been made considerably easier these days by the fact that very nearly all plugs are good plugs. This does not mean, however, that any plug will perform perfectly in any car. When replacing worn out plugs, it is wise to follow the advice of engine manufacturers who usually specify the right type of plug for their products.

**REMOVE UPHOLSTERY SPOTS**

Light spots on cloth upholstery can be removed rather simply. Mild soap and warm—not hot—water should be used, and the spot should be rubbed with a woolen cloth. Where the upholstery is deeply spotted with grease, this cleansing process should not be attempted. Leave such work for an expert. It is well to clean the upholstery regularly, removing the dust, much in the manner of the old-fashioned rug beating. Finish off the job with a stiff whisk broom.

**PUT DOWN ONLY A DRY TOP**

Never put down the top of the open car while it is wet. Wait until it is certain to be dried out thoroughly. The top that is lowered while wet or damp is virtually certain to crack, rot or mildew. Going a step farther, it is an excellent idea never to lower the top until it has been thoroughly cleaned. This is particularly true in the case of mohair tops.

**KEEP THE TOOLS IN SHAPS**

One of the points where the efficiency of thousands of motorists suffers a severe breakdown is in the matter of keeping the tools in orderly condition. Many have the habit of leaving the pliers, wrenches and other repair equipment lying around the garage when they have finished a piece of work. It is a wise plan to put the tools away carefully immediately after the job is completed. If this is done, the next repair job along the roadside will be greatly facilitated.

**KEEP DRIVE CHAIN OILED**

Timing gear chains should be kept well oiled and allowed to run slightly slack. The chain that is not kept taut will last longer. The looseness, however, should not be so great that the chain creates an annoying noise.

**Bladder Weakness Remedied by Gin Pills**

Buffalo man recommends them for kidney and bladder trouble

Gin Pills bring you quick relief from urinary and bladder troubles. They soothe the kidneys and bladder and get rid of that burning sensation; the frequent desire to urinate is overcome; brick dust deposits disappear. You can again enjoy comfort by day and sound sleep by night. Thousands of people are relieved of bladder and kidney troubles every year. Read what George F. Doetterl, Buffalo, N.Y., says of Gin Pills:

"I suffered from bladder weakness and frequent urination. I had tried other kidney remedies, but got no relief. Advised to take Gin Pills, I did so, and after taking half a box noticed much improvement. I can sincerely recommend these pills to anyone suffering from kidney and bladder derangement."

If you have headaches, backache, uric acid, pain in the kidneys, dizziness, frequent urination or swollen joints, Gin Pills will correct them. 50c a box at all druggists. The National Drug & Chemical Co. of Canada, Limited, Toronto, Canada.

**John Smith and His Car**

By FREDERICK C. RUSSELL

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited, in an interesting way, his experiences for the benefit of the other twenty million or more members of the motor clan.

**PICKING YOUR GAS**

"What kind of gas are you using now?" I asked Smith when we met the other morning in the garage. "No particular kind," he replied. "I used to think there was a difference between brands but I guess that was just imagination. I've tried five different kinds of gas in this new bus and I couldn't tell one from the other."

"That was exactly the answer I expected. It is what they all say when they have a new car. Any new engine is so clean that it will run reasonably well on the poorest gases. Compression is so good and ignition so perfect that it will pull most of the hills in high gear without a murmur."

"You'll know the difference between gasoline after you've added a few miles to that car of yours," I told him. "In the meantime you are running the risk of filling up the engine with more carbon than is necessary. If you think that's good business, I won't object."

"Granting that there is a difference between gasolines," he began to argue, "how can I tell the good from the bad?"

Immediately I hastened to correct a wrong impression. It is not a question of good and bad gasoline, but merely one of "suitable" gasoline for one's particular car.

Gasolines are of different volatility. It is not necessary to use any testing apparatus in order to get a general line on this feature of gasolines. Just expose a little to the air and note how quickly it evaporates.

Having rated the various brands into rough classifications as to volatility the next point is to determine which type of gas is most satisfactory in the particular engine. This is a more difficult problem.

Engine design has followed variations in gasoline for sometime. When gasoline was of high combustibility, the exhaust pipe was placed far away from the carburetor as a precaution against fire. Then gasoline started deteriorating until the manufacturers of cars found it necessary to resort to all manner of schemes to pre-heat gasoline or gas vapor in order to make it more combustible. That developed an era of "hot spots" with intake and exhaust pipes cascaded together and with some of the exhaust gases by-passed around the carburetor. New gasoline is on the upgrade in quality and engineers are beginning to take off a lot of this equipment.

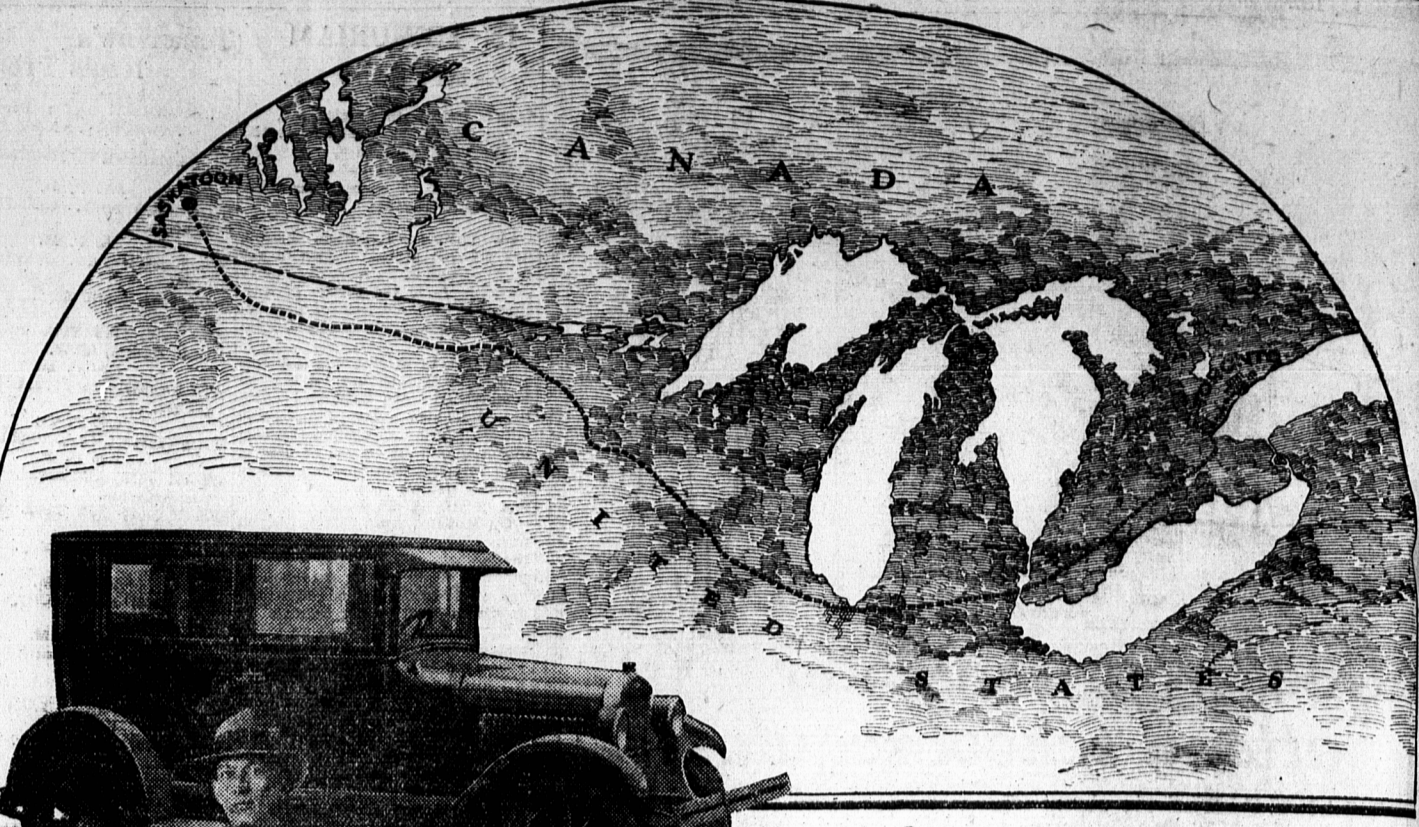
Since the introduction of better gasolines, higher compressions are possible and quite desirable. The automotive engineers again are in process of following the trends in fuels.

Raising the hood, I showed Smith that in adding an air cleaner to the engine the manufacturer has dispensed with the hot air stove, a hot air connection so that the carburetor could draw air from around the exhaust pipe. There was merely a modified hot-spot above the carburetor. Smith's engine also is of the long block type which means that the front cylinders are apt to be a bit difficult to feed properly when the engine is just starting or when heading into a cold wind.

"All this is a hint to you to use the gases that are more volatile," I said. "Your engine is more modern than the general run and so you should avoid gasolines of unknown quality. Not so long ago the more volatile gasolines were recommended for use only in old cars which did not have modern devices like 'strainers' and 'hot spots,' but the situation has been reversed completely.

"Do not misunderstand me about the most combustible gas. I do not recommend the very highest grade. That might work well enough in your engine in very cold weather, but you do not want to run to extremes. Your engine has been designed for average conditions and even for average fuels. I'm suggesting ways of getting more than average results."

"The point is you may not be able to see the difference in the various gases merely from the standpoint of engine performance. A new engine will pull on hills without knocking even when handicapped. Check your gas mileage carefully. Note the way your engine starts; that is a reliable cue to the



Mr. E. F. Jones is a native of Toronto, residing at 212 Rose Park Drive. In his business he has had a wide experience with different types of motors and brands of oils.

His complete satisfaction with Marvelube, in face of the tremendous task to which he put it, is a strong recommendation for the "finest of all motor oils."

**8 1/2 Days**  
**Saskatoon to Toronto**  
**Cool Motor all the Way**

Of the many interesting and remarkable records made by motorists using Marvelube Motor Oil during 1926, the 2300 mile trip of Mr. E. F. Jones of Toronto, who drove from Saskatoon to Toronto in eight and a half days, offers substantial proof of the unusual lubricating qualities of this oil.

Mr. Jones left Saskatoon in his Chevrolet Coach at 8 a.m. July 1st, and arrived in Toronto at 11.30 a.m., July 9th. During this trip, he drove in two Provinces and seven States—Saskatchewan, North Dakota, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan and Ontario. Throughout the drive he maintained an average speed of 35 miles an hour to keep up to his schedule.

Before starting from Saskatoon, the crankcase of the car was flushed and filled with Marvelube and a supply of Marvelube was carried for use on the trip. "Throughout the entire trip the motor ran cool and smooth," reported Mr. Jones. "Indicating that Marvelube was performing its task of lubricating a high speed motor of the Chevrolet type perfectly."

"Upon my arrival in Toronto, the car was sent to a garage for a 'once over' and the bearings were found to be uninjured from the long grind, and practically no carbon was found in the engine."

Few motorists ever call on an oil to "make good" against such odds as those encountered on this 2300-mile high speed grind, but Marvelube's sterling performance under the conditions is a true indication of its inherent quality.

Any motorist, regardless of the make or model of the car he drives, can be sure of satisfactory, care-free lubrication if he uses Marvelube in the right grade and changes oil regularly every 500 miles.

The impressive record made by Marvelube in this case, as well as in hundreds of others reported, is your guarantee that the oil which gave such phenomenal results under extraordinary conditions can be depended on to give full satisfaction in normal use.

**Marvelube**  
**MOTOR OIL**

**USED TO-DAY IN MORE THAN 200,000 CANADIAN CARS**

- HONOR ROLL OF ST. MARY'S ACADEMY, SUMMERSIDE.**
- Grade VIII.—Mary McGilivray, 1. Hilda McGilivray, 2. John McDonald, 3. Hazel McMaster, 4. Freddie McMaster and James Shepherd (equal).
- Grade V.—1. Mary Fogarty and Francis Landrigan (equal), 2. Margaret McCaulay, 3. Aeneas McGilivray, 4. Maurice McGilivray and Joseph McCaulay (equal).
- Grade III.—1. Erle McDonald, 2. Mary Landrigan, 3. Willie Shepherd.
- Grade II.—1. Joseph McGilivray, 2. Cassie McGilivray, 3. Emmett Rice, 4. Emmett McGilivray.
- Grade I.—1. Gladys Landrigan, 2. Bernard McGilivray, 3. Helen Landrigan, 4. James McCaulay.
- Grade I.—(Sr.) 1. Ervin McDonald, 2. Billie McGilivray, 3. Cecil Rice.
- Perfect Attendance for the month: Mary Fogarty.
- Kathleen Roache, Teacher

- GASPEREAUX SCHOOL**
- Honor roll of Gasperaux school for April:
- Grade IX.—1. Vera Hayter; 2. Hazel Reilly.
- Grade VII.—1. Muriel Jackson; 2. Alice Graham.
- Grade VI.—1. Olive Graham.
- Grade V.—1. Olive Hayter; 2. Margaret Graham; 3. Raymond Reilly.
- Grade IV.—1. Harold King; 2. Anthony McKenzie; 3. Everett King; 4. Ralph Graham; 5. Helen French; 6. Charles Steele.
- Grade III.—1. Winnie Hayter; 2. Helen O'Connors; 3. Jessie McKeeman.
- Grade II.—1. Cephas Davy; 2. Rita Hayter; 3. George McKeeman; 4. Gladys Reynolds.
- Grade I.—(Sr.)—1. Joseph McKenzie.
- Grade I.—(Jr.)—1. Frances Steele; Jack McKeeman and Harry Llewellyn; 3. Jean Steele; 4. Nellie Mercier; 5. Raymond Graham; 6. Phillip Mercier.
- Percentage of attendance 89.1.

- HONOR ROLL OF ST. MARY'S ACADEMY, SUMMERSIDE.**
- Grade X.—1. Marguerite Doucette, 2. Yvonne Arsenault, 3. Anna Arsenault.
- Grade IX.—1. Mary Gaudet, 2. Mildred Arsenault, 3. Gertrude McNeill.
- Grade VIII.—1. Dora Wedge, 2. Margaret Morrison, 3. Lena Drapreau.
- Grade VII.—1. Helen McNeill, 2. Doris Gaudet, 3. Paulino Arsenault.
- Grade VI.—1. Bertha Gerrier, 2. Olive Doucette, 3. Helen Wood side.
- Grade V.—1. Annie Coyle, 2. Margaret McNeill, 3. Kathleen Clow.
- Grade IV.—1. Lorraine Arsenault and Isabelle McNeill (equal), 2. Inez Gallant, Beatrice LeBlanc and Elaine Gallant (equal), 3. Una Bonier, and Mary McDonald (equal).
- Grade III.—1. Elizabeth Daltre, 2. Emily Poirier, 3. Cecilia Perry.
- Grade II.—1. Dorothy Gaudet and James Hogan (equal), 2. George McNeill, 3. Margaret Gerrier.

**Bringing Up Father**



**IN THE BARN**

No medicine chest is complete without Minard's. Fine for collar boils, chafed spots and soles.

**MINARD'S "KING OF PAIN" LINIMENT**

—By George McManus

© 1927 by INT'L. FEATURE SERVICE, INC.  
Great Britain rights reserved.