

DR. H. A. STEWART
Dental Surgeon
Wishes to announce that he has resumed his practice, cor. Wellington and Princess Streets. Phone 2092.
Dr. H. A. Stewart
Corner Princess and Wellington



HERE'S FROM AN ACTUAL PHOTOGRAPH
A former Canadian Minister of Finance in his Disappearing Propeller Boat
DON'T you agree that the folks who own a motor boat are the ones who get the best fun out of their vacation spent by the water? And this is just the ideal boat. In addition to its famous patented device—automatically raising the propeller to safety—these boats have some remarkable advantages. They are beautiful boats with graceful lines and elegant fittings. They are staunchly built—strong and sturdy. They are scientifically and safely built—with propeller in midship, stabilizing the boat and adding to its speed. Their value is possible because we specialize in three models only and have immense production. A Disappearing Propeller Boat is almost as indispensable as your vacation itself.
Over 600 in use on the Muskoka Lakes
DISAPPEARING PROPELLER BOATS
DISAPPEARING PROPELLER BOAT Co. Ltd.
92 King St. W., Toronto, Ont.
U.S.A., Main St., Buffalo, N.Y.
See these boats in our Showrooms. Or our new handsomely illustrated folder will give you an adequate idea of their splendid construction and wonderful value.
We have also a special first class 18'ft. Canoe at a price of \$75 complete. Write to-day.

INVESTIGATE
The Special Policy
ISSUED BY THE
EXCELSIOR
INS. LIFE CO'Y
SOLD BY
H. D. WIGHTMAN
151 WELLINGTON ST.
FEATURES: High Guarantee, Low Premium
Illustration:
Age 30 \$5,000.00
Premium \$120.00, Guarantee to return in Cash in 21 years \$2,800.00 or \$5,000.00 paid-up insurance.

HINTS FOR THE MOTORIST
By **ALBERT L. CLOUGH**
Trouble With The Lights

Unreliable Connections And Defective Insulation Cause Nearly All Of Them
OBVIOUSLY DIMNESS OR FAILURE TO BURN of all lamps is most commonly because the battery voltage is low, either from lack of charge or because it is, at the time, under a heavy load, as a short-circuit in the wiring. Such a short-circuit may be in one of the lamp circuits themselves, in which case the remaining lamps will brighten up when the defective circuit is switched off, but this condition will hardly prevail except on cars provided with no fuses or circuit breaker. Excessive brightness of all lamps, only occurs when the engine is running and nearly always results from the battery failing to take its normal charging current—the generator thus not being loaded sufficiently to keep its voltage down to the normal value required by the lamps. An open or poorly conductive generator-to-battery circuit, usually accounts for this condition. Failure to get any light at all from one circuit while the other circuits operate properly, is because that circuit is interrupted somewhere. In lamps that are "blown," the lamp or lamps included in it may have burned out, the wire connection from the switch may be loose; the switch-contacts may not make connections; the wire may be broken or there may be loose connections. Failure of one lamp in a circuit to burn is caused by the lamp filament having burned out; by defective connections between filament and lamp base; by unreliable contact points; wires loose in socket contacts; connectors which do not make contact; or from the wiring being loosely clamped or broken or to the contacts in the two connector parts not touching securely. When an individual bulb burns dimly, this is usually because it was intended for a higher voltage than that of the other bulbs in use or because it is of poor quality and has blackened or otherwise deteriorated. Abnormal brightness of an individual lamp is usually because it was made for use on a voltage lower than were the rest of the lamps. The lamps that are "blown" will blow if they burn out. A "dead" short-circuit in a lighting circuit will blow its fuses (if any) or operate the circuit breaker, but a partial short-circuit may not do so, but will cause all lamps to burn dimly. Switching off the lighting circuits one by one will indicate the affected one. Short-circuits are usually caused by the insulation chafing through and letting the wires touch, or by loose and loose strands of flexible conductor sometimes form the short-circuiting connection.

MUD STAINS WON'T COME OFF better find out how deep the crack is and then decide what you will do.



R. G. S. writes: There are some mud stains on the otherwise well preserved finish of my car's body, which I have tried to remove by applying various preparations. These stains seem to be very deep and have caused closely interwoven, vein-like lines to appear on the finish. How can these spots be removed?
Answer: The injury has gone too far by any ordinary application of mud stains. The mud has dried out and concentrated the finish coats so that cracking has taken place. It may be that only the varnish coats are cracked, in which case the cracks will seal out, without destroying the underlying finish. The surface will look all right, but a complete revarnishing, but if the cracking has extended to the undercoat, it is hardly probable that you will get rid of those spots until a complete repainting job is performed. You



R. E. R. asks: Can you recommend the use of the following on a Ford car: A vaporizing manifold, to be used in place of the standard one and a change of final gear ratio from 4.8 to 4 to 17?
Answer: A properly designed exhaust heated intake manifold engine to be brought in normal running condition. Then, from a cold state, much quicker, prevents manifold loading and aids in securing gasoline economy, but the device should be of a type in which the heating can be related to most weather conditions. If it is desired to secure increased acceleration and additional hill-climbing ability on high gear, the lower gear-ratio may prove very satisfactory and in the case of a car that is operated in extremely hilly country, we should recommend it.

The Occasional "Miss"
It Is Not Always Caused By Ignition Derangements

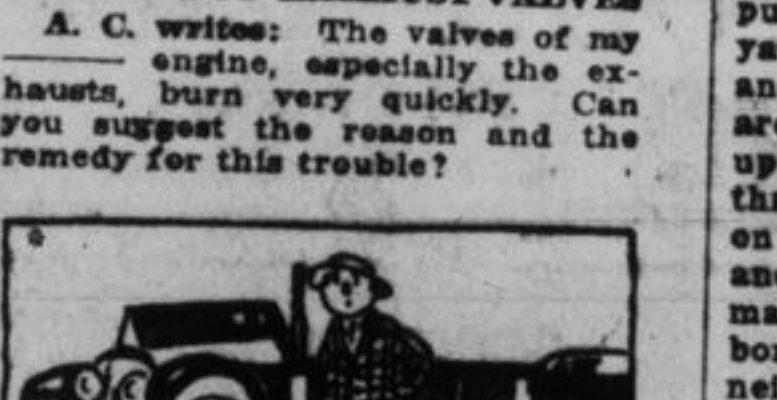
AN ENGINE that is otherwise operating well, sometimes gets into the way of missing a few explosions, occasionally, in a very erratic manner and trouble of this sort is much more difficult to diagnose than that of a continuous or complete character, for such misses may be caused not only by ignition defects, but by valve derangements and disturbances in combustion, so that these instances of sporadic missing often elude successful investigation for some time. Quite as often as not these "fits" of missing are due simply to a loose connection in the primary ignition circuit, which is thrown into troublesome activity by the vibration of the engine or the car, but it is quite a job to find just where the trouble is located. Other ignition defects which may produce irregular missing are: Roughened or untrue breaker contacts, an unreliable coil insulation, a dirty or wet distributor, occasional misfiring on-and-off short-circuit in either the primary or secondary circuits, unreliable coil insulation, a dirty or wet distributor, occasional misfiring at well opened throttle is frequently caused by deteriorated wire, coil or plug insulation or excessive plug gaps. If the engine is found to miss, plug or other cause, than when it misses only when running under load. A few drops of water in the carburetor float-chamber will cause short periods of missing, while the liquid that has reached the spray nozzle is being disposed of and when irregular firing occurs, one of the first things to do is to examine the fuel system for water and dirt. When over a valve—especially an exhaust—fails to seat quickly or completely, there is a chance that the weak and foul mixture, thus produced in its cylinder, will fail to fire and thus the weakness of valve springs and the undue friction of valve stems is a common cause of the occasional miss.

CYLINDER CONSTRUCTION QUERY



C. P. S. asks: Why is it that auto engine cylinders are left open at the bottom? Is it for the cooling and filling of the rings and cylinders? Why are they not built as steam engines are?
Answer: Steam engines are ordinarily built to take power from both ends of the cylinder, operating on the "double acting" principle, which involves the cylinder closed at both ends. The application of this principle to a gas engine, implies that the piston rod has to pass through the bottom cylinder head, through a packing that must be kept tight and that an outside cross-head, to which the connecting-rod is hinged, has to be used. This involves complication and difficulty in keeping the piston and piston-rod cool. With the piston head, used to guide the upper connecting-rod end, as in standard auto engine practice the lower end of the cylinder must be left open to permit the swinging of the rod.

BURNING OF EXHAUST VALVES



A. C. writes: The valves of my exhaust, burn very quickly. Can you suggest the reason and the remedy for this trouble?
Answer: The most common cause of this is imperfect seating, which allows the hot gases to pass the exhausts during the hottest part of the explosion, while they are at the opening being utilized to permit splash lubrication of the cylinder wall and wrist-pin.

SUIT FOR DIVORCE.

Constance Talmadge Charges Turk Husband With Cruelty.
Los Angeles, May 11.—Constance Talmadge, motion picture actress, filed in the Superior Court a suit for divorce from John J. Tialoglu, a native of Turkey, a subject of Greece and a cigarette manufacturer of New York, according to the complaint. She charges "cruel and inhuman treatment." They were married September 26th, 1920, at Greenwich, Conn., and separated April 5th, 1921, the complaint states.

DODD'S KIDNEY PILLS
THE WORLD'S GREATEST
KIDNEY PILLS
FOR
BRIGHT'S DISEASE
GRAVEL
SAND
SUGAR
AND
ALL THE URINARY AFFECTIONS
"1087 THE PROSE"

CANADA'S BOUNDARY.

Division Line Caused Much Quarrelling In the Making.
From 1783 down to 1842, Uncle Sam and John Bull had quarreled about the line fence. They had tried to fix the boundary between Canada and the United States, but had failed. But in 1842 they got together again and hummed and hawed, and haggled over every square inch from the Atlantic to the Pacific. But at last they did agree. The Surveyor-General of the Topographical Surveys Branch of the Department of the Interior, of both countries, sent out a survey party. At the source of the St. Croix river these surveyors built a monument. Through the woods from this monument they cut an 18-foot or so line. This line turned and twisted in every direction but east, until it ran along the forty-fifth parallel to the St. Lawrence. At the northwest angle of the Lake of the Woods it started again and ran to the Pacific. On the most prominent hill, at about every mile, a monument was built. These monuments form the fence between Uncle Sam and Jack Canuck.

Between the provinces a similar line is run and similar monuments built. Like the International Line, a copper plug is put in the rock, or a cement-filled pipe with a copper top is buried in the earth immediately in front of the monument. The Land Surveys Department of each province appoints a surveyor, who selects his party and surveys the line. The international line, like the international line, and the meridian lines, are inspected upon completion and every number of years are retraced and the monuments rebuilt or repaired. Every Dominion Government survey party consists of a topographical assistant, and a leveller, appointed by their department; two cooks, an instrument man, a couple of roadmen, a chainman, a picketman and from four to a dozen axemen and packers, selected from the staff.

In 1842 Lord Selkirk had townships surveyed. The population of Upper and Lower Canada rapidly increased. In 1848 Robert Baldwin grouped the townships into counties to give better municipal government. These were our counties created. The boundaries of the counties are defined by the townships, villages, towns and cities in them. The townships and populated centres were grouped in such a way that the county would contain sufficient population in order to be represented by a member in Parliament. This is how Eastern and Northern counties, with their rougher land and colder climates, are so large, while Southwestern Ontario counties are so small because of denser populations.

Some young chaps have got married lately in our county and Ireland has sent us a delegation, so the census shows that our population has increased. Our grandfathers fought so much for Rep. by Pop. that some politician at Ottawa thinks it would be a shame not to carry it out. An election is coming off soon, so the Government passes a Redistribution Bill and divides our county into two electoral districts. Now they bind us with another boundary.

The mayor of our town is a pretty sharp fellow. He has an eye on those people who have sneaked out to the outskirts and reared houses. He would like to make them pay their taxes to the town instead of to the township. The people object to having to pay the higher taxes of the town, and the higher taxes of the township, and he has a few more street lights are strung up, a branch of the water main is taken out that way, a hydrant is stuck on the side of the road, and an sidewalk is widened. Now he can extend our slightly preambles by town, and the town can build a new town hall. The bounds of our municipality have been extended. There is no line or monuments, just street lights and some more property holders' names inscribed on the town's tax sheet.

My neighbor wants to know how far this lot goes out towards the street. He wants to put up a fence to keep people from trotting on his lawn. His wife wants a fence because so my kids won't play all over the flower beds. He wants to put a high fence around his back yard. He is a great man for lines and fences. The old corner marks are destroyed. My neighbor brings up a surveyor who looks through a three-legged instrument at a picket on each corner. He unrolls a chain and measures the lot, and he marks on paper, charges me a nickel or ten dollars and goes. Thus my neighbor adds to the burden of life and confines my walks to my own small lawn, by building his fences.

Canada, and in fact all countries, have these six classes of boundary lines—international, interprovincial, intercounty, interelectoral, intermunicipal and inter-private property.

Doleful Humorist.
Stephen Leacock, during his recent lecture tour abroad, appeared at a popular seaside resort on the southern coast of England. The hall was a large one, but the audience was conspicuously small. Mr. Leacock thus began his address: "It has been forty-three years since my last appearance in B—; neither the sea nor the sky seems quite as blue as I remember them, and I am sure, judging by the size of the audience of the city has shrunk at least one-third!"

Not So Bad.
They always said a very long grace at the boarding house. All bowed their heads. But one evening the boarder remained erect. This annoyed the landlady. "Athelstan," I suppose," she snapped out. "No," said the new boarder, "bowl on the neck."

Poor's Daughter Dead.
Madame Stange (Louise Lemay), daughter of the late Pamphile Le May, the French-Canadian poet, died recently at St. Jean Deschallons.

Why Are Flour Milling Stocks So Popular With Investors?

Because the Milling Industry in Canada is both basic and staple. Its earnings are constant and well maintained even during periods of depression. The investment, therefore, is safe and profitable.

What Makes a Flour Mill Profitable?

- A flour mill should be profitable
- if it is modern in construction.
- if it is located so as to enjoy low freight rates on incoming grain.
- if it is located to handle export business economically.
- if it has an unlimited supply of grain.
- if it is convenient to a large consuming population.
- if it has cheap power and good management.
- if it has a strong selling organization.

Why Are Careful Investors Buying Copeland Flour Mills, Ltd.?

8% Sinking Fund Cumulative Preference Shares at 100, with Bonus of 30% in Common Stock?

Because critics who are qualified to judge are frank to admit that the Copeland Flour Mills, Limited, has all of the above qualifications and is already strongly advanced amongst the foremost Milling Companies in Canada.

The Mill is now running 24 hours per day and has orders in hand which, with new business being booked daily, should keep it busy throughout the season. Its future record will equal the best.

The Preferred Stock being the Senior Security of the Company, the investment is safe; and the Common Shares given as a bonus, should become very valuable.

Write for Prospectus and full information.
BANKERS BOND COMPANY LIMITED
60 King Street West, Toronto.

IMPERIAL
Premier
MADE IN CANADA
GASOLINE

You can buy Imperial Premier Gasoline everywhere. And no matter where you buy it every gallon gives the same good results and big mileage.

MORE MILES PER GALLON

Truck Nearly Wrecked.
On Wednesday morning the big sand truck of the Kingston Sand and Gravel Company, engaged in drawing sand from the pits at Glenburnie to the city, met with an accident that might have had serious consequences. The driver was on his way down the hill near Glenburnie but ran too close to the edge of the road. The embankment gave way under the weight of the truck, and it was only saved from toppling over by prompt action on the part of the driver who stopped in the nick of time. Workmen were busy all day rebuilding the

embankment and jacking up the truck.
G. Hunter Ogilvie
EXCELSIOR LIFE
Come and let us commune about that monthly income policy. Will your widow wear as good clothes as your wife? Will your orphans have the advantages of your children?
151 WELLINGTON ST.

Cramps! Cramps! Cramps! How to Stop Them Quick

When you have cramps, it is a mighty quick relief that you want. Good old "Nerviline" is sure as death to relieve cramps in a hurry. Just a few drops in sweetened water, and the pain is gone. Buy a bottle of trusty old Nerviline to-day and keep it handy. Nerviline is a common household necessity, and is so useful in case of sudden illness at night, or when cramps, nausea, diarrhoea, vomiting or the like occurs. Sold everywhere in large 35 cent bottles.

GRAND TRUNK RAILWAY SYSTEM

A change will be made in Passenger Train Schedules on SUNDAY, APRIL 30th, 1928.
Standard Time, not so-called Daylight Saving Time, will continue to be used for schedules of all trains on the Grand Trunk Railway System.

TRANSATLANTIC STEAMSHIPS
St. Lawrence Route, Season 1922
Sailing Lists Now Ready
C. S. Kirkpatrick
Agent - 38 Clarence Street

For particulars apply to J. P. Hanley, C.P. and T.A., G.T.R., Kingston, Ontario.

CUNARD ANCHOR-DONALDSON
ANCHOR LINES

Canadian Services
CUNARD LINE
Montreal to Liverpool
June 10/July 15/Aug. 12
June 24/July 29/Aug. 2
July 8/Aug. 13/Sept. 16
Aussonia

Montreal to Plymouth, Cherbourg and London
June 17/July 21/Aug. 24
July 1/Aug. 5/Sept. 8
Andania
Antonia

ANCHOR-DONALDSON LINE
Montreal to Glasgow
May 19/June 16/July 14
May 26/June 23
June 2/June 29/July 28
June 9/June 26/July 25
August 13/Sept. 11/Oct. 12
Athena
*calls at Noville (Ireland).
* en route to Liverpool.

N. Y. & Boston Services
CUNARD LINE
N. Y. to Queenstown and Liverpool
May 15/June 15/July 13
May 25/June 25/July 23
July 5/Aug. 3/Sept. 7
Samaris
Sails from Boston, June 16
N. Y., Cherbourg & Southampton
May 16/June 6/June 27
May 23/June 13/July 4
Aquitania
May 30/June 20/July 11
Berengaria
*May 13/June 17/July 28
*Cronia
May 25/July 18/Aug. 3
*Saxonia
*Sails from Boston, May 14
NEW YORK TO LONDON
June 21
Boston - Liverpool - Queenstown
June 21/July 15/Aug. 25
Laoonia

ANCHOR LINE
N. Y. to Glasgow (via Noville)
May 21/June 24/July 22
Columbia
June 2/Sept. 9/Oct. 7
Cameronia
June 14/July 15/Aug. 25
Algeria
BOSTON TO LONDON
LIVERPOOL AND GLASGOW
May 21/July 8
Athena
Aug. 8 only to Glasgow.
*Calls at Noville (Ireland).
N. Y. to HERTFORDSHIRE
June 19
For rates of passage, freight and further particulars, apply to local agents or THE ROBERT REPOD CO., LIMITED, GENERAL AGENTS, 50 King Street East, Toronto, Ontario.

Absolute Evidence in Favor of Ground Cylinders

All high grade automobile engines manufactured in this country as well as in Europe have their cylinder bores finished by grinding. Some of the American cars that might be mentioned are:
Apperson Hudson Peerless
Brewster Kissel Pierce Arrow
Cadillac LaFayette Rolls Royce
Cunningham Lincoln Standard
Dorris Locomobile Stevens Duray
Franklin Marmont Stutz
Haynes Mercer Templar
Holmes Packard Winton
In fact, 84% of all the manufacturers of pleasure cars use engines with ground cylinder bores, and 91% of the commercial motors are ground. Heald Machines are used exclusively.
Automobile owners we have one of these Heald Cylinder Grinding Machines, and can give you a complete list of Ground Cylinders in a selling point with many cars.

Automotive Grinders
R. M. CAMPBELL,
Corner of Queen and Wellington Streets.

THE SCIENTIFICALLY BUILT WATCH



Waltham 16 Size Crescent Street
11 Jewels 50s
With Winding Indicator 50s

The First American Railroad Watch

WHEN we talk Railroad Watches we can say more, mean more, and prove more than any other watch-maker in the world.
The Waltham "16 Size Crescent Street" illustrated above, was the first standard Railroad Watch ever accepted in America. Such is its accuracy and dependability that every railroad in the world accepts this watch without question.
The Waltham "Crescent Street" has proved its excellent merit by close time-keeping under every known railroad condition, and over a long period of years.
For traveling men and busy business men who desire accurate time-keeping—its performance will be a revelation. It is adjusted to extremes of temperature; also every positional test to which it can be subjected.
The movement is 21 Jewels and priced unexcelled at sixty dollars. The price of the complete watch varies only according to the style and quality of the case selected. Ask your jeweler to show you this masterpiece of watch-making! He will case the movement for you according to your taste. When you buy a "Crescent Street" you own a watch.

Write for a valuable booklet that is a liberal "Watch" education. Sent free upon request. The Waltham Watch Co., Limited, Montreal, Canada.

WALTHAM
THE WORLD'S WATCH OVER TIME
A CANADIAN INDUSTRY
Makers of the famous Waltham air-friction quality Speedometers and Automobile Time-pieces used on the world's leading cars
GIFTS THAT LAST

KINNEAR & D'ESTERRE
Jewelers 400 Princess St.

A man with a Hot Temper seldom makes a Warm Friend.