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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews

Misaligned And Untrue Engine Parts

They Prevent Permanent Bearing Adjustment And Quiet Operation IN ORDER THAT AN ENGINE may run quietly and that its bearings may remain in adjustment for long periods it is essential that the axes of the several bearing portions of the crankshaft should be absolutely parallel one to another and parallel to the axis of the shaft itself.

LOCATING A SLAPPING PISTON

R. E. S. writes: There is a slight piston slap in my engine. How can I find out in which cylinder it is? Answer: The only sure way is to disassemble the engine and measure the diameter of each cylinder bore and that of the piston.

heavy oil into each of the cylinders, in turn, and running the engine. The cylinder which has just been thus treated, when the noise disappears or diminishes, is probably the one where the slap is.

BADLY SCORED CYLINDER

P. writes: I already have over-size pistons in my engine and now I have scored one cylinder rather badly. Shall I have to have it re-bored?



Answer: You might try having the score removed by one of the soldering processes, that make use of special alloys to repair damaged metal. This kind of repair, however, is nothing for you to do but to have all cylinder bores of the block enlarged enough by boring or grinding to remove the score from the walls and to leave all the bores true and uniform in diameter.

Too Much Intake Heat

As Uncommon Condition, But One Occasionally Met With DURING ORDINARY WINTER USE, there is practically no likelihood that the carburetor and intake systems will be maintained at a temperature too high for the best results, even though all heating and heat conserving devices are in action, for the low temperature of the carburetor air-supply and the great activity of the cooling system prevent this.

RUNS BEST WITH CHOKER PARTLY ON



P. A. D. writes: My car runs best when the choke is partly closed. When it is fully open, the engine jerks terribly. Why is this and how can this condition be remedied? Answer: As running with the choke partly closed, gives the best results, it appears that when the choke is fully open the carburetor supplies too lean a mixture, the reason for which may be that the carburetor jets are partly stopped up. We suggest that you clean all the carburetor passages and the screen very carefully.

and tightly connected, you will find that you can run all right with the choke wide open.

WHAT CAUSES THIS GRINDING?

J. M. G. writes: My car makes a grinding noise, when the engine is pulling hard on high gear, but this ceases as soon as the heavy load is removed. What causes it? Answer: Without listening to this it is difficult to assign its cause, but we hardly think that it is from the engine, as most defects there manifest themselves by pounding or knocking noises. It is more likely that this is a gear noise, which may be caused by improper mesh of the bevel gears or lack of proper lubrication of the rear end. Such noises are much louder when the gears are under heavy load than when running light.



Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

FARMS FOR IMMIGRANTS.

Australian Premier Tries to Encourage Settlers. Sir James Mitchell, the Premier of Western Australia, is a man with an up-to-date migration scheme in his pocket. An agriculturist by instinct, and a politician by force of circumstances, he has always had a hankering to be on the land.

The heavy train reached a soft patch of the lightly-balloasted track which had been undermined by torrential rains during the previous night. The Premier still slept on and took his rest, even though the rails had spread and the ministerial car was tilted at an angle.

The ministerial car turned over with slow and stately dignity and lay on its side on the track. The royal car, which was next to it, did likewise, while the engine-driver kept his engine going for some time, but the train was a continually accelerated speed, unconscious that the Prince of Wales, his suite, and the whole of the West Australian Ministry were being dragged along the broken track in the overturned cars to the imminent risk of their lives.

As the ministerial car turned over, the Premier's right hand and arm when through the window, and he awoke only when he found himself lying on the floor of the car with his hand and arm touching the track outside. Even in the moment of awakening, Sir James Mitchell did not lose his self-possession. He was heard to remark phlegmatically, "Well, I'm back on the land at any rate."

An Orange River Monster.

Mr. F. C. Cornell, Fellow of the Royal Geographical Society, who recently returned to England after spending twenty years in practically unknown parts of South Africa, is author of a story about an unknown monster that had been seen near the Great Falls of the Orange River. It has a huge head and a neck ten feet long like a bending tree. It seizes the native cattle and drags them under water. The natives call it "Kymman," or the Great Thing. Last May Mr. Cornell, accompanied by two white companions, Mr. W. H. Brown and Mr. N. B. Way, of Capetown, and three Hottentots, went to the junction of the Orange and Orange rivers to see the monster if possible. He writes: "At the cries of the natives I saw something black, huge, and sinuous swimming rapidly against the current in the swirling rapids. The monster kept its enormous body under water, but the neck was plainly visible. The monster had been a very gigantic python, but it was of an incredible size. This reptile may have lived for hundreds of years. Pythons approaching it in size have been said to have lived that long."

Suggested New Calendar.

By the new calendar suggested by Mr. W. Arnold, LL.B., in 1923 and ever after every date of every year would be on the same day of the week. He claims, among other things, that the change would cause no disturbance in business, nor in social or religious arrangements, and would remove religious objections to the fixing of Easter and other movable feasts and fasts of Christianity. It would, he says, enable all anniversaries, holidays and other events to be observed every year on the appropriate date and day of week, including the appointment of fixed dates for summer-time changes. The suggestion of a fixed Easter is perhaps the most interesting proposal made by the author, who suggests Sunday, April 14, as the date. It is interesting to note that the reform of the calendar is to be discussed by a conference of astronomers in Rome in April, and steps will be taken to bring Mr. Arnold's scheme to their notice. Roman Catholics hold the feast of Pascha at the Gregorian calendar, but the Greek Church hold to the Julian.

The Ravens' Eyrie.

Ravens are the first of our birds to nest, and tradition says they choose their nesting sites with the opening of the year. "Raven trees," no doubt, were so called from the fact that the birds returned to the same nest year after year; the memorable names cling to the trees, as in the New Forest, though now the doves and starlings reign in the ravens' stead. In Highland fastnesses surviving remnants of the noble brotherhood still build their nests in January, the hardy birds sitting on their green eggs in February, undismayed though snow blizzards rage. Lord Lilford's story of his pet raven, Grip, comes to mind—how Grip was deserted by his bride before she laid eggs in the nest they had built, and how he then carried many stones to the nest—an expression of despair, or else a hint to the truant of her duty—carefully prepared against her return.—Tit-Bits.

House of Lords Library.

The House of Lords library, of which the librarianship recently became vacant, is not very old, for the original collection was entirely destroyed when the House of Parliament was burnt down in 1834, but it can boast a good many treasures, and among them the death warrant of Charles I. Some of the signatures are bold and fresh as though recently written, others have faded until they are almost indecipherable, while in the case of a few attempts have obviously been made at erasure.

Great-Grandma used to think that night air was dangerous. But her great-granddaughter thinks it is unhealthy to get up before noon.

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THE GRAND CIRCLE MOTOR TOUR A Wonderful Trip for Motorists That Take In All the Glories of the Pacific Coast From Banff South to Los Angeles.



A SLENDER blue ribbon of trail, 5,000 miles long, threading together the ten finest scenic jewels of the western continent—that is what western motor maps will show by the end of the coming summer. It is called "Grand Circle Tour" and it will offer the most wonderful variety of natural scenery accessible by motor road in the world. One last link in the chain, only a few miles now in length, remains to be completed. Then the road will be open to the motorists of the continent. This unfinished section, from the Vermilion summit, near Banff, Alberta, in the Canadian Pacific Rockies, down to the Columbia Valley, will Canadian Government engineers say, be ready for traffic by September next. All that remains to be done is the grading and widening of the unfinished portion of the road. Then the great loop, dream of a few far-seeing men, will be completed, and the stream of tourists may flow along this unparalleled motor highway.

Every mile of the way through the Canadian Parks has been built with an eye to easy travelling and scenic grandeur. Giant peaks, often held guard by a snow cap centuries old, guard the way. Deer, wild sheep, elk and goat may be seen feeding fearlessly on the slopes and practically every valley holds a blue lake stocked with trout. From the Divide the road runs through hitherto unopened country, which is one of the richest both in scenery and big game in the Rockies. From Invermere it drops south, skirts the beautiful Windermere and Columbia Lakes, the latter source of the mighty Columbia river, through deep-shaded forests to the International Boundary which it cuts just north of Metairie, Washington. From Bonner's Ferry it swings south over excellently constructed roads through Spokane Walla Walla and Pendleton, where it links up with the Columbia Highway from Portland. Then it drops down past the eastern entrance to Crater Lake National Park, to San Francisco and on to Los Angeles. From this point a short detour will allow the motorist to see the famous Yosemite as well as Grand Park and Sequoia Park, the home of the giant redwoods. Then, travelling east, he may visit the Grand Canyon and proceed north via Salt Lake City to the Yellowstone Park. From Yellowstone one day's journey will take him north to the United States Glacier National Park and less than two hours more to the International Boundary. Following the trail to Cardston, he may make a short detour to Waterton Lakes Park in Southern Alberta, thus completing his tenth National Park.

AT ADOLPHUSTOWN.

Departmental Speaker at the Women's Institute. Adolphustown, June 27.—The departmental speaker visited the Women's Institute last Thursday afternoon, and, in spite of the damp weather, was greeted by quite a number of ladies. Mrs. J. S. Johnston was elected president of the Women's Institute for the ensuing year. Lawn socials are the order of the day. The Anglican young people held a garden party on the rectory lawn, which was followed by a dance in the parish hall last Friday evening. The Methodist young people are busily making preparations for a social to be held on Robert Foster's lawn on Wednesday evening of this week. The senior baseball team played in Tamworth last Saturday. The score resulted in favor of Tamworth. Mr. and Mrs. A. Keech and M. Kimmery visited at G. Magee's on Thursday. Miss E. Hopkins, a W. I. speaker, was the guest of Mrs. C. F. Allison. Mr. and Mrs. L. Price, Selby, were week-end guests of Mr. and Mrs. W. Magee. Miss Mary Dickson, who has been attending Peterboro normal school, has returned home. Miss G. Chalmers is visiting friends in Belleville. W. Magee, Misses A. and G. Magee, and Mr. and Mrs. J. Keyes, Wolfe Island, visited Lake-on-the-Mountain last Friday. G. Love and sisters, of Chicago, are spending the summer with their aunt, Mrs. Andrew Magee. Mrs. Mogg, who has been visiting her daughter, Mrs. Russel Cousins, has returned to her home in Galt. Mrs. Robert Foster has returned after spending a few weeks with friends at Ottawa. Mr. and Mrs. W. J. Magee and son, visiting friends at Collin's Bay recently. The Methodist choir was entertaining by Mr. and Mrs. R. M. Roblin last Thursday evening. All had a most enjoyable time. People are beginning to make plans for attending the Kingston industrial fair. Everybody is talking about Chautauqua. A big crowd is expected to attend this high-class entertainment to be given in Kingston under the auspices of the Kingston Rotary Club July 1st to 7th.

Canning for Institutions.

Guelph, June 28.—The canning factory at the Ontario reformatory, Guelph, is now in operation, and a large quantity of rhubarb has already been "canned" for use in the various government institutions throughout the province. Although the factory is not running full time at present, Superintendent Neelands expects to get the industry going properly when the fruits are more plentiful, and it is anticipated that at least 60,000 gallons of canned goods will be put up this summer.

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Prompt Delivery Wallace B. Wright, Brockville died on Saturday, aged 77 years. He worked for the Recorder for over sixty years. Fred W. Frost, accountant of the Belleville branch of the Standard Bank has been notified to report to the credit department, at the head office, Toronto. Mr. Frost has been in Belleville since May, 1912. He will leave the end of this week.

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