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Wallace B. Wright, Brockville died on Saturday, aged 77 years. He worked for the Recorder for over



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 axer of the several bearing portions of the crankshaft should be absolutely in the same straight line and that the axes of the crank-pins should be parallel one to another and parallel to the axis of the shaft itself. Normally this is the case but if an engine has met with a serious accident, such as a broken connecting-rod, its crankshaft may become sprung and this occurrence may lay the foundation for obscure knocks and bearing troubles. Furthermore, the axes of the wrist-pin and of the lower-end bearing of each connecting-rod must be parallel; the axis of the wrist-pin must be perpendicular to that of the piston and all con necting-rods must be of equal length between pin axes. Moreover, all main bearing portions of the crankshaft and all its crank-pins must be perfectly cylindrical. The principal reason for these requirements is to secure complete and evenly distributed pressures between the parts and their bearings, it being evident that a crankshaft, with its three bearing portions not in line, cannot be made to run in bearings, all of which are free from undue play; that a connecting-rod end and cran's pin, one or both of which are misaligned, cannot be adjusted together to secure uniform bearing pressures and that a crank-pin of ovalized section cannot be fitted in a bearing, so that evenly distributed pressures will result. The result is, that when misaligned or ovalized parts are fitted with bearings, these soon wear in certain portions on account of concentrated pressures, become loose and knocks develop. Bearing readjust ment gives no permanent relief, and the only remedy is the correction of the alignment and the truing up of ovalized bearing parts. Long continued no mai use may cause ovalized crank-pins and lubrication (ailures may do so prematurely, while a stuck piston may cause a benf connecting-rod, so that after very long usage and especially after a serious accident to an engine, it may be necessary to have the crank shaft trued up in certain respects and the rods realigned, before much hope can be entertained that smooth running results can again be secured. Well equipped repair shops are now provided with special apparatus for testing the accuracy of crankshaft alignment and the correctness of form of connecting-rod and piston assemblies as well as means for removing defects found therein and for restoring the cylin-

dricity of worn crank-pins. 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 its piston. The piston which is found to have the smallest diameter in comparison with its bore, will be the one that is doing the slapping. If comprestion is especially weak in one of the bored? cylinders, there is a fair presumption that this is the cylinder where the slapping piston is, but this indication is far from positive. You might try this: Take a piece of \$-16" iron rod about six feet long. start the engine and touch one end of the rod to different parts of the block, holding the other end of the rod between the testh. This may give you some idea which the noisy

piston is. Try putting some extra

LOCATING A SLAPPING PISTON | heavy oil into each of the cylindars, 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 oversize pistons in my engine and now l have scored one cylinder rather badly. Shall I have to have it re-



Answer: You might try having the score removed by one of the soldering processes, that make use of special alloys to repair damages of this kind. Otherwise, there is nothing for you to do but to have all cylinder bores of the block enlarged enough by boring or grind ing, to remove defects in their walls and to leave all the bores true and uniform in diameter. Doubtless you can obtain pistons enough oversize to fit the cylinders after

# Too Much Intake Heat

An Uncommon Condition, But One Occasionally Met With

ouring ordinary winter use, there is practically no likelihood that the carburetion 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. Even in the warm season, the probability that the gasoline and the fuel charges will be overheated is somewhat remote, with the involatile fuel now used, but occasionally this may happen on very hot days with engines that have active intake heating devices and are operated strenuously for long periods. The temperature may readily rise enough so that maximum engine power is somewhat curtailed, for the effects of heated carburetor-air, hot spotting or exhaust jacketing of the intake passages and of highly heated circulating water may conspire to make the charges so hot, upon entering the cylinders, that they are already expanded substantially, carry less fuel than normally and expand less upon combustion than they should to give maximum piston pressures. However, unless very extreme temperatures prevail, the advantage of complete fuel vaporization which is thus secured and the economy resulting therefrom, usually counterbalances the lowered expansionefficiency and reduction in maximum power, so that, within ordinary driving requirements the operator is seldom conscious of this effect. But if the underhood temperature becomes so high and the effect of heating devices so powerful that gasification of the fuel takes place within the carburetor bowl or even in the fuel piping, the effect is so pronounced as to call for a reduction of the temperature of the carburetor. The carburetor spraying jet is adjusted to pass enough gasoline in liquid form to supply the engine's need, but its area is absolutely inadequate to pass enough pasoline vapor to form the required mixture so that, when the carburetor begins to deliver vapor instead of liquid to the intake, the engine begins to starve, loses power markedly and "spits," as the overlean mixture burns but slowly. When these symptoms appear, on a very hot day, it is best to feed the carburetor cold air only. and even to disconnect the exhaust supply to carburetor and intake jackets, if this can be done, as well as to remove hood-louvre cover plates, if these are in use. Fortunately it is seldom necessary to resort to these measures. Loss of power and difficult starting of an overheated engine is often due to the carburetor being so hot that it "squirts" vapor instead of liquid. and tightly connected, you will find

RUNS BEST WITH CHOKER PARTLY ON



runs best when the choke is partly closed. When it is fully open, the is more likely that this is a gear

choke partly closed, gives the best results, it appears that when the choke is fully open the carburetor supplies too lean a mixture, the eason for which may be that the carburetor jets are partly stopped We suggest that you clean all the carburetor passages and the screen very carefully. Another ossibility is that there is an airleak into the intake system, either at the carburetor flange or at the flanged connections of the intake manifold and you should be sure that the gaskets at these points are perfect and the bolts fully tightened. As your carburetor is of the inadjustable kind and presumably is fitted with the correct jet sizes,

that you can run all right with the

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

noise, which may be caused by

improper meeh of the bevel gears

or lack of proper lubrication of the rear end. Such noises are much

ouder when the gears are under

versal joint and transmission are

properly lubricated? We suggest a

thorough inspection of the rear

Are you sure that the uni-

there manifest themselves

choke wide open.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is

Fred W. Frost, accountant of the office, Toronto. Mr. Frost has been Belleville branch of the Standard in Belleville since May, 1912, He will Bank has been notified to report to leave the end of this week.

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. In July, 1920, he was a passenger on the unlucky royal train which his Commissioner for Railways, Col. Pope, had provided to take the Prince of Wales and his suite to see the timber country in the southwest corner of Western Australia and the herculean axemen who lay low the heaven-kissing karri and jarrah trees in their native wilds.

The heavy train reached a soft patch of the lightly-ballasted 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 and royal car had both left the track and were bumping heavily along over the ties preparatory to capsizing. 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 enginedriver kept his engine going for some dreadful seconds at a continually accelerated speed, unconscious that the Prince of Wales, his suite, and the whole of the West Australian Ministry were being dragged along

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 out-

the broken track in the overturned

cars at the imminent risk of their

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 "Kyman," 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 Oub 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 may have been a very gigantic python, but if it was 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 stitute for the ensuing year. would be on the same day of the week. He claims, among other things, day. The Anglican young people that the change would cause no dis- held a garden party on the rectory turbance in business, nor in social or lawn, which was followed by a dance religious arrangements, and would in the parish hall last Friday evenremove religious objections to the ing. The Methodist young people feasts and fasts of Christianity. It would, he says, enable all anniver a social to be held on Robert Foster's saries, holidays, and other events to lawn on Wednesday evening of this be observed every year on the appro- week. The senior baseball team priate date and day of week, includ- played in Tamworth last Saturday. ing the appointment of fixed dates | The score resulted in favor of Tamfor summer-time changes. The sug- worth. Mr. and Mrs. A. Keech and gestion of a fixed Easter is perhaps M. Kimmerly visited at G. Magee's the most interesting proposal made on Thursday. 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 and Protestants fix Easter by the Gregorian calendar, but the Greek Church hold to the Julian.

# The Raven's Eyrie.

opening of the year. "Raven trees," faithful way the birds returned to the same nest year after year; the immemorable names cling to the trees, as in the New Forest, though home in Galt. Mrs. Robert Foster now the doves and starlings reign in has returned after spending a few the ravens' stead. In Highland fast- weeks with friends at Ottawa. Mr. nesses surviving remnants of the and Mrs. W. J. Magee and son, visttsable brotherhood still build their ed friends at Collin's Bay recently. 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 be- to make plans for attending the fore she laid eggs in the nest they Kingston industrial fair. had built, and how he then carried many stones to the nest-an expres- tauqua. A big crowd is expected sion of despair, or else a hint to the to attend this high-class entertaintruant 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 Houses of Parliament were 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 on the momentous document look bold and fresh as though recently written, others have faded until they are almost indecipherable, whilst in the case of a few attempts have obviously been made at erasure.

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

# THE GRAND CIRCLE MOTOR TOUR

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of natural scenery accessible by mo- Canadian Parks has been built with American motorists will want to

NEVADA

Banff National Park. At Banff, Francisco and on to Los Angeles. he may linger to bathe in the radium | Yosemite as well as Grand Park and clouds or fish in some of the num- redwoods. Then, travelling east, he erous well stocked lakes or streams may visit the Grand Canyon and proof the locality. From Banff the road | ceed north via Salt Lake City to the by a short detour to the wonderful stone one day's journey will take him Lake Louise region and on to Mor- north to the United States Glacier aine Lake and the rugged sublimity National Park and less than two of the Valley of the Ten Peaks. Re- hours more to the International Boun-A SLENDER blue ribbon of trail, turning, it climbs by easy grades dary. Following the trail to Cards5,000 miles long, threading togeth- to the Vermilion Page, 5,264 feet, ton, he may make a short detour to er the ten finest scenic jewels of the then drops down to the Columbia Waterton Lakes Park in Southern western continent-that is what wes- Valley through the Kootenay Na- Alberta, thus completing his tenth tern motor maps will show by the ional Park, to Lake Windermere National Park. end of the coming summer. It is and the village of Invermere on its Thousands of motorists, it is exwill offer the most wonderful variety | Every mile of the way through the way as soon as it is thrown open.

tor road in the world. One last an eye to easy travelling and scenic come north to see the glories of the link in the chain, only a few miles grandeur. Giant peaks, often hel- Rockies; Canadian motorists will now in length, remains to be com- meted with a snow cap centuries old, want to see beautiful California and pleted. Then the road will be open guard the way. Beer, wild sheep, the wonders of the Grand Canyon to the motorists of the continent. elk and goat may be seen feeding and the Yellowstone. This will mean This unfinished section, from the fearlessly on the slopes and practic-vermilion summit, near Banff, Al-ally every valley holds a blue lake as important as many an industry, as perta, in the Canadian Pacific Rock- stocked with trout. From the Divide well as increased international good ies, down to the Columbia Valley, the road runs through hitherto un- will. will, Canadian Government engineers opened country, which is one of the The new road also opens up an all say, be ready for traffic by September richest both in scenery and big game Canadian circle tour, via Banff, Lake next. All that remains to be done in the Rockies. From Invermere it Windermere, the Columbia Valley is the grading and widening of the drops south, skirts the beautiful and returning over the Crow's Nest unfinished portion of the road. Then Windermere and Columbia Lakes, Pass to the prairies. This will afthe great loop, dream of a few far- the latter source of the mighty Co- ford a 600 mile trip for Canadian visioned men, will be completed, and lumbia river, through deep-shaded motorists through the heart of the the stream of tourists may flow along forests to the International Boundary most wonderful scenery in the Rockthis unparalleled motor highway. | which it cuts just north of Metaline, ies, in which for the whole distance What will it mean? It will mean Washington. From Bonner's Ferry the tourist will either be among or

where there is already a motor camp- From this point a short detour will site as well as several good hotees, allow the motorist to see the famous hot springs, play golf among the Sequoia Park, the home of the giant proceeds westward to Castle, thence Yellowstone Park. From Yellow-

acted will follow this scenic high-

that the motorists may start at Cal- it swings south over excellently con- in full sight of the snowpeaks,

AT ADOLPHUSTOWN.

en's Institute. Adolphustown, June 27 .- The departmental speaker visited the Women's Institute last Thursday after- factory at the Ontario reformatory, is anticipated that at least 60,000 ther, was greeted by quite a number large quantity of rhubarb has already gallons of canned goods will be put of ladies. Mrs. J. S. Johnston was been "canned" for use in the various up this summer. elected president of the Women's In-

Lawn socials are the order of the

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, Ravens are the first of our birds Wolfe Island, visited Lake-on-theto nest, and tradition says they Mountain last Friday. G. Love and choose their nesting sites with the sisters, of Chicago, are spending the summer with their aunt, Mrs. Anno doubt, were so called from the drew Magee. Mrs. Mogg, who has been visiting her daughter, Mrs. Russel Cousins, has returned to her

The Methodist choir was entertained by Mr. and Mrs. R. M. Roblin last Thursday evening. All had a most enjoyable time. People are beginning

Everybody is talking about Chau-

the auspices of the Kingston Rotary the province. Although the factory Departmental Speaker at The Wom- Club July 1st to 7th.

Canning for Institutions.

ment to be given in Kingston under government institutions throughout is not running full time at present, Superintendent Neelands expects to get the industry going properly when Guelph, June 28.—The canning the fruits are more plentiful, and it

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