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Remember the Date - October 20-22 NATIONAL EDUCATIONAL CONFERENCE at Winnipeg

PROMINENT SPEAKERS - LIVE SUBJECTS

In advance of the definite program in the form in which it will be issued at the time of the Conference, the Convening Committee announces that the following items are definitely assured:

- 1-Salutatory Addresses-By His Excellency the Governor-General of Canada, Sir James Aikine, Lieutenant-Governor of Manitoba, and His Worship C. F. Gray, Winnipeg.
2-The Lessons of the War for Canadian Education, Hon. Dr. Cody, Minister of Education, Ontario.
3-The School and the Development of Moral Purpose, Dr. Theodore Soares, Professor of Religious Education, University of Chicago.
4-The Development of a National Character Through Education, Sir Robert Falconer, President University of Toronto.
5-The Essential Factors of Education, Dr. Helen MacMurchy, Ontario Department of Education.
6-The Boy Scout Movement as an Auxiliary to the School in Moral Training, Dr. James W. Robertson, Dominion Commissioner of the Boy Scouts.
7-Methods and Ideals of the Canadian Standard Efficiency Training Groups, Taylor Statten, National Secretary Boys' Work Department of the Y. M. C. A.
8-The Function of the Public School in Character Formation, Dr. J. F. White, Principal Ottawa Normal School.
9-Education and Reconstruction, Peter Wright, British Seaman's Union.
10-The Basis of Moral Teaching, Michael O'Brien, Toronto, Ont.
11-The School and Industrial Relationships, Dr. Suzzallo, President University of Washington.
12-The School and Democracy, President John H. Finley, Commissioner of Education for the State of New York, Albany, N. Y.
13-The School and the Newer Citizens of Canada, Dr. J. T. M. Anderson, Director of Education among New Canadians, Regina, Sask.
14-The Interest of the State in Character Education, Dr. Milton Fairchild, Washington, D. C.

The task of initiating discussions has been assigned to persons representative of all parts of Canada. Among those definitely secured at this date in this connection are:

- Dr. Clarence McKinnon, Principal Pine Hill College, Halifax, N.S.; Prof. H. T. J. Coleman, Dean of Faculty of Education, Queen's University, Kingston, Ont.; J. J. Tompkins, Esq., Vice-President University of St. Francis Xavier's College, Antigonish, N.S.; Very Rev. Dean Jayward, All Saints' Cathedral, Halifax, N.S.; Dr. H. P. Whidden, M. B. Brandon, Man.; Prof. Iva B. Martin, Royal Military College, Kingston, Ont.; Prof. W. H. Alexander, University of Alberta, Edmonton, Alta.; Dr. G. W. Farmalee, Deputy Minister of Education, Quebec; R. W. Craig, K.C., President, Winnipeg Canadian Club and Chairman Winnipeg School Board; Dr. John MacKay, Westminster Hall, Vancouver, B.C.; R. L. Torrance, Manager Royal Bank, Guelph, Ont.; W. A. Buchanan, M.P., Lethbridge, Alta.; W. McL. Davidson, M.P.P., Editor Calgary Albertan, Calgary, Alta.; W. G. Raymond, Esq., Post Master, Brantford, Ont.; Prof. C. B. Sisson, York University, Toronto, Ont.; W. J. Siner, Principal Strathcona School, Winnipeg.

Delegates to the Conference should make their hotel reservations immediately.

The following committees are at your services: Reception, Entertainment, Transportation, Hotel Accommodation. Address all Communications to THE GENERAL SECRETARY, NATIONAL EDUCATIONAL CONFERENCE, 505 Electric Chambers, Winnipeg.

Sunday School Lesson

(Topic for Oct. 12). Jesus said unto them, Come ye after me and I will make you fishers of men.—Mark 1:17.—Golden Text.

John the Baptist was imprisoned by Herod, and Jesus left Judea for Galilee, going through Samaria, where he had his conversation with the woman at the well. Now began his Galilean ministry, which lasted from his return to Galilee, in December until he choosing his disciples in May. He made his headquarters at Capernaum. 'Come ye after me,' cried Jesus. 'I was not easy for Peter and John to obey that call. There were their homes and their trade to be thought of—what would they do without Peter and John? And what about their families? How were they to live? What would they have to face in this new venture—privatization and suffering? Would Jesus succeed in his mission or fail, and if he failed, what would it mean to them?'

The task to which Jesus called Peter and John was a most difficult one—fish for men. They were not to change their trade, but their object. Instead of catching fish, they were to catch men. Is it true that men don't see good things of themselves, but must be angled for and lured and attracted to them? So it seems. And all other things are whales or trout, crabs or humble herrings, whether they are wealthy or poor, good or bad, big men or little men, they all have to be 'fished for' or they would never fall into the gospel net.

There is one very fine thing about this task—anybody can do it. How old must you be before you go fishing? I have seen children of four and five holding a rod and line. And you can all become fishers for Christ. You need not wait till you are twenty—you can start now. Many a girl has brought her father to Christ. Christ calls all Christians to become fishers for him.

But what was it Jesus said he would do if Peter and John would come after him? 'I will make you to become fishers of men,' he said. They needed teaching and training in order to be successful in their new work. And so does everyone. Any one can try and ought to try, but the one who is successful is the one whom Christ has taught how to do it. It takes much training and experience before one becomes a great fisher of men.

Every one has a friend in whose welfare he is interested; if he is a true follower of Christ he will seek to bring his friend, too, under Christian influence. In some Sunday-schools there is kept a 'Fishers' Roll' on which are recorded the names of those who have brought in new members. Bringing others to Sunday-school where they may learn with the disciples to become Christ's followers is work that all can do. Perhaps you are the only one who can influence some companion to join the School of Christ. 'Just take a pencil and figure out how many years it would take for the whole world to be converted if each year each disciple went to start another to follow the Lord,' suggests Dr. Schauffler. 'Start with only ten million true disciples how long would it take to Christianize the world? Would one hundred years accomplish the task? Much less. The whole world would be Christianized in seven years.'

And the Lord Jesus stands just ahead, there is a marvelous tenderness and pleading in those earnest eyes. His hand is reached out beckoning; it points to the road he trod for us. And his voice calls pleadingly. 'Take the same road; get in behind I need your help with my world.'—S. D. Gordon.

Jesus means entering the service of Jesus. We are not 'allowed' him unless we are in his work. We are not 'allowed' to enjoy his work. We have no interest in his Kingdom apart from entering it. Everybody personally familiar with Dr. Grenfell, the devoted Labrador missionary, will recognize this phrase—'To commend the Master—as characteristic of him. It is his favorite way of expressing the governing motive of all his work.'

Dr. Grenfell preaches some to his people and prays for them a great deal, but as is well known, the most of his labor has to do with affairs not commonly regarded as spiritual—attending the sick, superintending hospitals, setting up trading posts, introducing new industries, improving housekeeping habits and providing wholesome resorts for sailors and fishermen in the idle season.

But doing these things, he is a missionary not 'off and on' but all the while, for all the while, and whatever he does he is aiming to 'commend the Master.' That is to say, Dr. Grenfell takes pains to let these Labrador people know that the reason why he puts himself so completely at their service is because Jesus Christ loves and cares for them and likes to have one of his servants serve them. Thus Dr. Grenfell counts on making Labrador talk think well of Jesus. And they do. Labrador honors Jesus Christ because it knows a man who is in Labrador for Jesus' sake. And that one fact verifies the true-missionary character of all Grenfell is doing.

In all mission fields abroad, and especially in the so-called institutional churches at home, there has been in late years a vast expansion of activities that are social and humanistic. And everywhere this expansion has awakened question of the right of it. Any social work and any humanistic appeal are worthy of the Church if they are undertaken to help the world appreciate Christ.

The Church's great business is to introduce Jesus to men. The present introduction of him, of course, is the evangelistic introduction, offering him as Saviour, Regenerator, Pardon-

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er of sins. Creator of newness of life in the human heart. But where men are unwilling or unprepared to receive him so, it is not only right for the Church, but its duty, to introduce the Master in any lesser way which will let him grateful friends.

Even so he graciously and helpfully to those who did not recognize him as Son of God, but loved him as Son of man and his kindness amid their trials and tears. And in fellowship with them bus as men with men, the Lord revealed a divinity which taught them soon to testify. 'Thou art the Christ, the Son of the Living God.'—Congregationalist from Applied Religion for Very Man, by Nolan Rice Best.

In the list of the apostles of Jesus here are two pairs of brothers. We cannot tell of course what were the reasons which directed the Master's choice among the fishermen of Galilee and to be the first pastors of the Church; but certainly it is significant and suggestive that twice in the small number of the twelve it should have happened that the natural tie of brotherhood was emphasized by a common call to the new life and a common work in the new service. It suggests the relationship which may exist between our common human life and the life of a divine life. The relation of brotherhood, sisterhood, parenthood, childhood, and all the other 'chapters of mankind have one at least of their purposes, and one of their most sacred purposes, in this—that they are God's great system of love which he means to diffuse his truth and influence through the world.—Phillips Brooks.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

WATER LEAK IN HEAD GASKET. J. G. H. writes: I notice that water weeps out between the cylinders and cylinder head of my engine at quite a rate. Is there any danger that it has gone low in the cylinders and into the oil? How can I tell?

Answer: You can let out some of the engine oil by removing the draw off plug in the oil pan and see if there is water in it. The water, if any is present there, will be at the bottom of the pan, it will escape first and will be readily recognized. If water, when escaping into a cylinder, you would probably hear gas bubbling from the cylinder into the radiator, the engine would not start running on all cylinders for some time and there would be a great deal of moisture and late steam escaping with the exhaust. If you have not already done so you should have the head bolts tightened at once, if this does not stop the external leak, you may have to install a new gasket. Of course, the outward leak does no direct harm, so long as you make sure that the water in the system does not become low.

ENGINE DOES NOT 'PURR' EVENLY

G. asks: What causes the unevenness in the sound made by my engine, especially when it is pulling hard at low speeds? I don't think there is any pounding going on, but there is an unusual noise when one of the four cylinders explodes that is quite annoying.

Answer: Sometimes an exhaust leak from one cylinder gives this effect. It may be a leak past a faulty gasket at this cylinder's exhaust pipe connection, or one through the worn out guide of its exhaust-valve stem or at some other point. An exhaust-valve that leaks badly, may give rise to a noticeable noise due to the escape through it of gas at high pressure, as soon as the charge has been fired. If you put some kerosene into each cylinder and run the engine, you may find the exhaust leak by noticing which cylinder has poorer compression. If any cylinder has poorer compression, it may be that its exhaust valve is the cause of the disturbance.

LUBRICANT FOR WHEELS BEARINGS

P. R. asks: What is the best thing to use in lubricating the front wheel bearings?

Answer: A light grease, containing as little animal fat as possible. Most of the large oil companies put up a ball and roller bearing compound, especially intended for this purpose. A grease somewhat of the consistency of vaseline is about right and indeed vaseline has been largely used for the purpose. The chief requirements of such a lubricant are that it shall flow readily enough to prevent the parts from cutting themselves through the grease, that it shall be sufficiently adhesive to cause it to cling to the bearing surfaces, that it shall never become fluid enough in hot weather to cause its rapid escape and that it shall not develop acids that will attack the balls and races. A very light cup grease or a fairly heavy transmission compound, if of good quality can be used.

WATCHING THE AMMETER

Get The Habit! It Will Forestall Electrical Troubles. The ammeter or the current indicator—as the case may be—is placed upon the dashboard for a purpose. It is the silent guardian of the electric system and is worthy of more of the operator's attention than it usually receives. While it gives no information as to the battery's state of charge, it tells whether it is being subjected to a drain or is being afforded a recuperating current. The habit should be formed of giving the ammeter a glance every few minutes, while a car is in operation and anything abnormal in its reading should be the signal for an investigation. Every car has a certain 'give' speed, above which current should constantly be passing to the battery and any failure of the ammeter to then show a 'charging' indication, when the lights are not burning, denotes that something is wrong. When the lights are on, they are usually consuming current as fast as it is being produced by the generator and thus at speeds of 15

miles per hour and over, the ammeter may indicate little if any charging or discharge current. It is quite likely to stand at zero or in a neutral position but if a distinct indication of 'discharge' is given under these circumstances, it usually indicates trouble, for the normal condition of operation, conducive to a well sustained battery generally implies a charging current equal to the lighting current at all ordinary driving speeds. When the engine is stopped and all lights are on, the ammeter normally records a certain number of amperes of discharge current and the operator should be familiar with this amount, for any indication in excess of it denotes a leakage of current somewhere—possibly a partial short-circuit in the wiring or the failure to turn off the ignition switch. In general way, the ammeter should be watched to see that plenty of charging is going on and that no abnormal discharging takes place for, by so doing, exhaustion of the battery is pretty well provided against, assuming that it itself is free from internal short-circuits and otherwise in good order, that the car is not in a matter as to entail unreasonable demands upon its electrical system and that the adjustment of the charging rate is suited to the service conditions.

BROKEN BEARINGS LET WHEEL COME OFF

X. Y. Z. asks: What could cause a front wheel (run only about 150 miles) to come off on the road? The race and the cone both were broken, but the nut and other pins still remained in place. Could faulty adjustment have caused this to happen?

Answer: In case the balls fall out and the cup and cone, on the outside of the wheel become so badly broken that their pieces would clean the nut, there would be nothing to hold the wheel on in most forms of this construction. It is possible that faulty adjustment may have been partly responsible for the accident. If, for instance, the bearing had been very loosely adjusted, the bearing parts would have been subjected to heavy shocks as the wheel wobbled from side to side, and breakage would have been quite likely. Moreover, in the case of excessively tight adjustment the balls might have given way and their fragments finally wedged, and broken the cup and cone. It is more likely that the fault lay in the cup and cone being too hard and brittle or being cracked initially in the heat treatment. Exceptionally hard shocks such as caused by running a tire deflated, often cause bearing failure

TESTING BEARINGS FOR LOOSENESS

S. S. R. asks: How can I tell if the main bearings of my engine need taking up? I tried to shake the crankshaft in them, but they seem very tight, yet there is a heavy knock when pulling hard on hills. Answer: Try the following procedure: Draw off the engine oil and remove the oil pan. Remove the caps from two of the three bearings. Place blocks or a jacket nearly up to the bearing that still has its cap in place and in such a position that you can obtain a leverage between the blocking and the crankshaft close to this bearing. Pry up on the crankshaft at this point and see if it moves in the bearing or if oil squeezes out from the upper side of the bearing, noticeably. If so, there is looseness. Then tighten the cap on this bearing and try the same treatment upon the other two, keeping the caps off the ones which are not being tested and the cap on the one that is.

WATCHING THE AMMETER

Don't Make The Battery 'Work While You Sleep'

Important as it is to 'keep tabs' on the ammeter while a car is in operation, it is perhaps even more vital to consult it when a car is to be left unused. Obviously, as car should never be put away with any waste of electricity taking place or exhaustion of the battery will result, unless the mistake is soon noticed and corrected. It should become just as much a part of the 'shutting down' procedure to see that the ammeter is at zero as it is to put the gears into neutral and to set the emergency brake. In most electrical systems, when the engine ceases to run the relay or reverse-current cut-out automatically acts to disconnect the generator from the storage battery for, if it did not, a very heavy discharge current would flow from the battery through the generator. Occasionally, however, the relay fails thus to act, through the sticking together of its contents, and unless the ammeter is noticed at the time and the significance of its heavy discharge indication perceived, this great volume of reverse current will soon discharge the battery completely and seriously damage it. Moreover, it is likely to burn out the ammeter—a rather expensive and performing useful work.

annoying happening—and to overheat the generator, if not permanently injure it. In some systems, the failure of the relay contacts to open may convert the generator into a motor and cause it to keep the engine over, thus calling attention to the defect; but on most cars, this will not occur and, unless the ammeter is noticed the abnormal condition will be allowed to persist until damage has been done. Not infrequently it happens because of too close throttling or other mishandling, the engine happens to stall when the car is where it is to be left. Sometimes this takes place when a car is driven into a garage and when it does, the ignition switch may very naturally not be thrown 'off' and the ignition current may thus be left flowing for a period long enough to exhaust the battery. With most cars the habit of watching the ammeter will lead to the correction of such a mistake, the correction of which is the most annoying sequence of which the most annoying, unless some automatic safeguard is in use. Failure to shut off light and their burning over night or even until they completely drain the battery has been proved to be a less usual occurrence than one would suppose to be. Driving into a well lighted garage, and hurriedly leaving a car, is often brought to attention. However, if the 'ammeter habit' becomes second nature, it acts as a check on this form of carelessness.

MISCELLANEOUS INQUIRIES

Mrs. E. L. R. asks: Is it any real advantage to keep the outside of an auto engine clean and free from grease and dust? Is it detrimental to an engine to make a hill on 'high' when the car pulls with difficulty? Do you advise using liquid carbon removers? Does it injure an engine to race it? Answer: It is well to remove all dust and dirt that can, by any possibility, work into any moving parts and to keep all oil and grease, wiring and rubber water connections, but there is little advantage in going much further. It is injurious to the engine and to transmission parts well to keep a car in high when jerky and labored action plainly indicates that the engine is overloaded. A good carbon remover, if correctly used, often removes the evil effects of carbonization temporarily at least and may prevent or at least, put off the necessity of more expensive treatment. Racing or running an engine idle, at high speed, is detrimental in that all the power it develops is expended in pounding out its bearings and straining its parts instead of performing useful work.

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