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CASTORIA

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Hints for the Motorist

By Albert L. Clough Editor Motor Service Review of Reviews

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Making Hydrometer Tests

Every Motorist Should Not Only Have A Hydrometer, But Use It

THE OBJECT OF TESTING BATTERY SOLUTION for gravity is to forestall trouble from a low state of charge and to detect improper conditions before they become serious. Testing should therefore be a matter of routine, while the battery is performing properly, rather than merely a "post-mortem" proceeding and it is of especial importance while a battery is "laid up" and for the batteries of cars kept in cold garages, during the winter, because the solution will freeze and crack the cells if it is not nearly up to 1.200 gravity. Here are a few suggestions: Practice with the hydrometer and learn to read the level of the liquid on the graduated stem, quickly and correctly. Have a good light and, if possible, suck up the electrolyte from each cell, take the reading and return the liquid without removing the hydrometer. In order to avoid slopping, never transfer solution from one cell to another. If the solution is very low in the cell, do not take a test, as the reading will tend to be too high. Readings taken when the battery is very warm tend to be rather low, the most reliable ones being obtainable at about 60° Fahrenheit. Each cell, being a separate unit, must of course be tested separately and readings which are at all out of the ordinary, should be checked up by another trial. Do not test a cell just after water has been added, but do it before or not until the car has been run enough to mix the acid and the water, otherwise an altogether too low reading will be obtained. A fully charged cell should test from 1.280 to 1.300 and never below 1.275 and a half charged cell from 1.210 to 1.225, while a gravity of 1.150 indicates complete discharge and serious liability to freezing at temperatures even above zero. After using the hydrometer, wash it thoroughly inside and out, or its carrying case will be destroyed and wipe off the battery cover carefully.

IGNITION TIMING MAY HAVE BEEN ALTERED



R. C. S. writes: Since my engine has been overhauled, I notice a light knock while climbing hills, which disappears only when the spark is fully retarded. My mechanic tells me that this is only an ignition knock, which will do no harm whatever. Is this right?

Answer: The gear may have been your ignition cam a little earlier than originally, so that the spark lever position which you formerly used in hill climbing, now gives an too early spark. You better have the timing checked up to see that it corresponds with the manufacturer's recommendations given in your instruction book and, if it does not, have the cam setting changed the required amount. If, possibly to some error of adjustment made in the overhauling, it is not true that an ignition knock indicates that no harm is being done to an engine. On the contrary, bearings are loosened up rapidly by the conditions which give rise to a persistent and severe spark knock.

ANOTHER DRAGGING CLUTCH



R. C. S. writes: I have had new cork inserts put into the plates of my multiple-disc clutch and find that the gears grind badly when throwing into low speed. This was noticeable before reworking but is much worse since. What occasions this and what is the remedy?

Answer: Your clutch dragged somewhat before the new inserts were put in and since they have been installed they stand out further than the old ones and reduce the clearance between the two sets of plates, thus making the dragging worse. You better see that the clutch has its full releasing movement, not reduced by the pedal's hitting the floorboards or by wear of the disengaging mechanism and be sure that the oil used is not of too heavy and sticky quality.

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.

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The Overheated Battery

Its Plates Deteriorate Rapidly

THE LIFE OF A BATTERY is materially shortened if it is allowed to run at temperatures above 110° F., for considerable periods of time, and it is during the summer, when long daylight hours are most common, that overheating is especially to be guarded against. It is caused by too high amperage from the generator, which results in overcharging; by low liquid in the cells, thus increasing their resistance, or by too close proximity of the battery to the engine. If, after long trips, on warm days, the battery, when touched, seems considerably above blood heat, it is well to take the temperature of the liquid with a stem graduated thermometer and, if it is repeatedly found to be over 110° steps should be taken to reduce the heating of the battery. The plates may shed badly, buckle and break down their insulation. If the battery loses water very rapidly and is continually at top charge, overcharging is going on and the easiest remedy is to burn all lights on long daytime runs, which should reduce the battery charging current to zero. However, if the generator amperage is too high, the battery will still receive current with the lights burning and it is then necessary to reduce the generator or cut the point as well as nearly as possible correspond to the battery's requirements.

GEAR SHIFTING TROUBLE



F. W. C. writes: I cannot engage low gear on my car without first engaging reverse and the clutch is let in suddenly, there is a snapping sound. Please explain.

Answer: Presumably, your clutch wears somewhat causing the countershaft, with the gears on it, to spin. Quite likely, the countershaft low gear is quite badly buried from use and the combination of the spinning and the battered condition of the gear, prevents meshing. The reverse after gear, being comparatively little used, may be very little battered and the sliding low and reverse gear may engage with it much easier than with the countershaft low gear, even though the latter is spinning. When once the car is in gear, the clutch and countershaft are stopped from spinning and they do not take up their spinning again in the brief instant occupied in passing from reverse to low. The snapping sound is lost motion in the transmission line being gathered up. It may be in the gears, in the universal joints or in the fastening of the rear wheels on the axle ends.

NEED OF OUTSIDE CHARGING



I. A. L. asks: How frequently should it be necessary to have an auto battery recharged outside the car? I find that I have to have mine taken to the charging station.

Answer: The brake-drum has been hot enough to burn the paint off. When it is because this brake is doing all the work—the other one acting weakly or hardly at all—and overheating has occurred when descending long hills or whether one of the bands fails to release from this drum and drags constantly, we do not know. At any rate, both sets of brakes should be equalized and adjusted to clear their drums fully when released, which will prevent sufficient heat from being developed at either drum to affect the paint.

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E. R. BROW

146 Richmond Street

Charlottetown

Fire, Life, Accident, Sickness and Plate Glass Insurance at Lowest rate.

Good Strong Stock Companies.

SEED FAIR

(Continued from Page 10)

75 yds. dash for girls from 9 to 12

1. Georgina McDonald, Peake's.
2. B-nadene McDonald, Peake's.
3. Gertrude Lynn, Avondale.
4. Mary McDonald, Peake's.

100 yds. dash for girls over 12 yrs.

1. Etta McDonald, Peake's.
2. Blanche Walsh, Elliotvale.
3. Irene Walsh, Elliotvale.
4. Lauretta Acorn, Avondale.

75 yds. dash for boys under 9 yrs.

1. Charles Grant, St. Patrick's Rd.
2. Wilfred Gormley, Elliotvale.
3. Jamie McDonald, Peake's.
4. Henry Mooney, Peake's.

75 yds. dash for boys over 9 yrs.

1. Joseph Gormley, Elliotvale.
2. Arthur Walsh, Elliotvale.
3. Leonard McDonald, Peake's.
4. Charles Dunn, Peake's.

100 yds. dash for boys over 12 yrs.

1. Peter Grant, St. Patrick's Rd.
2. Anthony Burns, St. Patrick's Road.
3. John Mooney, Peake's.
4. Edwin Trainor, Peake's.

Jockey Race for Boys

1. Leonard McDonald, Peake's.

and Aubrey Hughes, Peake's

2. Wm. Curran, Elliotvale and Arthur Walsh, Elliotvale.
3. Borden Mooney, Peake's and Charles Dunn, Peake's.
4. Peter Grant, St. Patrick's Rd. and Anthony Burns, St. Patrick's Road.

Wheel Barrow Race for Boys

1. Leonard McDonald and Aubrey Hughes, Peake's.
2. Jamie McDonald, Peake's, and Joseph Gormley, Elliotvale.

Sack Race for Boys

1. Arthur Walsh, Elliotvale.
2. Borden Mooney, Peake's.
3. Leonard McDonald, Peake's.
4. Henry Mooney, Peake's.

Legged Race for Girls

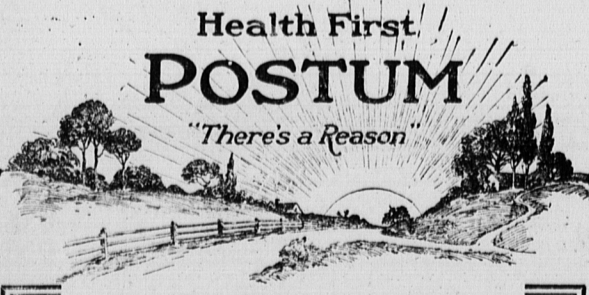
1. B. McDonald and Georgie McDonald, Peake's.
2. Laura Ryan and Gertrude Lynn, Avondale.
3. Etta McDonald and Myrtle Gormley, Peake's.
4. Mary McDonald and Helen McDonald, Peake's.

Legged Race for boys

1. Leonard McDonald and Aubrey Hughes, Peake's.
2. Charles Dunn and Borden Mooney, Peake's.

Free for all Race

1. Anas, McDonald, Peake's.
2. Arthur Dunn, Peake's.
3. Joseph Trainor, Elliotvale.
4. Walter McCormac, Peake's.



Health First POSTUM

"There's a Reason"

This is the start of a better day

There's satisfying comfort and cheer in a breakfast cup of Postum, and there's no disturbing element to irritate nerves or digestion and leave mental energy lagging before the day is done.

Thousands of former tea and coffee users have found that Postum meets every demand for a delicious table beverage, and brings steadier nerves, clearer mind—better health.

As many cups as you like with any meal—no after-regrets.

Postum comes in two forms: Instant Postum (in this) made instantly in the cup by the addition of boiling water. Postum Cereal (in packages of larger bulk, for those who prefer to make the drink while the meal is being prepared) made by boiling for 20 minutes.

"There's a Reason" for Postum

Sold by all grocers

SEED FAIR

GEORGETOWN SCHOOL

Georgetown School Fair which patriotic songs. Despite the inclemency of the weather, the number

26th was a decided success in every particular. The fair was unique in the fact that it was opened by over two hundred of the school children with the singing of



The Best 15¢ Cigarette

Buy

MILLBANK VIRGINIA CIGARETTES

in the handy package of twenty-five Cigarettes for 35¢

also in packets of ten

of exhibits was very numerous and of very excellent quality. The principal as chairman called upon Mr. Hansauld, Miss McKenna, Rev. D. P. Croken, Mayor J. H. McDonald and Inspector L. W. Shaw to express the opinion of the fair. All those speakers made special mention of the hearty co-operation existing between this school and the home of the district, they reported the fair to be the most successful ever held in Georgetown.

Grate enough dry bread to make a cupful and a half of crumbs

Pare, core and grate three large pippins. Mix apples and crumbs, add a cupful of sugar, three beaten eggs, a saltspoonful of salt, a tea spoonful of vanilla and a grating of nutmeg. Pour into a buttered pudding dish and bake a delicate brown. Serve hot with hard sauce or cold with whipped cream.



Sedan at Open Car Price

Touring \$885

Sedan \$1395

Today you buy the Overland Four-Door Sedan for less than the Touring Car cost last year.

In 1920, the Touring price including taxes, was \$1455. In 1921, the Sedan price is \$1395, plus \$35.15 sales tax—a total of \$1430.15.

Sedan is upholstered in rich tan velours with divan springs. Completely equipped including electric lights, starter, horn, speedometer and demountable rims.

Owners get 25 miles and more to the gallon of gasoline. Write for booklet "Owners' Opinions." Dealers wanted in many towns



Willis-Knight prices also have been greatly reduced. Touring now \$2400, Roadster \$2350, Coupe \$3500, Sedan \$3800. F. O. B. Toronto, Sales Tax Extra

Bruce Stewart & Company Limited

STEAM NAVIGATION WHARF

Blindfold Race For Boys at School Fair.

1. Gordon Jenkins and Samuel Yorston.
2. Bernard McDonald and John Victor.

Boys Jockey Race.

1. Louis Yorston and Wm. Jamieson.
2. Gordon Jenkins and Jack Donovan.
3. Leo Gotell and Archie Jamieson.

Wheel Barrow Race.

1. W. Yorston and E. Fairchild.
2. J. Hakelin and M. Ross.
3. A. Rafuse and M. Batefeldt.
4. B. McDonald and J. Mooney.

Teachers Race—Ladies.

1. Miss Estelle Morris.
2. Miss Cecelia Cullen.
3. Miss G. Jenkins.
4. Miss Elleen Hibbert.

Half Mile Race.

1. E. Fairchild.
2. W. Yorston.
3. J. Hakelin.
4. L. Yorston.

100 Yard Dash (Open)

1. Stillman Johnson.
2. E. J. H. Morrisey.
3. Roland Yorston.
4. Ernest Fairchild.

Running High Jump.

1. E. Fairchild.
2. J. Hakelin.
3. M. Ross.
4. W. Yorston.

Fairchild and Hakelin tied and tossed for position, Fairchild winning the toss.

Price list will appear later A.