

Be Forehanded

with a

McClary's Sunshine Furnace

Pipe or One-Register (PIPELESS)

The best time of the year to instal a furnace is when it is not needed to work.

Don't leave the installation of your new furnace till the cold weather is on you. Every furnace man is busy when the first cold snap comes, and sometimes delays with discomfort and annoyance are entailed.

You can be forehanded by seeing the McClary's dealer right away. Have him look over your house. He will tell you whether a Sunshine, Pipe or One-Register (pipeless) will be suitable for your house—he will know the size required and the proper location in which to place it.

That service costs you nothing. It is part of the McClary's system of making and selling Sunshine Furnaces. By that system McClary's guarantee every Sunshine Furnace, which they instal to warm your house—every room—satisfactorily.

Write for booklet, or call on the nearest McClary's dealer.

McClary's

London, Toronto, Montreal, Winnipeg, Vancouver, St. John, N.B., Hamilton, Calgary, Saskatoon, Edmonton.

McClary's—Makers of those "good stoves and cooking utensils".

For particulars consult your local dealer, or write us direct.



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Beaver Flour is made from the finest of selected Ontario Winter Wheat combined with enough Western Hard Wheat to give it strength.

Beaver Flour is the original blended flour—and blended flour is recognized by all qualified experts to be the best flour for general baking purposes.

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Passenger Steamer

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Hints for the Motorist

By Albert L. Clough Editor Motor Service Review of Reviews

Watching The Oil-Level Gage

It Should Never Indicate Too Low Oil—Or Too High

THE CRANKCASE OIL-LEVEL of most engines is indicated by a buoyant float, which rests in the surface of the oil and rises and falls with it, the stem of the float carrying a pointer, which can be read with relation to marks made upon the float tube or elsewhere, indicating a full or a low supply. Sometimes in addition to or in place of the gage, one or more pet-cocks are set into the oil passage, through opening of which indicates, by the escape or non-escape of oil through them respectively, whether the oil level is or is not up to them. This is fully as reliable but not as convenient a device as the float gage, which occasionally sticks either up or down, indicating respectively a higher level than really exists. To test the gage, its float should be pushed down by hand, occasionally and if it rises freely and assumes a definite position, it is probably working faithfully. As the float is usually located on one side of the crankcase, it indicates a fallaciously high oil level if the car is standing so as to be lowest on the side where the gage is mounted and vice-versa. The gage should always be consulted with the car standing level and with the engine stopped. The gage mark which reads "full" or at any rate the highest of the marks is quite accurately determined by the manufacturer as indicating the maximum supply to be carried, and a great many instances of overlubrication are due to filling the reservoir above this point, "in order to be on the safe side." The danger is, that in filling above the "full" mark, the connecting rod of a full force-fed lubricated engine may dip into the oil and splash a detrimental excess of it up through the cylinder, in addition to the normal supply furnished by the escape from the pin bearings. In the case of a circulating splash system, with distribution of oil from pump filled pockets by the rod ends, overfilling may swamp the splash pockets and cause an enormous excess of oil to be splashed. Of course the low mark on the gage is the real danger indication and, of the two, much more important to be heeded than the "high" one as low oil means likelihood of serious engine damage, but if rapid carbon formation, impaired ignition and smoky exhaust are to be avoided, the temptation to overfill must be resisted.

CAUSE OF HUMMING NOISE

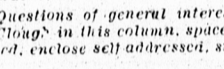
J. S. writes: My car has recently developed a slight hum, when it is running on high gear. Please suggest what may cause this.



Answer: The more natural presumption is that this is a gear noise resulting from imperfect lubrication of the transmission or of the rear axle. Unless there is plenty of lubricant of a thin enough body to flow over the gears, in both these bearings, the gears will be noisy. It is possible that the adjustment of your level gears may not be the quietest possible and, if the hum is in the rear, it is quite likely the cause of it. To cause the timing gears may have begun to wear sufficiently to make a noticeable noise and, if this is the case, the only remedy for this is to have them replaced.

ALUMINUM PISTONS

G. C. E. writes: The aluminum pistons in my very badly worn piston run but 5,000 miles and my mechanic advises putting in cast iron ones saying that aluminum pistons have proved unsatisfactory. Is this statement correct? Do you approve of the suggested change? He says that the wear is 0.012 inch between these pistons and the cylinder walls.



Answer: There has been much ground for the advice of your mechanic against aluminum pistons, but they can be made to give good results if properly designed and fitted, as is evidenced by their successful use in many high grade engines. We believe that the maker of your engine can now furnish you much more satisfactory pistons than those originally installed and we advise you to look this matter over before substituting cast iron ones, but if you do change to pistons of this latter material, you should install as light ones as practicable, for much increased piston wear will affect engine operation particularly at high speeds. Aluminum pistons are now being fitted closer than formerly and the clearances between them and the cylinder wall are too great for a piston of your size even for the head end.

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.

Keeping Rust Out Of The Springs

Even They Benefit By Occasional Lubrication

HERE IS SUCH A MULTITUDE of motor car parts which imperatively demand frequent and thorough lubrication to prevent their almost immediate and complete destruction, that one almost hesitates even to mention the lubrication of chassis-spring leaves to the overburdened motorist for, as a matter of experience, chassis springs generally outlast most other car parts, whether they are oiled or not. Still, they deserve some attention in this respect. When they leave the factory, they have graphite between their leaves, to prevent their rusting them more slender—and primarily to eliminate squeaking. Water and dirt finally displace the graphite, the springs may become appreciably stiffer and probably they begin to squeak unbearably. Some claim that they are liable to break when leaf lubrication is absent and this is probably a fact if the leaves have actually rusted together. The most generally applicable method of leaf lubrication seems to be the following: Clean off the springs thoroughly, removing all dirt from between the edges of the leaves particularly, with a stiff brush, then stir up a small amount of kerosene in cylinder oil and apply this mixture, with a point brush, working it well into the spaces between the edges of the leaves and around the ends of the short leaves, where they overlap the long ones. Have someone on the running board "joggle" the car violently to make the springs deflect and thus work in the lubricant. If this procedure is repeated once or twice before the car is again washed, the oil will find its way between the leaves and squeaking will be prevented for a time at least. This treatment usually being sufficient to keep the springs in good condition until the next overhauling, when the car frame can be jacked up to unload them, the leaves separated by loosening the clips and prying apart and graphite grease spread between the leaves by means of a chisel knife.

BATTERY GETS NO CHARGING CURRENT



J. S. writes: Before starting on a thousand mile trip I had my battery fully charged but upon my return it was found practically discharged, although the meter in the car was done by daylight. I notice that my ammeter shows discharge instead of charge at all times. What do you think is wrong? Answer: Evidently the generator is not furnishing charging current and this may be because it is out of order, because the cut-out does not connect it into circuit or because the charging circuit is broken or short-circuited. Perhaps it is only that the field fuse of your generator has burned out. If you can get a spark by touching one end of a wire to the generator terminal and the other to the generator frame, when the engine is running and the regular generator wire has been disconnected current is being produced. If you cannot, there is something wrong with the generator, such as bad brush contact or possibly burned out windings. If the generator tests O. K. the cut-out is probably to blame. Try closing its contacts with the fingers and see if charging then takes place. Look for loose connections in the circuit.

DOING AWAY WITH DRY CELLS

J. J. K. writes: My car is equipped with a magneto having dry-cells and a coil connected to the starting purposes. Can I do away with the dry cells and connect my six volt storage battery to furnish starting current instead? Answer: It is possible to do this, but we should not advise it, principally for the reason that your transformer coil is wound for use with four dry-cells and, we fear, would overheat seriously if your storage battery current were left on it for any length of time. It is possible too, that the magneto breaker-contacts would burn badly. Moreover the dry battery is in an ungrounded circuit and changes in the ignition switch would be required. It would seem better to keep the dry-cells in service as, with them in reserve, you could start your engine readily by hand, if the storage battery should give out.



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An Old Clock

The oldest English made clock known is in the tower of the palace at Hampton Court, where it was placed in 1551. It was so complete it showed the motions of several of the planets, in addition to the measuring of time. Part of the original mechanism is still in place.

Rain Gambling

Rain-gambling is common among the natives of India. The "book-rain," the public backing the rain, the odds vary with the state of the weather from 2 to 1 to 50 to 1. Those who back the rain win when makers' offer odds against the fall cause an overflow from a small tank.

They Shall Never Perish

Our perseverance is all of grace. A strength from God to run our race. The new born man shall never fall. Though earth and hell should him assail.

The strength he has received is Divine. And is his life will always shine; It helps his faith and hope and love, And glory brings to God above.

With many trials here we meet, But never shall we know defeat; Each battle fought is ever won. So day by day we're marching on.

We are by power of God preserved, Although we nothing have deserved; Christ will His own in safety keep, Because He's shepherd of the sheep.

Should one upon the mountains stray, He will pursue her all the way, And having found her, home will take, And o'er her much rejoicing make.

His loved ones Christ will never slay, Though some should wander far away, But just correction He will give, That henceforth they should holy live.

In mercy then is His delight And in the chosen sons of light; To judgment He is not inclined; Mercy to men He has designed.

His grace from them He won't withdraw, That would destroy His Holy law; He'll give His grace in then, increase, And good desires that never cease.

To such as in His ways do live, God will both grace and glory give, At death they're made perfect, holy, And from grace will pass to glory.

None of His sheep will e'er perish, For love to them He doth cherish; Christ's love no change will ever know, While ages past forever flow.

For them there's no condemnation, Endless life is their Salvation; With deathless angles they are claimed, Though seven times the just should fall.

He never will be last at all; He'll by repentance rise again, And be standing grace attain.

'Tis false professors that won't stand, Because they build upon the sand, The rock foundation never found, Readily built upon the ground.

Such men temptation won't resist; They have no Savior to assist, They lack the strength of inward grace, Are failures in the Christian race.

The graceless flourish for a day, And from profession fall away; They had no saving faith from first, Nor any interest in Christ.

Their religion was in their tongue, The Gospel was to them a song; They coveted the highest place, And to the church were but disgrace.

They were but working for a name, And they would like to have great fame, They persevered not to do good, When trials came they stood aloof.

When hypocrites will fallaway Down in the mire they never stay, Contented in their sins remain, Ascendancy will never gain.

The just are kept by power of God, Which comes through Jesus Christ their Lord, Left to themselves would perish all, Would into burning ophet fall.

Christ will all our backsliding heal, And with His Holy Spirit seal; He died for us upon the cross, Where our salvation finished was.

And what He finished in His death, He'll finish in us by new birth; The church is Christian new creation, Beautified with His salvation.

Satan will never have to sap; I overcame them in the way, And plucked them from their ground, For they could reach the Heavenly land.

O, no we shall triumph be, in time and in eternity, Our victory ascribe to Christ, Who led us by the hand from first.

Christ's glory is His Church to give, For this, to die, Himself He gave; To Heaven a glorious church will bring, Where they His praise will ever sing.

Christ will not leave us nor forsake But will us home to Heaven take, Where we shall all His glory see, And joyful in His presence be.

D. MCLEAN.

DIFFERENCE IN COMMON

'Tis surprising how well they get long together. I don't think they would have much in common. Oh, yes, they both dislike the same things!

Canada's Waterways

The average Britisher has little idea of the vastness of Canada, and it would, probably astonish him that it is twice as large as was the area of the Roman empire at its largest—Gibbon's estimate is correct. When Lord Emmott returned from a visit to Canada he told the Royal Colonial Institute that what had impressed him most in the Dominion was the magnificent waterways. "When one stands by the river at Ottawa," he said, "some hundreds of miles from the mouth of the St. Lawrence, and is told that the source of what is merely a branch of that great river is 1,000 miles distant; when one steams for almost two days on those vast inland seas between Port McNicoll and Port Arthur, one begins to understand what an outstanding feature the great water system of Canada is."

Physic Problem

(Harper's)

Two powerful colored stevedores who had had some sort of falling out, were engaged in unloading a vessel at a St. Louis dock. Unconplimentary remarks and warnings of intended violence were exchanged whenever the two passed each other with their track. "You just keep on pestering around wid me," declared one of the men, "an' you is gwine be able to settle a mighty question for de scientific folks!" "What question dat?" asked the other. "Kin de dead speak?"

The Whispering Trees

(Philadelphia Public Ledger)

Trees whisper in the summer breeze. We have all heard them do it. Different kinds of trees have different and characteristic voices. There is a muffled plaint of the oak in a wintry blast, unlike the sibilant sigh of the pine. Pine trees are especially vocal; thanks to their myriads of "needles," which produce colon notes when a breeze sweeps through them. Similar notes are sounded in the winter time by bare twigs and even branches. Naturally the pine needles give a smaller range of high-pitched notes than do the twigs and branches of oaks.

Prof. W. J. Humphreys of the United States Weather Bureau, says that as the eolian whispers of pine needles or the numerous twigs of the oak blend into a sound of considerable volume so do the whispers of many trees blend into the well-known murmur of the forest. Often, particularly in a pine forest, in a leeward valley, one hears a low-sighing or moaning noise which, as the wind over the crest grows to a gale, swells to a cataract roar that is awe-inspiring. It is an instance of the combined effect of multitudes of eolian whispers. The storm wind in winter, when one is glad to be safe indoors has many voices and some musical notes. At the height of its fury it seems actually to howl about the chimneys and rooftops. These sounds are due to eddies in the moving air, attributable to interruptions of the air currents by the edges of the roof and other obstacles.

They have yet to Learn

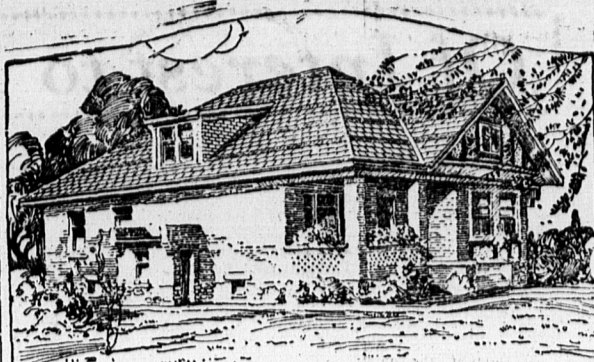
(Monthly Journal of Commerce)

Since the farmers have manifested so much strength in Alberta, it is well that they are to have an opportunity of showing what they can do in handling the problems of government. They will find that much that they have been asking is unattainable, and that much else can only be achieved by measures the formation and execution of which will require time and patience. Some experimenting no doubt will be necessary before the farmers will fully realize that the work of government is not as easy as many of them have supposed it to be.

The Prize Puzzle

(London Times)

The man who used to "hide behind a woman's skirts" would be puzzled to do this nowadays. A book of Many Tongues (London Daily Chronicle) A book containing scriptural read-



BUILDING for permanence and handsome appearance is the spirit of the time. The advances in home architecture are equalled by such artistic and enduring material as

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For Sale by GILL & LANTZ

ings in no fewer than 543 different tongues and dialects is being printed by the British and Foreign Bible Society.

It is called a Book of Many Tongues and is to be published next month. Even in this composite work the Society have not exhausted the linguistic peculiarities of human society.

"We have in hand no fewer than 40 new languages," said Dr. Kilgour, "and last year we added ten new languages to our publications. So that a version of the scriptures in a new form has been turned out from the language factory in Queen Victoria Street once in five weeks."

These included translations into Afrikaans (Cape Dutch), Venda (Northern Transvaal), Popo (a Tongolan language) Tangale (or ne-goland in Northern Nigeria) Chokwe, spoken by hill tribes in Assam, and Patpatar, for tribesmen in the Bismarck archipelago.

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The Greatest Help

to the progress of King Cole Tea has been the generous praise given it by its users. They were enthused with its full rich flavor,



and to their words of commendation is largely due the very widespread sale King Cole Tea has today.

"You'll like the flavor"