



Built in Canada.

Studebaker

SERIES 20, SPECIAL SIX

You will better understand the enthusiasm of Studebaker owners after you have taken a demonstration ride in the SPECIAL SIX—anywhere and under any conditions you choose. Do this, and you will know the reason for its popularity.

50-H.P. detachable-head motor; intermediate transmission; 119-inch wheelbase giving maximum comfort for five passengers.

All Studebaker Cars are equipped with Card Tire—another Studebaker precedent.

"This is a Studebaker Year"

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Eat Plenty of Good Bread
It Strengthens, Sustains
and Nourishes,
and is the most economical food you can buy

Bake your Bread from PURITY FLOUR

"More Bread and Better Bread and Better Pastry"

Western Canada Flour Mills Company, Ltd.
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Branches at: Winnipeg, Brandon, Calgary, Edmonton, Montreal, Ottawa, St. John, Gander.



THE little folks don't know they are Mercury Hosiery—but they do know they are more comfortable and wear longer.

Mercury combed Egyptian Cotton or Mercury French Spun Cashmere Stockings are reinforced at points of wear.

Great care is taken in the selection of materials and making of our hosiery for children—the care that has made Mercury quality popular.

All sizes for children.

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MERCURY MILLS, LIMITED, Hamilton, Canada
Makers of Mercury Underwear and Hosiery for Men, Women and Children.

Mercury Hosiery

HINTS FOR The Motorist

BY ALBERT L. CLOUGH



PAINTING AN ENGINE

E. L. asks: It is all right to apply aluminum paint to an engine and, when dry, cover it with varnish to keep it from cracking. Is it necessary to put a new timer on a Ford car each season, if the old one is O. K.?

Answer: Aluminum paint is probably the best thing available, as it is hardly practicable to apply a baking enamel. The whole surface of the engine should be clean and absolutely free from oil or grease, before applying the aluminum. If you can get a varnish that is capable of resisting considerable heat, it may help to hold the aluminum. The old timer should be continued in service until it begins to give trouble.

TRANSMISSION COMPOUNDS

J. L. L. asks: It is advisable to use compounds containing soap, animal fat, resin, etc., in differentials and transmissions, or is a lubricant made from pure Pennsylvanian stock the proper thing to use?

Answer: It is generally agreed that transmission compounds should be as far as possible of mineral origin, as animal fats, especially if subjected to heat, developed acids that are objectionable, particularly where ball and roller bearings are used. Practically speaking, in a heavy gear, a lime soap or some equivalent thickening material is generally employed and the lubricant is no longer of a strictly mineral nature. The tendency seems to be to use a very heavy steam cylinder oil in transmissions and differentials, in housings that are nearly oil-tight, or the oil, although not strictly mineral, is free from objectionable materials and flows more freely than grease. For most purposes, there seems little reason to resist the choice to those derived from Pennsylvania crude.

EMERGENCY RADIATOR REPAIRS



A. G. writes: Twice, when my car was on the road the radiator commenced to leak. What is the best way to stop these leaks?

Answer: Applying thick white lead or red lead freely around the point of escape often works well. In the case of home-made radiators, putty pressed into the leaking cells from both front and back, generally proves effective. Plaster of Paris in the form of a thick paste can also be used and we have seen temporary repairs made with heavy cup grease.

IS IT THE CARBURETOR OR THE SPARK?

Systematic Elimination of Possible Causes Will Answer This Question

It is when an engine misses fire irregularly that it becomes difficult to decide whether the trouble is primarily one of carburetor or ignition or is a combination of the two, but until the engine becomes warm, it is safe to attribute such missing to defective carburetion. If after reaching normal temperature, the spark-plugs become fouled with black dry gasoline soot, it is safe to assume that the use of too rich a mixture is sufficient to account for the missing, but in case of missing the mixture to the point of fouling does not remedy the "skipping," investigation must be continued. A brand new plug should be tried in each cylinder successively and, if this does not cure the trouble, the sparking current delivered to each cylinder should be tested by running the engine, with each cable successively disconnected and held close to the engine. If all spark regularly, carburetion again falls under suspicion. The carburetor should be cleaned of possible water and solid matter, which may have lodged in its passages, the air valve, if any, tested to see that it does not stick and the carburetor flange connection to the intake inspected for a possible air-leak. If no means for heating the intake or the entering air is in use and the circulating water runs hot, it is quite likely that the poor gasoline, this explains the skipping. If the missing is confined in certain cylinders, it may be a fault in manifold design, but if it skips about a worn-timer, or faulty vibrator points may be the cause in individual coil ignition systems or a dirty distributor in others.

STARTER MOTOR STALLS



H. R. writes: Of late, my starting motor will not crank the engine. It turns until the piston strikes,

and then stops. If I press the starting-button when the lights are on, they go out. I am sure that the battery is charged and that the starter drive is all right. What is the matter?

Answer: Either the engine turns over abnormally hard, perhaps because some of its moving parts have recently been tightened or else there is an extra high electrical resistance somewhere in the starter circuit, which prevents the motor from developing the required torque. If the engine cranks very hard, by hand, it is not strange that the motor balks at turning it over. Imperfect connections of the battery cables to the battery terminals, to the ground on the frame or to the starter switch or battery sections in the switch itself out the brushes of the motor, would reduce excessive resistance. We the battery may have been given the full charge which it is deprive of the power to supply the immense current required starting.

BATTERY TERMINALS CORRODE

W. H. asks: What makes a connection of my storage battery become covered with green corrosion so frequently? I clean them thoroughly but they keep coming back. This substance?

Answer: There is an oxide of lead which "eats" the metal of the connections. This acid is "blepped out" of the vent holes in the filler-caps, because it collects in the full air space above the battery is so full of acid that it may be sprayed of the battery in case the dry is which is used for long periods it may creep up the terminals, and the sealing in of their heads not been thoroughly done. You should avoid overcharging, and the sealing compound is porous and the terminal posts should be wiped off the vent holes with waste moistened with water, at short intervals.



IGNITION TIMING

R. G. asks: (1) My delay of spark advance on the flywheel is allowed for each 1000 lbs. per minute of engine speed. Do the bore and stroke any difference on the timing? Does one ignition system more advance than another which is the quicker, the distributor or the vibrator?

Answer: (1) Convey so much that no gettable figure can be given as an illustration. Many things might require a more at 2000 r. p. m. degrees at 400 r. p. m. results. (2) The bore is to make considerable difference advance being required in r. p. m. (3) Yes, considerable high-tension magneto less than most others. (4) Distributor system is considered better.

OIL RECLAIMING

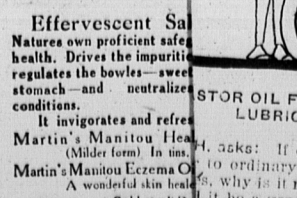
With the quality of low available engine oil discarded prematurely, becomes greatly thinned with condensed fuel to be a safe lubricant, be thrown away long before reaching qualities would be if its position with regard to prevention and this creates a serious financial upon the industry, not the losses occasioned engines when fuel that is not replaced in time. The use of oil that is not of too light a grade, it is likely to still fairly good, but to become thin under the heat and heavy pressures, as to fail to lubricate and to give use to excessive engine friction, resulting in loss of useful power and noisy engine operation.

RADIATOR NEEDS CLEANING OUT

V. D. writes: When I took my car out of storage this spring and had the engine far a while and then restored, I happened to pass my hand over its original radiator and noticed that it was very hot. Even oil that was quite a large space on one side susceptible to reclamation—anything wrong?

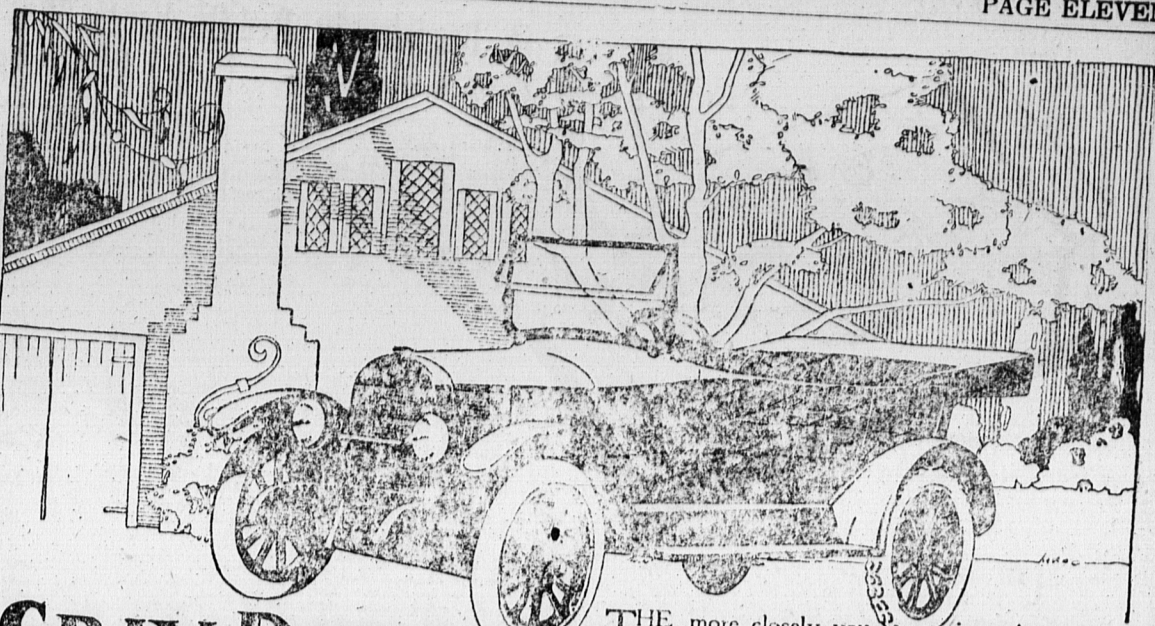
Answer: This is evidence that low that at which it where is no circulation of water to suffer chemical through a portion of the radiator and this is the case, the cooling capacity of the radiator will be reduced to such an extent as to cause the engine to overheat.

A Glass Day K the Doctor Av



Effervescent Sal... Nature's own proficent safe... health. Drives the impurities... regulates the bowels—sweetens stomach—and neutralizes conditions. It invigorates and refreshes.

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THE more closely you investigate every detail of construction in the Gray-Dort, the easier it is to realize why men call this "The Value Car of the Year" and why doubled production has not met the demand.

The Gray-Dort dealer will gladly demonstrate for you—the Gray-Dort 5, passenger touring car, \$1465 f.o.b. Charlottetown, war tax extra; the 2-passenger beautiful Gray-Dort Ace, \$255 extra on the standard.

GRAY-DORT MOTORS LIMITED
Chatham, Ontario.

Method of distilling off the gasoline, which enters the oil, can probably be made a continuous process, automatically carried on in the engine, for which purpose the heat in the exhaust gases, perhaps regulated by a thermostat, would be utilized. The oil might conceivably be conducted through a chamber, surrounded by an exhaust pipe, means provided for the escape of the distilled off gasoline and the rest of oil returned to the pump through a fitted cooling pipe. The possibilities opened up by these investigations are very encouraging and development will be watched with profound attention. Naturally a logical solution of the oil contamination problem would be found in means by which the entrance of fuel into the crank case could be prevented, among which may be mentioned the provision of adequate manifold heat to insure fuel vaporization (particularly at starting), and more thorough atomization of the gasoline, but until these are successfully developed, means for treatment of thinned oil will be of interest.

THIN OIL MAY CAUSE THIS

R. D. M. writes: Of late, my engine has been running all right while moderately warm, but after it has become thoroughly heated it seems to lose power, and does not operate so smoothly especially when I push it rather hard. Firmly it seemed to run better the more it became hot. How do you explain this?

Answer: It occurs to us as possible that this trouble may be due to the engine oil that you are using, for if the oil has become thinned by fuel admixture, is of poor quality or of too light a grade, it is likely to still fairly good, but to become thin under the heat and heavy pressures, as to fail to lubricate and to give use to excessive engine friction, resulting in loss of useful power and noisy engine operation.

MEETS WITH NATIVE TRIBES

"Three days after our arrival here, we met with some members of the Tschuktschi and Maquari tribes. They had their tents in Alan Island, but left for the inner country, October 3, to spend the winter in the woods watching their reindeer herds.

"Svirdrup left with them, equipped for eight months, in order to study their tribes. Olenkin left October 20 for Nishne Kolyma (at the head of the Kolyma river), carrying dispatches intended for home, but he returned November 11, having met with Russians at a little village in the Kolyma valley, Saharnai, who told him that no connections could be obtained from world, on account of the war. Hansen and Wisting will leave shortly for Nome, with the mail. As soon as the ice opens in the

print, we are for Nome, where I hope to be in July or August, 1920." (Signed) "AMUNDSEN"

Paint and putty may be removed from the windows of a new house with a discarded safety razor blade.

To keep the layers of a layer cake from sliding, stick tooth-picks around outer edges until icing is well set.

When cleaning vegetables or securing utensils of any kind, an ordinary newspaper may be placed on the dishboard, it can then be lifted up with all the dirt when the task is done, and the sink left clean.

Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, send close self-addressed, stamped envelope. Address Albert L. Clough, care of our office.

THE MARKETS

CHARLOTTETOWN MARKETS

Butter	58-60
Eggs	55
Potatoes	\$3.25 to \$3.45
Oats	\$1.20-1.25
Pork	25

Beef qtr. 14-17
Hay 25
Hides 16-20
Calfskins 46
Sheepskins \$1.50 to \$3.50

SUMMERSIDE MARKETS

Butter (dairy) per lb.	50 to 55
Butter (creamery) lb.	50
Cheese	70
Eggs per dozen	45
Hay	25
Oats	\$1.00 to \$1.10
Potatoes	\$3.25

SOURIS MARKETS

Butter	55
Eggs	47
Potatoes	\$2.60
Oats	2.60
Pork	23

KENSINGTON MARKETS

Butter	55
Oats	\$1.10
Eggs	46
Potatoes	\$2.90
Pork	23

MURRAY HARBOR MARKETS

Butter	55
Eggs	46
Oats	\$1.20
Potatoes	\$3.00
Pork	22

MONTAGUE MARKETS

Butter	50
Eggs	45
Potatoes	\$2.20
Oats	\$1.60
Pork	25



Made-in-Canada Summer Car

for immediate delivery



Cool—The permanent Sedan top makes an effective sun shade in summer. Generous windows allow the air to float in but dust or rain cannot enter when the Sedan is closed and made snug.

Comfortable—Triplex Springs make this car ride rough roads with new comfort. They shield you from the bumps and the car from damage.

Conserving—The 100-inch wheelbase and light weight lower your motoring cost. Comfort, economy and fair weather ride with you in this beautiful Canadian-made Four-Door Sedan.

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