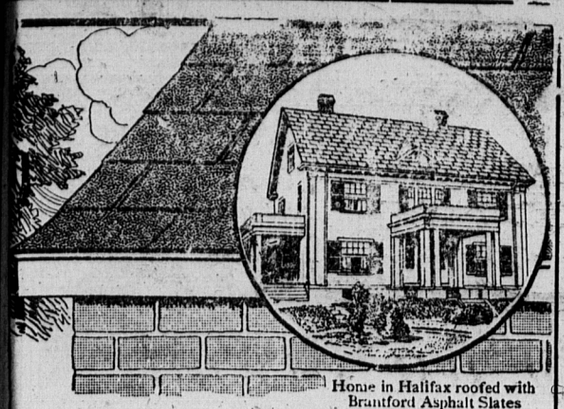


Home in Halifax roofed with Brantford Asphalt Slates

A handsome roof that defies the weather

An added touch of beauty to any house is a roof of Brantford Asphalt Slates, which are in soft, harmonious shades of reddish brown and dark green. The colors are permanent and unfadeable, being the natural shades of the slate just as it is taken out of the quarries.

It will also prove a very economical roof, because Brantford Asphalt Slates do not split, get loose, absorb water or rot. They are strongly fire-resistant and are classified as non-combustible by the fire insurance companies, and allowed to be used in cities where the most rigid fire-prevention By-laws are in force.

Brantford Asphalt Slates are very moderate in cost. The regular size of the slates and their pliability make them easily and quickly laid, thus saving time and cost of labor. Being made of high grade felt saturated and coated with asphalt, and with a surface of crushed slate, they make a roof that defies the elements and is a permanent part of the building, just like the walls and the foundation.

Brantford Asphalt Slates

are being used more extensively every year for city, country and summer homes, churches, golf clubs, stores, garages, and wherever an artistic effect is desired on a pitch roof.

If you are going to do any building this year or have an old roof that needs replacing, it will be to your advantage to investigate Brantford Asphalt Slates.

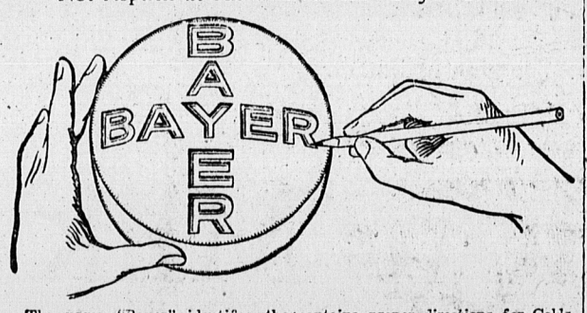
Brantford Roofing Co. Limited

Head Office and Factory, Brantford, Canada
Branches at Toronto, Montreal, Halifax

For Sale by GILL & LANTZ

ONLY TABLETS MARKED "BAYER" ARE ASPIRIN

Not Aspirin at All without the "Bayer Cross"



The name "Bayer" identifies the only genuine Aspirin—the Aspirin prescribed by physicians for over nineteen years and now made in Canada.

Always buy an unbroken package of "Bayer Tablets of Aspirin" which contains proper directions for Colds, Headache, Toothache, Earache, Neuralgia, Lumbago, Rheumatism, Neuritis, Joint Pains, and Pain generally.

Tin boxes of 12 tablets cost but a few cents. Larger "Bayer" packages.

There is only one Aspirin—"Bayer"—You must say "Bayer"

Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Monoaceticacidester of Salicylicacid. While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

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25 DICTIONARIES IN ONE

All Dictionaries published previous to this one are out of date.

HINTS FOR The Motorist

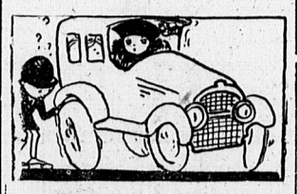
BY ALBERT L. CLOUGH

POSSIBLY A PRE-IGNITION KNOCK

P. A. D. writes: The engine of my sedan has always knocked so badly, when I give it gas in climbing hills that I have to use low gear. I have had carburetor adjusted, valves ground and carbon removed and know how to adjust the spark properly. I think that this is a gas knock. What is your opinion?

Answer: The ordinary gas-knock due to weak mixture and loose engine parts is usually quieted by feeding more gasoline. The gas-knock occasioned by the detonation of kerosene fuel under compression should be no more likely to occur in your engine than in others of the same model. It sometimes happens that a particular engine is put out with defects in the casting of the head which heat and produce preignition and knocking and it would be well for you to inspect your engine in this regard. A gasket that projects within the combustion space may also cause pre-ignition and the use of spark plugs of inappropriate design may also do so. We assume that you are using gasoline of ordinarily good quality.

CAUSE OF WABBLING WHEEL



C. B. B. asks: What causes a wheel to wabble?

Answer: Any wheel will wabble continuously, if its spokes and felloe are not true with the hub or if the rim and tire are not set true on the felloe band. This latter is the most common cause of wabbling. A front wheel will run erratically, if its bearings are very loose or broken, if the steering gear is very much worn or if the two front wheels are not so aligned that they point very slightly together. A sprung rear-axle shaft may cause a rear wheel to run out of true and, in case of very excessive wear, of bearings, a rear wheel on a floating axle may show some wabble.

A SELF IGNITION TROUBLE

B. B. writes: When I cut off the ignition and turn the carburetor control back to "choke," my engine will keep on firing, making possibly a dozen revolutions. Is this dangerous and how can it be prevented? I have recently had carbon removed and the valves ground.

Answer: There is nothing dangerous about this, but it does indicate that the engine is inclined toward self-ignition—a very undesirable tendency. Self-ignition may be caused by too high compression being used for the fuel that is being employed, by defects in the water-jacketing of the head, a defective head-casting, the use of ill adapted spark-plugs or by anything that causes local over-heating in the combustion spaces. There is no object in closing the choker at stopping and we suggest that you have the throttle closed and the carburetor adjustment at "lean" when you throw off the switch.

ATTACHING EXPLOSION WHISTLE

H. S. asks: Are the spark-plugs fitted with a priming attachment, useful in starting an engine in cold weather? I installed upon my engine an explosion whistle, attached to a spark-plug, but find that oil is drawn up onto the sparking points, when the whistle is operated so that the current is short-circuited and the cylinder fails to fire. Can I have a hole bored in the cylinder where this whistle can be installed?

Answer: Priming plugs are helpful in starting an engine and convenient in that the plug does not have to be removed in order to perform the priming operation. The most practical manner in which to mount this whistle would seem to be to drill and tap a hole of suitable size and thread in the cap, which is over one of the exhaust valves, and screw it therein.

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

Give Stomach What it Needs

The Alkaline Effect of Stuart's Dyspepsia Tablets Usually Corrects the Stomach Faults that Provoke Attacks of Indigestion or Dyspepsia

To sit back after a good meal and know there is not going to be sour rising, gas, drowsiness and discomfort is the logical result of using Stuart's Dyspepsia Tablets immediately after eating. Most people believe they can trace each attack of indigestion to the something they ate and can still "taste." And it surprises them, invariably, to note how quickly relief comes after using one or two of these tablets. Whether it is highly seasoned food, rich pastry, the heavy, hearty foods or some one particular offender the relief comes just the same. Those who are susceptible to attacks of indigestion or dyspepsia should try Stuart's Dyspepsia Tablets as they supply the stomach with an alkaline effect just as it does naturally when it is working in a perfectly healthy condition.

Stuart's Dyspepsia Tablets are so widely known and used that you can get them in any drug store in the United States and Canada at 50 cents a box.

BALDNESS

Baldness—the medical term for it is alopecia—requires no definition. With very few exceptions every man who lives long enough gains practical knowledge of it through his own experience. Why this should be so, why women so seldom suffer from baldness as compared with men, and why a man does not get bald on his face, are mysteries. Indeed, it is often noticeable that the stronger and more luxuriant a man's beard is, the earlier and the more nearly completely does he get bald. It is generally believed that the pressure of the man's hat, by shutting off part of the blood supply from the scalp, starves the hair and causes it to fall. But most men wear their hats only for a fraction of the day, and the pressure of the brim of the hat is never enough to shut off the blood supply altogether; so probably that is only one of the factors that cause baldness.

One cause undoubtedly is seborrhea, or dandruff, and for that reason, as well as because of the unsightliness of the white shower on the coat collar, no one who cares at all for his appearance, either present or future, should neglect to treat dandruff; but when the hair follicles have been destroyed, the baldness that results is irremediable. Indeed, the futility of treating established baldness is proved by the number of dermatologists of middle age who are themselves bald. In cases of prenature baldness, except those caused by dandruff, the victim is almost always poor in health. A chronic invalid seldom has a good growth of hair.

After an attack of some acute disease such as typhoid fever, the hair very commonly gets thin on the top of the head, but it usually returns as convalescence is established, and its return can be hastened and assured by the use of a tonic taken internally and daily massage of the scalp. A good shampoo is made of tincture of green soap containing ten grains of thymol to the ounce; but the scalp should not be shampooed oftener than twice a month, and after shampooing it is a good plan to rub into the scalp a few drops of olive oil or liquid vaseline.

Alopecia areata is a form of baldness that occurs in patches. It is entirely different frm the ordinary baldness.—Ex.

If your thoughts are near the ground
You will see the world around
Doing things it shouldn't do,
Telling things it oughtn't to.
If your thought are very high.
You will live so near the sky
That the faults of others, dear,
You will seldom see or hear.

Minard's Liniment Cures Colds, Etc

GRAY-DORT Dealers Lead

Most good automobile dealers know motor cars inside and out. They've watched the business from its infancy. They've seen cars come and go. Above all they know motor car values. They have to.

You will find in practically every city and town in Canada, that the leading motor car dealer is a Gray-Dort dealer.

Every motor car dealer knows the reason for this. Every Gray-Dort owner knows the reason. *The Gray-Dort offers unequalled value to motor car purchasers.*

The $1365 (PLUS WAR TAX) GRAY-DORT is Dominant Value

What other car at anywhere near $1365 offers you these Gray-Dort qualities?

A motor larger and finer than usual for light cars—3½" bore and 5" stroke—built from flawless castings and tough, high-carbon steel—and finely finished. The crankshaft weighs *40 pounds*. The radiator is cellular type and the water jackets are extra large. An improved carburetor marks this car, and a better electrical system. Starting and lighting are Westinghouse, as in the most expensive cars.

There's over-strength in the Gray-Dort frame of heavy channel steel; in the husky, Chatham-built rear axle; in the long, cantilever rear springs; in the specially designed, new steering gear; in the big brakes, now lined with Thermoid. The front wheels now have roller bearings. There is a new gas tank—larger, and in the rear.

Convenience of riding and driving is in the Gray-Dort. The steering wheel is of the height and size for tireless driving. The gears can be shifted with two fingers' pressure. The horn, the ignition and light switches, the clutch and brakes, all are placed for greatest ease in driving.

A shorter and smarter cowl now gives more room in the driving compartment. A new Gray-Dort feature has greatly increased the leg-room in the tonneau. Seats are tilted at just the proper angle for comfort. As in cars costing $2000 and upwards, the Gray-Dort now has side-curtains opening with the doors.

CLEAN-CUT GOOD-LOOKS

The Gray-Dort is not startlingly extreme, the Gray-Dort is a car of quiet beauty—smooth lines and perfect proportions. The smart, new top is hand-tailored in our own shops. The new hood, with its many long, narrow louvres lends just a touch of European style. French-pleated upholstery, too.

And completing the picture—the wonderful Gray-Dort finish—development of 60 years' coach-building—applied by master craftsmen, Gray-Dort trained.

Unquestionably there will be a shortage of these cars at $1365. You had better see the Gray-Dort dealer now.

PRICES

The Gray-Dort 5-passenger car, finished in Gray-Dort green and black and with standard equipment is $1365 f.o.b. Chatham. War tax extra.

The roomy 2-passenger roadster is the same price.

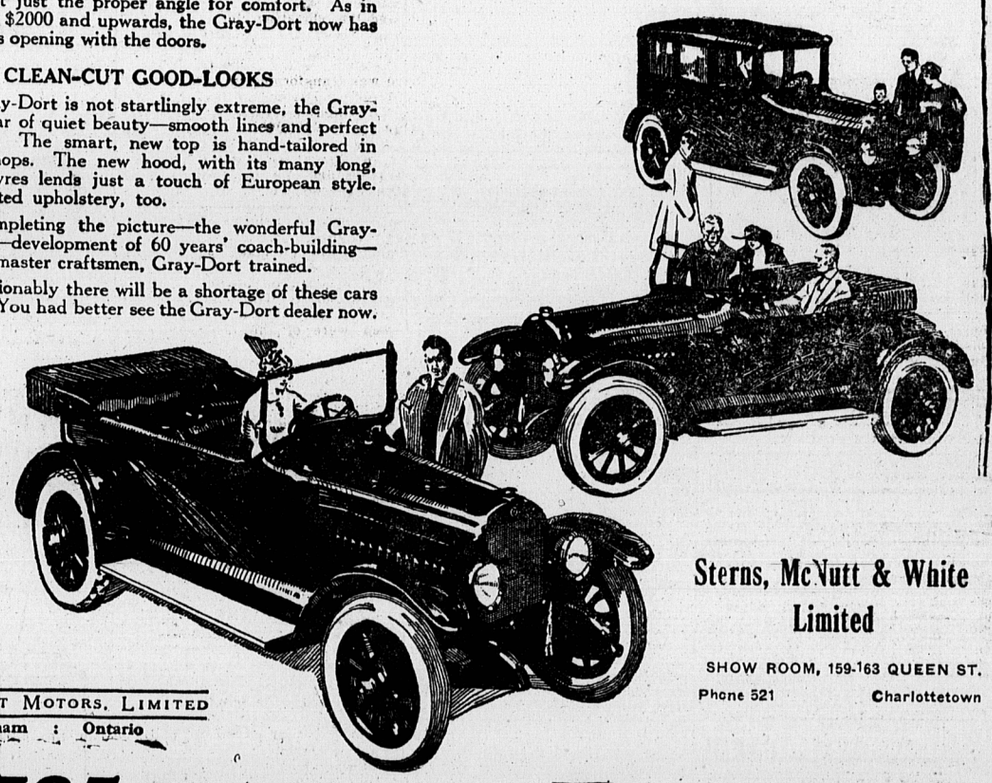
THE GRAY-DORT SPECIAL

For the man who wishes something a little extra in his car, we have built the Gray-Dort Special. Maroon body, with brown rayntite top. Plate glass rear window. Gipsy curtains. Rookie tan wheels. Motometer. Tilting steering wheel. Real leather upholstery. Mahogany instrument board. Just the touches which lift this car above the ordinary. $150 extra on the standard.

AND THE ACE!

The Gray-Dort Ace—the most beautiful light car of to-day. Sapper green body with handsome California top to match.

Trouble lamp and bull's-eye flashlight. Electric cigar lighter. Rear-vision mirror. Plate glass windows. Oversize, grooved-tread tires. This is the *de luxe* car for the man who does not wish to pile up a tremendous operating cost. $255 extra on the standard.



GRAY-DORT MOTORS, LIMITED
Chatham : Ontario

Sterns, McNutt & White Limited
SHOW ROOM, 159-163 QUEEN ST.
Phone 521 Charlottetown

$1365 F.O.B. CHATHAM WAR TAX EXTRA GRAY-DORT

MASTER MASON is the sportman's choice.

It contains the choicest fully matured tobaccos, pressed into a solid plug.

MASTER MASON
Plug Smoking Tobacco

is convenient, handy, easy to carry and makes the sweetest, coolest, smoothest smoke obtainable.

Say MASTER MASON *to your dealer—he knows*

Price: 20 cents EVERYHERE.

CANADIAN NATIONAL RAILWAY
PRINCE EDWARD ISLAND
Time Table in Effect, January 19th, 1920

ATLANTIC STANDARD TIME.

Read Down					Read up		
P.M.	P.M.	A.M.			P.M.	A.M.	P.M.
2.45	12.40	6.25	Dep.	Charlottetown	Arr.	6.35	10.40
2.58	2.14	7.21		Hunter River		5.37	9.03
4.45	3.05	7.55		Emerald Jct.		5.00	8.05
6.10		8.45	Arr.	Borden	Dep.	4.10	6.40
4.10		6.40	Dep.	Borden	Arr.	6.10	8.45
5.00	3.05	8.05		Emerald Jct.		4.40	8.10
5.34	3.53	8.42		Kensington		3.53	7.15
6.05	4.35	9.20	Arr.	Summerside	Dep.	3.20	6.45

	Tues. Thur Sat. A.M.			Mon. Wed. Fri. P.M.	
6.20	11.30	Dep.	Summerside	Arr.	12.20
7.23	1.14		Port Hill		10.41
8.18	2.44		O'Leary		9.21
9.08	3.51		Alberton		8.02
P 45	5.00	Arr.	Tignish	Dep.	7.00
	P.M.				A.M.

	Mon. Wed. Fri.			Mon. Wed. Fri.	
P.M.	A.M.			A.M.	P.M.
3.10	7.00	Dep.	Charlottetown	Arr. 10.10	6.10
4.30	8.55		Mount Stewart	8.55	4.30
5.00	9.32		Morell	8.22	3.35
5.22	10.02		St. Peters	8.00	3.00
6.30	11.35	Arr.	Souris	Dep. 6.50	1.35

	P.M.			A.M.
	7.50	Arr.	Elmira	Dep. 5.30

	Mon. Wed. Fri.			Mon. Wed. Fri.	
P.M.	A.M.			A.M.	P.M.
4.35	9.10	Dep.	Mount Stewart	Arr. 8.50	4.10
5.27	10.20		Cardigan	7.48	2.48
5.51	11.00		Montague	7.23	2.10
6.25	11.40	Arr.	Georgetown	Dep. 6.45	1.25

Daily ex. Sat & Sun	Sat. only			Sat. only	Daily ex. Sat & Sun
P.M.	P.M.			A.M.	A.M.
3.30	4.00		Charlottetown	10.25	10.40
5.15	5.15		Vernon River	9.09	8.45
7.25	6.45	Arr.	Murray Harbor	Dep. 7.30	6.45

Except as noted, the above trains run daily, Sunday excepted.

H. H. MELANSON, Passenger Traffic Manager, Toronto, Ont.
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