Pantry Shelves and Bake Boards

Kept clean and hygienic with

Old Dutch

Economical and Thorough

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

GREASE-CUP SUGGESTIONS

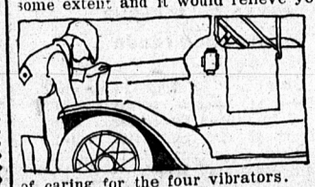
Don't Use Too Heavy Grease In Them

Upon the proper feeding of lubricant from grease-cups depends the life of the pins and bushings at the spring-ends and of many parts of the steering gear. A car becomes "rattly," very soon, if these bearings do not receive sufficient grease. If any grease-cup screws down very hard or cannot be screwed down at all, without an escape of grease between the cap and the stationary part, it indicates that lubricant is not being fed properly. The grease is supposed to be forced through a central hole in the pin, to which it is attached, to pass through one or more holes through the side of the pin and to be distributed along grooves or "ways channeled in the surface of the pin. These "ways" sometimes become obscured with hardened grease or metal dust and when a cup will not feed, its pin should be taken out and all the passages cleaned out. Stiff grease-cups cannot be fed effectually through grease-cups on a very cold car and will not distribute along the bearing surfaces, so that a semi-fluid or very thin grease must be used during the winter, especially if a car is kept in an unheated garage. Occasionally the stationary, threaded portion of a grease-cups loosens on the pipe portion so that it turns with the cap and no grease is fed and, if any cups fail to require filling when they should, they should be inspected to see if this accident has ocurred. If it has, the whole cup should be screwed out and discarded and a new one put in place.

BENEFITS FROM NEW IGNITION SYSTEM

H. L. McC. asks: In what respects would the installation of one of the standard battery systems of ignition give more satisfactory results on a Ford than would the regular Ford timer and coils operated from a storage battery?

Answer: It would give you a timer of somewhat more reliable desgn, located in a more accessible position and with less complicated and less troublesome wiring. It would also afford you somewhat more exactly timer sparks than can generally be obtained from four separate coils, the adjustments of which vary to some extent and it would relieve you



of caring for the four vibrators. If you choose the rght battery system, the consumption of current would probably be less than the vibrator coil system would call for. More perfectly syncronized sparks and evener engine operation would be the chief advantage to be obtained, but the substitution of a timer less affected by wear and the presence of oil on the contacts would be of substantial benefit particularly at starting the engine on cold mornings.

TAKING UP ENGINE BEARING

P. M. K. asks: How are the main and connecting-rod bearings of an engine tightened?

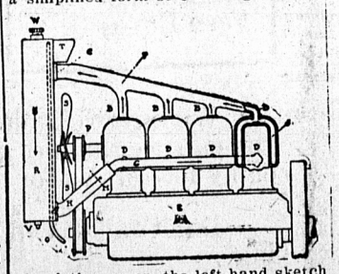
Answer: In order to do a good job, the engine should be removed, the lower crank-case, cylinder-head, pistons and connecting-rods removed and the engine placed in an inverted position, on some substantial support. The caps—of the main bearings are then removed and the bearing portions of the crank-shaft are coated with prussian blue paint. Begin with one bearng, say the rear one. Remove the thinnest of the brass shims on each side of this bearing and replace the cap, setting up the cap-screws tightly. If the shaft cannot then be turned readily with one hand, it is too tight and the two shims should be replaced and the two sides of the cap should be filed down slightly and evenly. Try the cap tightened again and if the shaft turns with slight resistance but not too hard and the babbit metal of the cap shows blue all over its surface, where the shaft has touched it, the adjustment is correct, but if it is not evenly bued, it may be necessary to scrape off the babbit metal at the blue portions until a perfect contact is made between the shaft and the cap. A number of fillings, scraping and adjustment of shims is usually required before satisfactory results are obtained, but the bearing should not be considered in adjustment until when tightened, it produces some friction upon the shaft, but not enough to resist easy turning by hand and there is a full bearing between the shaft and the cap, as evidenced by the transference of blue from the former to the latter. The other bearings are adjusted in the same manner, but before attending to them it is necessary to take off or loosen the caps of bearings that have been attended to. The rest of the bearings should be treated in the same manner successively. Before the caps are permanently replaced, they and the bearings should be carefully cleaned and the bearing portions of the shaft shoud be coverel with oil. The shaft then should be capable of being turned by hand, but should be quite stiff. In adjusting the connecting-rod bearings the same general procedure is to be followed as to shims, the filing of the sides of caps and scraping in with prussian blue and all bearings should be loosened up while any one is being fitted.

J. S. Summerside writes: .. When going over jolts in the road, the fenders of my new——car often strikes the tires and sometimes the differential hits the floor-boards. Would it be feasible to add another leaf to each of the springs and can I get spring clips long enough to use in such a case? I never carry more than the regular number of passengers and always drive carefully.

Answer: In the case of a new car such as this, we believe that the manufacturers should be willing to make these springs right and we suggest that you ask them to furnish you heavier ones and give you credit for yours. In case you cannot solve your difficulty in this way, you can have the additional leaf put into each spring and we think that you will find suitable clips upon the market. It is possible that by applying shock-absorbers of the frictional type to your present springs, you would be able to limit their action so as to avoid interference between fenders and tires.

HOW THE ENGINE IS COOLED. THE PUMP COOLING SYSTEM

This system, also known as "forced-cooling" or positive circulation, differs from the thermosiphon—or gravity system in that the water, which has absorbed heat from the cylinders, is pumped from the cylinder-jackets into the radiator, wher it is cooled, instead of being removed from them by the natural flowing action, due to temperature difference. In the lower diagram M represents the point in the system where the pump is usually installed, viz.: In the pipe that leads from the bottom of the radiator to the return water manifold G. When a pump is used, the areas of the pipes and jackets are usually smaller than in the thermosiphon system, because their friction is readily overcome by the powerful action of the pump; the dimensions of the radiator are general less and the volume of water in the entire system is not nearly as large—the greater activity of its circulation making it a much better carrier of heat, per unit of volume. The pump takes water from the bottom or cool end of the radiator, and forces it through the branches D and through the jackets J, the overflow branches B, and the flow manifold F into the radiator top C and downwardly through the radiator, to be recirculated indefinitely. The tank T may be much smaller than represented or entirely absent, as circulation will still proceed though the piping be not full. In the diagram is shown a simplified form of centrifugal water



circulating pump, the left hand sketch representing it as viewed along its driving shaft, one half of the body being removed to expose the working parts. In the right hand sketch the pump is shown in section, as viewed crosswise of its shaft. A is the body, with the inlet at D (represented by a dotted circle in one figure), and outlet

(Continued on Page Nine.)

ITCH! ITCH! ITCH!

It Seems Sometimes As If You Would Fly Out of Your Skin.

Eczema or salt rheum not only itches, but it also burns, oozes, dries and scales over and over again. Sometimes it covers the whole body and causes intense suffering.

You have found that local applications have no lasting effect, and you want permanent relief.

Take Hood's Sarsaparilla, give it a good fair trial, because you must thoroughly purify your blood or the eruption will continue to annoy, perhaps agonize you. This great medicine has been successfully used in thousands of cases.

To make and keep the bowels normally active, take Hood's Pills, they are gentle and thorough.

Dustbane

Makes sweeping easy. It kills germs. Brightens floors and carpets. Always have a tin of genuine Dustbane on hand when you sweep.

Sold by leading grocers Packed in barrels and kegs for large consumers.

A. Williamson

Representative

Carvell Bros

General Distributors
Charlottetown

2493-11-22Mtf

PROFESSIONAL CARDS

J. D. Stewart, K.C.
Barrister, Solicitor and Notary Public
Newsom Block, Charlottetown.
Branch Office, Georgetown.
Money to Loan on Real Estate.

S. S. Hessian
Barrister, Solicitor, Notary Public, etc
MONEY TO LOAN
Montague -:- -:- P. E. Island

GORDON T. ALLEY, M. D L. R. C. P. & S.
Physician and Surgeon
Office and Residence, 62 Prince Street
2725-12-2Mtf

McLean & McKinnon
Barristers, Attorneys-at-Law
Office, Royal Bank Building
Charlottetown - - - P. E. Island

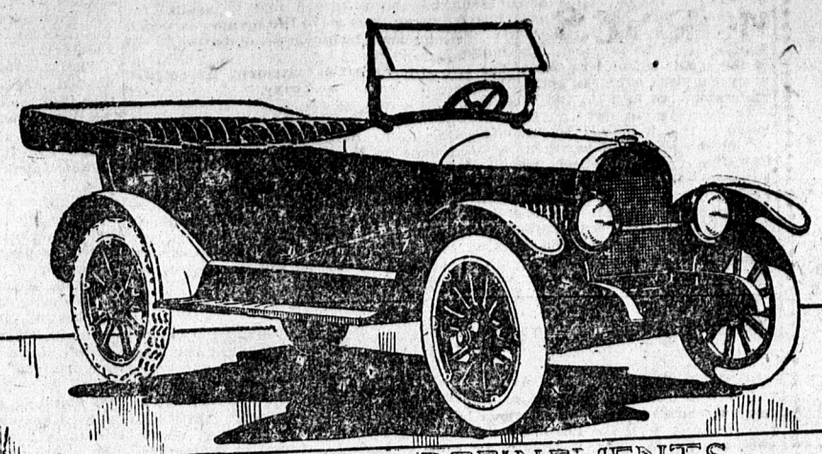
Morson & Duffy
Barristers and Attorneys
Solicitors for Royal Bank of Canada.
MONEY TO LOAN.

McLeod & Bentley
W. E. Bentley, K.C.
Barrister and Attorney-at-Law
MONEY TO LOAN.
Office — Bank of N. S. Chambers

HARRIS & HORTON
ARCHITECTS
Bank of Nova Scotia Building
Jas. E. Harris, Charlottetown
W. T. Horton, Halifax
8476-11-22Mstf3wks.

$1275 F.O.B. CHATHAM WAR TAX EXTRA

GRAY-DORT



MODERN REFINEMENTS
RESERVE POWER
HONEST CONSTRUCTION
BED ROCK of FAIR DEALING

The NEW GRAY-DORT—with Ten Major Improvements—and a Dozen Refinements

THE GRAY-DORT you have known—the Gray-Dort many thousand Canadian motorists are driving—

PLUS every worth-while improvement which war-time engineering has produced for light cars.

GREATER VALUE

Every new feature of this Gray-Dort adds dollars to the value you get.

There's a bigger gasoline tank—and in the rear. More convenient, safer, better looking. Stewart Vacuum Feed—big car construction.

A new, extra-heavy, extra-safe, extra-easy steering gear.

Side curtains now open with the doors, as in cars costing $2000 and more.

The emergency brake is on the lever—more big car construction.

A new cowl gives a touch of beauty to the driving compartment such as European cars possess.

Imported beauty, too, is in the new hood with its many long, narrow louvres.

"Thermoid" brake lining—a higher standard of safety than ever before set for light cars.

A new top, hand-tailored in our own shops.

There are many more—an improved electrical system, a better carburetor, heavier axle—you will find them when you come to see the car.

ALL THE RELIABILITY RETAINED

Every good feature of the many thousand previous Gray-Dorts has been retained. You still find the same smooth, handsome lines, without a suggestion of freakishness. The wonderful Gray-Dort finish, developed by 60 years of coach-building. The big bore, long stroke motor. The heavy crankshaft—many pounds heavier than in other light cars. A big, husky rear-axle, built under our supervision right here in Chatham. Long springs built in Chatham, too—by Canada's greatest spring company.

All this—and much more—you get in the Gray-Dort at $1275.

Where can you match it for value?

The Touring Car—The Roadster

Finished in Gray-Dort green and black. Standard equipment. Touring car, 5-passenger. Roadster, 2-passenger. $1275 f.o.b. Chatham. War tax extra.

The Gray-Dort Special

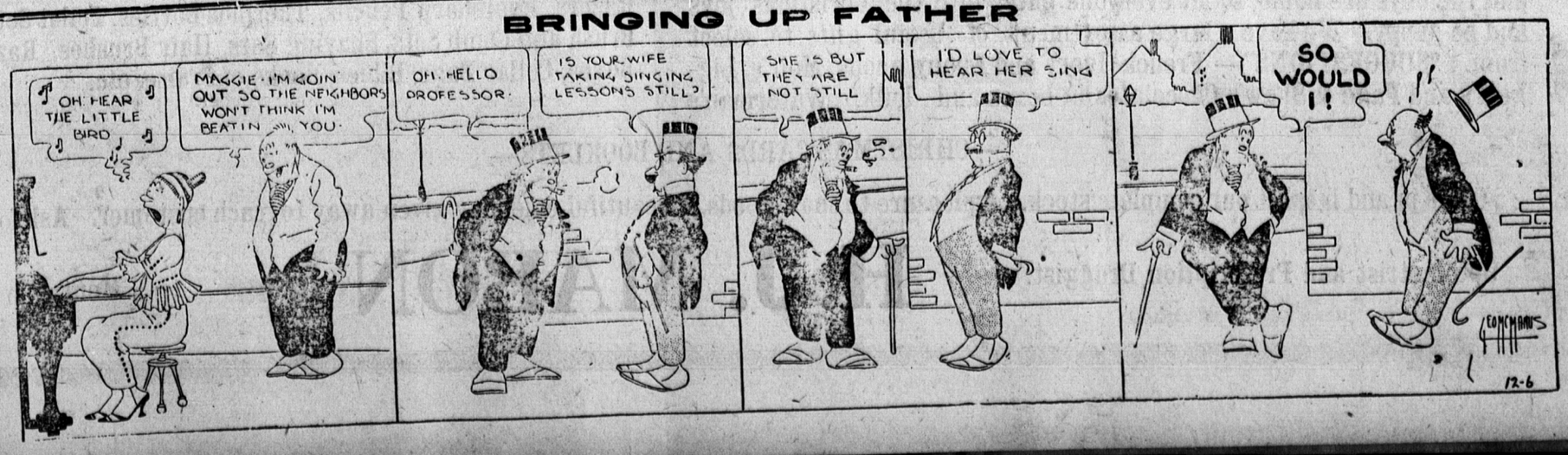
For the man who wishes something a little extra in his car, we have built the Gray-Dort Special. Maroon body, with brown rayntite top. Plate glass rear window. Gipsy curtains. Rookie tan wheels. Motometer. Tilting steering wheel. Real leather upholstery. A car above the ordinary. $150 extra on the standard.

And the Ace!

The most beautiful light car of to-day—the Gray-Dort Ace. Sapper green body, with handsome California top to match. Trouble lamp and bull's-eye flashlight. Electric cigar lighter. Over-size, grooved-tread tires. Plate-glass windows. Rear-vision mirror. AND all the features of the Gray-Dort Special. This is the DE LUXE car for the man who does not wish to pile up tremendous operating cost. $255 extra on the standard.

In spite of doubled production, indications point to a scarcity of Gray-Dorts this year. The Gray-Dort dealer nearest you will give you a demonstration to-morrow.

GRAY-DORT MOTORS, LIMITED
Chatham - Ontario
U.S. Factory—Dort Motor Co., Flint, Mich.

R. H. STERNS
Charlottetown, P. E. I.

BRINGING UP FATHER