

Car Of Yours

By WILLIAM ULLMAN
Auto-Heart Talks With Auto-Owners and Drivers on How to Get the Most Out of Their Cars at the Least Cost.

Oil At High Speed

Modern cars are in use today that have pressure oiling systems... The driver of the car equipped, however, can assist in part for this defect.

pull entirely off road.

When it is necessary to change a tire on a minor car repair while on a highway, one should remember to pull entirely off the road.

changes tires' task easier.

When the springs functioning in the chassis of a car are well adjusted, the springs are rusty, and generally can be replaced by the driver.

Choose lining carefully.

There is a great deal of difference in quality among brake linings and because of this fact it is important that the motorist choose the average motorist to choose the average motorist.

Silencing the car doors.

There is a squeak in the closed doors of a very likely can be eliminated by an application of the lock and door strikes.

Tip on timing adjustment.

It is easy to set the timer for the motor more advanced ignition... The counter to the rotation of the cam increases the rapidity of the spark.

Thorough test necessary.

Wise individuals are their can—buying more than ever by asking for demonstrations. Virtually no dealer is satisfied with this and is willing to facilitate it.

praise will not obstruct a words.

Persons use their children old clothes on.

HEIRESS WEDS PARLIAMENTARIAN



Miss Mary Ashley was married recently at St. Margaret's Church, London, to Captain Alexander Cunningham Reid, member of parliament for Harrington, and war-time aviator. Miss Ashley is one of the wealthiest heiresses in Britain, being the grand-daughter of the late Sir Ernest Cassel.

Northern Forces Are Withdrawn

(Canadian Press) PEKING, May 31.—The northern authorities made official announcement today of the wholesale withdrawal of the northern forces from the front owing to reverses in Honan.

The withdrawal means surrender to the southerners (nationalists) of all of Honan province south of the yellow river. All of Anhwei province and the entire Lunghai railway.

FAREWELL GATHERING.

To Mr. J. Reginald Newsom.

Dear Brother,—On learning of your proposed departure from our midst, we, the members of True Brothers Lodge, A. F. & A. M., desire to take this opportunity to extend to you and your wife the good wishes and regards of all.

In token of our good wishes, interest in your future, we would ask you to accept this Masonic ring—not so much for its intrinsic value but as a symbol of true friendship and trust in one another, and feel that in whatever land you may sojour, this will prove that you will never be without friends indeed.

Fraternally, The Members of True Brothers Lodge, A. F. & A. M., Crapaud, P.E.I.

John Smith and His Car

By FREDERICK C. RUSSELL

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap who is glad to have explained, in an interesting way, his experiences for the benefit of the other twenty million or more members of the motor clan.

Changing Tires and Minds

There are some things which most drivers feel they know all about right from the start. Changing tires is one of these. As a matter of fact, few persons with a new car give any thought whatsoever to tire changes, assuming somehow or other that it is only the person with the older model that need worry over tire troubles.

When I suggested to Smith that he change a tire just for the practice of it, he laughed at me and decided that I was going a bit too far in the job of keeping him posted on car ownership.

"I've helped many persons change tires," he boasted. "There's nothing you can teach me along those lines."

"Apparently you have a very excellent jack in that outfit of yours," I replied. "No wonder tire changes don't bother you."

Smith had no answer. He really wasn't quite sure whether there was a jack in the car. It started him thinking—and searching. "There ought to be one here somewhere," he said, ripping up seat cushions and getting no results. "The salesman mentioned it when he spoke of the equipment that went with the car. Someone must have stolen it."

Smith was searching for a big, bulky article that he was accustomed to seeing his friends use several years ago when cars were higher and all tires were of the high pressure type. Had he been fully aware of the change in motor-tying he would have been looking for a comparatively small article, thick and low, with a handle that collapsed or came in several sections like a camera tripod.

In due course he found the jack and its appurtenances in a tool compartment at the rear of the front seat. It was plainly evident that he did not have the first idea how to put the thing into operation. "So long as we've gone this far, let's see if we can lift the car with this jack," I suggested. "Sometimes you can swap jacks with another car owner and get one that's more suitable for your car, accommodating the other fellow at the same time."

Trying the jack, I found it just right for the front of the car, but quite unhandy for the rear. The trouble was that Smith had had a trunk rack attached to the rear of the car and two spare tires behind that. All this altered the car in such a way that the jack supplied by the manufacturer was not suited for Smith's particular case. The spare came up at the wrong angle, for one thing. For another, it was not quite long enough.

While Smith was fusing with the jack at the rear and worrying over the situation, I slipped around to the front of the car and unscrewed the valve of a front tire. Soon he was rushing around to the front to see the tire going flat.

"Don't let it worry you," I announced. "Air is free. I think we're going to learn a lot from all this. Now let's have the jack and we'll see what's what."

One can picture Smith's reaction when the tire went all the way down and he found that the jack would not fit under the axle without digging a special hole under it.

"This is a fine one!" he decided. "How do they expect a fellow to change tires with a jack like this?" "The jack's not entirely to blame," I told him. "It would fit under the axle nicely if it wasn't for the peculiarities of this driveway. There's a high spot just where you don't want it."

"Of course I could place the jack under the spring out here a ways, but maybe that wouldn't be so smart after all," Smith speculated. "The spring probably would sag and I wouldn't be able to lift the wheel far enough from the ground to slip the tire off."

Smith protested in earnest when I removed one of the spares and started rolling it forward to the flat tire.

"You're certainly putting the cart before the horse," he objected. "Suppose we try to get this jack under the car before going to all this business about substituting the spare!"

Placing the spare on the ground just ahead of the flat tire I then stepped into the car, cranked the engine and moved ahead a trifle. The wheel with the flat tire went up on the spare and stayed there when I set the emergency brake.

"Now, then, I guess you won't have any trouble putting the jack under it," I announced. And neither did he. The process from then on was comparatively simple, except for one or two delays for purposes of cautioning him.

One of these had to do with having the spare ready to put on a wheel after the flat tire is removed. There is no sense risking the predicament of having the car fall off the jack with the fellow hand down to the ground. Another point is to refrain from tightening excessively the nut at the base of the stem of the inner tube. If this nut is drawn up too far, the tube is pulled too tightly at the point where its stem passes through the felloe hand and rim.

There is a lot to changing tires which few motorists appreciate until they are caught. Smith merely was having his troubles before he started—a policy that makes for many an enjoyable trip.



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SUBSTANTIAL GRANT AIDS IMMIGRATION

(Canadian Press) LONDON, May 31.—Another \$100,000 to aid Empire settlement has been given to Sir Robert Horne, M.P., by Leybourne F. Davidson, whose previous grant of a similar amount has, it is understood, been practically all distributed.

Sir Robert, with the approval of the donor, took the view that the money should be used for the assistance of organizations already training migrants for Canada and the other dominions. Where practicable he made it a condition that the agency receiving help should raise an equivalent amount locally, and that a similar sum should be given by the government.

Sir Robert Horne decided to allot \$40,000 in aid of the Salvation Army schemes administered by Commissioner Lamb, including its training farm in Essex. The scheme at Craigellach, near Paisley, which owes its existence to the enthusiasm of Dr. Cossar, a local doctor received \$10,000 with a further \$2,000 for its farm in Canada, on which settlers supplement their training before being sent to their places of employment. The Church of Allan was enabled by a grant to resume its emigration activities, which had been suspended owing to lack of funds, and the other Scottish Churches are now co-operating in the scheme. Its work is supplemented in Canada by the Y.M.C.A., which under Major Bavin, charges itself with the care of immigrants who may be in difficulties; and the Red Cross Society of Canada received a grant in aid of its work of assisting immigrants through illness or other causes, are in danger of becoming derelict.

After inquiry as to the most effective means of helping women, Sir Robert Horne decided to make a grant to the Scottish Council for Women's Trades, which, under Miss Margaret Irwin, trains women not only in domestic service but in poultry-keeping, dairying and other crafts ancillary to farm work. He gave assistance also to the scheme for settling families from the Western Highlands on partially equipped holdings in Canada. Help was given to Australia by a sum of \$20,000 to the Kingsley Fairbridge Memorial Scheme. The 1820 Memorial Settlers' Association (South Africa) was given \$20,000. All the schemes have one feature in common—that the persons who receive the benefit of them are thoroughly trained before being sent overseas.

Government Control Has Worked Reformation Says Woman Magistrate

Mrs. Emily F. Murphy, a former president of the Federated Women's Institutes of Canada, judge of the Juvenile Court of Alberta and known as Janey Canuck for her famous writings says:

"Before Government Control became the law of Alberta I opposed it vigorously, both on the platform and by my pen. I was fearful that our last state would be worse than our first. It seemed only logical that if the restrictions were removed there would be more drunkenness and crime. No living person could persuade me to the contrary. I had a fine line of arguments on the subject, too."

"After a period of several years in which I have been called upon to enforce the present Liquor Control Act, both as a city and Provincial Magistrate, I am bound to say that my fears were largely unfounded."

"There was not a rush of inebriety as I had predicted. The condition has steadily improved because the law was well conceived and is being well enforced."

"I know that bootlegging has been largely—very largely suppressed; that poisonous liquor or substitutes for liquor, such as methylated spirits or 'canned heat' have disappeared; that there is comparatively little drinking among juveniles, less drunkenness, more general respect for the law."

"Those of us who previously fought for Prohibition of all intoxicants, are bound to acknowledge, that so far as this Province is concerned, Government Control has worked a reformation in the traffic."

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