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Hints for the Motorist

By Albert L. Clough Editor Motor Service. Review of Reviews

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A Theft Prevention Campaign

Every Motorist Can Do His Part

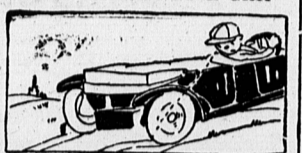
THE STEALING OF AUTOMOBILES has become a colossal evil and a very serious drain upon the motor using public but, strangely enough, it is a matter which seems to be very little considered by the average motorist. If an owner carries theft insurance he seems to worry very little as to whether his car is "blinched" or not because he knows that, if it is taken, he will be indemnified. It is true that the value of his car will be restored to him in case of loss, but like all other forms of insurance, it is the assured, as a body, not the companies, that are paying for each others' losses. The greater the risk of theft, the higher the premium charged and vice versa. Until recently holders of fire insurance generally assumed a similar attitude as to fire losses, but of late the fire prevention movement has changed the point of view of the public and now the assured is doing everything in his power to reduce fire risks, in order to diminish losses and to reduce his insurance rates. It is high time that motorists united in a theft prevention campaign having as its object the reduction of the immense loss now going on from car thievery, for in so far as such a movement could be made effective, the present burdensome theft insurance rates would be lowered. There are certain ways in which each individual motorist can do his bit toward reducing the theft hazard and, if all work together the result will be substantial. He can avoid leaving his car unattended unnecessarily. He can install improved locking or theft deterrent devices upon his car and see that they are securely applied every time the car is left alone, for obviously, the most effective safeguards are useless unless they are made use of, while even crude locking devices, if availed of, delay a thief somewhat and subject him to some risk of detection. He can avoid leaving his car in especially risky places. Furthermore he can keep an accurate record not only of his car and engine number, but of the numbers of all component parts and accessories as well as making and recording secret marks, all which data is important for identification purposes.

FINAL DRIVE GEARS HUM

F. D. G. writes: When running fast, the rear end of my car makes a loud humming sound. New gears have recently been put in. Can this noise be caused by the rear wheels being out of line?

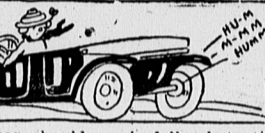
Answer: Probably this humming is caused by the adjustment of the pinion and the ring gear not being that which gives the most nearly silent operation. Unless the teeth of these two gears mesh to exactly the right depth, they are bound to make some noise. Your instruction book will inform you how to adjust the pinion along the propeller shaft and the ring-gear-differential unit in the line of the axle-shaft, so as to secure proper mesh. This is a delicate adjustment and very little change of position of the gears changes their running very noticeably. The pinion and ring

REAR WHEELS LOSE GRIP



W. H. H. writes: When the engine is pulling hard in first or second gear or in reverse my car has a tendency to "hump" herself, as if the rear wheels were slipping and jumping off the road, one side at a time. This occurs when the throttle is opened suddenly, but not when gas is fed gradually and gives the impression that the clutch slips a little.

Answer: Your car is geared very low indeed and the engine is very powerful for the car, which is quite light. Thus the torque at the rear wheels can attain very high values in comparison with the adhesion of the tires due to weight. A little reduction of the load on one rear wheel, due to the swaying of the body or a little diminution in the road adhesion, as from mud or rolling stones, may cause one of the wheels to lose its grip, especially if the power is put on suddenly. When this occurs the wheel in question slips and causes the chattering of the differential to chatter and the car to jerk. The torque of the slipping wheel at once becomes low enough to enable it to hold its position again and the action is repeated. Nothing is wrong with your car.



near should mesh fully, but still there should be clearance between their teeth. Even when the adjustment is most favorable, there is likely to be a slight noise until the gears wear smooth. Are you sure that the axle-housing contains the correct amount of a somewhat fluid lubricant? Until you have adjusted it perfectly, there is no reason to suspect anything wrong with the axle-shafts or wheels.

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.

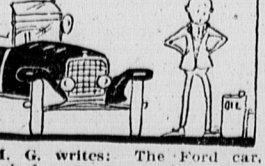
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The Thin Oil Knock

Good Oil Cushions Loosely Working Parts

ONE OF THE MOST SERIOUS SHORTCOMINGS of inferior cylinder oil is its tendency to thin unduly, when heated to the working temperature of the engine. The function of oil is to form a thin cushion between pistons and cylinder walls and between shafts and their bearings, so that there may be no actual rubbing between metal parts and no sticking together in case the parts are somewhat loosely fitted. So long as the oil retains sufficient body or viscosity, it remains as a film between working surfaces, resisting the "squeezing out" effect of the pressure and they move upon it instead of upon each other, but if the oil becomes too fluid or watery, the film breaks down under the pressure and the parts come into metallic contact and wear each other rapidly. If the parts are closely fitted, cutting and sticking together (sizing) or melting (burning out) in the case of bearing metal, may occur, while if the parts are loosely fitted, they strike together in an uncushioned manner and knocking is heard. Many instances of engines which run smoothly when cool and knock when fully heated are explicable on the ground that the oil used does not retain its body and cushioning effect when hot, thus ceasing to act properly as a lubricant and permitting parts such as the pistons and cylinder walls, between which there is perceptible play due to wear or improper fitting, to strike together, metal to metal, with no deadening film between them. If the oil pressure is excessive, an abnormal reduction in its indications as the engine and its oil reaches the working temperature, and the engine begins to knock from no apparent cause, there is ground for suspicion that the oil is not holding up as to viscosity as it should, and drawing off a little of it, when hot, may show it to be unduly thin—almost of the consistency of kerosene. In such a case, an oil of greater heat resisting ability should be secured, possibly one of a somewhat heavier grade, if the engine is well worn in. Often a change to oil of better quality will eliminate a knock of obscure origin. The above remarks apply to oil that has entered the crankcase, as well to that which is excessively affected by heat and a tendency to knock when pulling hard is one of the characteristics of an engine the oil in which requires changing.

EXCESSIVE OIL CONSUMPTION



M. G. writes: The Ford car, which I now own, requires about twice the oil that my former one did. The engine runs smoothly and has enough power for ordinary conditions, but when climbing steep hills or pulling through mud, it should not have the power it does. Is this, in any way connected with its excessive use of oil?

Answer: We suspect that the pistons of this engine are not as well fitted in their cylinders as were those of your former engine, thus permitting much oil to pass into the combustion spaces and out through the exhaust. This lack of piston fit would also cause leakage of the charges, during compression, so that power would be lost, especially at low speed. If, when you crank your engine over slowly by hand, you hear the gas escaping and there is a lack of springy resistance to turning it over, the trouble is doubtless as above stated. This being the case, the remedy is better fitted piston rings, but if the engine is a new one, it may be that the piston rings and cylinder walls will wear in, with use, and come to fit better.

CARBURATION TROUBLE

M. asks: Can you tell me why my car loses power when going up hill and sometimes when running on the level? I have to use the choke when running slowly in order to make the engine operate smoothly. At times there is a noise like that of the horn (when it is not working right), but it does not affect the car's running, and lasts but a short time. What causes this?



Answer: Apparently this is a carburation trouble. Judging from the fact that using the choke makes the engine run smoothly, it would seem that the fuel mixture is too lean, which may be due to an air leak into the intake, or to faulty carburetor adjustment or to dirt in the carburetor jet or fuel line. Be sure that exhaust heat is passing through your carburetor properly. A buzzing noise, such as you describe is often caused by some rod or other small part, which is set in vibration by the action of the engine, at certain speeds only. When you locate it, tightening it will prevent further trouble.

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The Much-Abused Spare Tube

Many Never See Service, Being Ruined By Neglect

NEARLY EVERY MOTORIST CARRIES one or more extra inner tubes, even if his "ready-stated" tire and rim equipment is ample. Oftentimes, these reserve tubes are not required for months at a time and lie idle, somewhere about the car, but when they are wanted, they are usually wanted badly and too often are then found in unserviceable condition, through neglect. Spare tube should be kept in one of the oilproof canvas-cloth bags, specially made for this purpose and not loose in the toolbox or under the seat and they should be properly folded and well covered with talc powder. In order to forestall disappointments the tubes selected as "standbys" and their valves—unless they are brand new—should be tested by inflating them fully and letting them remain in that condition overnight, to make sure they are perfectly tight. The proper method of folding is as follows: Remove the valve-plunger and, beginning at the point opposite the stem, roll it into a tight ball, to remove all the air, replacing the valve-plunger and cap, while it is still rolled, then lay it flat on a table, with the valve stem in the middle and holding up. Fold each half once, centrally toward the valve-stem and bring both folded halves together, with the valve-stem lying between them, which will make a compact bundle of eight thicknesses of tube, with the stem placed neatly within it, then slip a rubber band around each end of the bundle and stow it away, preferably in a side pocket or where it will not be subject to injury from heavy tools.

PREMATURELY WORN TIMING GEARS



T. M. J. writes: Although I have had my car but three months, my repairman claims that my timing gears are badly worn and out of adjustment. He advises their replacement and that of the crankshaft in case the new gears do not make matters right. What can have been the reason for these parts giving out so soon? I have always kept all parts lubricated. If I make these replacements will I be able to prevent the same thing from happening again?

Answer: If they were properly installed in the beginning and you have kept the engine well lubricated, we cannot imagine what has caused these gears to fail unless one or both of them became loose on their shafts. If this occurred, it probably ruined the gear keyway and the keyway in the shaft and is attributable to faulty assembling at the factory. Even in case of lubrication failure, the pistons would stick or the bearings burn out long before the gears would suffer. If the damage resulted from the gears slipping, but not when gas is fed, the factory or its representative. With good engine lubrication, timing gears should last at least as long as the cylinders keep round.

DRIVING LIGHT IS POOR

W. J. H. asks: Is there any way in which I can wear the reflectors of my headlights so that they will light the road better? They now give a very poor light.

Answer: If they are merely dusty or slightly tarnished, you can wipe their surfaces with alcohol on absorbent cotton or, if necessary, cover them with a fine silver polish, and change the leather, but if they are rusted or the silver surface is spoiled, they will have to be replaced or new ones obtained. Are you sure that the bulbs are so located in the reflectors as to be "correctly focussed"? You will probably find an adjustment by which the bulbs can be drawn slightly in or out of the reflectors and they should be so set that, with the



placed at a distance of ten feet or so from a flat surface, such as a house wall, both lamps will cast equal, evenly illuminated circles of light upon it. Both lamps should be tipped at such angles, vertically and horizontally, that the beams are cast in such directions as to strike the road in the most advantageous manner. If there are no adjustments for altering the angle of the lamps, the lamp brackets can probably be bent enough to give results.

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DEKOL PLUS SEGIS DIXIE IN EIGHT MONTHS.

DeKol Plus Segis Dixie, owned by Mr. D. Raymond, Vaudreuil, Que., has completed eight months under Record of Performance test with 23964.00 lbs milk and 854.00 lbs. fat equivalent to 11667.50 lbs butter 80 per cent fat. Her best day's milk production was 123.7 lbs.

COUNTY INSTITUTION OFFERS USE OF SIRES.

R. M. Smith, superintendent of the Marinette County Wisconsin Asylum Farm, is contributing in a unique way to the "Better Sires" campaign among the dairymen. He has offered the free use of six registered Holstein bulls to the farmers of Marinette County. His plan to lend a yearling bull to a farmer for one or two years, at an expense of caring for and feeding the animal only.

ILLINOIS H. F. ASSOCIATION ESTABLISHES A BANG FARM.

The Illinois Holstein-Friesian Association has closed a contract with G. H. Sager & Son of Belvidere to conduct for them a Bang Farm. This farm will be operated under the supervision of the association and according to the rules an regulations of the State Department of Agriculture. It has the enthusiastic support of Dr. Litterer Federal Veterinarian in charge of tuberculosis work in Illinois.

This will enable any producer in Illinois to send his reacting cow to this farm and get her calf returned to him. The association will maintain at this farm on Ona bull whose dam has a record of better than 1200 pounds butter. Sager & Son are to take care of the cattle for their production. The milk will be pasteurized and skim milk fed to hogs, cream made into high-class butter and sold on the market.

The association will charge the breeder \$50.000 annually for the supervision of farm and service fee. The calves will be shipped back to him when seven to ten days of age, having been fed on pasteurized milk in the meantime. This farm will take care of only thirty-seven head of cattle, but as soon as it is working smoothly, other farms will be established in various parts of the state until there will be one in easy reach of this is the first farm of this kind to be established under the supervision of a State Association. The Illinois Association believes this is one of the best services it can render individual members as well

BETTER SIRES DEMONSTRATION TRAIN IN MICHIGAN.

"A Better Sires Demonstration Train" is being operated in Northern Michigan under the combined auspices of the Michigan Central and Pennsylvania Railroads, the State College and the Michigan Holstein-Friesian Association. The schedule covers three weeks with a total of forty-seven meetings. The train is in the nature of a Dairy Demonstration train with emphasis on the "Better Sire" part and features Holstein cattle. Two cars of exhibits on dairy farming for northern Michigan are carried, feds, dairy equipment, etc., being featured, together with care of milk on the farm, use of milk in the home, etc., with some high-class Holstein cows and a prize State Fair bull for demonstrating type. They are also carrying a couple of cars of registered Holstein bulls to be sold outright to farmers along the line or exchanged for scrub sires. Secretary Norton reports that at the end of the first week they have placed sixteen pure-bred sires and have taken in thirteen scrubs in exchange. The scrubs have been sent to the Detroit stock yards. Further reports on the progress of the campaign will be watched with interest.

EASY SOLUTION

Oil Bullion (on his deathbed)—"All my property is willed to you, but I'm afraid my children by my first wife will make a contest, and then the lawyers will get it." Young wife—"Don't worry, my love: I can easily fix that. I'll marry one of the lawyers."

Resists the Canadian Climate!



A Canadian Battery should be more than merely made in Canada. It should be so constructed as to render satisfactory service under the severe driving conditions encountered in this country. The extreme temperature, the long months of idleness and, sometimes, lack of proper attention all tend to destroy the insulation.

When the insulation is weakened, the plates are likely to be ruined. Between the plates of the Willard Threaded Rubber Battery is used the strongest known insulating material—RUBBER. Each Willard Threaded Rubber Insulator is pierced by 196,000 threads or "wicks," making the rubber uniformly porous for the free circulation of the battery solution. As a result, owners of the Canadian Willard Threaded Rubber Batteries secure unusually long mileage and low cost per mile.

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A TALE OF LORD BYNG OF VIMY

(London Times)

A man who lives near London, when he read that Lord Byng of Vimy had arrived at Quebec many hours ahead of the time fixed for his reception, went out into his garden and looked at a certain plant. This was a vestige of another occasion of which Lord

Byng of Vimy found opportunity to exercise his philosophy. It was the afternoon before an important operation in Gallipoli. General Byng had borne a heavy responsibility for the arrangements. There was nothing else to be planned. So he went for a quiet walk, studying the humbler natural features of the country. In this pursuit he gathered plants and flowers, some of which on his re-

turn to England he gave to a friend. The plant in the garden, is, therefore, to that friend, a kind of symbol of the calm mind amid difficulties.

Cherry Salad

Cut in two and remove pits from the cherries, dress them with French dressing half an hour before they are served, and serve them on ice.

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