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For Infants and Children.

Mothers Know That Genuine Castoria

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In Use For Over **Thirty Years** **CASTORIA**

The CENTAUR COMPANY, NEW YORK CITY.

Hints for the Motorist
BY ALBERT L. CLOUGH

FITTING PISTON RINGS
The Engine's "Pop" Depends Upon This

The following suggestions are for motorists who choose to perform this operation themselves. Be sure that the rings secured are of the right size. If the piston grooves are worn irregularly have shoulders in them they should be trued up. This can be done in a lathe or by means of a special hand tool, but this widens the groove and rings oversized as regards width are then required in fitting the rings for width in the grooves. It is not necessary to spring the ring on the piston as the outside ring surface can be tried in the groove just as well. The fit should be closed but free enough so that the ring can turn freely in the groove. In cases where the rings are a little too wide, the necessary metal can be removed by using a sheet of emery cloth on a perfectly flat, hard surface, and evenly rubbing the side of the ring upon it. When a ring is accurately fitted to its groove it should be marked so as to tell in which groove it belongs. After all rings are fitted to their grooves it is necessary to try their fit in the particular cylinder bore to which the piston being operated upon belongs. Insert a ring well into the bore, holding it in the position it will assume in practice and not tilted. If it will not enter the bore of goes in hard and is a step-jointed ring, the ends at the joint will have to be filed off until it enters freely and, when in position, it is necessary to cut two one hundredths inch at the joint to provide for the expansion of the ring under heat. If this is not done the ring is likely to break or score the cylinder. If diagonal end rings are used and the ring will not enter the bore except with the ends slipped by slightly off line, they will have to be filed until the ring enters with its ends in line and a space of nearly a sixty-fourth inch between them to provide for expansion. On the other hand if a ring enters the bore too easily and there is a space between its ends greater than specified above it will have to be rejected and a size of slightly larger diameter obtained, as unnecessarily great clearance will permit leakage at this point.

THEY SAY IN NEWFOUNDLAND
That a Seal Grows from the Time it is Born to Full Size in Forty-Eight Hours

People will not believe this, but the fishermen say that a seal can stand on the ice and see them grow. Do you want to see yourself grow strong and healthy? Do you want to feel the vigour of youth tingling through your veins? Do you want to feel disease moving out, and your nerves being fortified and made strong? Do you want to feel young in body, mind and looks, despite your years? Do you want to feel as you did at twenty? Are you depressed at times? Are you low spirited at times? Are you nervous? Do you want to carry out your ambitions, and be able to carry out your ambitions? You cannot do this unless you are strong and healthy. Your nerves must be strong, you must have the strength. Do you know what will make you strong, your nerves and will power so strong that you will be able to get on at it as you did in your younger days? It has been proven that PHOSPHONOL contains just the elements to make one strong and robust. It increases grey matter. Go to your drug store and get a box today, and watch yourself getting strong. Price \$3.00 per box or two for \$5.00, or we will mail it to you, on receipt of price. Phosphonol has twenty years reputation. Thousands in America have taken it, and have benefited. The Sobell Drug Co., 91 Youville Square, Montreal, Canada. It is Sold in Charlottetown at Foster's Drugstore.

ABOUT CLOGGED MUFFLERS

Q. R. Asks: What are the signs that a muffler is choked? Is it likely that a muffler of a car that has been used five years in this condition? How can it be cleaned out?

Answer: Beside the carbon knock, the one which shows up most noticeably, when opening the throttle to accelerate, is the loose piston knock, which is sort of a rattling sound. If your pistons have worn considerably under size they may be making the noise that you hear. Quite likely your piston pins may have worn considerably but the knock that they make is usually not a very loud one. If your knock is heavy and rather dull, the main bearings may still be in trouble despite your tightening them; the flywheel may not be perfectly tight on the shaft; the engine may be loose on the frame or the spark setting may be somewhat early. Are your timing gears perfectly tight on the shafts?

THE BEVEL GEAR DRIVE

The accompanying diagram illustrates in principle, the mechanism by means of which the power is transmitted from the longitudinal universal shaft to the differential housing U. In operation the drive shaft from the engine, shaft C, and the pinion shaft D, which is connected to the rear axle in direction so that it acts transversely of the car, along the two axle shafts in proportion to their requirements at a reduced speed and with increased turning force. The gear housing, forming the central body of the rear axle structure and B is the section of another connected casing, known as the pinion shaft housing, which protects the shaft from the axle-casing. Within B is the pinion shaft (propeller shaft) C, to the inner end of which is fixed the bevel drive-pinion D, an to the outer end of which is the drive-shaft in connection with the differential housing U. The differential housing is supported in two ball bearings, namely the double-row bearing G, carried in the adjustable retaining G, and the single-row bearing H, acting between which bearings is the spacer J. F is adapted, to resist end-thrust along the shaft, as well as radial load. The differential gear has previously been explained, and is here represented by the following parts: KK, two of the four pinions; LL the master gears and M the spider of differential frame is fastened the large bevel driving gear N, here shown in cross-section. This gear, if viewed from the left side would appear as a ring with beveled teeth cut upon it which teeth are in mesh with those of pinion D. In the construction here shown the inside of housing A is so formed, at portions O as to provide supports (the differential carrier), upon which are mounted the bearings that carry the differential, the casing of which is provided with hubs P. These bearings are shown at R as of the plain roller type. The differential unit is held against shaftwise mo-



Sunday School Lesson
BEGINNING OF SOLOMON'S REIGN
1 Kings 1:1-3:16

GOLDEN TEXT. — The fear of the Lord, that is wisdom; and to depart from evil is understanding. Job, 28:28.

When David had become old and feeble the question of a successor was still undecided. Amnon and Absalom were dead, and Adonijah was the oldest living son. Adonijah was a man like Absalom, ambitious, cunning, and full of rebellion against his father. It was Adonijah who had not restrained him in his youth. His father had not displeased him at any time, saying, Why hast thou done so? Like Absalom, Adonijah assumed the royal state, with chariots and horsemen and a great number of men. He had runners to go before him. He had made an attempt to have himself crowned king. Job, David's general and Abiathar, the priest, deserted David, and espoused the cause of Adonijah. Adonijah gave a great feast at En-rogel, at which his followers shouted, "God save King Adonijah!"

ENGINE "DIES" UNEXPECTEDLY

T. B. Writes: My Ford engine has good power, but occasionally it will suddenly die. Sometimes, when on a hill, it will start again, but usually it dies when on low gear. Once in a while, by turning the engine over a few turns, it can be started. There is no certainty of getting home with a car in this condition. I think there is no trouble with the carburetor, as it is a new one and gasoline flows through it. Can you give me any help?

Answer: This seems to be an ignition trouble which comes on suddenly. Probably it is due to a loose connection or a defective place in the wiring. This is probably in some part of the primary ignition circuit, which is common to all the cylinders. You better go over all the connections, and the switch and timer wiring in detail. There may be trouble in the magneto winding. Why don't you put in a set of dry cells, connected to the battery side of the switch, and see if you still have trouble? This would decide whether there was magneto trouble. If your engine stops without any warning, ignition trouble is indicated, but if it gradually weakens, misses and pops in the carburetor, you may suspect carburation trouble.

BATTERY IS TOO HEAVILY CHARGED

C. D. writes: My battery bothers me a great deal by boiling the water away so fast. On long trips I have to refill it every two or three days. What can I do to avoid it?

Answer: You can take your car to a service station and have the generator charged and this will help if you follow the directions furnished with your battery and light bulbs. This will reduce the current supplied your battery enough to prevent the excessive decomposition of water and the overheating of the electrolyte on long trips. If you do not care to do this, you can burn all lights while on the road or run your starter, with ignition off, a few minutes at a time, occasionally in order to partly discharge the battery.

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CANNOT DISENGAGE CLUTCH

A. A. K. writes: I recently had my clutch re-lined, and have had the car but failed once. Now it is stuck in the flywheel and I cannot throw it out. Have tried to pry it loose but cannot do so. The release mechanism is all right. What can I do to fix it?

Answer: You might try the following: Jack up one rear wheel, put the gear into low, have someone hold the clutch-pedal in the disengaged position so as to release the spring and then try to turn the jacked-up wheel, first in one direction and then the other. It is possible that the force thus applied may break the hold of the lining on the face of the flywheel. If this does not prove successful, you had better take the car to a garage where they have special means for forcing apart stuck parts. In case the lining is of leather and it can be reached, try applying neat-foot oil to it in the hope of softening the part that is stuck. Are you perfectly sure that the release mechanism is in working order?

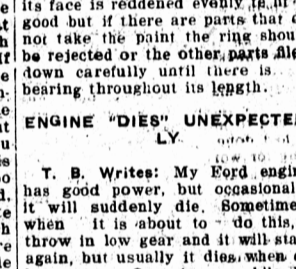
KNOCKS WHEN THROTTLE IS OPENED

O. W. B. Writes: Sometime ago a knock developed in my engine, which is most noticeable when running at slow speed, but the throttle is suddenly opened, but is present all the time. The connecting rod and main bearings have been tightened. May it be the wrist

FITTING PISTON RINGS

The Sure Rings of Correct Dimensions Are Obtained When all three (or four) rings have been fitted, they are

MOTHER!
"California Syrup of Figs"
Child's Best Laxative



Accept "California" Syrup of Figs baby-bottle for the name California on the package, then you are sure your child is having the best and most harmless physic for the little stomach, liver and bowels. Children love its fruit taste. Full directions on each bottle. You must say "California."

ADDITIONAL QUESTIONS

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.

(Special to The Guardian.)

LONDON, August 19.—It was stated at Downing Street yesterday that Premier Lloyd George has no intention whatever of making a trip to Canada as reported in American Press. Stories circulated in the United States by certain correspondents Wednesday presume to have reliable information that Premier Lloyd George would visit Canada during October.

QUESTIONS OF INTEREST

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