

"It's all Right"
That's what our customers say about Comfort Soap—the bigger, better bar of the finest laundry soap. Wrappers exchangeable for valuable premiums.



Save the Wrappers

Pearl White Naphtha Soap is the finest laundry soap, with naphtha added, giving great power to dissolve dirt. Both Comfort and Pearl White Naphtha Soap improve with age. Put in a good stock and exchange the wrappers for premiums.



Send for Premium Book. Comfort Soap Premium Store 55 King Street West, Toronto.

FOR SALE

BRICK HOUSE—7 rooms, 4 bedrooms, electric lights; gas; 3-piece bath; furnace; hardwood floors downstairs; veranda—University Ave. Over 1000 sq. ft. city.

BRICK HOUSE—2 story and attic; 8 rooms; 5 bedrooms; electric lights; gas; 3-piece bath; hot water heating; fireplace; hardwood floors—NELSON STREET.

No information given over phone. Please call at office.

M. B. TRUMPOUR
237 Bagot Street Phone 704 or 1461w

DAINTY CAFE

The place where dining out is truly a delight

PRINCESS ST. OPPOSITE BIBBY'S

DID YOU EVER STOP TO THINK—

THAT every citizen should live up with your city's boosters and do their best to advance your city's interests.

THAT your city should be made industrially mighty and her commerce should grow rapidly.

THAT some people live and learn, some live and never learn, some live faster than others and some learn faster than others and some stand still. This standstill crowd had better put their "think tanks" to work and join the live citizens in boosting their city.

THAT property does not vanish over night; it does not lose its value.

THAT the man who owns his own home is recognized as a thrifty, substantial citizen.

THAT to own a home is to have an investment that will pay better with each succeeding year, for your property will increase in value as your city grows.

THAT right now is the time to buy or build your own home.

THAT you should not spend much time talking about the outlook for business, SPEND YOUR TIME BEING ON THE OUTLOOK FOR BUSINESS.

THAT one of the best advertisements for your business is the city in which you live. Cities get reputations the same as men. Make your city favorably talked of all over the country. It will draw people and where the people come, there is better business.


E. R. WAITE, Secretary,
Shawnee, Oklahoma, Board of Commerce.

"Breathes there a Man with soul so dead—"

—that he can't relish a glass of O'Keefe's Imperial Brews above all others, when his thirsty tongue clamors for refreshment?

O'Keefe's Imperial Ale, Lager or Stout—all are equally satisfying, the rich mellow flavor of STOUT, the fresh bitter-sweet snap of ALE, the pungent zest of LAGER.

Order a case from
E. BEAUPRE
Distributor for Kingston



Also sold at all hotels, restaurants and cafes.

O'Keefe's - Toronto

HINTS FOR THE MOTORIST
ALBERT L. CLOUGH.

Cylinder Firing Order (Continued)

IN DETERMINING CYLINDER FIRING ORDER from the action of the distributor, first observe whether there are numbers stamped or moulded on the base of the distributor or the cap, corresponding in position to the contact segments and their respective plug cables. If so it is only necessary to remove the cap and crank the engine, noting in which direction the distributor arm rotates, until it reaches the position where it would contact with No. 1 segment, then read off the numbers in the direction of arm rotation, which will be the firing order. If the distributor contacts are not numbered crank the engine over until the arm corresponds in position with the contact to which No. 1 plug is connected, then note to which plug successive contacts (in the direction of rotation) are connected by their cables, and the result will be the firing order. In case of a V engine, with two distributors, crank until the arm of the right hand distributor is on No. 1, then note the cylinder number of the contact on the left hand distributor, which its arm is just approaching, putting this down as the second cylinder to fire and keep up this process until all cylinders are taken account of, right hand and left hand cylinders alternating in the sequence and the order of firing in both blocks being the same. The firing sequence can also be learned from the valves, if their timing has not been disturbed: Remove the valve compartment cover plate, and crank the engine until both valves of No. 1 cylinder are closed, as indicated by their pushrods being free from the valves themselves (when tested with the fingers) and its piston in its uppermost position, as determined by the dead center mark on the flywheel or by feeling for the piston head with a wire inserted through the spark-plug hole. This cylinder is then in its firing position. Exactly half a rotation of the crank in the same direction as one-third of a rotation with a "six" will leave both valves of another cylinder free of their pushrods and this is the second cylinder to fire. With the second cylinder in the order determined, the sequence of a "four" is settled and this is practically true of a "six."

ENGINE RUNS WITHOUT GAS FROM CARBURETOR

E. O. asks: Can you explain this peculiarity of action upon the part of my carburetor? I can set the engine running and turn the gasoline needle-valve in until it will go no further or screw it out several turns without making any difference in engine speed. The engine does not die down or pick up, as it should when the needle feed is varied. It does not have the power it should.

Answer: We believe that the needle valve of this carburetor is designed to screw way in until it closes the gasoline passage and cuts off the fuel supply entirely and if you turn it into the position and the engine keeps on running it would seem that gasoline was being supplied otherwise than through the carburetor in the ordinary manner. The most obvious explanation for this is that the vacuum tank is flooded, so that gasoline rises above the end of the suction pipe and is drawn into the engine through it, thus keeping the engine supplied with fuel independently of the carburetor. A leaky tank float is the usual cause of this, the suction valve failing to close, although the fuel level is away up to the top of the tank. By removing the plug in the top of the tank you can tell if the level is abnormally high.

DISCHARGED CELL SHOWS VOLTAGE

A. J. D. asks: Why is it that, sometimes, the hydrometer will show one of the cells of a battery to be "dead," while a voltmeter will indicate that it is very much "alive"? Do hydrometers always tell the truth?

Answer: A fully discharged cell usually shows a good voltage when tested on an open circuit; a cell that is exhausted for practical purposes and tests 1150 gravity, very often indicating 1.7 volts. Under these circumstances the voltage is there, but there is no energy back of it, practically speaking, and when it is attempted to draw current from the cell, the voltage falls to little or nothing. A good hydrometer indicates the specific gravity of the electrolyte pretty correctly and the density of the solution is the best indication as to the state of charge of a cell. The larger the proportion of the acid in the cell, that is, in the liquid rather than in the active material, the fuller the charge and, as the density of the electrolyte, as measured, by the hydrometer, is an index of the amount of acid in the solution, the hydrometer method of measuring charge is an entirely logical one.

Taking A Wormseye View

None But A Genuine Motor "Fan" Is Expected To Do This

THE CHASSIS is generally looked at from above, through the floor board spaces, or from the sides and, as a matter of inspection, it is a good thing occasionally to take a look at it from the underside, if one's dignity permits and a "creeper" or a piece of old carpet is at hand to lie upon. By taking along a handful of wrenches, a hammer, a screwdriver and an oil can, a number of things can usually be done that cannot be from above. The spring-clip nuts can be tried for tightness, the bolts that hold the engine pan and splash guards can be tightened and some rattling perhaps removed; obstructed drain holes in the pan and clutch housing cleaned out; the radiator support bolts set up if required; oil plugs in housing tried for tightness; lubricant leak looked for; engine support bolts tested; the battery-box examined for corrosion; brake operating joints or other parts of the mechanism, which are with difficulty reached from above, given a good cleaning and oiling; certain body bolts, not otherwise accessible, can be drawn up; the muffler tested with the hammer to see if it rattles and its brackets tried for tightness; gasoline tank supports inspected and the gasoline piping and wiring, which runs along the frame channels, examined as to the security of its supporting clips.

ASKS ABOUT HEADLIGHT BULBS

W. L. F. writes: My 1920, four-cylinder sedan has been run about 100 miles per week for about nine months of each year and this season seems not to have the power it originally had. What is the most probable cause for this and what tests can I make on the engine to determine its condition? It does not pump oil and there is no carbon in the cylinders, but it does not have its former power on hills.

Answer: The most likely single cause is that the cylinders have lost their gas-tightness by the exhaust-valves having become scaled or pitted, so that they leak. We suggest that you crank the engine over by hand and note whether each cylinder, as it is put through its compression stroke, offers a perceptible spring resistance to the movement of the crank. If it does not do so, but offers no resistance or very little for only an instant and you can hear the gas hissing out, as you crank, you better have the valves ground and adjusted. In case this does not prevent the leakage of gas, you may have to have the piston-rings renewed. Other things may be responsible for your loss of power, but you lack the most probable one and we think that loss of compression answers that description.

STORAGE BATTERY QUERY

R. G. D. writes: My battery became entirely exhausted the other night on account of the ignition switch being carelessly left on, when the car was garaged. Will this accident result in permanent injury to the battery?

Answer: We think not, in case recharging is performed at once, but if the battery is left standing in a completely discharged condition for quite a while, the plates will be injured.

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.

BUT ONE REFERENCE CAN FORM BASIS OF CHARGE

Case of Rev. C. S. Applegath Before Methodist Court of Appeal.

Toronto, Sept. 7.—The court of appeal of the Methodist church of Canada sitting in Wesley chambers yesterday afternoon heard the appeal of Rev. C. S. Applegath, formerly of Port Hope, now of Hamilton, in connection with charges laid against him. The court was asked for a declaration on the gravity of statements alleged to have been uttered by him and which were ventilated before a church court at Cobourg last spring. The court held that only the alleged reference to the sister of a Methodist minister and former Ontario Temperance Act enforcement official could form the basis of a major charge.

Any knowledge of the capture of 60 Valera and Erskine Childers was denied by the publicity department of the provisional government at Dublin.

Official advisers state that the remnants of the Greek army are fleeing before the Turks.

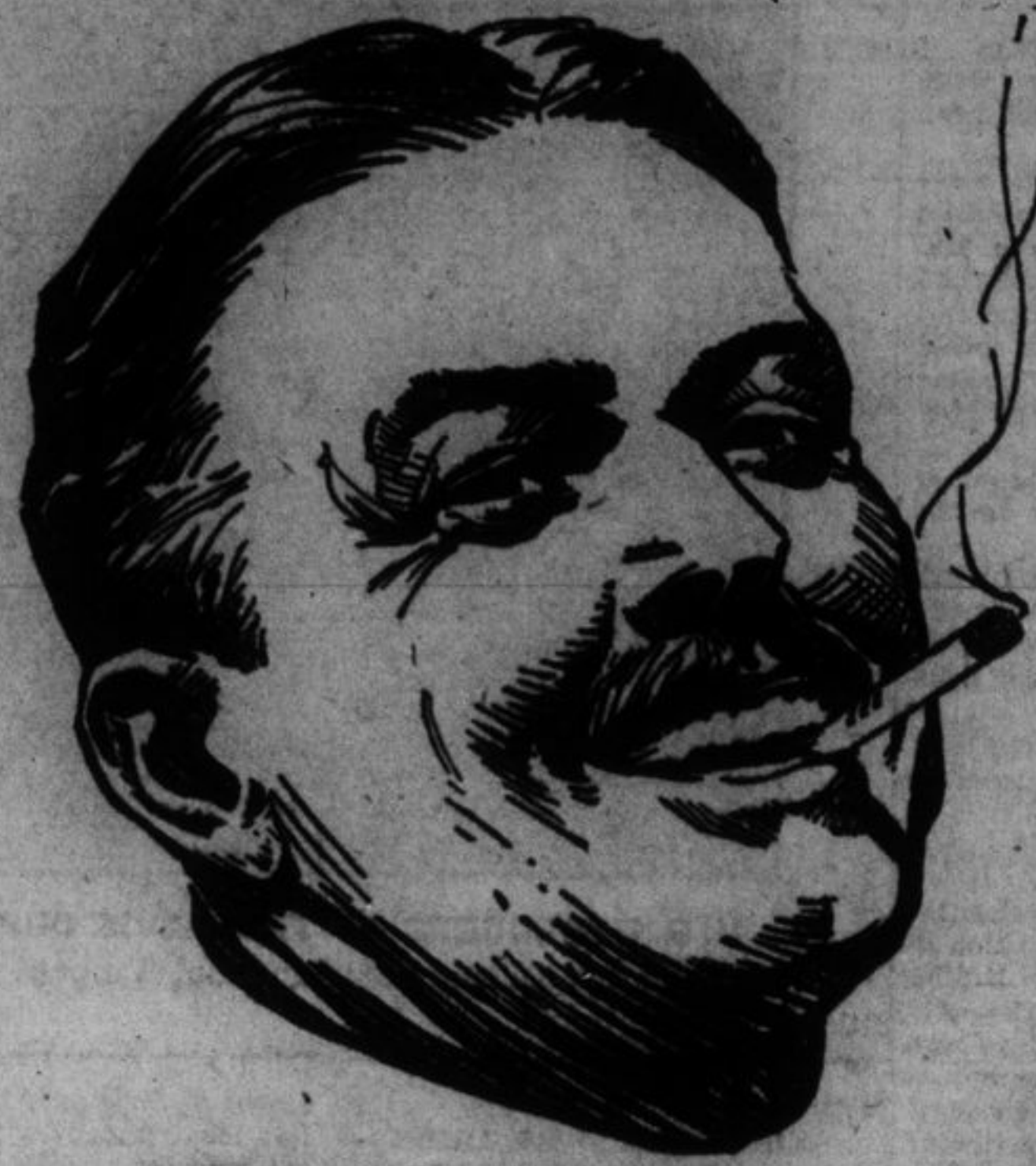
A confession of a prisoner at Bordeaux jail implicates a gang of Italians in the murder and robbery of Patrick Carey last month at Montreal.

Bandits, led by a man in police uniform, robbed a warehouse of seventy thousand dollars worth of liquor at New York.

Franklin McArthur, city engineer of Guelph since 1916, has resigned. He was formerly engineer at Regina, Sask.

W. H. Casselman, U.F.O. member for Dundas, may succeed the late Frederick Miller on the Hydro-Electric Commission.

PLAYER'S
NAVY CUT
CIGARETTES



"Real Satisfaction"

Packages of 10 - 20¢
" 20 - 35¢
" 50 - 90¢
" 100 - \$1.75



Heavy Crop of Goodyear Tires 1922

A record-breaking crop—the crop of Goodyear tires for 1922.

Like Canadian No. 1 Wheat, a crop famous the world over for quality.

But a crop required by the consumer demand.

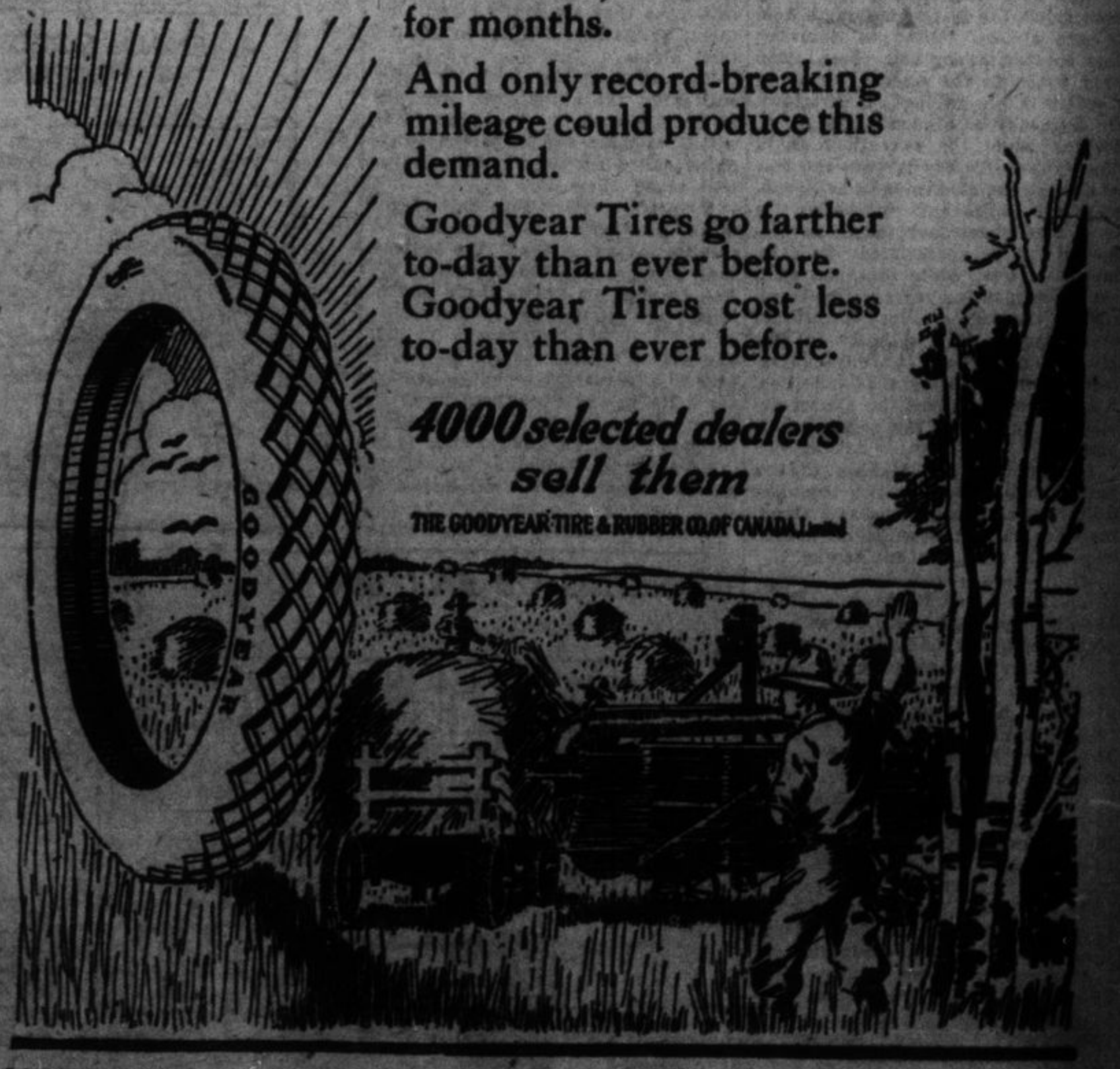
Only a record-breaking demand could keep the immense Goodyear factory at New Toronto busy for 24 hours a day (three 8 hour shifts) as it has been for months.

And only record-breaking mileage could produce this demand.

Goodyear Tires go farther to-day than ever before. Goodyear Tires cost less to-day than ever before.

4000 selected dealers sell them

THE GOODYEAR TIRE & RUBBER CO. OF CANADA



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