

**ANT THEATRE**

tures for Monday, Tuesday and Wednesday  
 Access **Mapella and Company**,  
 quartette of Talented  
 Singers and Musicians.

Tellegen and Mary Fuller.

**LONG TRAIL**

**COE ARBUCKLE**

IN **Little Fatty's Fall**

**Great Secret**

Monday, Friday Saturday

**RICHARDSON**

**TRIO**

Happy Singing and Dancing.

**PICKFORD**

IN **Performance of the Red Woods.**

Arbuckle

in **Wedding Night**

**Neglected Wife**

**ra House**

**Saturday Matinee**

**Magician**

*The Astral Hand, The Crystal Casket*

**tular Illusions**

75c and \$1.00.

50c and 75c

**TUESDAY NIGHT**

**Sept. 18th**

**COMEDIAN**

**BROWN**

**LOVE**

**KING**

**EVER WRITTEN**

**WHEN KNIGHT-VER.**

**AD OF SCENERY**

**NO A FEW \$1.50**

**ES DRUG STORE**

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**MISCONCEPTIONS ABOUT MOTOR CARS**

POPULAR FALLACIES TO WHICH MOTORISTS CLUNG FOR A LONG TIME HAVE AT LAST BEEN EXPRESSED

Every one knows that when descending hills it is desirable to save the brakes by allowing the compression of the engine to partly retard the car, the brakes being used merely as an auxiliary. Very few, however, know that it is not the compression which retards the car, but the friction of the engine. True enough, each piston as it rises on its compression stroke draws the energy necessary to compress the gas from the motion of the car, but this energy is given back on the next stroke when the gas expands with the downward movement of the piston. Practically all the energy is returned, although a little is lost in the form of heat which passes to the cylinder walls during the compression, and whatever leakage takes place is a dead loss. So a car with leaky valves is a better brake than one with tight valves.

Any skeptical reader may satisfy himself that it is the friction in the engine and not the compression which does the braking by shutting off the ignition and running with both opened and closed throttle down a hill. There is no appreciable difference in speed, yet when the throttle is closed, there is practically no compression in the cylinders. It is only when the throttle is open that compression reaches its full rated value.

One of the arguments sometimes advanced in favor of the long-stroke engine is that the larger crank throws off increased leverage for the transmission of power to the crank shaft by the connecting rods, and the greater leverage gives greater power. Speaking generally, it is true that greater force may be applied with a longer lever, but power cannot be increased thereby because power is energy and energy is immutable; it cannot be either increased by the length of a lever, or any other mechanical device.

A recent examination disclosed the fact that most men consider that a splash system of engine lubrication does not require a pump. The popular idea of a splash system is gained from the word splash, and the usual description is that the oil is simply dumped into the crankcase and the connecting rods splash it around.

But every splash system must have a pump of some sort. Furthermore, the connecting rods do not simply splash around in the oil reservoir,

but a tiny spoon on the end of each rod dips into its own oil trough which is supplied with oil by a pump which obtains the liquid from the reservoir below. Excess oil drops back into the reservoir from the troughs. The spray created by the connecting rods lubricates all parts of the engine.

The natural question is: "If this is a splash system, what is a force feed system?" In the latter the pump forces oil through pipes to the main bearings, and passages in the crankshaft carry the oil from these points to the connecting rod bearings, and possibly also to the wrist pins.

The terms backfire, backkick, and muffler explosion are not synonymous, yet they are frequently confused. The most common error is to call a backkick a backfire, and there is good reason for this mistake, not only because of the similarity of the two words, but also because a backkick is invariably accompanied by a backfire. The backfire may be defined as the explosion of the charge in the carburetor and may be caused by slow combustion in the cylinder, the lingering flame igniting the incoming charge as soon as the intake valve is opened at the beginning of a new stroke, or by a leaky intake valve which will allow some of the burning gases to escape into the intake manifold while combustion is taking place in the cylinder. The slow burning of the charge in the first case may be caused by a retarded spark, cold engine, or by an imperfect mixture, particularly a lean one. This, in turn, may be due to dirt or water in the carburetor, air leaks, or sticking parts. A backkick is the rotation of the engine in the wrong direction when it is being cranked, and is the result of the spark lever so that the spark occurs before dead center is reached by the piston. Consequently, the explosion takes place while the piston is still on its upstroke, the pressure drives the piston down.

The expression, "muffler explosion" is self-explanatory. It is the explosion of a charge which has passed through the cylinder to the muffler without exploding because of defective ignition. The flame causing the explosion is supplied by the next cylinder exhausting.

**Children Cry FOR FLETCHER'S CASTORIA**

**Sure! High Heels Cause Corns But Who Cares Now**

Because style dictates that women can't buck up their tender toes in high heel footwear they suffer from corns, then they cut up and trim at these painful pests which merely makes the corn grow hard. This suicidal habit may cause lockjaw and woman are warned to stop it.

A few drops of a drug called freezeone applied directly upon a sore corn gives quick relief and soon the entire corn, root and all lifts out without pain. Ask the drug store man for a quarter of an ounce of freezeone which costs very little but is sufficient to remove every hard or soft corn or callus from one's feet.

This drug is an ether compound and dries in a moment and simply shrivels up the corn without inflaming or even irritating the surrounding tissue or skin. Clip this out and pin on your wife's dresser.

**MOLDERS SUPPORT FELLOWS AT FRONT**

Members of Union on Active Service Remain in Good Standing.

By Courier Leased Wire  
 Rochester, N. Y., Sept. 15.—By a vote that lacked four of being unanimous, accredited representatives of the International Molders Union of North America, in convention here, have voted to continue in good standing members, who in the past, present or future, should serve in the armies or navies of any of the allies or engage at sea in any pursuit to aid the allies. The objectors stated that they favored the action in principle.

The action means that the full sick benefit will be paid to Canadian or American members who have or will enter war service if they are wounded in war, and if they are killed in war or in sea service for the allies, the regular union death benefit will be paid to their surviving dependents.

Investigation of the records of the Canadian army to learn what members of the union are, through death or injury, entitled to the privileges of to-day's action, was authorized.

Thieves broke into a Yonkers jewelry store just across from the police station and escaped with 2,000 valuable rings.

An estimate of \$225,000,000 has been introduced at Washington for acquiring shipyards and generally hastening the construction of the 1918 destroyer programme.

**MILLIONS OF WHEAT DESTROYING WHEAT CROP IN AUSTRALIA**

Dodge Brothers Dealer Says Country Needs Ships to Move Grain.

Until preventive measures become effective, countless millions of miles worth of wheat in the wheat crop in Australia, according to Chas. Neunhoffer of Melbourne, now visiting in the States. The farmers used poison, water and even gas and every other means that suggested itself in their desperate effort to eliminate the pest, their efforts proving fairly successful.

"The crops are not unusually heavy," said Mr. Neunhoffer, who spent several days at Dodge Brothers' Works in Detroit, "but there are no facilities for handling them. Ships—this is the country's most crying need to-day. Until tonnage is provided it is useless for the farmers to complete their harvesting, as it requires only a small percentage of the crops to supply the domestic demand. Heretofore great quantities of grain have been shipped to England. Some is being shipped to-day, but far too little, as wheat was never more dearly needed by England and the other allies."

"These conditions may explain why I am so deeply interested in the progress of your shipping program in America. Once your marine scheme is in operation the whole world will feel the tension lifting. The relief will be immediate and universal."

Mr. Neunhoffer, who is a dealer in Dodge Brother Motor Cars in the Melbourne district, expresses an optimistic view of business conditions in Australia both during and after the war. He will make an extended tour through the States and Canada before returning.

**MANITOBA LABOR GETS INCREASES**

All Workmen of Province Raised from 3 to 10 Cents Per Hour

By Courier Leased Wire  
 Winnipeg, Sept. 15.—General increases ranging from 3-4 to 10c per hour have been decided upon by the Manitoba Fair Wage Board, which has had a revision of the schedule under consideration for upwards of a week. Electricians get the largest increase, 10 cents an hour; while lathers get the smallest 3-4 cents, which advances their rate of pay to sixty cents per hour. Other increases are:

Bricklayers, 5 cents an hour, to 70c; bricklayers laborers 5 cents to 35 cents; plumbers and gas fitters 7-12 cents; planer and lather men who hitherto have not appeared on the fair wage schedule, will be placed on a basis of 55 cents an hour.

All other artisans get an increase of 5 cents an hour. This schedule will apply to the city and a radius 20 miles therefrom.

**SAYS SWEDEN WILL JOIN WITH ALLIES**

Scandinavian Writer Looks for Revolt and Overthrow of King.

By Courier Leased Wire  
 New York, Sept. 15.—Edwin Bjorkman, writer and translator of Scandinavian literature, just returned from Stockholm to his home in Woodstock, N. Y., sees trouble ahead for Sweden, of which he is a native, including a revolution completely overthrowing the bureaucracy which has ruled the country for hundreds of years and forcing the abdication of King Gustav V and his German queen, a cousin of the kaiser.

He states that a great mass of the people is intensely anti-German in sentiment and as pro-ally as the precarious condition of the country permits, and gives it as his opinion that Sweden may be forced into the war on the side of the Allies.

**REGINA WOMEN ASK SUFFRAGE FOR ALL**

W. C. T. U. Consider All British Women Entitled to Vote.

By Courier Leased Wire  
 Regina, Sep. 15.—The following resolution was sent to Premier Borden last night:

"We, the members of the North Side W. C. T. U. of Regina express our strong feeling that the present war time franchise act is very unfair and inadequate in the measure of franchise given to the women of Canada, and we vigorously protest against it. We respectfully urge that the suffrage be granted to every British woman of 21 years of age."

War Secretary Baker admits a serious shortage in arms, munitions and clothing, and states that what America can't get from France and other countries she will have to do without for a while.

Wm. R. Barclay, who was serving a two year sentence in the Manitoba provincial jail, ended his life by hanging himself with a bed sheet.

**ARMED U. S. STEAMER DESTROYED BY SUB.**

American Vessel Wilmore Torpedoed by U-Boat on Wednesday.

By Courier Leased Wire  
 London, Sept. 15.—The American ship Wilmore was sunk by a German submarine on September 12, according to an announcement made to-day by the British admiralty. All the members of the crew of the vessel were saved.

New York, Sept. 15.—The Wilmore was 5,389 gross tons. She sailed from Philadelphia, Aug. 26, with coal locomotives and crude oil for a French port. She was armed.

**CHURCH BUILDER OF METHODISM IS DEAD**

Rev. George W. Izzer of Philadelphia Answers the Summons.

By Courier Leased Wire  
 Philadelphia, Sep. 15.—The Rev. Geo. W. Izzer, D.D., one of the accredited intellectual leaders of modern Methodism, and known as the Church Builder of Methodism, died at his home here last night after a long illness. He was 63 years of age.

**Children Cry FOR FLETCHER'S CASTORIA**



**ONE! TWO! Dominion for you! Three! Four! We want more!**

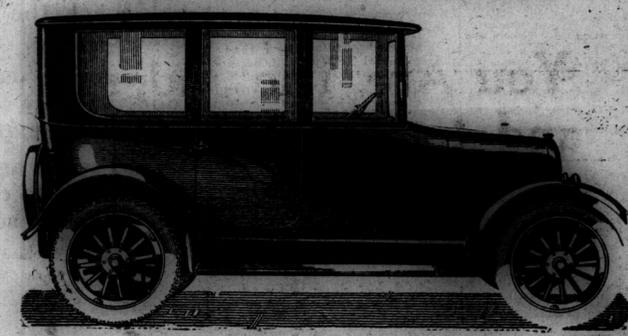
Children have minds of their own, and once they are served with Dominion Toasted Corn Flakes, they remember their crispness and delicate flavor.

**Always Packed WAXTITE**

Made by **CELLOGG TOASTED CORN FLAKE COMPANY**  
 Toronto and Battle Creek



**Light Four Touring Sedan**



**Open Car Comfort—Closed Car Protection**

THE OVERLAND Light Four Touring Sedan was designed to meet the growing demand for a popular priced car of the convertible body type—one that would give to its owner all the comforts and advantages peculiar to this type of motor car, without pulling too hard on his purse strings.

The top and window pillars are permanent. The side windows are adjustable and can be dropped into special spaces provided in the body and doors.

Open car comfort is yours in clear weather and closed car protection for stormy days.

The Overland Light Four Sedan is suitable for all weather conditions and all occasions.

**BRIEF SPECIFICATIONS**

- Five Passenger
- Divided Front Seats
- Sluggest Doors
- Coilover Rear Springs
- Brewster Green Body—Black Top
- 4 Inch Tires
- 100 inch wheelbase
- Auto-Lite Starting and Lighting

Other models in the Willys-Overland line include Light Fours, Model 85 Fours, Light Sixes, Willys Sixes and Willys-Knights, with a wide variety of types to choose from in the Touring Car, Roadster, Sport Model, Coupe and Sedan class.

**JOHN A. HOULDING**  
 22 Dalhousie Street, Brantford  
 PHONE 1201

**Willys-Overland Limited**  
 Willys-Knight and Overland Motor Cars and Light Commercial Wagons  
 Head Office and Works, West Toronto, Ont.

**DODGE BROTHERS MOTOR CAR**

It does not look as though the market for this car could ever be entirely satisfied.

That sounds like a strange statement, but there is a sound reason for making it.

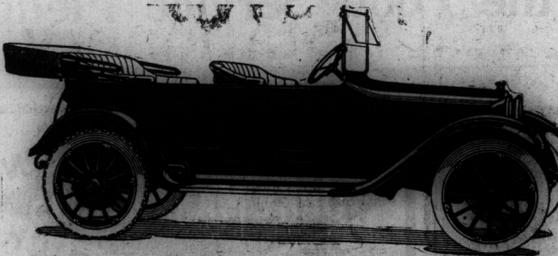
A shortage has continued, now, for two years and a half in the face of a large and steady increase in output.

The shortage may not be local, or sectional, or seasonal, but it is national, universal and continuous.

It will pay you to visit us and examine this car.

The gasoline consumption is unusually low. The tire mileage is unusually high.

Touring Car or Roadster, \$1185. Sedan or Coupe \$1800 (Freight added Detroit.)



**BRANT MOTOR CO.**  
 BELL PHONE 370, 515, 2253. AUTO PHONE 270  
 49-51 DALHOUSIE STREET.