

### INGENIOUS CONTRIVANCE ON AUTOMOBILE IS HANDY FOR "CRANKING UP" AIRPLANES



Attachment on Automobile for Cranking Airplane.

Gradually the aviator is getting away from the old-fashioned method of starting his engine. The usual way was to have a mechanic grasp the propeller, and give it a yank downwards, causing the engine to start. This is a very hazardous method, as the suddenly starting propeller has caused many serious accidents, especially if the mechanic was not alert in jumping out of range of the whirling blades.

Our photo, taken at the Hendon flying field, London, shows an interesting mechanical device for "cranking up" the planes, without any danger to the mechanic, or pilot. Mounted on an auto, the device can be quickly carried to any part of the field, and the plane started.

### LUBRICATION IS VERY IMPORTANT

Hard to Induce Mechanics and Drivers to Keep Chassis Oiled as Per Schedule.

### MAKE REGULAR INSPECTION

Several Hours May Be Required to Give Neglected Truck Proper Attention and Cover All of Most Vital Portions.

A good way to add years to the service life of a motortruck and to reduce expensive layups is to make sure that it never lacks lubrication. There are between fifty and a hundred points on a motortruck which require individual lubrication attention. Unfortunately it is not possible to arrange the chassis so that all of these are to be lubricated at the same time since the parts represented by this array nearly all work at different speeds and under wide variations of load. Every manufacturer conscientiously supplies purchasers with charts showing just where, with what and when to attend to each lubrication job. Yet it seems impossible for most organizations to get their mechanics and drivers to keep the chassis oiled as per schedule.

#### Days for Inspection.

The only way this can be done with certainty is to set aside certain days for the inspection of each vehicle by a mechanic whose sole duty is to seek out the thirsty members and apply the lubricant most to its taste. Armed with a lubrication diagram, perhaps, though this would only be necessary at the start, a large squirt can of oil, another of kerosene to clean out dirty bushings and to free those which may be gummed or stuck, a bucket and gun of "dope" or transmission lubricant and a pail or can of cup grease, on the appointed night he will go entirely over the truck.

He should pick out a certain place to start—the starting crank is a logical place—and proceed about the truck, cleaning away the caked mud and dirt and looking at each point keenly. Parts which are found to be in need of lubricant should have the needed material applied at once and a note made of the need. In his inspection he will test the quality of oil in the engine base, gearbox, differential, etc., as well as merely the quantity present, since it is necessary to clean out old oil periodically. When a change of oil is needed he will flush out the case with kerosene and fill it to the proper level with new, clean oil.

It may take several hours to give the proper attention to one badly neglected truck, but if once done properly and conscientiously followed up by periodical subsequent inspections, an energetic mechanic should be able to act as godfather to three or four vehicles a night. Naturally if the fleet is small, this will not be necessary. Once in two weeks is often enough for each vehicle, the driver being held strictly responsible for all daily lubrication points, such as the fan grease cup, the clutch oiler or grease cup, the spring bolts, steering joints, steering knuckles and radius rods.

#### Check on Driver.

The report of the lubrication inspector serves as a check on the driver and should serve as an excellent index to the conscientiousness of

the driver. Conversely, the drivers should be given every opportunity to report any complaints regarding lubrication of the other parts which may be necessary to insure diligence on the part of the inspector.

In a small fleet the chief mechanic himself may best be entrusted with this work, otherwise a special man may be detailed. The nature of the work would preclude any elaborate report, so that a manila card with the names of the different oiling points on all the chassis may be prepared with spaces for check marks by the inspector. A simple code, such as C for change, O for lack of oil, D for dirt and R for repair, may be adopted, a simple check serving to show that the part was found in good condition. Naturally, when a man goes over a chassis so minutely as to examine each lubrication point he covers all of the vital portions which are liable to become out of order, so that this inspection is also invaluable in detecting slight derangements which are easily repaired in the incipient stage, but which might go unsuspected in ordinary running until they become so serious as to necessitate a major repair.

### INFLATE TIRES ON HOT DAYS

Terrific Driving Necessary to Generate Enough Heat to Raise Air Pressure in Tire.

Motorists should again be warned against the notion that the heat of a summer day expands the air inside a tire to such an extent that the tires do not need to be blown up to the same point as in winter. Experiments show that it takes terrific driving at racing speed for a considerable period to generate enough heat to raise the air pressure in a tire five or six pounds. The expansion in a car driven at an ordinary rate on a hot summer day is so slight that no allowance should be made for it when the tire is pumped up.

Motorists would do well in hot weather to test the air pressure in their tires every few days to see that the leakage of air has not reduced the pressure to the point where the tire will suffer harm.



Try to drive as near the center of the road as you can.

The brake mechanism seldom gets the lubrication it deserves.

Do not neglect to inspect valve clearance at least once a month.

One thing every automobile owner should learn is how to stop a skid.

Mud and sand are the two road conditions most dreaded by motorists.

Do not neglect the differential just because you filled it with grease once upon a time.

Driving over rough roads at the slowest possible speed is not always the best plan.

Some motors require grease in the timing gears. Others are lubricated by means of oil from the crank case.

If the car is not equipped with an extension trouble lamp it is well to provide among the accessories a pocket flash lamp.

### Praying for All Men

By REV. HOWARD W. POPE  
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TEXT—I exhort therefore, that prayers, intercessions, and giving of thanks be made for all men.—1 Tim. 2:1.

The importance of prayer as a preparation is seen when we consider the nature of the work. The task before us is to convince men that they are lost, and to persuade them to confess their sin and surrender their lives to the Lord Jesus Christ. It is easy to show a thief or a drunkard that he is a sinner, and needs salvation; but it is not easy to persuade a respectable, moral man that he is a sinner simply because he has not accepted Christ as his Savior. Sin is so subtle, and the human heart so stubborn, that only the Holy Spirit can make one see that unbelief is the crowning sin of all.



The common idea is that work is the main business of the Christian, and a little prayer is necessary to help the work along. Christ's idea is entirely different. In his thought prayer is our chief business, with just enough work to make a channel through which the spiritual forces generated by prayer may find an outlet.

Prayer is the bow that supplies the force and work is the feather that guides the arrow to its destination. "If ye shall ask—I will do," he says. In other words, Christ is still doing the work that he "began to do" (Acts 1:1), and he invites us to help him by prayer, whereas too many Christians think that they are carrying on the work, but need a little help from him. What your idea is may best be determined by estimating the amount of time you spend in working for the Lord and the amount spent in prayer.

Yes, we are ignorant, but thank God we can all learn. Jesus has opened a school of prayer in which, if we will, we may learn the divine art. And what a teacher! How patient, how long-suffering with dull scholars! And how much he knows about the subject! For eighteen hundred years this has been his constant occupation, and now he invites us to become his pupils, and offers to teach us all he knows. "All things that I have heard from my Father I have made known unto you." (John 15:15).

The personal worker should cultivate the habit of praying daily for all men. This is not only a positive command (1 Tim. 2:1), but the habit has many obvious advantages. For instance, you never meet a person for whom you have not prayed, and this fact gives you a deeper interest and a stronger faith than would otherwise be possible. Sometimes it is well to tell the person you are dealing with that you have prayed for him scores of times. Possibly he may ask, "Have you ever seen me before?" "Not to my knowledge." "And yet you say that you have prayed for me many times?" "Yes, sir."

"I cannot understand that." "Very likely. That is one of the mysteries of the Kingdom, and there are many other strange things that you cannot understand until you are a Christian yourself." It is well also to have a prayer list, and daily remember by name those whom God has especially laid on our hearts. As a rule it is easy to speak to those for whom we have often prayed. Gypsy Smith tells us that when he was converted he immediately became anxious for the conversion of his uncle. Among Gypsies it was not considered proper for children to address their elders on the subject of duty; and so the boy just prayed, and waited for God to open the way. One day his uncle noticed a hole in his trousers, and said, "Rodney, how is it that you have worn the knees of your pants so much faster than the rest of them?" "Uncle, I have worn them out praying for you, that God would make you a Christian," and then the tears came, of course.

Nothing more was said, but the uncle put his arm around the boy and drew him close to his breast, and in a little while was bending his knees to the same Saviour. When we wear our clothes thin in praying for others, we shall not find it hard to speak to them if the opportunity occurs.

Horrible Can Lose Its Horrors. And if my compassions are to be like a river that never knows drought I must cultivate a freshness of sight. The horrible can lose its horrors. The daily tragedy can become the daily commonplace. Therefore must I ask the Lord for the daily gift of discerning eyes. "Lord, that I may receive my sight," and receive it new every morning. Give me the power to see the common as well as the uncommon! May that which is familiar startle me every day. With an always newly-awakened interest may I reveal "the compassions of the Lord."

Concrete "Piles." The piles used for a wharf inside the new pier at Burnie, Tasmania, are concrete tubes or pipes 10 feet long and 4½ feet in diameter, the wall being one foot thick. The pipes are produced in a steel cylinder, which is placed on four wheels, and rotated by an electric motor at the rate of 250 to 300 revolutions per minute. As the concrete mixture is thrown in, the centrifugal force throws out the water, each length of pipe being completed in about fifteen minutes. To get the required height, these sections are placed one upon another, with cement between, and an eight-inch steel band is placed over the joint. The hollow center is filled with sand.

FOR SUMMER COLDS Nothing gives quicker relief than Vacher-Balm.

It is harmless, and also relieves Nervous Headache quickly, and any superficial inflammation in a short time.

Try it for Mumps, Hay Fever, or any pain.

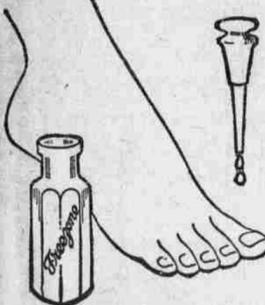
If you cannot buy it locally, send for a Free Sample, and Agent's terms, or send 50c stamps for 2 25c tubes. Avoid imitations.

E. W. VACHER, Inc., New Orleans, La.—Adv.

Rich Manchurian Coal Mines. The coal mines opened last year at Heliangkang, Manchuria, in which 1,000 men are employed, are producing a good quality of coal. The length of these beds is said to be about sixty-seven miles. It is proposed to build a light railway from the mines to the Sungari river, a distance of about forty-seven miles.

### Lift off Corns!

Doesn't hurt a bit and Freezone costs only a few cents.



With your fingers! You can lift off any hard corn, soft corn, or corn between the toes, and the hard skin caluses from bottom of feet.

A tiny bottle of "Freezone" costs little at any drug store; apply a few drops upon the corn or callus. Instantly it stops hurting, then shortly you lift that bothersome corn or callus right off, root and all, without one bit of pain or soreness. Truly! No humbug!—Adv.

Chile Seeks Information. Chile has created a commission to study the possibility of constructing a longitudinal artery for the transmission of electric power obtained from waterfalls through a long stretch of territory.

How's This? We offer \$100.00 for any case of catarrh that cannot be cured by HALL'S CATARRH MEDICINE. HALL'S CATARRH MEDICINE is taken internally and acts through the Blood on the Mucous Surfaces of the System. Sold by druggists for over forty years. Price 75c. Testimonials free. F. J. Cheney & Co., Toledo, Ohio.

Even the woman who is color blind knows when she is feeling blue.

If you have a worry that interferes with your happiness cut it out.

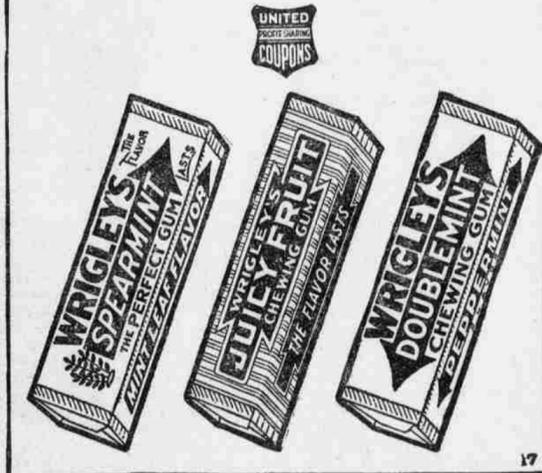
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### INDIGESTION Caused by Acid-Stomach

Millions of people—in fact about 3 out of 10—suffer more or less from indigestion, acute or chronic. Nearly every case is caused by Acid-Stomach. There are other stomach disorders which also are sure signs of Acid-Stomach—belching, heartburn, bloating after eating, food repeating, sour, gassy stomach. There are many ailments which, while they do not cause much distress in the stomach itself, are, nevertheless, traceable to an acid-stomach. Among these are nervousness, biliousness, cramps of the liver, rheumatism, impoverished blood, weakness, insomnia, melancholia and a long train of physical and mental miseries that keep the victims in miserable health year after year. The right thing to do is to attack these ailments at their source—get rid of the acid-stomach. A wonderful modern remedy called EATONIC now makes it easy to do this. One of hundreds of thousands of grateful users of EATONIC writes: "I have been troubled with intestinal indigestion for about nine years and have spent quite a sum for medicine, but without relief. After using EATONIC for a few days the gas and pains in my bowels disappeared. EATONIC is just the remedy I needed." We have thousands of letters telling of these marvelous benefits. Try EATONIC and you, too, will be just as enthusiastic in its praise. Your druggist has EATONIC. Get a big 50c box from him today. He will refund your money if you are not satisfied.



### Proof that Some Women do Avoid Operations

Mrs. Etta Dorion, of Ogdensburg, Wis., says:

"I suffered from female troubles which caused piercing pains like a knife through my back and side. I finally lost all my strength so I had to go to bed. The doctor advised an operation but I would not listen to it. I thought of what I had read about Lydia E. Pinkham's Vegetable Compound and tried it. The first bottle brought great relief and six bottles have entirely cured me. All women who have female trouble of any kind should try Lydia E. Pinkham's Vegetable Compound."

How Mrs. Boyd Avoided an Operation.

Canton, Ohio.—"I suffered from a female trouble which caused me much suffering, and two doctors decided that I would have to go through an operation before I could get well."

"My mother, who had been helped by Lydia E. Pinkham's Vegetable Compound, advised me to try it before submitting to an operation. It relieved me from my troubles so I can do my house work without any difficulty. I advise any woman who is afflicted with female troubles to give Lydia E. Pinkham's Vegetable Compound a trial and it will do as much for them."—Mrs. MARIE BOYD, 1421 5th St., N. E., Canton, Ohio.

Every Sick Woman Should Try

## LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Before Submitting To An Operation

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

