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CANADIAN PACIFIC SAILINGS

FROM MONTREAL AND QUEBEC July 5-Minnesota... Southampton, Antwerp. July 8-Empress of India... Liverpool. July 11-Empress of France... Cherbourg, Southampton, Hamburg. July 14-Montrose... Liverpool. July 15-Tunisian... Glasgow. July 18-Empress of Britain... Liverpool. July 19-Melita... Southampton, Antwerp. July 22-Empress of Scotland... Cherbourg, Southampton, Hamburg. July 25-Montcalm... Liverpool. July 28-Metagama... Glasgow. Aug 2-Minnesota... Southampton, Antwerp. Aug 3-Empress of India... Cherbourg, Southampton, Hamburg. Aug 6-Empress of France... Cherbourg, Southampton, Hamburg. Aug 11-Montrose... Liverpool. Aug 12-Tunisian... Glasgow. Aug 15-Empress of Britain... Liverpool. Aug 16-Melita... Southampton, Antwerp. Aug 18-Victorian... Liverpool. Aug 22-Empress of Scotland... Cherbourg, Southampton, Hamburg. Aug 25-Montcalm... Liverpool. Aug 28-Metagama... Glasgow. Aug 30-Minnesota... Southampton, Antwerp. * From Quebec only. Apply to Local Agents, or— M. B. Beaumont, Gen. Agt., Pass. Dept. 1 King St. E., Toronto Adelaide 2108 Canadian Pacific Railway Traffic Agents Yield with graciousness or oppose with firmness.

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SUMMER MONTHS BRING ASTHMA AND HAY FEVER, AND THESE DISTRESSING DISEASES NEED EFFICIENT TREATMENT.

DR. J. D. KELLOGG'S ASTHMA REMEDY

WHERE BURIED EMITS AN AGREABLE SMOKE. THE INHALING OF WHICH PROMPTLY ALLAYS IRRITATION. A TRIAL WILL CONVINCED YOU OF ITS MERITS.

HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH

Installing Headlight Lenses

The Lamps Themselves Must Be Right Or Poor Results Will Follow

THERE ARE NUMEROUS MAKES of headlight lens, that are capable of meeting all legal and practical requirements as to glare prevention, control of the road lighting beam and the provision of adequate diffused illumination, but they will not give good results unless the headlights to which they are applied are adjusted in all respects to conform with the directions usually furnished with them, nor will they work properly with rusty or badly tarnished reflectors, or bulbs of unfit quality or type. Headlight adjustment usually has to be made with the lenses off and the following are some of its general requirements, the car being set on the level so as to throw the light on the wall of a building or a board set up in front of it, at about a 25 foot distance. The narrowest beam is secured when the bulb is so adjusted (back and forth) in the reflector that the smallest circle of light is thrown and a slightly divergent beam is secured when the bulb is moved backward from this position, but not quite enough to produce a black spot in the circle of light. Whichever focus is required, it must be the same for the two lamps. The ordinary requirement is that the two lamps shall throw horizontal beams, which means that the centers of both bright spots, cast by them, shall be as high above the level as are the lamp centers, but if a downward tilt of a certain amount is required, this can be obtained by calculation. These adjustments are secured, in the absence of any other provision, by bending the lamp brackets with a big monkey-wrench. Both beams should point straight ahead, and the horizontal distance between centers of the circles of light should equal the horizontal distance between the centers of the lamps, this adjustment being obtained by loosening the brackets in their clamps and turning the lamps the required amount. Lamps thus adjusted, should give excellent results when the lenses are in place.

PUMP HAS TO BE PRIMED

J. E. M. writes: The oil-pump of my car does not operate satisfactorily. The engine has to be run several minutes before the gage shows pressure and, at times, on slow speed, the pump has to be primed. Can you suggest where the trouble is? Answer: When the engine of this car is idling slowly, the gage may show little if any pressure and still no trouble be indicated but pressure should be shown once when the engine is speeded up. The pump on this car, not being located in the oil reservoir, but in a slightly elevated position, there is a possibility of the oil draining out of it and of its becoming filled with air. If the car is left disused for a long time, especially if there is any leak in the system. It is possible that there may be air-leaks at the union connections of the oil piping, the pump casing or elsewhere, which you can eliminate and stop this trouble. If, when the engine is running, oil squirted around these points is drawn in, it is evidence that the joints are not tight. Sometimes the tubing cracks and causes this kind of trouble.

STARTS ENGINE BY COASTING

R. writes: At times I cannot start my engine with the starter, but if I let the car coast down a hill and let in the clutch, the engine starts. Can you suggest a reason for this? Answer: We do not know how fast your starter cranks your engine, but if it cranks it only rather slowly, it may be that the mixture which reaches the cylinders is not rich enough to ignite, on account of the fact that the choker does not close quite tightly or because there is an air-leak somewhere in the intake system. Under such conditions the higher cranking speed secured by coasting the car, would draw a richer mixture to fire. Another theory is that your starter motor, when in action, draws such a large current that the voltage of the battery is reduced below the point where it can produce a good spark. In starting by coasting, the starter motor would not be in action and the battery voltage would not be thus reduced. You better have your battery tested and all the important contacts and connections inspected.



Hot Weather And Thinned Lubricants

Seasonal Variations Call For Changes In Oil And Grease Viscosity

IT IS TO BE REGRETTED that greases and oils do not retain their consistencies unchanged, no matter what temperatures they are subjected to, because this shortcoming puts the motorist to some inconvenience, but they do not. When the days come, when ice has to be used to keep the table butter from assuming the liquid form on the plate (or perhaps before), it is time to consider the condition of the "dope" in a car's housings, for it is similarly affected by hot weather. During the winter, transmission and axle-housing lubricant usually has to be thinned to keep it fit for its work and, if this has been done, it must be brought back to a proper consistency, for use during the summer. The rear-axle temperature is controlled almost entirely by the weather and not by engine developed heat and thus the quality of its lubricant requires most seasonal attention, although that of the transmission demands it also, especially if the gear-box is separate from the engine base. Generally speaking, the lubricant used in these housings should always possess the following qualities: It must be free from foreign matter and of good quality, it should be thin enough to insure its being circulated to all bearing surfaces and it should be viscous enough so as to resist the pressure between working parts and thus to maintain an unbroken cushioning film and also thin enough to insure its freedom of leakage. Housing lubricant that is right for winter use is likely to become so thin in hot weather that it will fail to cushion the gear teeth and excessive noise and wear will result. Moreover, it will be likely to escape along the shafts, resulting in loss and "messiness," the liability of the supply becoming short and, in the case of the rear axle, the loss of braking power due to grease getting on the drums. In hot weather, after a car has been run, if upon removing the draw-off plug from a housing, the lubricant runs out with almost the freedom of water, it is pretty certain that it is too thin. It should escape sluggishly and show considerable "body" and to bring this about either a sufficient quantity of a light grease should be put in and mixed with the lubricant already there, to give the required viscosity or the contents of the housing should be removed and a filling of something like steam cylinder oil substituted. If the manufacturers' instructions recommend otherwise, their advice should be followed, but the above suggestions apply to most makes of cars.

SUDDEN THROTTLE OPENING CAUSES "CLICKING"

A. B. Jr. asks: What causes the clicking noise in the engine of my car, which is most pronounced when it is climbing a steep hill or when I feed the gas a little too fast? Answer: We cannot say definitely, but it is quite likely that it may be the slapping of loose pistons, as this is heard especially when the throttle is opened suddenly. However, this trouble usually occurs only after a car has been run a good many thousand miles, assuming that the original piston fit was good. If the noise ceases when you retard the spark slightly, it may be that ignition is somewhat over advanced. You describe the noise as a "click" from which we infer that it is not such a sound as could be attributed to loose bearings. If the engine has not been recently decarbonized, you will get a carbon knock, which perhaps could be described as a click.

GENERATOR FAILS TO EXCITE

E. B. writes: My generator failed to work and I found the field coils oil-soaked. After drying this off, it worked for a time but now it has failed again and there seems no way of keeping it off it. Would a bigger field-brush do any good? Could battery current be used to excite the fields and, if so, how? Answer: Using a different third brush would be of no advantage, so far as we can see. If, after the engine is running, you close the contacts of the relay, by hand, you will send current through the field coils and, if the windings and contacts are O. K. the generator should pick up. A new set of field coils, with an extra coat of shellac or other oilproof compound, might remove your difficulty, but you should be absolutely sure that the commutator is perfectly clean and that the brushes are of suitable quality and make a positive contact. Are you certain that the relay is in perfect condition?

Wagarville News.

Wagarville, June 30.—The work on the road has been completed. The prospects of hay are very fair. Corn is making rapid growth. The grass pastures are in good condition. The advance in the price of cheese has stopped some of the farmers from shipping cream. Instead they are sending the milk to the cheese factory. Enoch Shampkins and son, Fred, have purchased a Ford car. Mrs. E. Howes, teacher, and pupils are attending entrance examinations at Verona. Mrs. H. Cornwall, Detroit, Mich., is visiting her parents, J. Cox's. E. Cronk spent the week-

end at Belleville, at his brother's, Dr. G. S. Cronk's. Mr. and Mrs. F. G. Kirkham spent Sunday at M. Cronk's, Parham. Mr. and Mrs. G. Black at E. Howes's. Mr. Salisbury at W. A. Wagar's; Mrs. E. Howes, Parham, sewing at Mrs. L. Cronk's. A number from here intend taking in Kingston Chautauqua performances, July 1st to 7th.

How to Do Shopping.

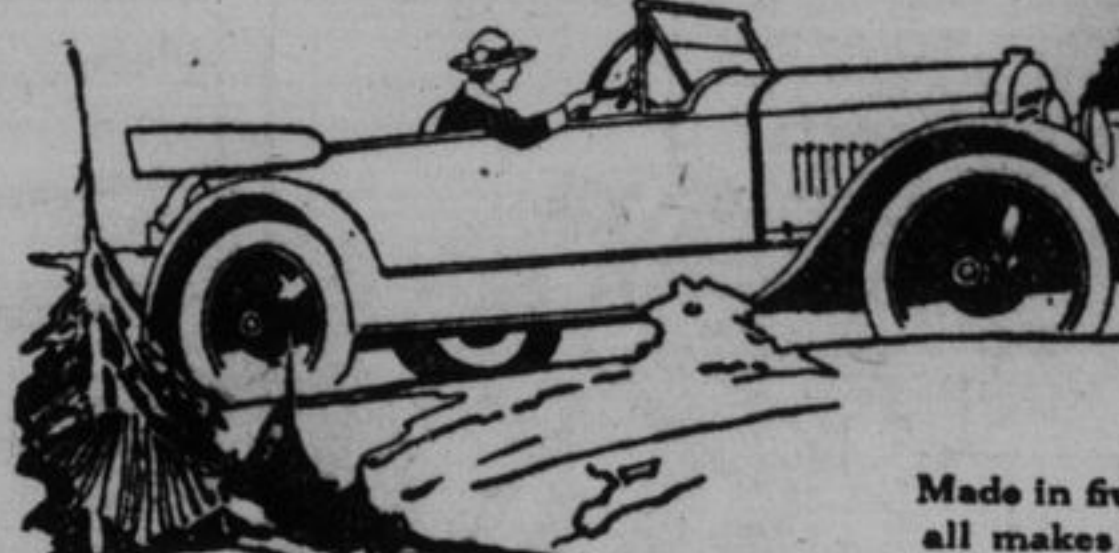
No more waste of strength and energy hunting bargains. Read your paper quietly at home, and the bargains in the store stories, then go after them in comfort.

MAKE THIS TEST

Have your crank case properly cleaned and re-filled with the right grade of Imperial Polarine Motor Oil: Then—check up on the way your car performs. You will immediately notice that your engine has more power; that it climbs hills more easily; that it runs more smoothly and quietly and that operating troubles occur less frequently.

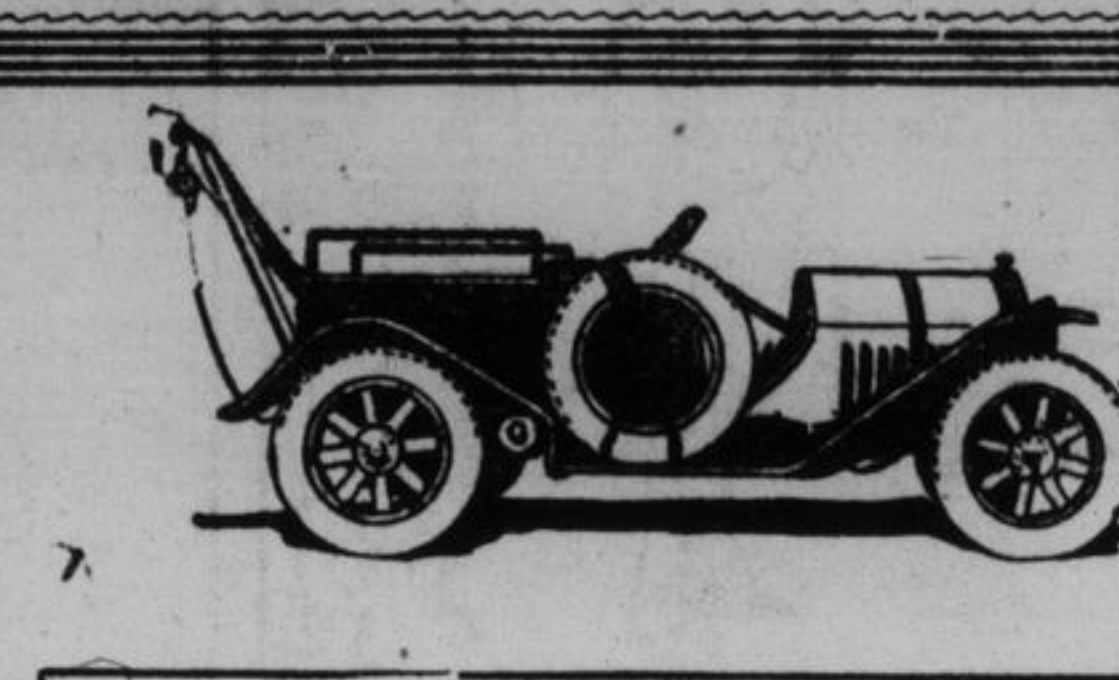
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