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A Family of Ten
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Never Failed Her

Mrs. Ervin W. Stairs, East Water-ville, N.B., writes: "I have raised a family of ten children and have always used Dr. Fowler's Extract of Wild Strawberry for summer complaint, and it has never failed."
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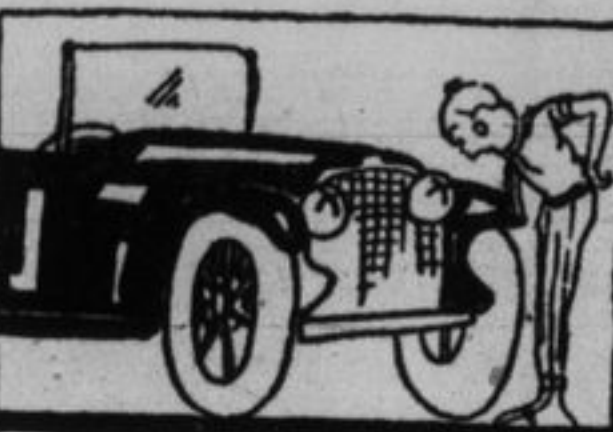
Ignorance is a dangerous mental poison, which all men ought warily to shun.

HINTS FOR THE MOTORIST
ALBERT L. CLOUGH.

"Rattly" Spring Ends
They Loosen Up Sooner Than Almost Anything Else

ONE OF THE COMMONEST CAUSES of rattling is looseness at the end connections of chassis springs, where they fasten to the frame, occasioned by wear of the spring bolts and the bushings of the spring ends. When there is such looseness, there is a very annoying chatter at these points, especially when a car is moving over a road surface having small irregularities. Wear of spring bolts and bushings is rapid because of the difficulty of keeping their bearing surfaces lubricated, for the friction is concentrated upon the lower side of the bolt and its bushing, and it is not only difficult to force lubricant between these surfaces, which are under heavy pressure, but nearly impossible to maintain it there because it is soon squeezed out, and as the pin has but a very slight rotation in the bushing, there is no distribution of lubricant as there is in bearing surfaces which have complete rotation. A large amount of play may develop at the spring end supports without its becoming apparent, unless it is specially looked for, because the weight of the car keeps the lost motion taken up and the slack cannot be developed by any force that can be exerted by the unaided hand. To "show up" existing looseness, at a spring end, the spring in question being tested, must be jacked up enough to free the spring in question from weight and reduce it to an unbalanced condition. Prying up and down of the spring and against the frame or even "working" of the parts by hand will then make the looseness evident and it is often a cause for painful surprise, to see how much there is. In the case of shackled spring ends, too, enough force to make looseness manifest can usually be exerted by means of a pinch-bar inserted between the two shackles-bolts and operated to force them apart, without jacking up the frame. If inspection discloses enough looseness to warrant its correction, it will usually be advisable to obtain both new bolts and eye bushings for the points to be renovated, as both these parts will be found worn beyond profitable use and the expense involved will be small.

HIGH VOLTAGE DESTROYS BULBS



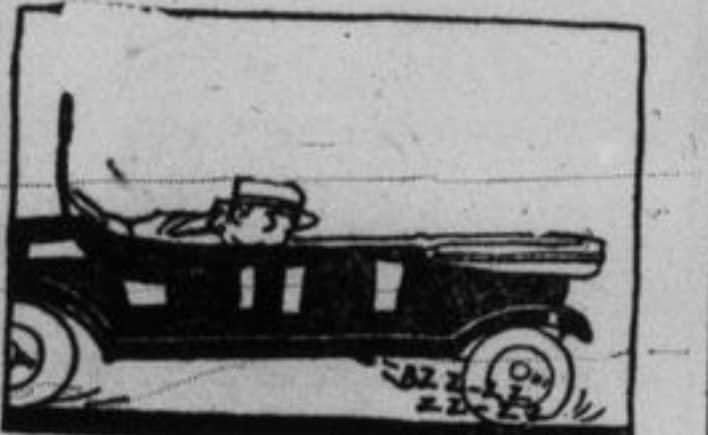
S. M. writes: I cannot keep the headlights of my car lighted two minutes at a time, as the bulbs burn out almost immediately and the fuses melt out also. The generator has recently been overhauled and a new battery has just been put in. What do you think causes this?

Answer: This is evidently a case of excessively high voltage, occasioned by the failure of the generator to regulate. Unless the circuit from the generator to the battery is complete and of normal low resistance, generator voltage will increase greatly, as the engine speeds up. Even a corroded connection between the generator and the battery terminal will cause the generator to be regulated by a reversed series winding on the field, through which the amount of the current is less than it should be, from any cause, or if the series winding was disconnected or cut out, by accident, when the generator is overhauled, the enormous rise in voltage, which burns out your bulbs, would be accounted for. Be sure that the connections at the generator are correct and that the battery is taking the full normal

charging current from the generator and we think your lamp voltage will come down to a safe value.

MUFFLER BUZZES AT CERTAIN SPEEDS

O. B. G. asks: Can you suggest the cause of a peculiar loud, buzzing noise, which seems to come from under my car, when it reaches a speed of about 18 m. p. h. At first, I thought it must be something loose, like the pan or one of the brake rods, which was set shaking by engine vibration, but I have gone over the whole chassis several times without finding anything that can shake in this way.



Answer: It is possible that a thin plate has come loose inside or if one of the shells is insecure in the head, there is likely to be a vibration set up, when the exhaust enters the muffler at exactly the right frequency. The vibration, thus started, may continue through quite a range of speed. If by striking the muffler with a mallet, you are able to start a noise similar to that which you are describing, it is most likely the source of the sound and new muffler will be required, unless you care to take the present one apart and try to tighten it up.

Low Economy And Power From Leaky Cylinders
Ability To Hold Its Charges Is A Fundamental Engine Requirement

RECENTLY, OUR ATTENTION was called to a second-hand light six-cylinder car, the owner of which complained that he could not run over 8 miles per gallon of gasoline nor more than 200 miles per gallon of oil and that it "wouldn't pull your hat off." Cars of this make usually travel 16 or 18 miles on a gallon of oil and at least 500 miles on a gallon of gas. A glance at the smoky exhaust, the inspection of a spark-plug and a moment's use of the hand-crank, which offered practically no resistance as the engine was turned over, disclosed the trouble, which was that the engine was running practically on a non-compression cycle directly contrary to the precepts of the late Mr. Otto, to whom the customary four-stroke cycle is attributed. A new set of piston rings and a re-grinding of the valves at once raised the gasoline economy to 15 miles per gallon—which will doubtless become 16 or 17 m. p. g. when the rings work in—and the oil economy proportionally, besides increasing the power, so that hills can now be taken on high, which formerly required low speed. This actual instance is cited, because it is typical of very many others and illustrates the supreme importance of the gas tightness of cylinders, which is the most vital consideration affecting economy of supplies and power development, with the possible exception of carburetor adjustment. Now that engines are not cranked by hand, the operator has no indication of the ability of cylinders to hold gas, except as he infers it from engine performance. Here is what happens on the action stroke, exhaust gas is sucked up past the piston from the crankcase and through the exhaust valve to diminish and foul the charge and oil is freely drawn up into the combustion chamber. On the compression stroke mixture is forced down into the crankcase and the oil, is lost through the exhaust valve and pushed back through the intake, to disturb carburetor action. During the power stroke, the reduced charge, being fired under low compression, gives but low working pressure and much of the expanded charge escapes into the crankcase and out through the valves instead of acting usefully on the piston. During exhaust, there may be burned gases forced into the intake, to weaken the next charge while on all up strokes oil is carried in excess onto the spark-plugs and the wiping down action of down strokes is ineffective.

REMEDY FOR SLIPPING CLUTCH



J. A. S. writes: The cone clutch of my car seems to slip slightly when the car is climbing hard hills with a heavy load, and I am wondering if the use of a little fuller earth would cure this tendency. What do you say?
Answer: The leather of this clutch may have absorbed some oil or grease, in which case it will tend to slip and will continue to do so until the oily matter is absorbed out of it. Fuller earth, applied to the leather band, is the best substance we know of for this purpose and several applications may be necessary. If this treatment leaves the clutch rather harsh, a subsequent application of neatfoot oil to the leather may improve its action. It may possibly be that the leather has been worn rather thin or even that the clutch springs have become weak, but we hope that treatment of the leather will set matters right.

QUITTING CLACKING VALVES

W. F. W. asks: How can I stop the valves of my car from clacking?
Answer: First see that there is the least allowable clearance between each push-rod and the end of the valve-stem upon which it acts. The correct clearance is a matter of a few thousandths of an inch and is doubtless specified exactly in your instruction book. A thickness is very hard to adjust, these clearances. If the valve-gear is still noisy, it is probably because one or more of the push-rod is worn in its guide, because a cam or cam-follower is badly worn or on account of wear be-



tween some of the valve stems and their guides. Unless the ending of the push-rod and the end of the valve stem are both flat and true, it will be impossible to set the clearance so that quiet operation will result. Be sure that the clamps, which hold the push-rod guides in place, are tight.

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.

Died On 85th Birthday.
Born eighty-five years ago in Trandnaga township, Miss Mary Catherine Youreux passed away on her birthday. Death took place early Thursday morning at the home of her niece, Mrs. A. R. Vandervoort, Belleville. She was a daughter of the late William Youreux and leaves one

brother, Dr. J. Youreux, Camden East. The late James Youreux, Belleville, was a brother also. The burial took place at Camden East. She came of United Empire Loyalist stock and was a member of Bridge street Methodist church, Belleville. Classic Rome had no street lights.

Lord Robert Cecil Exerts Moral Power in Politics
He Cannot be Harnesssed

Those persons who insist on classifying public men have discovered that Lord Robert Cecil can be called a Liberal. Accordingly, they are discussing him as a possible successor to Mr. Asquith. Lord Robert is too rich a personality to be so limited or confined.

In the House of Commons since 1906, and of Cabinet "timber" from the very first, Lord Robert Cecil, third son of the third Marquis of Salisbury, is not an aspirant for office. He is in public life by virtue of his love of sound policies and, perhaps, as an irresistible urge of his Cecilian ancestry. It was broad statement of political belief that enabled the journalists to dub him a Liberal.

If he is a Liberal, he is one more in the Gladstonian sense. Like Gladstone, he is a staunch supporter of the Church of England. Besides compiling a standard work on commercial law, he has written for sheer love, a work, "Our National Church." With no less passion than his brother, Lord Hugh, but perhaps with less abandon, he defends the establishment from its detractors.

He resembles Gladstone again in a great enthusiasm for Christianity in a wider sense. He believes in the Kingdom of God on earth, and is ever ready to fight for that consummation. He will denounce moral wrongs and will never allow Parliament to become a mere business men's club. If Gladstone thundered against the Bulgarian atrocities and the Armenian massacres, to-day this Cecil raises his voice against the new Turkish manifestations, the slaughtering of Christians in Asia Minor.

There is nothing of the cold precision of Asquith or the clever compromise of Lloyd George about this man, who, because he speaks out more boldly than some of his Conservative colleagues, is held to be a Liberal. The truth is that Lord Robert is no mere party man. He was first elected as a Unionist in the election in which the Unionists fell from power. He was a Unionist Cabinet Minister in the War Coalition, after serving his apprenticeship as Under Secretary. But the technique of partyism bores him, if it does not disgust him. He prefers causes to parties.

Some have charged that Lord Robert's one lack was enthusiasm. If he had no genuine emotional power, how does it come that the Mirrors of Downing Street say that he kept the League of Nations alive at Versailles in a war atmosphere? If he lacked the power that comes from moral earnestness, the London Nation, organ of Liberalism, would scarcely say:

"Lord Robert Cecil is in many men's thoughts; and, indeed, the growing hopes that the standard of public life will rise again after its terrible decline, largely centre on him. What the party wants is a reinforcement of its energy. Lord Robert is the one man of first-rate ability who seems profoundly to care where Europe is going, and who wants to make England care too. If I were a Liberal leader it should be my first thought to enlist such a force as this, and give it its appropriate words that the Nation, reminding its readers that he has many warm admirers both in Liberalism and Labor, would make him the liaison officer of a Liberal-Labor administration. They would hardly catch him for so mechanical and distasteful a task without surprising all who know him. He is not a Churchill, either Randolph or Winston. His apparent lack of enthusiasm is not boredom, but diffidence and modesty. What is he really like?"

One who knows him writes in the London Daily Mail that he is a man of great height, lean and of immense reserve energy, both bodily and mental, most self-contained when most aroused, practical and not fanatical. It is not the Cecil that has been painted, but it is the man who, at 58, is a great man and may, in a year or two become known as a great statesman. But the bright journalists must be allowed to call him a Liberal, fanatic, a cynic, a Tory, for they do not understand him and he is so interesting that they must write about him.
"Linky"—as his friends all know him—may never be Premier, but he will be right oftener than most premiers.

English Caves.

The chief caves in England are about Ingleborough, Northwest Yorkshire, in the Peak district of Derbyshire, and round about Cheddar, in Somerset. Gaping Ghyll of Ingleborough goes down in one plunge of 360 feet, and was first scientifically explored in 1895 by M. Martel. Below this, the cave opened out, and the lower stage was described by the French speleologist, in the Alpine Journal, as "an immense cathedral, unsupported by a single pillar. There was one vast hall, 500 feet long, 80 to 100 feet high, 6-10 feet broad. Thus it is one of the five or six largest caves known at present to exist in the whole world, and the scene ranks among the most impressive that I ever expected to come across in my underground wanderings." The Derbyshire caves go deep, but they are surpassed in brilliance by the stalactite caves of Cheddar, by the many-hued masses of incrustation in Lamb's Lair, and the snowy terraces and rich embossments of Swildon's Hole and other caves in Somerset.

In China it is a custom widely observed for a shopkeeper to divide about 10 per cent. of the profits among the employees at the New Year. Do not allow idleness to deceive you; for while you give him today, he steals tomorrow from you.

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DATES AUGUST 14th and 23rd—Toronto, Inglewood and all stations south and west thereof in Ontario.
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Lv. TORONTO Aug. 21st, 12:30 noon, 6:00 p.m. and 10:30 p.m.
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Sept. 16/Oct. 14/Nov. 11 Ausonia

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Aug. 5/Sept. 9/Oct. 13 Antonia
Aug. 26/Sept. 28/Nov. 4 Casandra

N. Y. to Queenstown and Liverpool
Aug. 18/Sept. 7/Oct. 5 Laconia
Aug. 17/Sept. 14/Oct. 12 Carmania
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* Also sails from Boston Sept. 1.

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Aug. 8/Aug. 29/Sept. 19 Berengaria
Aug. 15/Sept. 6/Sept. 26 Mauritanian
N. Y., Pir., Cherbourg and Southampton
Aug. 3/Sept. 9/Oct. 14 Saxonia
Aug. 31/Oct. 5 Caronia

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Sept. 20/Oct. 18 Samaria

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