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There are three vital processes of human existence—the digestion of food, the extraction of nourishment from it and the elimination of the waste. Let anything interfere with these processes—let them be interrupted or improperly carried on, and sickness of some kind follows. Poor digestion and assimilation means failure to derive full nourishment from food and that in turn often means impoverished blood, weakness, anemia, etc. Poor elimination means an accumulation of waste matter which poisons the body, lowers vitality, decreases the power of resistance to disease and leads to the development of many serious ills. Rheumatism—due to some interference with the process of elimination, failure to get rid of certain body poisons—cannot be expected to yield to any medicine that fails to correct the condition responsible for it. Could any reasonable person expect to rid himself of rheumatic pain as long as



rheumatic poison is allowed to remain in the body. Think of this: It explains the success of Nature's Remedy (NR Tablets) in so many cases where other medicines have failed. Thousands are using NR Tablets every day and getting relief. Why pay five or ten times as much for uncertain things? A box of Nature's Remedy (NR Tablets), containing enough to last twenty-five days—must help you, must give you prompt relief and satisfactory benefit or cost you nothing. And Nature's Remedy is not only the relief of rheumatism. It improves digestion, tones the liver, regulates kidney and bowel action, improves the blood and cleanses the whole system. You'll feel like a new person when you've taken NR Tablets a week. You've tried the expensive medicines and doctors, now make the real test. You'll get results this time. Nature's Remedy (NR Tablets) is sold, guaranteed and recommended by your druggist.

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The good dog, as well as the good child, is made so by good training. The abuse of credit is the aftermath of foolishness or extravagance.

THE EX-CROWN PRINCE OPPOSES MARRIAGE

Of His Father Because of His Own Financial Predicament.

Dorn, Sept. 23.—The marriage of former Kaiser William will occur not with the freely given consent of the entire Hohenzollern family as reported from Berlin, but despite their bitter opposition and, above all, against the strongly expressed wish of the crown prince, according to information secured from a source close to the former kaiser.

The relations between the crown prince and his father have lately become strained, it is stated. The crown prince, over a fortnight ago, instead of staying at the Dorn castle, installed himself at the Amerongen castle with Count Benckick. The strong opposition on part of the crown prince and other members of the imperial family may be due, it is said, to financial reasons, rather than sentiments of pride or caste. Those in a position to know say that the former emperor's sons and especially the crown prince reduced to leading a very simple life by their father's financial dictates, may be afraid that the marriage will make their situation worse. They also fear further complications and contests in the event of the death of the kaiser, when his principal fortu-



SIR PERTAB SINGH, Regent of Jodhpur State, India, who died recently. He went to France with the Indian troops in 1914 at the age of 70.

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The simplest way to end a corn is Blue-jay. A touch stops the pain instantly. Then the corn loosens and comes out. Made in a colorless clear liquid (one drop does it) and in extra thin plaster. The action is the same.

Pain Stops Instantly

RADIO DEVELOPMENT

BY LIEUT JOHN R. IRWIN
U. S. AIR SERVICE (RESERVE)

EFFECTS OF ELECTRIC CURRENT.

(Continued.)

In the preceding articles we attempted to show that our senses are not directly impressed by the phenomena of electricity, and hence it is necessary to depend upon certain effects which are associated with the flow of current through a conductor when it is desired to determine whether or not a current exists. Some of these are as follows:

(a) Wires with a current passing through it will be at a higher temperature than the same wire before the current flows. This can be readily detected by a sensitive thermometer, and under the same conditions as in an ordinary incandescent lamp the rise of temperature is so great as to cause the filament to glow.

(b) If the wire through which the current is flowing is cut and if the separated ends are attached respectively to two metallic plates immersed in a solution of some substance like copper sulphate there will be a chemical change in the solution accompanied by a deposition of the

metal copper on one of the plates. The attention of the student should be fixed upon these effects of the current rather than upon the current itself. It is in terms of these effects that electric currents are detected, measured and applied. Thus the magnetic effect is the basis of dynamo-electric machinery and radio communication; the heating effect makes possible electric cooking and electric lighting; the chemical effect makes possible electroplating. All effects are utilized in making electric measurements. It must be kept in mind that such expressions as "flow" and "current" and many other electrical terms are merely surviving expressions from an earlier day when electricity was supposed to be a fluid which actually flowed. Such terms are helpful to forming mental pictures of the real phenomena of electricity. Attention should be centered on the facts and effects which these terms represent, and the words and phrases themselves must not be taken too literally.

Continued in Next Issue.

APPARATUS AND DEVICES

By RALPH BROWN, RADIO ENGINEER
RECEIVER LOAD COILS.

The illustration herewith depicts a high grade, compact and efficient coil made in three different values, namely, 35, 50 and 100 millihenries. These coils consist of two bakelite-dielectric, side pieces, between which is mounted a highly efficient wire wound coil of high frequency cable. The electro-static capacity of the coil is extremely low. The side pieces are finished square, forming a base for the coil. Close coupling between two or more load coils is possible, as their rear surfaces are plane and close to the central plane of the coil. A couple of the coils, used in conjunction with two suitable variable condensers, can be made into an excellent receiver.



Will readers interested in these radio articles kindly communicate with the editor by mail?

HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH.
Getting The Full Gallon

If The "Short Weight Grocer," Why Not The "Short Measure" Filling Stand?

GASOLINE MEASURING PUMPS are fine mechanisms and capable of very accurate performance, which is indeed fortunate, as they are depended upon so absolutely for a "square deal" in buying the fuel, which forms so large a cost item in motoring, but which is so seldom actually seen, that its purchase sometimes seems like "buying a pig in a poke." Measuring pumps sometimes get out of adjustment and it is possible for them to be put out of correct adjustment intentionally, very easily. Tests made in different communities have shown very serious inaccuracy on the part of many of the pumps in use, some of them giving short gallons and some more than the purported volume and, sad to say, it is not possible always to fill up from pumps of the latter class. Almost every town and city has a weights and measures department or an inspector or "sealer" of weights and measures and gasoline and oil measuring pumps come (or should come) under this jurisdiction. Unless this public service is honestly and efficiently performed, the motorist has very little assurance that, when he buys a gallon of gas or oil, he is getting 231 cubic inches of it. It is the duty of the weights and measures authorities to test each of these pumps, at rather frequent intervals, and either to adjust it until it is correct, order its repair if defective or to condemn it and remove it from service if it is hopelessly inaccurate. When its correctness is proved, the inspector's official seal is attached, in such a manner that the adjustment cannot be changed without breaking it. This seal should bear the date of inspection and thus indicates the time which has elapsed since the pump was tested. Motorists should assist in keeping the pumps of their community in accurate condition by seeing that the authorities do their duty and by refusing to buy from pumps that have not been recently sealed.

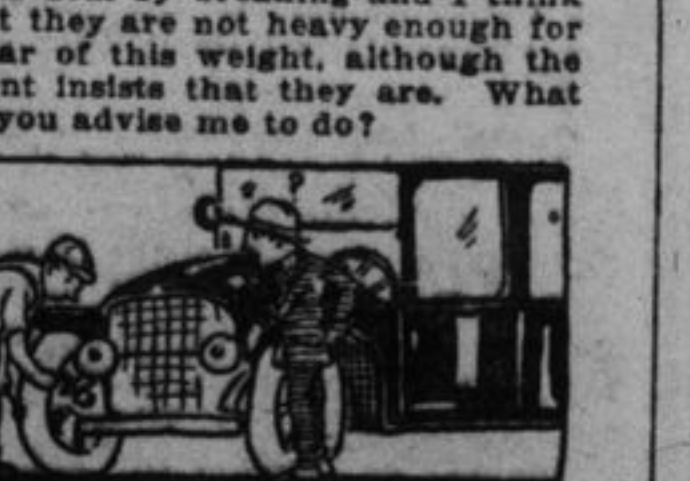
CUTTING DOWN THE COMPRESSION



T. A. R. writes: The engine of my car makes a clicking, which I suppose to be a spark knock, whenever it is pulling the slightest grade, and when the spark fully stops this, but then there is no power. Carbon has been removed, but practically without improvement. A mechanic has suggested putting on two extra gaskets under the cylinder head. Do you advise this and what other suggestions have you? Answer: Assuming that the cylinders are free from carbon and that the spark setting is that which is recommended, we can think of nothing more hopeful than reducing the compression slightly by using the extra gaskets. How about the gasoline you are using? You might try some other brands, as knockers such as these are sometimes the result of low quality fuel. Are you using spark-plugs such as were furnished with your engine? If adapted plugs occasionally cause knocking, it looks to us as if your engine carries too high compression for successful use with the

fuel that you are using and it is quite likely that raising the cylinder head a little and readjusting the valve stems will improve matters.

WEAR FRONT SPRINGS



J. S. W. writes: The front springs of my seven-passenger enclosed car troubles me a good deal by breaking and I think that they are not heavy enough for a car of this weight, although the agent insists that they are. What do you advise me to do? Answer: The facts are strongly on your side when you maintain that the springs are not strong enough and the natural thing for you to do is to have an extra leaf put into each of them. We do not know whether or not you have any form of shock absorbing device on these springs or anything to limit their recoil. If not we suggest that you install snubbing devices upon them, so that their deflection will be restrained when the body throws up. These will improve the riding qualities, at least, and will have a strong tendency to prevent leaf breakage, but if they do not entirely stop it you better add the leaf to each spring. Be sure that you keep the spring-clips fully tightened up.

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.

Joyceville School Fair. Pittsford, Sept. 20.—The school fair held at Joyceville on Tuesday was a decided success. A large crowd attended and the exhibits were good. Five minute addresses were given by a number of the children and were enjoyed by all. Joyceville school carried away the first prize for best training in school march, while Pine Hill came second and Dufferin got third. Mr. and Mrs. H. Braab, J. Wilson and Mrs.

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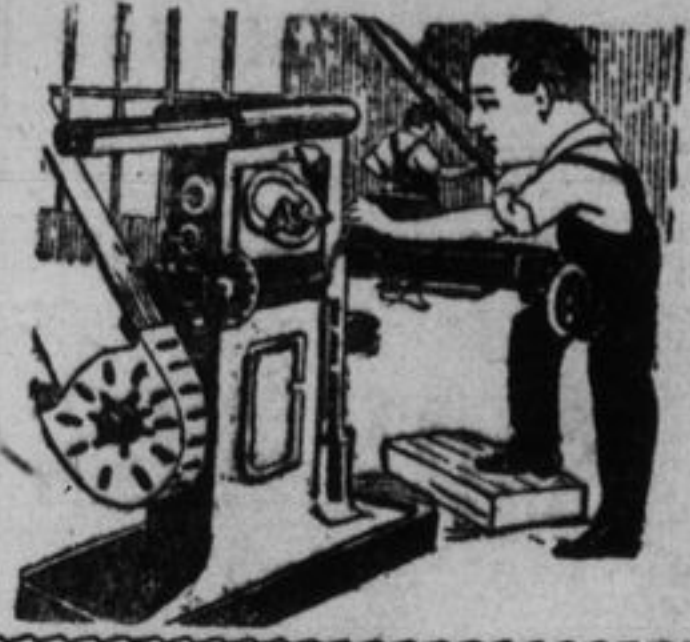
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James Wilson have returned home from a motor trip to Belleville and Brighton. Owing to the absence of the pastor of St. Lawrence church, the pulpit was filled by the Rev. Mr. McNow, Perth Road, on Sunday morning. Mr. and Mrs. W. Truesdale, Gananoque, motored to Belleville on Saturday. Chicken thieves have been at work in this vicinity and cleaned out a resident's hen yard. Born to Mr. and Mrs. George Barry a ten pound baby boy.

Simple Little Error. "Now," said the colonel, looking along the line of recruits, "I want a good, smart-looking bugler." At that, out stepped a dilapidated fellow with a thick stubble of black beard. "What?" said the colonel, eyeing him up and down, "are you a bugler?" "Oh," he answered, "I thought you said burglar."