

LIFE WAS MISERY!

"I was reading the other day about Neurasthenia, about the large number of people who were troubled with this disease. It is just what my wife had. She felt miserable all the time and was constantly depressed. She would walk in the morning and tell me that something dreadful was going to happen that day. Life was nothing short of misery for her. She was so depressed that I expected she would lose her mind and have to go to a sanitarium and I kept wondering how I would get the money to pay for her. She could not eat and had no appetite for food. She was irritable and cranky most of the time. If she was crossed in any way, she would immediately work herself up into a violent temper. This worried me because she had always had a kind and gentle disposition and nothing which was said or done seemed to irritate her. I spoke to our family doctor about her and he said that her trouble was imagination and that if she would try and forget about her depression and look on the bright side of life she would be all right. Of course I didn't dare tell her this because I knew she would get into one of her tempers. When she got over these fits of temper, she was always weak and ill and more depressed than ever. The doctor said a tonic might help her and gave me a prescription but this did not do her any good. She tried all kinds of other tonics with the same result. Carnol was recommended to me and I wish to state that it is the leader of all tonics. Since taking it my wife has changed completely. Now she is always ready for her meals and work is no burden. It is a pleasure for me to recommend Carnol to anyone who is in need of a tonic or a body builder. Excuse me for writing this letter but I want you to accept my thanks for that wonderful tonic known as Carnol." - Mr. J. M., Toronto.

Carnol is sold by your druggist, and if you can conscientiously say, after you have tried it, that it hasn't done you any good, return the empty bottle to him and he will refund your money. 7-622 For sale by the Mahood Drug Co.

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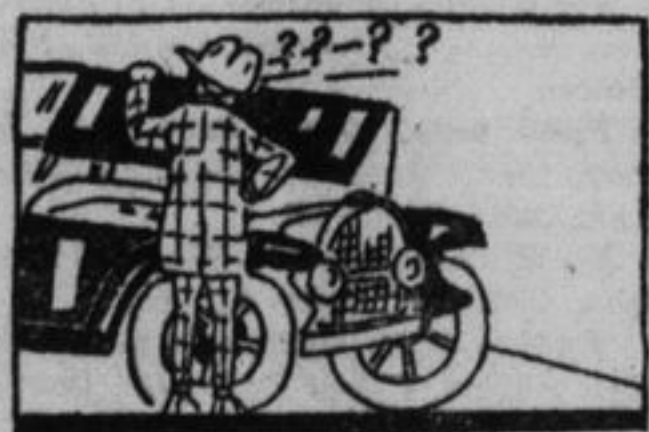
HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews

"Taking Up" The Slack Steering Gear

Replacements Are Required Where Adjustments Are Not Provided TO REMOVE LOOSENESS at the drag-link ends, unscrew the cotter-pinned plugs at its ends, remove them, and the internal parts, including the buffer springs, clean and pack the parts with grease, replacing the springs if necessary, reassemble them and readjust the end plugs deeply enough so that there is no looseness, cotter pinning them securely, correcting looseness of the steering-knuckles in the axle forks is quite easy, if the upper bearing is of the taper roller type, as removing the cotter-pin from the nut at the lower end of the spindle-bolt and tightening this nut slightly will seat the bearing more tightly in its cup. Wear in the lower axle fork or in the upper, if it is a plain bearing, calls for new bushings in the parts and perhaps new spindle bolts. As there are various forms of steering devices, general directions for taking up lost motion there can hardly be given, but the instruction book usually outlines the procedure necessary in any particular case, which ordinarily consists of bringing fresh and unworn operative surfaces into action to take the place of surfaces which are the worse for wear or of adjusting into closer contact parts of the mechanism which have lost their accurate engagement, through wear. To take up end play in the steering tube of the column, there is generally an adjusting ring-nut, which screws into the upper end of the steering device housing that can be turned in enough to eliminate end motion, when its clamp or other locking device has been freed. There is also a thrust adjustment for eliminating end motion in the shaft that carries the pitman arm. If the car instruction book does not cover steering device adjustments, an instruction sheet can be obtained from the steering device manufacturer, upon request. As the steering knuckle arms are separate pieces, screwed into the knuckles, and the tie-rod yoke-ends are also separate units, replacement of these parts and their bolts will give a tight job at no great cost.

WATER INJECTION



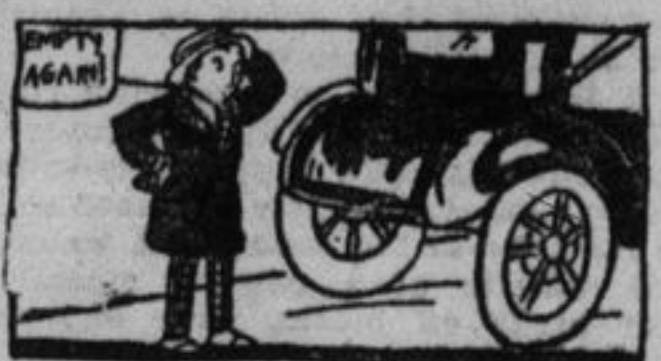
O. K. asks: Will the steam from one-half pint of water per hour, admitted to the intake of an engine, make it run better? Will this amount of steam, when superheated, result in greater gasoline mileage? Will it prevent the formation of carbon?

Answer: We are very incredulous as to its bringing about any of these beneficial results, especially as exhaustive tests, made by one of the government testing laboratories, gave very disappointing results. Considering the fact that the burning of the hydrogen in the gasoline forms superheated steam, which fills the cylinder at each explosion, it is not clear how adding a little more steam can do any good in the way of fuel economy or carbon prevention. The fact remains, however, that stationary engines, using kerosene or other heavy oils at high compression, are often fitted with water injection apparatus, in order to prevent their knocking, and this makes it seem at least possible that an adequate supply of water admitted to an auto engine, which uses low grade

fuel at high compression, might make it operate more smoothly.

LOW FUEL ECONOMY AFTER ACCIDENT

F. C. writes: Before I met with a slight accident to my car, I was getting 18-20 miles per gallon of gasoline, but since then I get only about ten. I have screwed the low-speed carburetor adjustment away in, which should give a more economical mixture, but now the engine will not idle properly. I hope that you can tell me what is wrong.



Answer: If you will tell us what your accident was and what you had to do to repair your car, what parts were disassembled and what adjustments you changed, there would be some chance that we could assist you, but until then we would be merely guessing. If your accident involved scored cylinders, for instance, your present low fuel economy would be partly explained. With your carburetor, changing the low-speed adjustment, does not materially alter fuel consumption, under load, but chiefly affects operation. In order to vary mixture quality during road service, you have to change the float level, by means of the adjustable float valve, which is provided.

Touching Up The Trimmings

Again That "Stitch In Time" Proverb!

WHEN A CAR is in almost constant use, in all seasons and weathers, the top and the upholstery soon begin to show wear and tear. Leather upholstery, before it becomes brown and shabby should be washed with soap and water and when dry, given a treatment with leather dressing. Cushion springs that have broken should be replaced by an upholsterer, before the leather is broken through. Leather of other material, that has become loose from where it was tacked in place should be retacked at once, before it can become torn, the necessary binding material and gump tacks being obtainable at any upholsterer. Side curtain fasteners, that have become lost or broken, should be replaced before a bad rain makes their absence too uncomfortable a matter and fastener-eyeslets, that have torn out of the fabric, should be treated with a suitable sewing on a reinforcing patch. The top should be treated with a suitable dressing before it has become shabby and has lost its waterproof qualities. Grease spots are best cleaned from top fabric with warm soap suds, after all dust has been removed by brushing. Gasoline should not be used for cleaning, as it injures leather and waterproof fabrics and spreads grease spots. Side curtains should be dusted and retolded occasionally, so as not to become too deeply creased or the celluloid badly scratched.

REAR AXLE NOISE



R. D. B. writes: When I speed my car up to between 15 and 20 miles per hour, there arises a disagreeable rhythmic grinding noise, which suggests ill fitting gears. How can I locate and stop this unpleasantness?

Answer: Most probably this noise comes from inequality in the depth of mesh of the pinion and ring gears, at various points of revolution of the latter gear and this usually means that one or the other, or possibly both, of these gears does not run true. It is possible that a reduction of this noise can be effected by a readjustment of the thrust bearings, which control the depth of gear mesh, but more likely you will have to disassemble the axle and correct some misalignment that exists there. Of course, broken or damaged teeth in the final drive gears are capable of causing noise and imperfect lubrication from them interfere seriously with quiet operation.

LIGHTS FOR BATTERY-LESS CAR



W. H. L. writes: I have a 1916 car, from which the generator, battery and starter have been removed and, as a result, I have no electric lights but am using the kerosene lamps, which give entirely unsatisfactory illumination. Can I secure lighting current from the 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.

high-tension magnet?

Answer: You cannot possibly do so, as the magnet can be used to supply ignition current and for no other purpose. The current which it produces is intermittent and is of altogether too high pressure and too low amperage to operate lamp bulbs. Any attempt to take lighting current from it, would absolutely stop the engine from firing. Why don't you install an acetylene gas tank and gas head-light? You can obtain a second-hand set very cheaply, no doubt, and the light thus obtainable would be good. If you wish you can secure a special lighting-generator (not a generator of the battery-charging type) and drive it from your old generator connection, which would permit you to operate your electric lights.

INSERTING PISTON RINGS



M. R. W. asks: Are piston rings made with a top and bottom side or can they be used either side up, with equally good result?

Answer: Rings of the plain, ordinary type, with simple, rectangular cross-sections, work equally well whichever way they are put in, but many of the rings, which are designed to prevent oil-pumping, must be inserted with the proper side up or else their purpose is defeated. The directions that accompany these rings indicate which is the top side, the intention being to install them in such a way that they collect excess oil from the cylinder walls, on the up stroke and scrape it down into the crank case, when the piston moves down. In using special rings, one should be sure to follow instructions as to the method of placing them in the grooves.

BRIG.-GEN. HARRINGTON A MILITARY GENIUS

Britain's Commander in Near East Will Soon Be Chief of Staff.



GEN. SIR CHAS. HARRINGTON

Brig.-Gen. Sir Charles Harrington, British Commander in the Near East is known as "Tim." He was through the South African war, and was mentioned in despatches. He was one of the receivers of the first batch of Canadians who reached the front in February, 1915. From the first, to the new men, including the civilians newly fagged into officers, he was like an old col-

lege chum—the most genial and most helpful comrade that a green bunch could desire. When, in 1916, he was Plumer's chief of staff, and worked again with Canadians whose division was in the second army, new tastes of his geniality were abundantly given. "Dear Old Plum," as they called the general, hasn't as brilliant a mind as Harrington's, which, as Gibbs has said, was like a sharp sword. But he had the will to team play which distinguished his subordinate; and it made the Second Army a model of a smooth-running, good-looking machine. Harrington went to Italy in 1917, where there sure was a mess. In the spring of 1918 he was called back to the western front, when need was earnest. During the last phase of the war he was deputy chief of the imperial staff at the War Office, under Sir Henry Wilson, lately assassinated. After the armistice he was practically in control of all the military forces, for the then secretary for war knew little of war. When he has survived the perils of the Near East and fills the chair his friends and close observers have designated him for—the chair of chief of the imperial general staff, when Lord Cavan retires.

The perils of Constantinople and the region round about are neither few nor imaginary. General-Harrington has been in command of the army of the Black Sea a couple of years. He swam and re-swam the Bosphorus without a rest after he touched the Asian shore. When he goes for a holiday, as he did to Cannes a winter or two ago, his idea of a rest is to play eighteen holes of golf in the morning, hurry through ten sets of tennis in the afternoon, and win a game of a thousand up at billiards after a fugal dinner. Gen. Harrington has a genius for getting along with people of every kindred and tribe and tongue.

HUSBAND OF SEVENTY IS A GAY LOTHARIO

Wife of Eighty-nine, Who Knew Lincoln, Asks For Divorce.

Chicago, Oct. 4.—Mrs. Frances Lowe Corbit, who was a personal friend of Abraham Lincoln, is 89 years of age and linked to a gay lothario of 70 years, a mere irresponsible child still sowing his wild oats and yesterday she asked that she be divorced. She says she became the wife of Elwood P. Corbit in an "intellectual marriage," but speedily discovered that her frivolous mate was after her

NOTES FROM KEELERVILLE.

Cattle Buyers Are Very Active In That District. Keelerville, Oct. 5.—Many from here will attend the chicken supper at Battersea on Friday evening, Oct. 6th. Cattle buyers are plentiful these days. Reeve Taylor and R. J. Fair were here inspecting the road on Monday. Bert Balle, councillor, was

through here on Monday, inspecting culverts recently built.

Mr. and Mrs. Douglas Anglin, Battersea, and Mr. Carley, Ottawa, spent Sunday at J. E. Anglin's. Master Norman and Charlie Sleeth, Cedar Lake are visitors at David Sleeth's on Sunday. Mr. and Mrs. Charles Clark and Mrs. John Robb are visiting at R. J. Stanley's. Master Norman and Charlie Sleeth, Cedar Lake are visitors at Sunday at Edward Andrew's.

Mr. and Mrs. James Boal and family at Hugh Boal's, Round Lake on Sunday. Mr. and Mrs. Harvey Dixon, of Milburn, were visiting at William Dixon's. Robert Tighe made a business trip to Lyndhurst on Saturday last. Mr. and Mrs. Edward Sleeth and daughter, Mary Jane, visited at Donald Sleeth's, Cedar Lake, recently.

How sweet, how passing sweet is solitude, But grant me still a friend in my retreat. To whom I may whisper—solitude is sweet.

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