

The Spring Tonic For Pale, Thin People

If You Want to Gain in Weight and Recover Your Appetite, Energy and Ambition, Try This Well Known Remedy

With the passing of winter many people feel weak, depressed and easily tired. The body lacks that vital force and energy which pure blood alone can give. In a word, while not exactly sick, the indoor life of winter has left its mark upon them, and a blood-building, nerve-restoring tonic is needed to give renewed health and energy. Dr. Williams' Pink Pills are an all-year-round blood builder and nerve tonic, but they are especially useful in the spring. Every dose helps to make new, rich, red blood, and with this new blood returning strength, cheerfulness and good health quickly follows.

If you are pale and shallow, easily tired, or breathless at the least exertion; if your complexion is poor, or if you are troubled with pimples or eruptions, Dr. Williams' Pink Pills are just what you need to put you right. If you have twinges of rheumatism, are subject to headaches or backaches, if you are irritable or nervous, if your sleep does not refresh you, or your appetite is poor, you need the treatment which Dr. Williams' Pink Pills alone can give—you need the new blood, new health and new energy this medicine always brings.

A COMPLETE WRECK

Mrs. C. Forsythe, R. R. No. 2, Fisherville, Ont., says: "At the age of fourteen my daughter Viola was feeling very much run down in the spring. Then she was attacked with whooping cough which left her a complete wreck. She had no appetite, could not sleep well nights and was subject to chills which sometimes kept her in bed for the day. She was doctoring steadily, but not apparently getting the least benefit, and I naturally grew very anxious. One of my neighbors suggested giving her Dr. Williams' Pink Pills, and I got a box. When she began using the pills she weighed only 87 pounds. Before the box was all gone I sent and got six more boxes, and under their use she constantly grew stronger. Her appetite improved, the color came back to her cheeks she could sleep well, and feels and looks like a different person, and with all this while using the pills she gained 20 pounds in weight."

GAINED IN WEIGHT

Mrs. M. B. Rickert, Kitchener, Ont., says: "I was weak, run down, and losing weight when I began using Dr. Williams' Pink Pills. I took the pills steadily for a month, and the difference they made in my condition was most gratifying. I gained both in strength and weight, and feel since I used the pills like a new person. I also recommended the use of the pills to my daughter-in-law, who was pale, thin and weak. When she began using the pills she weighed only 103 pounds and when she discontinued their use she weighed 137 pounds. For all weak people I think there is no medicine can equal Dr. Williams' Pink Pills."

A SPRING COLD

Mrs. Chas. Winegarden, Delhi, Ont., says: "Last spring my daughter Ruby was taken with a bad cold. She seemed weak, had a constant pain in her side, grew pale, and as the remedies usually used in cases of this kind did not help her we feared she was going into a decline. I decided to give her Dr. Williams' Pink Pills and got six boxes. Before she had used them all, she was again well and strong. The cough had left her, she had a good appetite, the pain in her side disappeared, and a nice rosy color had returned to her cheeks. I have therefore much reason to speak warmly in praise of Dr. Williams' Pink Pills."

Notwithstanding the increased cost of all drugs, there has been no change in the price of our Dr. Williams' Pink Pills. They can be had through any medicine dealer at 50 cents a box, or six boxes for \$2.50, or will be sent on receipt of price by The Dr. Williams' Medicine Co., Brockville, Ont.

HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH
Editor Motor Service Bureau Review of Rev

DERANGEMENTS THAT MENACE LIFE AND LIMB

There are a great many derangements of car mechanism which may occur at almost any time and leave a car and its passengers stranded upon the highway, inconvenienced, but in no way injured but, on the other hand, there are a few derangements or breakages, the occurrence of which to a car in rapid motion is more than likely seriously to injure the passengers, to say nothing of wrecking the car. Every motorist should realize what these derangements are in order to be upon his guard against them. They are as follows: (1) Any derangement of the steering mechanism resulting in loss of direction control. (2) The loss of a wheel causing the car to drop to the road upon one side. (3) The detachment of the forward end of the drive shaft, torque rod or distance rod and its consequent falling and catching the road, tending to overturn the car. Accidents due to all these causes prove serious in much more than direct proportion to the car speed at which they occur. (1) This breakage or disconnection of any part concerned in the steering function, resulting in the car's running gear so that the car's course cannot be altered by the operator, are the two kinds of derangement. The first is the more common and is most likely to be occasioned by the accidental disengagement of the ends of the drag link (steering connecting rod.) The greatest care should be taken that the ends of this are kept most securely fastened and indeed all the fastening devices in the steering gear should frequently be inspected. Perhaps the worst feature about a steering gear derangement is that the driver usually continues to try to gain control of car direction by the wheel after this has become impossible and falls to use the brakes in time to avert accident. (2) The loss of a rear wheel is usually not serious under ordinary conditions, but the coming off of a front wheel is one of the most dangerous happenings conceivable. This may occur from the breakage of a wheel bearing, the loosening of locking devices or the spindles that carry the front wheels. Extreme care as to the condition of bearings and the security of locking devices, will do much to minimize these dangers. (3) Some cars have means for catching such parts before they can touch the ground. Bad accidents have happened from this cause, but there are much less common than those due to steering gear and front wheel derangements.

I now own, are always black in appearance, although they operate all right. I have always been told that the points should be bright, in order to give good results. How about this?

Answer: These points, if used in connection with a battery system on a car of rather recent date are doubtless of tungsten. Points of this metal are gray and not white and glaze over with a dark film which however seems not to prevent their successful operation. In fact, makers of ignition system, employing tungsten points, recommend that nothing be done to the points but that when they give serious trouble or are largely worn away, that they simply be replaced, tungsten is cheap enough so that this is not an unreasonable suggestion. One thing is certain, it is not incumbent upon the motorist to keep tungsten breaker points bright as if they were platinum (of which we shall probably see but few in time to come.)

TESTING PLUGS UNDER WORKING CONDITIONS

J. A. M. asks: Is there any way of testing a spark-plug to see how it will operate under working conditions, with compression acting upon it?

Answer: A plug tester can be bought or made, consisting of an air tight chamber made of pipe fittings, with a glass window, in which the plug to be tested is screwed. Air pressure is then pumped up in the chamber with a tire pump and the action of the spark can then be watched under compression. With most plugs a piece of mica can be placed between the points, of such size and so placed that the spark must pass through it to get from one point to another. If the length of the spark path is made three-eighths to seven-sixteenths-inch in free air, its resistance will equal that of the normal spark gap under compression and if the plug sparks through this elongated gap, its insulation is probably all right.

THE MOTOR DOCTOR'S FAVORITE PRESCRIPTION

When the seats and stem guides of engine valves are so badly designed that they are not adequately cooled by the circulating water, the valves themselves, especially the exhausts, may become so hot as to warp, or to form scale or pits in their surfaces. If the valve material is poor this effect is intensified. An undue amount of oil and gasoline get in the mixture and the faces of the exhaust valves especially and the constant hammering of valves on their seats, with road dirt brought in with the mixture as an abrasive, produces its effect in time. However, the valves of modern engines are well cooled and of good material, and it is rarely that a set of them requires any attention for several thousand miles. Oftentimes a mileage of five figures is made with no valve grinding being necessitated. Somehow or other, valve grinding has become a "favorite prescription" of the motor car doctor, supposed to cure the engine of "what ails it." It is recommended for all "skips," "knocks" and other infirmities of the ignition and carburation system and for almost everything else, short of broken crankshafts. This is all very foolish. Valve do require grinding at long intervals. They require grinding when they have become leaky and under no other conditions. The wise motorist will disregard superficial advice and not waste time and money grinding well seated valves, to cure troubles which are due to entirely different causes.

DRYING OUT DRAINED ENGINE

J. A. M. writes: I keep my car in a cold garage and draw off the cooling water every night. When it is brought in hot, is it necessary to run the engine, after letting out the water, long enough to evaporate whatever liquid may remain in the system?

Answer: We do not consider it necessary or advisable to run the engine until the inside of the jackets are fully dried out. Moisture merely adhering to the inside walls of the cooling system can give no trouble from freezing, but pockets of water anywhere in the system, may do so. Running the engine a while, usually shakes out what little water falls to run out through the drain cocks or brings it into the pump, from which it is expelled. If, however, you wish to run the engine to dry it out pretty thoroughly, you can safely operate it until the cylinder heads become too hot to touch with the hand for any length of time.

PECULIAR ANTI-FREEZE LIQUID

A. C. asks: What can you say about using a mixture of kerosene and water in the radiator during cold weather?

Answer: It seems as if this must be a joke, because kerosene and water do not mix. If they are put into a cooling system, at the same time, the water sinks to the bottom and the kerosene floats upon it. The water is just as likely to freeze as though there were no kerosene near it. Kerosene alone is sometimes used as a non-freeze liquid, but the combination which you suggest is not worth considering.

TESTING SPARK-PLUGS

J. A. M. writes: I test each of the spark-plugs of my engine, by removing it from its cylinder, bying it on the engine, with the cable connected to it and running the engine on the other five cylinders. Should the plug being tested give a steady stream of fire or should it come and go it is true that a plug may set all right when tested in this manner and still fail to work properly when under-compression.

Answer: The spark at the plug under test should be perfectly regular, not intermittent and, if the engine is running at good speed, it should appear continuous. At low speed, each separate spark can be distinguished. When tested in the open air, a plug with a cracked porcelain or dirty insulating surfaces may spark perfectly, but when under compression, the electrical discharge may pass through the crack in the core or over the surface of the porcelain and no spark occur between the points.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.



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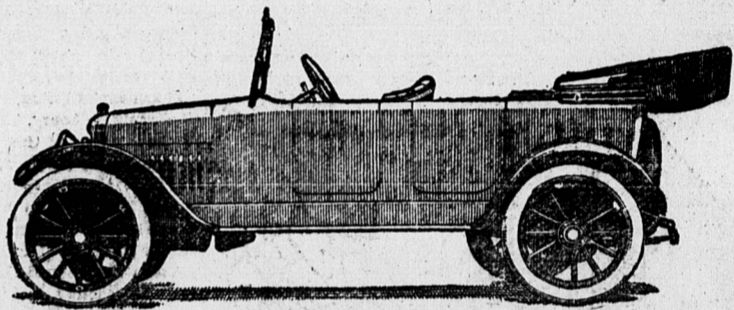
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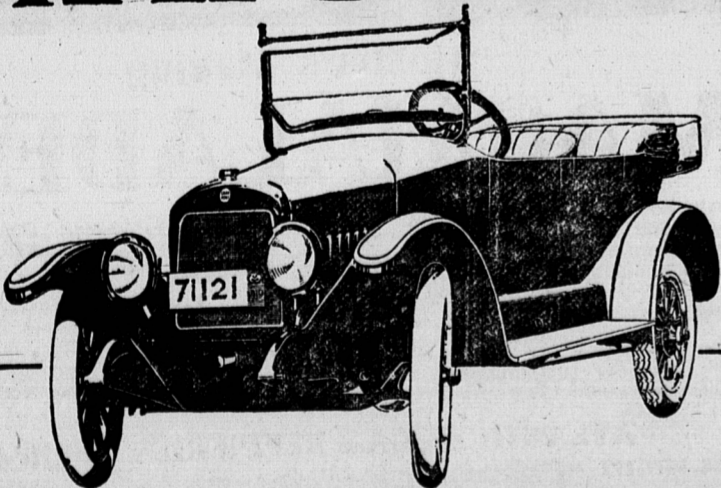
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