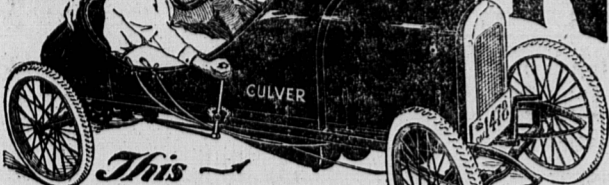


JOY FOR GIRL OR BOY



Genuine Culver Chummy Racer, The Marvellous Boys and Girls Real Gasoline Auto.

Something We All Do
Something We All Eat
Something We All Want
Something We All Wear

Solve this Puzzle!

FOR Johnny's birthday his mother presented him with a dandy rifle, and Johnny took the four targets that came with the rifle and went out to the back yard to try his skill. Shortly after, his mother came out too to satisfy herself that Johnny knew how to use his gun. Upon examining the targets, she exclaimed: "Why, Johnny, what a good shot you are—and do you know that you have made every target spell a word? Can you tell me what each target spells?"

Can YOU Puzzle It Out?
Johnny couldn't, so his mother told him HOW TO DO IT. Each target spells a word. Each circle of each target shows a number of bullet holes, as you can see by the targets, and each circle represents a letter. The number of holes indicates the position of that letter in the alphabet. For instance, "A" would be represented by one hole, "B" by two holes, "C" by three holes, and so on. After you have worked out all the letters that are represented in each word, you will find that they are not in their proper order. Put them into their proper order to spell out correctly the names of the four things wanted.

- THE PRIZES:**
- First Prize - Genuine Culver Chummy Racer, value \$250.00
 - Second Prize - Magnificent Gold Watch and Chain, or Girl's Wrist Watch, value 25.00
 - Third Prize - Genuine Autographic Kodak Folding Camera, value 20.00
 - Fourth Prize - Solid Gold Ring for Boy or Girl, value 15.00
 - Fifth Prize - Moving Picture Machine, with Film, value 10.00
 - Sixth to Tenth Prize - Self-Filler Fountain Pens, value, each 2.50
- And 2,000 Extra Special Prizes Valued at \$3,000.00.

What Others Have Done, YOU Can Do!

Here are the names of only a few of the boys and girls to whom we have already awarded big prizes:
Shelton Pomy and Kate - Helen Smith, Edmonton.
Shelton Pomy - Beatrice Hughes, Hanamora, Sask.
\$100.00 Cash - Eric Benson, Hamilton, Ont.
\$50.00 Cash - Helen Beresch, Junikum, Alta.
\$25.00 Cash - Florence Keith, Arnprior, Ont.
\$150.00 Cash - Hayden Foster, Leamington, Ont.
\$25.00 Eastman Kodak - Frankie Kirby, Three Hills, Alta.
\$15.00 Bracelet Watch - Mary Procter, Vancouver, B.C.
\$10.00 Doll and Carriage - Eva Casson, North Bay, Ont.
We will send you the names of many others too. Only boys and girls under 17 years of age may send answers, and each boy and girl will be required to perform a small service for us.
The contest will close on June 30, 1920, at 5:30 p.m. Send your answers this very evening.
Address: THE PRIZEMAN, Dept. 24
253-259 Spadina Avenue, Toronto, Ont.

Hints for Motorist

(Continued from page ten.)

J. M. A. writes: My Ford car does not coast freely, even on a pretty steep grade, but seems to be retarded by something in the mechanism, although the clutch is held in neutral. Is there anything about the make of car which accounts for this or is something in wrong adjustment?

Answer: The most common cause of low coasting ability in these cars is the dragging of the bands upon the drums of the transmission. If they are too tightly adjusted or out of proper shape they are likely to produce a constant friction, which acts as a brake. Faulty clutch adjustment, which prevents the clutch discs from fully separating and too tight adjustment of the rear wheel brakes also produce a decided dragging effect. By pushing the car around over a level floor, while the clutchpedal is held in neutral and locking up the bands and brake adjustments, you may be able to locate the trouble, but this make of car is not specially noted as a free coaster.

RINGS MAY LACK END CLEARANCE

C. M. writes: I fitted two of the four pistons of my engine with new rings and now I can hardly crank it. If I had fitted all four pistons, I don't believe I could turn the engine over at all now, although it is beginning to crank a little easier. I cleaned and polished the ring grooves, why do they bind so?

Answer: While new rings always operate with very considerable friction, on account of their bearing surfaces being rough as compared with the polished cylinder walls and on account of slight inaccuracies in the cylinder bore, we fear that you may have fitted your rings rather too tightly and that the ends of each ring come together when the engine is hot. They should not do so and to prevent this a clearance of say 1/64 in. should be allowed between their two ends at the cut, when the parts are cold. You should make sure that there is sufficient end clearance and that the engine is run very gently and with plenty of oil, until the rings wear in. If the cylinder bores are not fairly true, you will have difficulty in securing a good ring fit.

SELF-IGNITION OCCURS AT STOPPING

W. G. asks: What makes my engine fire four or five times on one cylinder and then backfire, after I throw off the switch? Carbon and valves have lately been attended to.

Answer: One of the cylinders self-ignites its charges for a time. It may be that there is a defect in the head casing that remains hot enough to explode the mixture, possibly the water circulation is not so good through the jacket of the cylinder as through others, resulting in local overheating. Sometimes the inside edge of the gasket projects into the combustion space and gets hot enough to fire the charges and occasionally a defective or ill adapted spark-plug may produce the same effect.

NOISY OIL-PUMP

O. C. B. asks: What is the cause of the loud clicking sound that seems to come from the oil-gage of my car? It is more probable it is the oil-pump that is making it?

Answer: It hardly seems possible that the gage makes any appreciable noise, but any sound made by the pump would be conducted to the gage through the pipes and might seem to come from the dash. Not knowing what lubricating system you have, we cannot be very definite, but in the case of a plunger pump operated from a cam on one of the engine shafts, if there is anything wrong so that the pump plunger does not follow the cam perfectly, the cam may strike its follower a blow at each rotation and make quite a noise. You better have your pump examined thoroughly in this regard and also as to how its valves are working and the condition of the oil-strainer.

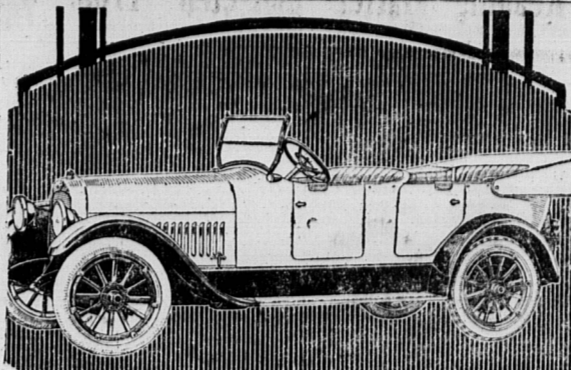
GASOLINE DRIPS WHEN ENGINE STOPS

W. W. writes: When I shut down the engine of my 1912 car, gasoline drips from the carburetor for several seconds, but careful examination shows that the float does not leak. I am getting only about seven miles to the gallon of fuel. What is the cause of this loss of gasoline?

Answer: The carburetor and intake pipe of this engine fail to vaporize the low grade gasoline now in use, much of the fuel remaining upon the inside walls of the intake in the form of liquid and being held there by the suction of the engine. When the engine stops and suction

HOW I CURED MY RHEUMATISM

BY PETER SAVALA
I have found a new, safe way to get rid of rheumatism. It is simple, easy—results are astonishing. It eases the pain almost instantly. It banishes the terrible ache from my nerves and muscles. In seven days I threw away my crutches. In two months I was a well man—free from the awful pain and ache—and I have not had even a twinge from rheumatism since.
This is an ancient Greek prescription. Every doctor in Greece knows its wonderful value and prescribes it for the most obstinate case of rheumatism. I will tell you all about it FREE. I will tell you how I became crippled with rheumatism and how I got the remedy that drove this terrible agonizing affliction right out of my body.
It makes no difference how swollen or distorted your joints may be, how severe the pain or how discouraged you are. I feel sure that I have the very means of helping you to find relief in a few days and a lasting release in just a few weeks.
Just write me personally. Say: "Tell me how you cured your rheumatism and how I may cure mine."
Address your letter or post card to PETER SAVALA, 236 Craig St. West, R. A-12, Montreal, Que.



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cesses, the gasoline, which has collected, runs back into the carburetor and drips out of the air-intake. The remedy for this is to heat the intake with exhaust gases, so that the gasoline entering it will be evaporated and condensed and she can do this by making a sheet metal jacket to fit around the manifold and intake pipe and supplying this jacket with exhaust gas, through a tube connection into the exhaust pipe.

AMMETER OUT OF ORDER

O. C. B. writes: The hand of the ammeter on my car does not move unless the engine is speeded up, but seems to stick. What is the remedy?

Answer: Very likely nothing more than a slight bending of the hand is required to overcome the trouble, but as the instrument is delicate and difficult to take apart, we suggest that you take it to an electrical service station and have it repaired. If they have to send the instrument away, be sure to connect together electrically the two wires which went to the ammeter and keep them thus connected so long as the instrument is absent.



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Superphosphate—Nitrate of Soda, Murate of Potash, Basic Slag, Swins' Mixed, Bone Fertilizer (for Grass), Potash Fertilizer (for Potatoes), Animal Brand (for all crops).

"PRODUCE" is now the slogan, and make money while prices are high. To insure big crops use a liberal supply of Fertilizer and order from us now, as our stock is going out very fast. Specially low prices to Farmers Clubs and Institutes.

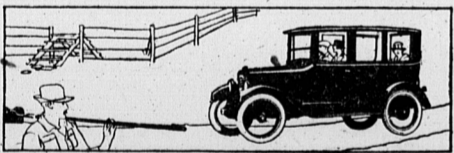
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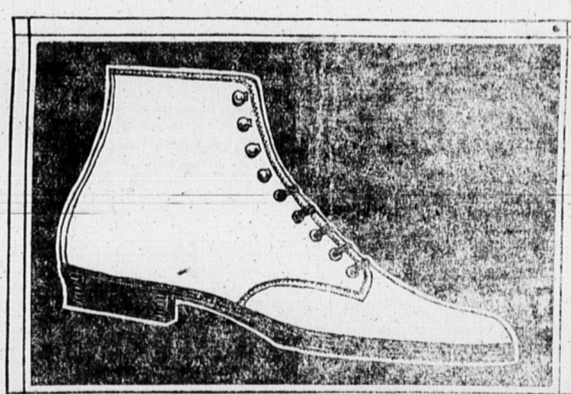
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