

SPECIALIST SAID HE MUST OPERATE



MRS. F. GAREAU
154 Papineau Ave., Montreal.
"For three years, I suffered great pain in the lower part of my body, with swelling or bloating. I saw a specialist, who carefully examined me and gave me several tonics to take, which did not help me. Then he told me I must undergo an operation. This, I refused to permit. I heard about 'Fruit-a-Lives' and the wonderful results it was giving because this medicine is made from fruit juices, so I decided to try it. The first box gave great relief, and I continued the treatment, taking six boxes more. Now, my health is excellent—I am free of pain and swelling—and I give 'Fruit-a-Lives' my warmest thanks!"

MRS. F. GAREAU.
30c. a box, 6 for \$2.50, trial size 25c.
At all dealers or sent by Fruit-a-Lives Limited, Ottawa.

How to Purify the Blood

"Fifteen to thirty drops of Extract of Roots, commonly called Mether Seigel's Caraline Syrup, may be taken in water with meals and at bedtime, for the cure of indigestion, constipation and bad blood. Persistence in this treatment will effect a cure in nearly every case. Get the genuine at druggists."

PROFESSIONAL CARDS

DR. CLIFT
CHRONIC DISEASES
CURATIVE TREATMENT by the month in advance. Purdy Station Westchester Co., N. Y., U. S. A.
HOURS 12 to 3 daily. NOW.
6322-5-20M11Aug20pd.

Dr. K. W. McKinnon
VETERINARY SURGEON
Office, 139 Kent Street
Opposite Morell Hotel
Telephone 764
6200-5-23M3mos.

J. D. STEWART, K. C.
Barrister, Solicitor and Notary Public
Newson Block, Charlottetown
Branch Office, Georgetown
Money to Loan on Real Estate

S. S. HESSIAN
Barrister, Solicitor
Notary Public, etc.
MONEY TO LOAN
Montague, P. E. I.

WARBURTON & SHAW
Barristers, Attorneys, Notary Public, Etc., Solicitors for Canada Bank Association Bank of Montreal, Canada, Permanent Mortgage Corporation.

MARK R. MCGUIGAN, B. A.
Barrister Solicitor etc.,
Money to Loan
Cameron Block

MORSON & DUFFY
Barristers and Attorneys
Solicitors for Royal Bank of Canada
MONEY TO LOAN

McLEAN & McKINNON
Barristers Attorneys-at-law
Office Royal Bank Building
Charlottetown, P. E. I.

McLEOD & BENTLEY
W. E. Bentley, K. C.
Barrister and Attorney-at-law
MONEY TO LOAN
Office—Bank of N. S. Chambers

Hints for the Motorist

By Albert L. Clough
Editor Motor Service Bureau, Review of Reviews

LOCATING BREAKS IN ELECTRIC CIRCUITS
Test For Open Circuits Methodically It Saves Time In The End.

Occasionally an electric circuit becomes inoperative, the most common cause for such failure being that it has become interrupted or broken, so that no current can flow through it, even when it's switch is thrown "on." When this happens in an ignition lighting horn or other circuit, it is necessary to find just where the break is and to restore the circuit's continuity by repairing it. The process connects in commencing at the end of the circuit to which the battery is connected and testing along, step by step, until the interruption is found and to do this there is needed a fairly long piece of flexible lamp cord with lamp socket connected into it, about midway of its length, containing a small electric bulb. Each end of the cord has soldered to it a point made from a sharpened wire nail. When a broken circuit is connected to the battery, the whole voltage of the battery is concentrated at the break and then this break, wherever it may be, is bridged by the test cord the lamp full light. For example suppose there is a break in the ignition circuit. This circuit starts at the connection board, goes to the ignition switch, through the coil, to the timer and to ground. Securely fasten one end of the test cord to the ignition terminal at the connection board and touch the other end to the engine. If the lamp lights you are getting current to its point. Set the time so that the points are in contact. Touch the free test point to the battery contact, of the switch (set at "on") and then to the other switch point. If the lamp lights the switch is defective. If not touch the first connection of the coil. If lamp lights the wire from switch is broken. If not, touch the other coil connection. If lamp lights, coil may be burned out or connections loose. If not, touch wire connections to timer. If lamp lights this wire is broken. If not, touch grounded contact point of timer. If spark occurs timer contacts do not make electrical connection and need to be cleaned. This procedure may not apply to all conditions, but should make clear the principle involved which may be applied to lighting, starter motor and other circuits. The lighting of the test lamp shows when the break has been bridged.

ENGINE DEVELOPS HEAVY POUND

S. H. writes: I have lately had my car completely overhauled, the engine having been taken out and thoroughly gone over. After being put on the road again, it ran splendidly for several days and then I began to hear a slight pounding, when the engine was running slowly and pulling heavily. This has gradually become so bad that I am ashamed to operate the car. I have kept plenty of oil in the engine and do not see how a bearing could have burned out. Where should I look for this very heavy pound?

Answer: As you state that the engine has been dismantled from the chassis, it occurs to us as a possibility that, in replacing it, some of the bolts fastening it to the frame may not have been set up properly and have since gradually loosened, permitting the engine to vibrate upon its supports. If this happens to be an old engine with keyed-on flywheel, the wheel may have developed play on its shaft. If you find the engine fastenings all secure and the flywheel on tight, a loose crankshaft bearing is the most probable cause of the

break. Are you sure the cylinders are fast to the crank-case?

The advise of a competent welder is of value in determining how such a crack may be best coated.

prescribed and thus frequent hydro-meter tests are essential. Since portions of the plates above the liquid do not enter into the normal chemical actions, they soon become permanently deteriorated, thus rendering it a vital matter always to keep them covered with electrolyte. The inevitable shocks of car operation are sufficiently hard upon a battery. They should be kept at the minimum by frequent inspections to determine that the battery is firmly secured upon the chassis. Batteries and tires are similar in one respect. They are the two elements of a car which have a relatively short life and which are known to require replacement at rather short intervals. The only thing that can be done with each is to try to make the replacement interval as long as possible.

FORESTALLING SPRING BREAKAGE

L. E. W. writes: On my last trip I broke a front spring, right at the center and had a hard time getting my car home. How can I guard against future breakages?

Answer: Avoid the use of springs with center bolts. The bolt hole constitutes a point of weakness. Take great pains to keep perfectly tight, the clips that secure the spring to the axle. When this is done, the whole spring acts as a unit but, if it is not, individual leaves are likely to be subjected to abnormal stress, which they cannot sustain. Supply lubrication between the leaves. They necessarily slide on the other when being deflected and, if this is prevented by their rusting together, excessive stresses are concentrated upon the outer ends of the leaves. Use a recoil strap or snubber to limit the recoil. While the chassis is moving downward the interleaf friction acts to limit the bending, but on the rebound, this friction is much reduced and under extreme conditions the leaves come largely out of contact, so that finally the upper leaf takes the whole stress and snaps. If a certain spring breaks more than once, it may be too weak for its purpose and another leaf should be added to it.

MAGNETO INQUIRY

M. J. B. writes: My 1915 car is equipped with a magneto, which sparks the two inside cylinders simultaneously and the two outside cylinders simultaneously. If gives a good fat spark, but an automobile mechanic says that this arrangement is wrong and that I am getting only half the power I should. The values of my engines are in good shape and the compression is all right, but it has no snap or vim. What is the matter?

Answer: This type of magneto proves perfectly successful in practice, the fact that two sparks, in series, occur at the same time, being taken account of in the design of the windings, so as to give ample igniting powder. Its adoption permits the magneto distributor to be done away with, thus reducing the cost and complication of the instrument. If your particular magneto is in good condition you need not worry about the ignition. Very probably your trouble is caused by faulty carburation, assuming that everything is timed correctly. Since the date when your car was built, many changes have had to be made in carburetors and manifolds, in order to successfully utilize the increasingly inviolable fuel furnished, and we believe that the application of exhaust heat to your manifold and the careful adjustment of the carburetor or the installation of a more modern one, will eliminate your trouble, assuming that there is no abnormal friction acting in any of the car parts.

LENGTHENED LIFE FOR THE BATTERY

Batteries Like Tires Can Be Conserved By Intelligent Care.

The period service of a starting and lighting battery is inevitably all too short. Never before in its history has the storage battery been largely used in such a strenuous and even abusive service as it now has to perform on hundreds of thousands of gasoline cars. Fortunately it is within the power of the user to somewhat mitigate the destructive condition in car service to a certain extent and thus give the battery a chance to last as long as circumstances permit and the following are suggestions directed toward the achievement of this end: Never let a battery become discharged and remain in that condition for any length of time, for the plates will become permanently sulphated, often beyond recovery. This applies especially to batteries on cars which are out of service, as when laid up for the winter, and need hardly be given in connection with batteries on cars, which are in regular use. When a battery is found to be discharged, charge it at once and keep it charged. Never allow a battery to be subjected to heavy overcharging, for any considerable period, as this abuse is more destructive than anything else to which it is likely to be subjected in normal service. Excessive overcharging is particularly dangerous to the users interests, as it seldom warned against its evils by starting and lighting manufacturers, because it does not affect the operation of their apparatus, while undercharging does so seriously. For this very reason such manufacturers generally adjust their systems for rates of charge that are too high to meet average conditions of use, in order to avoid the possibility of undercharging. The facts regarding overcharging are these: When a battery is fully charged, part of the current subsequently sent into it is wasted in decomposing the electrolyte into hydrogen and oxygen, these gases being freed, with violence, within the active material of the plates, which is torn off and deposited in the bottom of the jar, where it may later collect and short-circuit the cell. The rest of the charging energy wasted in the battery is converted into heat, which often raises the temperature of a cell so high that the insulating separations are boiled into wood pulp, with the final result that the cell is short-circuited. When cells, that are not leaky, require more than very slight and occasional fillings with water or when they become noticeably hot, serious overcharging is taking place. The weather itself makes little difference in the water demanded, but it happens that batteries are more violently overcharged in summer than in winter, because of the difference in driving conditions.

LENGTHENED LIFE FOR THE BATTERY

Constant Overcharging Destroys Storage Cells.

When it has become evident that a battery is being habitually overcharged, as evidenced by its high temperature at the end of long drives and its large loss of water, the charging rate should at once be reduced. Until the regulation of charging rate has been made a mystery of, but now it is being mentioned more freely. The adjustment can be made on the generator of almost any system, in a few minutes and the car owner should insist upon its being attended to if he has any regard for his battery's longevity. Several different adjustments may be required in the course of a year's driving in order to meet changing conditions. Every time that the starting operation is performed, the battery is grossly overloaded. This ought to be generally realized and the period of overload reduced by insuring perfect carburation and ignition conditions. With care any engine ought to start in five seconds, summer or winter. Overloading tends to bend the plates and dislodge active material from the plates and for this reason accidental short-circuits should be carefully forestalled by keeping the insulation of the system in perfect condition. In refilling cells with water never use any that contains foreign matter as a very slight taint of metal will seriously injure the plates. Cells operate best when the density of the liquid is as

HIGH PRICES OF PAINTS MAKE PAINTING LOOK SERIOUS

The high cost of white lead and paint is making painting a serious process for a number of residents this season. With the boys coming home and the holidays about break upon us with their visitors, it will mean a lot if the old homes look their best.

What is more depressing than a faded, washed-out looking house? The inside of a home may be much brighter by the application of a little paint that it seems a great pity if the work has to be neglected, just because that "little paint" costs more than a whole lot of paint would have cost a few years ago.

There is a way through, to cut the cost of painting in half. In inside painting especially, the grease that accumulates on the woodwork has required more than one coat to cover it up. If that grease was removed the paint would go on smoothly, and one coat would be sufficient to give a clean bright finish to the woodwork. A thorough wash with a solution of water in which Snowflake Ammonia has been dissolved will remove grease from all surfaces that are to be painted or varnished, giving a much finer finish to the work and requiring much less paint. The same can be applied to outside painting. The Snowflake Ammonia wash will remove the dirt with less difficulty than the grease. Snowflake can be obtained from all grocers.

REPAIRING CRACKED WATER JACKET

R. R. S. asks: Can a crack in the outside of a cylinder, which lets water leak out, be repaired in any way?

Answer: Usually it can. A small crack can sometimes be closed by "rusting it up" with salamonic solution or by caulking it with copper wire. Most cracks can be filled by the autogenous welding process or by brazing and a properly fitted sheet metal patch screwed on over



Conserve Your Health

CANADA needs her men in field and factory. No one can afford to be too sick to work. Kidney trouble often keeps men ailing around the house, but

Dr. Wilson's HERBINE BITTERS
will quickly relieve pain in the back, take away the burning in bladder, restore healthy action to the kidneys, and make a tired, worn-out, pain-plagued man feel as if he had been born anew. Dr. Wilson's Herbine Bitters are made from Dr. Wilson's Herbine Bitters are made from simple herbs and are Nature's own remedy for simple backache, indigestion, constipation, biliousness, general run-down condition, low headaches, general run-down condition. At most stores. 50c. a bottle; Family size, 100c. times as large. 97.
The Brayley Drug Company, Limited
St. John, N.B.

ALL CANADA KNOWS THE HIGH QUALITY OF

PURITY FLOUR

(Government Standard)

More Bread and Better Bread and Better Pastry

FOR BETTER PORRIDGE USE PURITY OATS

Western Canada Flour Mills Co. Limited
Head Office Toronto, Ont.

FOR SALE BY CARVELL BROS.

The Compliment Paid the Hot Spot Chalmers by other Makers

SO successful has been the public response to the Hot Spot feature of the Chalmers and so readily and consistently has this device made good that imitations are now beginning to appear on other cars.

"Yes, we too have a Hot Spot device on our car," is a comment to be heard daily in other motor establishments.

There are two vital weaknesses in the imitations. First, the Hot Spot is not efficient without the Ram's-horn. Second, the Ram's-horn is not a device that can be "fitted to" any motor. The motor must be designed to fit the Ram's-horn.

It is the proper co-ordination of all three—the Hot Spot the Ram's-horn and the Cylinder block—that has made Chalmers one of the few great cars of the world.

It is always a compliment to be imitated. None greater can be paid. But you will be full of compliments for the present day Chalmers after you've turned the thousand-mile mark in one.

CHALMERS MOTOR CO. OF CANADA, Limited
WINDSOR, ONT.

GAUDET & GRANT, Charlottetown, P. E. I.
Distributors for P. E. Island

Ask for

"LION BRAND" CORDAGE
and Get Satisfaction

Consumers Cordage Company Limited
Factories at HALIFAX MONTREAL