

WOMAN AVOIDS AN OPERATION

Hope Nearly Gone, but Lydia E. Pinkham's Vegetable Compound Saved Her



Star, N. C.—"My monthly spells gave me so much trouble, sometimes they would last two weeks. I was treated by two doctors without relief and they both said I would have to have an operation. I had my trouble four years and was unfit to do anything and had given up all hope of ever getting any better. I read about your medicine in the 'Primitive Baptist' paper and decided to try it. I have Lydia E. Pinkham's Vegetable Compound and Lydia E. Pinkham's Liver Pills and have been able to do my work. I shall never forget your medicine and you may publish this if you want to as it is true." Mrs. J. F. HURSEY, Star, N. C.

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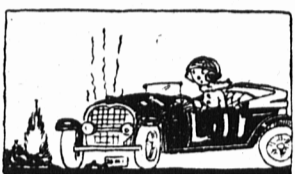
Hints for the Motorist

By Albert L. Clough Editor Motor Service Review of Reviews

Making Brake Linings Last Longer

THE FOLLOWING SUGGESTIONS, if followed, will postpone the time when brakes have to be relined: Keep each brake band so adjusted that the wear is distributed as evenly as possible over all parts of it, by centering it correctly around its drum, which will prevent its wearing through completely in places before it is worn out generally. Do not tolerate dragging bands, which wear themselves out in spots, not only without giving useful service, but with useless waste of power. Adjust each brake of a pair to act with as nearly equal effect as possible, for if all the work is done by one of them, it will wear its lining disproportionately fast. Use the best quality of lining obtainable. Employ the brakes as little as practicable and as gently as may be. Let the engine do most of the braking. By setting the hand throttle for a very low idling speed, when the accelerator is released with the clutch still engaged, the car will be slowed down to a few miles per hour on level going and its speed very greatly slackened even on steep down grades. So far as the brake linings are concerned hills should never be coasted with the clutch out and the engine idling or shut down, although some gasoline can be saved by so doing. With closed throttle and engaged clutch, but slight brake application is required to slacken car speed sufficiently, while severe brake service is necessitated when the car is running de-clutched. On very steep down grades, the retarding effect of the closely throttled engine is fully doubled by running on second speed and more than trebled by using low gear, thus calling for hardly any braking even on very severe grades. Emergency stops, of course, call for violent brake applications, but slowdowns and service stops do not, for close throttling of the engine will take care of most of the former and by letting the throttled engine retard the car while still a little ways from the stopping point, a light touch of the brakes will bring it to rest. It is seldom necessary to throw out the clutch, except in changing gears and actually stopping the car and it is perfectly proper to use the brakes on a fully throttled engine when it is clutched in until the car is slowed to a few miles per hour speed. On very long grades as in mountain descents, use the foot and emergency brakes alternately so that the bands of neither shall become too hot. Always be sure that the emergency brake is fully released when starting the car.

SUSPECTS PUMP OF CAUSING OVERHEATING



H. E. writes: My radiator steams continuously after the car has been driven ten miles at a 20 to 25 m. p. h. speed. The timing has been checked up, the circulation has been checked out with radiator cleaning compound, the hose connections examined and the mixture set level. One mechanic thinks that the pump will be all right, but this is possible and what else can you suggest?

Answer: Very rarely the pump impeller gets loose on its shaft and fails to act. Disconnect the upper rubber connection at the radiator and start the engine. If water comes out at considerable pressure and a full stream, when the engine is speeded up the pump is all right. Watch the lower rubber connection. If it tends to flatten, there is still some obstruction in the radiator. We suppose that your fan belt is tight enough and the radiator clean of mud and dust externally. Sometimes the gaskets under the water connection flanges to the block, flatten out and restrict the circulation. If your car is not giving you good gasoline mileage it may be that the brakes are dragging or that the spark is too late.

DRIVING WHEEL HAS LOOSENED UP



Q. Q. asks: When driving on a road where the spokes of which work noticeably in the hub flanges. Although the nuts have been put through the flanges and the spokes the wheel is free to rotate a little relatively to the hub. Answer: We fear that there is nothing which you can do to correct this. You may have a tire which is too loose on its rim and what can be done with it is to use a different wheel which will fit snugly on the rim. It is hardly a satisfactory condition, but it is the only one.

CORK CARPETS QUIET FLOORS

Many home makers are seeking every means possible that will reduce to the minimum effort required to keep things quiet and span. This is particularly true with regard to floors, for they usually require a lot of planning and hard work to keep them clean, attractive and beautiful.

In recent years the use of Cork Carpet has greatly increased, so that now many are finding use for this desirable floor covering, and reducing, in consequence, their own work. For once it is laid, Cork Carpet only needs occasional attention, and it may be cared for in precisely the same manner as a hardwood floor.

Simple Way To Take Off Fat

There can be nothing simpler than taking a combination little tablet four times each day until your weight is reduced to normal. That's all—just purchase a course of Marmola Prescription Tablets from your druggist for one dollar, the same price would never. Follow the directions—no starvation dieting or tiresome exercising. Eat substantial food—be as lazy as you like and sleep on getting slimmer. And the best part of Marmola Tablets is they are harmless. That is your absolute safeguard. Purchase them from your druggist or send direct to Marmola Co., 4612 Woodward Ave., Detroit, Mich.

This product consists of ground cork, oxidized linseed oil, kauri gum and other ingredients. They are so combined as to make one of the most desirable floor coverings, and in the initial stage a plastic mass is formed and pressed, when passing through huge polished steel rolls, to a backing of heavy canvas burlap. The resultant product is known as Cork Carpet, and many quiet, attractive shades are manufactured, affording variety of choice.

Cork Carpet is possessed of several unique advantages not found in other floor coverings. It is restful to the tread, for the resilience it possesses, through method of manufacture, affords rest for weary feet. In this respect it is carpet-like, while having the added merit of being sanitary. For the surface is level and smooth, with no crevices to harbor germs or dust. All shades are worked out in a dull or flat tone, making for quiet, attractive appearance. This makes them desirable for use in libraries, dens, hallways, sun parlors, breakfast rooms, etc.

Liquid or paste floor wax may be applied to Cork Carpet and then polished with the weighted brush in the same manner as hardwood floors. After two or three coats of wax have been applied and the desired polish obtained the occasional use of the dry mop will maintain the covering in excellent condition. Cork Carpet may be purchased in several grades, and a number of plain shades, at good floor covering stores.

Why?

Why is it that there are over 600 branch factories of United States companies in operation in Canada to-day employing 90,000 people living in Canada, and representing invested capital of about \$400,000,000.00?

THE TARIFF and The Tariff alone brought these United States manufacturers to Canada.

The Tariff stands as a partial barrier against the importation of products manufactured in other countries. It is a Customs Tax placed by the Government on certain foreign-made goods and it is collected when these goods enter Canada.

Because of The Tariff, these United States manufacturers found that they could not sell their particular products as extensively and profitably in Canada as they desired; they realized that to get our trade they had to come over here and be one with us. Consequently, they have established factories in this country, they are manufacturing their products here and are employing Canadian workmen. Both CRERAR and KING are pledged to the destruction of our Tariff—and with what result?

The hundreds of plants established in this country by United States manufacturers would be shut down. They would not need to be maintained, for the goods can be manufactured cheaper in the United States by reason of larger production due to their huge home market. Ninety thousand Canadian working men would lose their employment. These men are receiving over one hundred millions of dollars a year in wages; they represent 270,000 men, women and children all dependent upon these industries for a livelihood, and all consuming the produce of Canadian farms.

What is more, the great majority of our factories which are all-Canadian and which represent Canadian capital would also be forced to close. They could not successfully compete with United States products—cheaper because produced in larger quantities—or with goods from Europe or Japan, where wages and the standard of living are very much lower than in Canada.

THE TARIFF brings foreign capital into the country; it provides employment, it protects the home market of manufacturer and farmer alike, and it ensures the maximum development of Canada's great natural resources, our raw materials being made into finished goods at home instead of being sent to other countries.

THE TARIFF is the one big issue before Canada today—and it affects the future of every man, woman and child in the country.

MEIGHEN
stands firm for the maintenance of a Reasonable Protective Tariff.



B-5

The National Liberal and Conservative Party Publicity Committee.

MUTT AND JEFF—Jeff's ambition is as dead as Julius Caesar.

—By Bud Fisher

