

IMPERIAL HARNESS

IMPERIAL BRAND HARNESS is guaranteed free from all defects in workmanship and materials. You are certain of satisfaction when you buy a set of harness made by Trees & Company.

No. 640, Team Harness, is especially designed for farm work such as ploughing, seeding and general hauling. Exceptionally good value at a very low price. Blind Bridles with side check; lines one inch; high top hames; traces, steel chain, leather covered; pads with hook and terret; backstrap with trace carriers riveted on top. White metal or japanned mounts, less collars. **\$57.00**

Sold by the Harness Trade throughout the Dominion. If your dealer will not get Imperial Harness for you, write direct to us for Catalogue and prices.

SAMUEL TREES & CO., LIMITED. Established 1866.
Manufacturers of Harness and Dealers in Automobile Accessories.
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Eat Plenty of Good Bread It Strengthens, Sustains and Nourishes, and is the most economical food you can buy

Bake your Bread from PURITY FLOUR

"More Bread and Better Bread and Better Pastry"

Western Canada Flour Mills Company, Ltd.
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Branches at Winnipeg, Brandon, Calgary, Edmonton, Montreal, Ottawa, St. John, Guelph

A SUIT of underwear, please.

Just saying that will get you a suit of underwear, but it may not get you the best underwear your money will buy.

Ask for the underwear with the Mercury trade mark—Mercury stands for a quality of underwear that gives the service you want. Great care is taken in the choice of materials and in the making of every Mercury garment.

Thin Ribbed Worsteds for men who work indoors, medium and heavier weights in Natural Wools. Scotch Knit for outdoor wear.

Remember to ask for "Mercury."

If your dealer does not sell them send us his name.

MERCURY MILLS, LIMITED, Hamilton, Canada
Makers of Underwear and Hosiery for Men, Women and Children.

Mercury Underwear

When the stomach lacks tone there is no quicker way to restore it than to build up the blood. Good digestion without rich, red blood is impossible, and Dr. Williams' Pink Pills offer the very best way to build up and enrich the blood. For this reason, these pills are especially good in stomach trouble attended by thin blood, and in attacks of nervous dyspepsia. Proof of the value of Dr. Williams' Pink Pills in even the most obstinate cases of stomach trouble is given by Mrs. S. Morrison, Yarmey, Ont., who says: "I am always feeling indigestion to a friend who advised me to use Dr. Williams' Pink Pills. I had been a sufferer for upwards of twelve years with stomach trouble which resulted in a general weakness of the whole system. My meal always came in bed and I was unable to get up. I was so hungry that I would go under the table and eat anything I could get my hands on. I was constantly taking something or other recommended for the trouble without finding a cure, and often when I should have been about doing my housework. My friend, who had a similar attack came to see me and urged me to try Dr. Williams' Pink Pills which had cured her. I got a supply at once and began taking them, and soon found relief, by the time I had used eight boxes I was again enjoying the best of health, and with a good appetite and a stomach restored to normal. Had I known of this medicine earlier it would have saved me years of suffering, and I urge any who may be in a similar condition to try these pills at once."

You can get Dr. Williams' Pink Pills through any dealer in medicine or by mail postpaid at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

E. R. BROW

146 Richmond St
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Fire, Life, Accident, Sickness and Plate
Glass Insurance at Lowest rates.
Good Strong, Stock Companies

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

ADJUSTING THE STEERING DEVICE

Lost motion in the steering-gear, which permits the hand-wheel to be turned very considerably, without moving the road wheels, is much more likely to be due to looseness at the drag-link ends, in the knuckle-joints and in the tie rod, than to any fault in the steering device proper—the mechanism at the bottom of the column. Nevertheless, even this, in time, wears sufficiently and develops enough backlash to call for adjustment. Fix upon the lower end of the main steering tube, within the column, and turned by the hand-wheel is a screw, worn or some equivalent device, which moves, through intermediate mechanism, the steering arm that projects downward from the steering device. This screw or worm, when turned in contact with its nut or worm-wheel, is acted upon by a very heavy end-thrust to move the whole steering tube endwise in the column, and this tendency is resisted by two ball thrust-bearings, set into the housing, one below the other above the worm or screw. If these bearings are properly tight, the main steering tube is held rigidly against end motion and the full motion of the hand-wheel is conveyed to the steering device, by the bearings are loose a part of the motion of the wheel goes to uselessly raise and lower the steering tube and its mechanism and is not utilized in the steering operation. If, when one lifts strongly upon the hand-wheel in line with the column, the slightest motion or "shake" in that direction can be detected these thrust bearings probably require tightening and it is usually the upper one—at the top of the steering device housing—that is adjustable. There is generally a clamp at this point that requires loosening and a nut which, when screwed down, tightens the bearings. It should be set down carefully, not enough to cause binding, but sufficiently to make the adjustment swing and the clamp should then be carefully tightened. The adjustment is found upon all steering devices and is the one that generally requires attention. In fact, in the worm and nut type of steering device and in other special forms in which the moving parts have very large working surfaces, no other adjustment is usually required during the life of the device.

PISTON RINGS NOT WORN IN

A. C. M. writes: Since I have put new piston-rings in my engine it gives less power than formerly.

A DESIRE TO EAT WHAT YOU WANT

How Stomach Can be Restored to a Vigorous, Healthy Condition.

Not to be limited in diet, but to eat whatever he pleases is the dream of every dyspeptic. No one can honestly promise to restore any stomach to this happy condition, because all people cannot eat the same things with equally satisfactory results. It is literally true that "what is one man's food is another man's poison." But it is possible to so tone up the digestive organs that a pleasing diet may be selected from articles of food that cause no discomfort. When the stomach lacks tone there is no quicker way to restore it than to build up the blood. Good digestion without rich, red blood is impossible, and Dr. Williams' Pink Pills offer the very best way to build up and enrich the blood. For this reason, these pills are especially good in stomach trouble attended by thin blood, and in attacks of nervous dyspepsia. Proof of the value of Dr. Williams' Pink Pills in even the most obstinate cases of stomach trouble is given by Mrs. S. Morrison, Yarmey, Ont., who says: "I am always feeling indigestion to a friend who advised me to use Dr. Williams' Pink Pills. I had been a sufferer for upwards of twelve years with stomach trouble which resulted in a general weakness of the whole system. My meal always came in bed and I was unable to get up. I was so hungry that I would go under the table and eat anything I could get my hands on. I was constantly taking something or other recommended for the trouble without finding a cure, and often when I should have been about doing my housework. My friend, who had a similar attack came to see me and urged me to try Dr. Williams' Pink Pills which had cured her. I got a supply at once and began taking them, and soon found relief, by the time I had used eight boxes I was again enjoying the best of health, and with a good appetite and a stomach restored to normal. Had I known of this medicine earlier it would have saved me years of suffering, and I urge any who may be in a similar condition to try these pills at once."

DR. DEVAN'S FRENCH PILLS
Reliable Regulating Pill for Women. \$5 a box. Sold at all Drug Stores, or mailed to any address on receipt of price. The Seebell Drug Co., 55, Ouellet Street, Montreal, Quebec, Canada.

PHOSPHONOL FOR MEN
Restores Vim and Vitality for Nerve and Brain; increases "gray matter". Tonic—will build you up. \$2 a box, or two for \$5, at drug stores, or by mail on receipt of price. The Seebell Drug Co., 55, Ouellet Street, Montreal, Quebec, Canada. SOLD AT FOSTER'S DRUG STORE

Bloom with the Flowers

Build up your health—put roses in your cheeks—look well, eat well, sleep well, feel well—by taking

OLIVEINE EMULSION

The Great Health Restorer

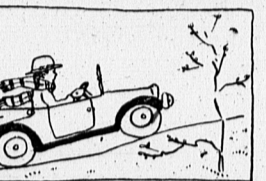
Just read this letter from Coaqueral Mills, N.S.

"I used OLIVEINE EMULSION for my cough. She was very pale and run down. After taking two bottles of the OLIVEINE EMULSION, she is now able to go to school and is rosy and well. My neighbors are surprised at the improvement in her. I can not speak too highly of OLIVEINE EMULSION."

Mrs. J. S. FITCH
Druggist and General Stores has this splendid blood purifier and body builder.

Prepared by
Fraser, Thornton & Co., Limited
Cookshire, Que.

and, when the engine is climbing a hill the engine sounds as if one of the cylinders was missing, although I am positive that the ignition is all right. Can it be that this is caused by the rings not yet having



become worn in? If so, how long will it take them to wear in? The car has been driving about 10 miles since refitting.

Answer: Yes, the rings of this cylinder probably fit so badly that the compression is very weak and this results in feeble explosions. When you crank this cylinder over compression, you will probably find that the charge leaks by the piston very freely. These rings, if they were put in properly, will tend to fit themselves to the cylinder walls, but it will take a good many miles of wearing in to give you good compression. Unless they were installed properly they may never wear in but you better keep on running the car for a few hundred miles and see if there is improvement.

ENGINE MAY BE VERY STIFF

C. R. S. writes: I had my engine overhauled putting in oversize pistons and installing a new carburetor and timer, but now, while it runs pretty well on the level, it will not pull the car up a hill on low.



powerful, that the carburetor gets plenty of gasoline and is adjusted for full power and that the whole car runs freely, with an "drag" at the brakes or elsewhere. Frequently new pistons are fitted so tightly that when loaded by hard pulling, they bind so tightly in their cylinders that very little useful power is developed by the engine.

ADJUSTING THE STEERING DEVICE

In the worm-and-sector type, of steering device, only two or three teeth of the worm-wheel on the steering-arm shaft are usually in contact with those of the worm on the steering-column tube and as the car is pointed straight ahead practically all the time, the same teeth are usually in mesh and upon them falls practically all the wear due to steering efforts and road shocks, causing them to wear rather rapidly and to develop looseness. A great many of these steering-devices have means for changing the mesh, so that the work shall fall upon new and unworn teeth. Very often the steering arm is squared onto its shaft and thus it has four possible positions of attachment, corresponding to four different relative mesh positions of the worm and worm-wheel. Thus when occasion arises, the steering-arm can be removed from its squared shaft, the hand-wheel turned to rotate the worm-wheel shaft one-quarter revolution and the steering arm put back in its new position. In some steering devices of this type, the worm-wheel shaft is not set directly into the housing walls, but into a bushing, the hole in which is eccentrically bored. If this eccentric support of the shaft is turned appropriately in the housing, the shaft and the worm-wheel may be brought somewhat closer to the worm, so that the mesh of the teeth shall be deeper and the backlash due to tooth wear eliminated. The constant maintenance of a full supply of suitable lubricant, preferably a fairly light graphite-grease, in the steering-device housing, is the best insurance against wear and the necessity for adjustment.

REPLACING SPEEDOMETER SPROCKET

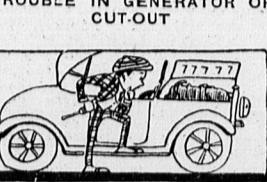
H. J. G. writes: I have lost the small sprocket of my speedometer drive and do not remember how many teeth it had. My car has 34 x 4 tires and the sprocket on the wheel has 68 teeth. Please tell me how many teeth the small sprocket should have.

Answer: As you do not state the make and model of speedometer you do not furnish sufficient information to permit an answer to this question. If you will write to the maker of this speedometer giving the model and the same information you have given us, they will furnish you with a small sprocket that will be correct. Any supply station where this make of speedometer is handled can render you the same service.

TROUBLE IN GENERATOR OR CUT-OUT

E. M. G. asks: Can you tell me what is wrong with my six-volt generator, which shows no charge by the ammeter? Although I have smoothed the commutator and cleaned between the segments it does not shoot out any "juice" when I touch a screwdriver to its terminal and the ground. The wiring seems all right.

Answer: Your test with the screwdriver is not conclusive, as such a short-circuit probably "kills" the generator. A better test would be to connect a lamp bulb between the generator terminal and ground. If it does not light, the generator is not working, and the trouble may be that the field circuit is open or that the armature winding is at fault. If the generator is in working order and still you do not get charging current, probably the cut-out or relay fails to connect the generator to the circuit.



CLEANING CELLULOID CURTAIN LIGHTS

J. O. W. asks: Please give me a receipt for cleaning mica in automobile curtains.

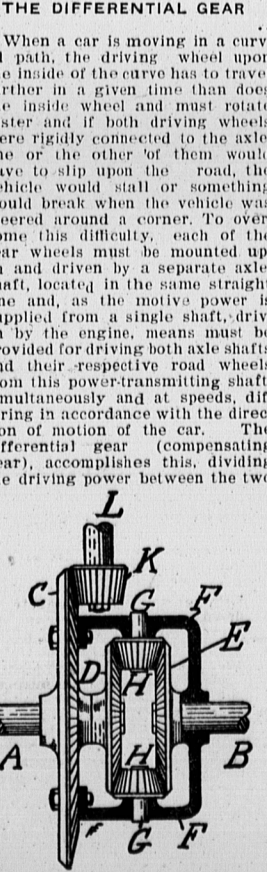
Answer: This material is transparent celluloid not mica and we know of no really effective way of cleaning it. When it becomes yellow with age, there is nothing that can be done but when it loses its transparency from surface scratches, it is said that a thin coat of a transparent varnish, cellulose varnish preferred, improves matters somewhat. As this material is not very expensive, or personal feeling is that the best thing to do is to replace it when it has deteriorated too far.

Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address, Albert L. Clough, care of our office.



THE DIFFERENTIAL GEAR

When a car is moving in a curved path, the driving wheel upon the inside of the curve has to travel further in a given time than does the inside wheel and must rotate faster and if both driving wheels were rigidly connected to the axle, by new pistons or frequent bumps, the vehicle would stall or something would break when the vehicle was steered around a corner. To overcome this difficulty, each of the rear wheels must be mounted upon and driven by a separate axle shaft, located in the same straight line and, as the motive power is supplied from a single shaft, driven by the engine, means must be provided for driving both axle shafts and their respective road wheels from this power-transmitting shaft, simultaneously and at speeds, differing in accordance with the direction of motion of the car. The differential gear (compensating gear), accomplishes this, dividing the driving power between the two



road wheels. In the accompanying cut is shown in principle, a simple form of bevel gear differential. Here A and B represent the axle-shafts which drive the left and right hand road wheel at their outer ends (not shown). Fastened upon the inside ends of shafts A and B respectively are the bevel gears D and F which are exactly alike and known as the master gears of the differential. F is the

Overland

How Canada Solves Closed Car Problem

EVERYONE wants a light weight Sedan for year 'round use. In summer the Sedan's wide windows welcome every passing breeze. Should it turn dusty, showery or cold the car at once affords snug shelter.

Now it is possible to own this beautiful Four-Door Sedan, to drive it over all roads with comfort and safety on account of Triple Spring.

Canadian industry created this beautiful Sedan. It is a tribute to manufacturing skill.

They make possible its light weight, which means ease of handling and great economy.

See this car at your nearest Overland dealer's or write for catalogue.

BRUCE STEWART & CO., LTD., Charlottetown.
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Head Office and Factories: Willys Overland Limited, Toronto, Canada
Branches: Toronto, Montreal, Vancouver, and other cities.

differential case or "spider," here shown in cross-section, but which is in reality of somewhat cylindrical form enclosing the gears and serving to support the shafts G, H and I. The bevel pinion and its differential case, which gear D meshes with gear B and its differential case, which gear E meshes with gear C and its differential case, which gear F meshes with gear A and its differential case, which gear G meshes with gear H and its differential case, which gear I meshes with gear J and its differential case, which gear K meshes with gear L and its differential case, which gear M meshes with gear N and its differential case, which gear O meshes with gear P and its differential case, which gear Q meshes with gear R and its differential case, which gear S meshes with gear T and its differential case, which gear U meshes with gear V and its differential case, which gear W meshes with gear X and its differential case, which gear Y meshes with gear Z and its differential case, which gear AA meshes with gear AB and its differential case, which gear AC meshes with gear AD and its differential case, which gear AE meshes with gear AF and its differential case, which 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gear UO meshes with gear UP and its differential case, which gear UQ meshes with gear UR and its differential case, which gear US meshes with gear UT and its differential case, which gear UU meshes with gear UV and its differential case, which gear UW meshes with gear UX and its differential case, which gear UY meshes with gear UZ and its differential case, which gear VA meshes with gear VB and its differential case, which gear VC meshes with gear VD and its differential case, which gear VE meshes with gear VF and its differential case, which gear VG meshes with gear VH and its differential case, which gear VI meshes with gear VJ and its differential case, which gear VK meshes with gear VL and its differential case, which gear VM meshes with gear VN and its differential case, which gear VO meshes with gear VP and its differential case, which gear VQ meshes with gear VR and its differential case, which gear VS meshes with gear VT and its differential case, which gear VU meshes with gear 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case, which gear XC meshes with gear XD and its differential case, which gear XE meshes with gear XF and its differential case, which gear XG meshes with gear XH and its differential case, which gear XI meshes with gear XJ and its differential case, which gear XK meshes with gear XL and its differential case, which gear XM meshes with gear XN and its differential case, which gear XO meshes with gear XP and its differential case, which gear XQ meshes with gear XR and its differential case, which gear XS meshes with gear XT and its differential case, which gear XU meshes with gear XV and its differential case, which gear XW meshes with gear XX and its differential case, which gear XY meshes with gear XZ and its differential case, which gear YA meshes with gear YB and its differential case, which gear YC meshes with gear YD and its differential case, which gear YE meshes with gear YF and its differential case, which gear YG meshes with gear YH and its differential case, which gear YI 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