

Things Every Car Owner Should Know

Draw Your Own Conclusions.
When a motor car is running fifteen miles per hour and is brought to an abrupt stop, the impact is equal to that of a body striking the earth from a height of 13 feet. When a car is running fifty miles per hour and is stopped in its tracks, the impact is equal to that of 120-foot fall.

Repairing Ball Bearings.
The fact that ball bearings have become worn does not necessarily mean that they are a complete loss. Instead of installing a complete new set of balls, have the races trued up and put in a new set of oversize balls of the size needed.

Chains Prevent Wear.
Many motorists seem to believe that tire chains induce wear. Not if they are properly used. Without tire chains the wheels tend to spin around more or less on slippery surfaces. Sharp pieces of stone, cinders and other similar material in the road cut the rubber and scrape it deeply, a condition that does not arise when the chains are in place.

Cleaning Brass Castings.
Brass castings may be cleaned in a moment by dipping them into a solution of three parts sulphuric acid to three parts nitric acid, to which after they have been mixed is added a quart of common salt, the whole being stirred until the salt has been dissolved. If this is placed in an earthenware vessel, the brass castings can be dipped in it, removed immediately and rinsed in clear water. The castings can be made as bright as new by this method, and there is little trouble involved.

Glass Cleaner.
It frequently comes in handy to know that a little bottle of kerosene and glycerine mixed in equal parts will clear the glass of the windshield of rain drops and give clear vision ahead. This compound operates to spread the rain drops in a thin even sheet all over the surface instead of letting it stand in globules.

Cracked Cylinder.
For the car owner who likes to do his own repair work, here is an interesting way to repair a cracked cylinder. Drill a small hole at each end of the crack and tap it for a copper plug. Scrape the surface near the crack until the metal is bright. Cover the crack with soft copper filings and melt them in with a blow torch. Use a flux of resin dissolved in alcohol.

Spring Tire Care.
After driving in wet weather, if the car owner is careful to sponge off the tires when he returns to the garage and then wipe them dry, especially along the meads, he will do much to prevent the formation of rust. This advice is particularly applicable during the spring months of frequent and copious rains.

Loose Vibrator.
In case the screws that hold the small brass packets to the vibrator box become worn so that they do not grip any more, do not try to remedy the trouble by using longer screws, as this will probably injure the windings of the coil and ruin the vibrator. The better plan is to put a metal band clear around the box and

attach it to the dash with small bolts.

Transmission Noise.
A humming noise in the transmission case is very likely due to an excess of heavy grease. The case should never be more than two-thirds full, and oil is the proper lubricant, not grease. It is axiomatic that a noise in the gearbox means faulty lubrication somewhere.

Truck Tires.
For the man who drives a big heavy car, the possibilities of truck pneumatics are worth consideration. These are now available in larger passenger car sizes, and they are much heavier than corresponding passenger car casings, insuring longer mileage at comparatively slight advance in cost.

To Prevent Scratching.
If strips of brake lining are tied around the jaws of bars used to bend plated or enameled levers, pedals, headlight rods, etc., scratching will be prevented.

Replacing Gears.
When work is being done on the transmission it is sometimes difficult to know whether the gears are in neutral when reassembling. It should be remembered that there are only two sliding gears on the main shaft of the transmission. One of these is high and intermediate, and the other for low and reverse. All other gears on the main and counter shafts are fixed. Move the sliding gears into such a position that they are not in mesh with any of the fixed gears, and then when the cover with the shifter forks are slid over the rings on the sliding gears the gears will be in neutral.

Melting Ladle.
For the car owner who does a lot of his own work, a very useful melting ladle may be made from an old piston. One of the wrist pin bosses is plugged up, and in the other a metal bar is welded to form a handle.

Wrench Adapters.
Some speed wrenches have sockets so deep that a small screw sinks all the way into the socket. Place a couple of nuts of the right size in the socket and they act as shims to obviate the trouble.

Surface Grinder.
A handy tool for grinding shims, piston rings, bearing caps, etc., may be made by passing a carriage bolt through the centre of the round board which holds the emery cloth. This is clamped to the breast drill in the chuck.

Compulsory service of women upon juries, which is giving rise to so much objection in England, is to be tried also in British Columbia. The Vancouver World says: "It is already the law here, and a law that will become effective when the new jury lists are made out. That there has so far been no outcry is probably only because the system is not yet working and consequently no instances of compelling women to hear the details of disgusting cases have yet arisen."

Physicians are again returning to the old favorite plan of operating for appendicitis, which indicates that the tonsils have all been removed.

THE SLAG QUESTION

Some weeks ago The United Fruit Companies of Nova Scotia made their purchase of slag requirements for the season of 1921. As is usual we purchased, after thorough investigation, what appeared to be the best value for the money expended.

Articles have recently appeared in the local press, stating that the Slag we have purchased is not as good value as the local product.

Regarding value, the prices on the local product after they have been reduced \$2.00 per ton from early quotations, are:

	Price per ton.	Price per unit of P.O.
Victory, 8% Available	\$24 50	\$3 06
O. H., 10% Available	26 50	2 65
B., 11.2% Available	28 50	2 54

It will be noticed that all of the phosphoric acid contained is classed available as is allowed by recent fertilizer regulations. It will be noted that our competitors avoid all mention of the citrate soluble content of their product, the standard by which in former years we used to purchase slag. Further regarding the term available, a memorandum from the Food and Drug Laboratories of the Department of Health which has charge of fertilizer inspection, states, "The term (available) is unfortunate, inasmuch as it is indefinite and may be misleading."

Following the Dominion regulations we may call all the phosphoric acid in our slag available.

Comparing our material with that of our competitors we have the following: average of 18.28% available according to vitrate soluble. Prices less than \$34.00 per ton. Price per unit of phosphoric acid less than \$1.85 per unit.

We will not know the exact price of our

slag until our ship is unloaded so we have named the outside price.

Cost per unit of genuinely available Phosphoric Acid is the best guide in the purchase of slag. In comparing ours with that of our competitors the price per unit of so called available or total phosphoric acid is strongly in our favor. More than that our material shows a high percentage of genuinely available or citrate soluble phosphoric acid, while our competitors avoid the term citrate soluble.

It has been circulated verbally that we purchased "German" Slag. We have not purchased German Slag, we have purchased Belgian Slag of the quality which years ago made the reputation of slag in this country, the memory of which has caused many farmers during the past eight years to wish for "some of the good Belgian Slag that we used to get."

We see no harm in purchasing from Belgium. She was one of our staunchest allies and suffered more than any other country during the war. She buys plenty of our Canadian products and we will buy her products so long as she delivers better and cheaper goods than anyone else. THE UNITED FRUIT COMPANIES OF NOVA SCOTIA, LIMITED.

"Bonar Law," says The Toronto Globe, is a true cosmopolite. He is of Ulster blood, a Canadian by birth and schooling, a Scot in his business training and career, and essentially English in his political affiliations. Now that he has some leisure his fellow-Canadians would like to make his acquaintance."

There are few girls who love a man for the money he has spent on them.

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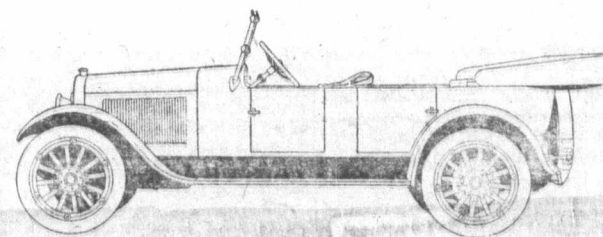
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