

IT MAKES LIVE MEN OUT OF WRECKS

Many people would give all they possess to regain the health they have lost. Many have spent their last cent in its pursuit—and thrown their money away.

Such people are misled by custom and the well-meant advice of friends. They take every new drug under the sun and find them all useless.

Yet here is a simple, natural remedy, Dr. McLaughlin's Electric Belt, that does what other things fail to do. It does not poison the system nor depress the spirits. On the contrary, it starts the life current anew and produces health. It invigorates the mind. Without knowing how, the patient jumps from despondency to health and ambition.

There is nothing wonderful in this change. It is all so natural. Think what the effect would be if you were suddenly deprived of all the Electricity in your body. You could not live an instant. No mental or physical life could exist without Electricity. Naturally, when the amount is below normal, you are less vigorous, less ambitious.

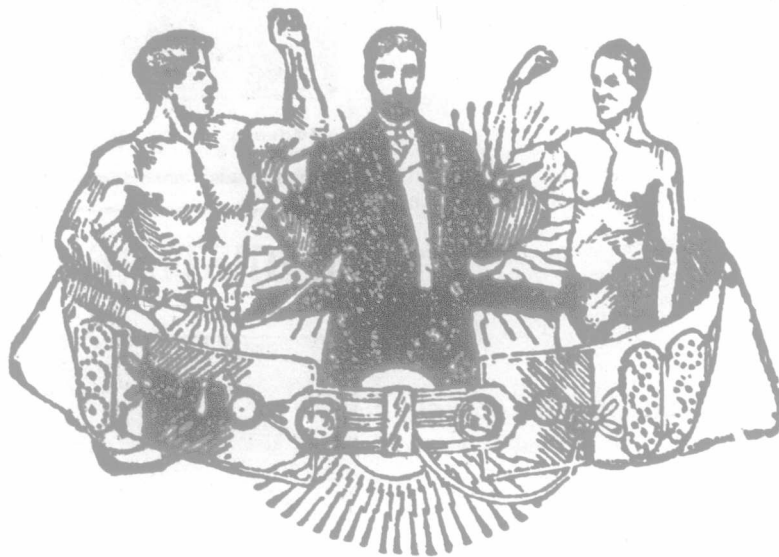
Then is the time my Belt does great things for you. It recharges your nerves with life-giving currents. Soon strength and vitality are restored. You feel the old, stimulating glow of health. You now have the right amount of Electricity, and you feel "equal to anything."

What is my Belt? It is a body battery, made for the purpose of applying Electricity to the human system in the most scientific and effective way. It is made on an entirely different plan from the worthless devices known by "Electric Belt." Its current is of guaranteed strength and constancy. It is provided with a regulator. This enables you to change the current to suit varying needs. You wear it at night. Its soothing currents send you to sleep. You wake up refreshed and invigorated. Before long you feel like a different person—and you are different. Your friends tell you so.

The benefits of my Belt are being daily demonstrated by thousands of patients, and it is heartily endorsed by those who have been cured.

If you are sick or weak, and your doctor isn't helping you much, you ought to try my Belt. It's a grand remedy. All such troubles as Indigestion, Constipation, Torpid Liver, Tired Feeling, Weak Kidneys, Rheumatism, Neuralgia, Lamé Back, Lumbago, Sciatica, Sleeplessness, Nervousness and Headaches are cured completely with Electricity applied with my Belt; it overcomes all signs of weakness or breakdown in men and women. My Belt not only cures the sick, but gives the well a greater zest in life.

If you haven't confidence in Electricity, let me treat you at my risk. I will give you the Belt on trial, without one cent of risk to yourself. Give me reasonable security, and I will take your case, and



WHEN YOU ARE CURED PAY ME

Dr. McLaughlin: Dear Sir,—I am very thankful for the good your Belt has done me. I can work now and feel that the restoration of my health is complete. All I can say is that your Belt cured me after the failures of doctors. If there are any men broken down like was there is only one thing that can make them men again, and that is Dr. McLaughlin's Electric Belt. It has cured me and will do the same for you. If anyone doubts you, let them write to me. Yours very gratefully, P. DESLORS, Ralph Station, Sask.

FREE BOOK.

If you cannot call and see me personally, you can write for my book. It will cost you nothing, and will tell you lots of things you ought to know. Send coupon for this beautifully illustrated 84-page Free Book to-day. "Electricity is Life." I know best how to apply the remedy, and thousands of men owe their health and happiness to-day—their success in life—to DR. McLAUGHLIN'S ELECTRIC BELT. Office Hours: 9 a.m. to 6 p.m.; Wednesday and Saturday till 9 p.m. Consultation free.

Dr. McLaughlin: Dear Sir,—I am pleased to say that one year and eleven months has passed since I stopped wearing your Belt, and I can say that your Belt has cured me permanently of my different ailments, such as nervousness, heart and kidney troubles, indigestion, sick headaches and other ailments. I have not been troubled with any of them since, nor have I felt the effects of them since I stopped wearing the Belt. I always answer all who ask me about the Belt, and there have been several who have written to me. I do this cheerfully, and will continue to do so as long as they send me a stamp for reply. Wishing you success in the future, I remain, yours for health, James Ed. Jones, Teulon, Man.

DR. M. D. McLAUGHLIN,
112 Yonge St., Toronto, Canada
Gentlemen,—Please send me,
prepaid, your Free Book.

NAME
ADDRESS

of two hours, and the maximum horsepower test for a period of thirty minutes or longer, at the discretion of the judges.

The brake apparatus used last year consisted of two iron pulleys mounted on and keyed to a four-inch shaft. This shaft was carried by two large bearings, on a strong wooden frame. The pulley marked A is 40 inches in diameter by 16 inch face, and on this pulley the belts from the engine are run. The other pulley B is 50-inch diameter by 10-inch face, flanged both on the inside and outside of the rim with flanges projecting two inches. Around this pulley is wrapped four falls of rope, arranged with pulleys to equalize the strain on all the rope. The oak block to which the ropes are fastened at the top is carried by a book bolt to a dynamometer which is supported from the frame work. The lower block has a long bolt, on which a number of 25-lb.

nesting weights are hung. These lbs. are due to friction, and 80 lbs. are weights are on a scale, and when the due to the weights. This 1,220 lbs. ropes are slack, the full amount of the pull due to friction multiplied by the weights and bolt are on this scale. velocity at which the ropes would The pulleys revolve in the direction travel; if it were a belt on pulley B of the arrow, so that all the friction has a tendency to make the weights rest and if that were divided by 33,000 entirely on the scale. Now, if the hook would give the h.-p. For example, bolt G were tightened up sufficiently it would take up all the slack and have a tendency to lift the weights off the scale. For example, suppose an engine runs the brake pulley at 240 revolutions per minute, and the ropes pull down on the upper dynamometer 1,300 lbs., and on the scale at the start there were seven, twenty-five pound weights and 5 lbs. of bolts, nuts, washers, etc., making 180 lbs. in all, and when running as above, there are only 100 lbs. shown on the scale; that means that the slack side of the ropes are tight enough to lift 80 lbs. off the scale, or that of the 1,300 lbs. shown, 1,220

The speed usually employed to run a

separator would run the brake at about 240 revolutions per minute; at this speed it has been found to take about 2 h.-p. to run the brake. This 2 h.-p. is added to the h.-p. developed by the engine.

Competitors will be allowed 15 minutes after they have lined up to the brake, to try-out their engine, and to state the amount of load they wish to carry. Last year some of the engines had to withdraw from the brake test, and the manufacturer should be careful to have everything in good shape for a hard run. After the competitor has stated the load he wishes to carry, the operators will keep the brake as near that load as possible for two hours and no change will be made. Careful measurements of the fuel and water used will be taken and the condition of the engine noted. Also the mean effective pressure developed in the cylinder will also be taken into account.

After the two hours run, the test will be made of the maximum h.-p. the engine will develop for thirty minutes; careful measurements again being taken of all the fuel and water.

Hauling tests shall consist of hauling the load around the tract for a period of two hours; the load shall be made up to suit the capacity of the engine. A number of loaded wagons will be provided, so that a load of any size may be obtained. The larger engines hauling the dead engine and one, two or more wagons as desired; between the engine and the load shall be placed a traction dynamometer, which shall accurately record the draw bar pull for the period of two hours. The course consists of part sod, part gravel and part block pavement; careful measurements of all fuel and water supplied will be taken and of all stops, etc., that may occur. A trial round will be allowed so that the competitor may be able to select a suitable load. Note will be taken of the ton miles hauled; per unit of fuel and water used. The proportion of draw-bar h.-p. to the brake horsepower and such other data as the judges deem essential.

Plowing test shall extend over a period of three hours, or longer, if deemed necessary by the judges. The contestants may use any make of plow they wish. The depth of plowing to be as directed by the judges. A recording dynamometer will be placed between the engine and the plow, which will accurately record the pull for at least a period of two hours. Careful measurements will be taken of the fuel and water used; the acres plowed; the draw-bar pull; the fuel per acre; the distance travelled without replenishing, and such other data as the judges deem essential.

Design and Construction.—Under this head will be considered the perfection of the working parts from mud and dust; dust-proof bearings, accessibility of all parts, such as valves, igniters, bearings, fuel and water tanks; facilities for washing out the boiler; cleaning grates and tubes; easy manipulation, such as starting and stopping, reversing and the general handling of the engine; the clearance of working parts from the ground; the proportion of the various working parts of the machine and the materials of construction; the workmanship and method of lubrication.

The following are points upon which the awards will be made (May be changed at discretion of judges): Brake test, 150; hauling test, 100; plowing test, 200; design and construction, 50.

THRESHER'S LIEN ACT DECISION

The attorney-general's department of Alberta has handed out an important decision which will be of interest to all farmers and threshermen in the province. It appears that a thresher in the neighborhood of Cowley was under the impression that he could enter a farmer's pre-