

How to Easily Remagnetize a Depleted Ford Magneto

While the Ford Magnet Is as Near Fool-Proof, Reliable and Simple as It Can Be Made, Nevertheless, in Time Its Magnets Lose Their Magnetic Force.

A great many owners of Fords have been desirous of finding some method by which the original properties of the magnet may be revived, so that they may get better light and a hotter spark, also easier starting on the magnet. While the Ford magnet is as near fool-proof, reliable and simple as one can be made, at the same time it does have the property of losing its original capacity. This, of course, is due to loss of flux, or charge, in the magnets and the contributing factors are time, vibration, cycles of heat and cold, and the demagnetizing effect of long-continued use of current.

Fortunately, the steel of the magnets never loses its retaining power—all that it loses being its flux, and for this reason a magnet, as long as its original temper is preserved, needs only to be magnetized to bring back its original strength of flux.

For a number of years the only method most repair men had was to take the engine apart, dismantle the magnets and charge each magnet separately by a coil run by batteries or direct current lighting circuit, and Victor Des Roches in Motor Age. Then the magnets had to be carefully re-assembled, taking care not to pound them or get them reversed. This generally required the time of two experienced men for four hours, and did not give as good results as could be expected, due to the handling of the magnets.

Recently methods for recharging the magnets without dismantling the engine have become better understood, so that now the whole process is one of less than a minute and only a small fraction of a cent's worth of current. In this

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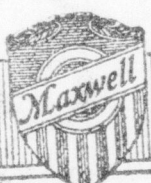
In operation—the cost of gasoline and tires is so low it means the utmost economy.

This combination should make you consider the Maxwell—should mean that you will buy it if you really want value. Let us prove these statements.

Touring Car, \$850 Roadster, \$830 Cabriolet, \$1235
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All prices f. o. b. Windsor, Ont.

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A good chew is a comfort—make it a greater comfort still by chewing King George's Navy Plug.

Made from pure, rich tobacco, every ounce of which is carefully selected, then blended according to our process, giving it enough elasticity to keep it together instead of granulating in the mouth as most plug tobaccos do.

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NAVY PLUG

Has a delicious, non-irritating sweet taste—and it is universally recognized that sweetened tobacco is much more healthful than the old fashion "strong", unsweetened plug.

It leaves a long, lingering flavor and guards the teeth from the ravages of "acid mouth", the cause of nearly all tooth decay.

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battery to the frame of the car and the other to the binding post of the magnet, taking care to break the arc formed on opening the circuit slowly, and also making sure to disconnect the lights and coil from the magnet, as these may be burnt out from the high voltage used.

Three to four seconds are more than enough to complete the operation, when the normal capacity of the magnet will have returned and the wires may be disconnected.

Occasionally one runs across a magnet with its magnets rubbing the coils. This will demagnetize it very quickly. There is nothing else to do in a case of this kind but to dismantle the engine and place a spacing washer of the necessary thickness against the shoulder of the crankshaft next to the flywheel. Sometimes the connections between the coils will become broken. In this case the magnet refuses to generate at all, or only generates once in a while, when ever vibration causes the contacts to come together.

This may be found by removing the upper half of the transmission case without removing the engine from the car, as generally faults of this character are in the upper half of magnet. But if it is broken in the lower half the engine must be removed from the car and one must prepare for a good four hours' job.

It might be added also that if no batteries are at hand and a direct current lighting circuit of about 110 volts is available, one can just as easily do the trick by running the current through a solution of salt and water, first overfusing the cutouts, so that they will not let go from the large current. A current of at least 40 amperes is deemed advisable.

THE FRUITS OF LICENSE EXCHANGE

According to the statistics compiled by the Dominion Government, tourist traffic ranks fourth among the Dominion's sources of revenue. According to both the Federal and Provincial Governments, motor tourist traffic is the most profitable form of tourist traffic.

The unqualified success that has crowned the granting of motor license exchange and the extension on the non-bonding period is therefore a matter of all-round congratulation. So great has been the increase in the number of American cars invading Ontario since license exchange went into effect that the customs staffs at Niagara Falls and Prescott have had to be augmented to cope with the demands. Even so on a Saturday, invading motorists have had to stand in line at times for hours to await their turn to secure the necessary clearance papers and permits. A new ferry had to be put on the Detroit-Windsor service to accommodate the Canadian-bound American cars.

The granting of license exchange has had an indirect, as well as direct, beneficial effect. The continent-wide-and-deep publicity given the inauguration of license exchange has drawn the minds of American tourists to the pernicious fiction disseminated by hypochondriacs to the effect that the Dominion Government had raised well-nigh insuperable barriers to tourist traffic. The result has been that not only all records set by the invasion of American motorists elapsed, but also American motorists before had visited by so many non-motoring tourists as during the current season.

In an hour's drive, a few evenings ago, the motor editor counted a dozen American-owned cars bearing the license markers of five different states. The Provincial Government invested wisely in the granting of automobile license exchange.

DAME FASHION'S TIPS TO THE MOTORIST

Linon mandarin coats are a mid-season innovation. They take the place of a suit coat and a duster at the same time. The coats are trimmed with a two-inch banding of white linen on the tan coats and tan on the white coats and are embroidered in Chinese bird or floral patterns. The embroidery is done in the outline work, but shows enough color to be very attractive. The buttons are large, bullet pearl buttons, with loops of the linen used instead of buttonholes.

Spanish hat turbans in cherry velvet are embroidered in gold braid. The hats are worn well on the left side of the head, and the veil is folded under the edge of the hat and knotted in a soft knot at the back. Cherry velvet Russian blouses are worn with the hats over white linen skirts and with white low shoes and cherry silk hose.

A novelty in writing outfits is one having not only stamped and partly addressed envelopes and postals, but a skeleton letter pad where one has to fill in only the blank spaces to complete such a letter as one might write en route.

A very convenient overall apron made of duck or denim has detachable sleeves. It is for the woman who runs her own car and occasionally has to "get out and get an emergency."

Quite the latest note in the baskets is the introduction of the air mattress, having a slip cover of linen or flannel as the case may be. It is much cooler and the dog does not get the machine as it does with the regular upholstered cushion.

Chasteline pockets and belts are travelling conveniences, but as fashion has retreated from popularity in leather, they are now made of linen or any suit material. The belt is narrow and has a metal buckle and slide.

While there are a number of models in motorizing corsets to lead the short, overbearing the women who stay instead of whalebone are very much more comfortable. The wire bone is so woven as to give with each movement of the figure, and it does not rust, break or get out of shape.

Oriental turbans are very popular, though they offer no shade for the eyes. The turbans are shaped like a man's skullcap and the edge is embroidered with gold or silver threads. One thickness of the veil is pinned tightly around the brim or band and floats down the back or is tied scarf fashion in front.

Lamcheon cases in the best models, having attached table fixtures or convertible table covers, are good for day trips. For short stops it does not pay to construct a table.

Byron-collared silk sweaters are popular with the women this season, both in solid colors and in stripes. Perhaps the cause of the popularity is the collar, for in other ways they are in the remodelling models. The collar is convertible; it may be worn turned up to a deep point in front, rolled or turned up high, where it is fastened with a buttoned tab.

There seems to be a great demand for the so-called leaf-crowned sailors for midseason wear. The straw-hat brim is faced with one thickness of delicately-colored chiffon and the crown is made of green or glossy black leather.

THE CHIEF CHARM OF LOVELY WOMAN

Soft, Clear, Smooth Skin Comes With the Use of "Fruit-a-tives."



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"NORAH WATSON."
Fifty cents a box, 6 for \$2.50, trial size, 25c. At dealers or sent postpaid on receipt of price by Fruit-a-tives, Limited, Ottawa.

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Chassis	\$45000
Runabout	47500
Touring Car	49500
Coupelet	69500
Town Car	78000
Sedan	89000

F.O.B., FORD, ONTARIO.

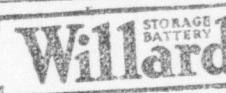
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Sept. 2, 1916



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