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GAS ENGINES**

2 h.p.	\$46.50	With Magneto	\$57.50
3 h.p.	\$72.50	With Magneto	\$83.50
5 h.p.	\$115.50	With Magneto	\$126.50
7 h.p.	\$154.50	With Magneto	\$167.50
9 h.p.	\$249.50	With Magneto	\$262.50

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ALL-OVERS**



They're going to be the thing. Already **All-Overs** have it all over overalls. The one-piece arrangement is not only easier to slip on and off and is "self supporting," so to speak, but it actually saves you money.

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Carhartt's Overalls have always had loyal support. Try our **All-Overs** on our recommendation. We doubt if you will go back to the old style.

**Ask Your
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If your dealer cannot supply you with **ALL-OVERS**, write to us direct.

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farmers should be used to help finance their own industry.

He said that he thought it would prove to be a great thing for the province, as it would organize much of our idle money for profitable industry and would have a tendency to reduce rates of interest in all lines. If the farmer is to produce more, he must have a greater supply of cheaper money; and this plan of the government will provide this supply, if it is properly supported by all classes of our people. It should appeal to us not only as a good investment and as a means of "helping to win the war," but as a practical method of organizing and using our own Saskatchewan money for developing the great resources of our own Province. Every loyal citizen will therefore feel a great obligation to put all his spare money into this Greater Production Loan. He should also see that it is in his own best interest to do so.
H. H. M.
S.G.G.A.

THE CARE OF TIRES

Keep the tires well inflated. The commonest cause of tire ruin is under-inflation. The first result of this condition is that the tire flattens out where it rests on the ground, being forced out and in with each revolution. This causes wear on the fabric layers and they give way in one place, eventually causing a blow-out. Another result of under-inflation is seen when a tire comes in contact with a stone, a car track or other blunt object. The tire conforms to the outlines of the object and some of the strands of the fabric are either strained or broken. The broken ends chafe and wear out the remaining fabric, resulting finally in a blow-out. When tires are too soft, the tendency is to form a little roll in front of the point of contact with the ground and the tread becomes loosened from the fabric. This of course eventually results in the ruin of the tire. In the case of some makes of tires, under-inflation usually permits the tire to be rim cut before the fabric gives way of itself.

To do away with these points of tire trouble, keep the tires inflated. A pressure gauge is absolutely necessary. Keep up the pressure to the point advised by the manufacturers. Some manufacturers recommend the pressure for each size of tire to use according to the load. These instructions should be followed as closely as possible. Test the pressure frequently. Small leakages through valves or microscopic holes in the tire will soon result in greatly reducing the pressure. It is wise in any case to pump the tires up frequently.

Attend to cuts. If taken in time they are not dangerous. If left open, sand and dirt works in, separating the rubber treads from the fabric and the ruin of the fabric soon results. The tire is weakened and sooner or later comes the blow-out that would have been prevented if the cut had been remedied. Clean the cut as soon as found and fill with one of the many preparations on the market.

Keep the wheels in line. Good tires may be ruined in a few hundred miles of running if the wheels are out of alignment. The front wheels are usually the first ones to get out of line. Improper adjustment or a slight bending of the axle, due perhaps to coming in contact with some firm object or running at an angle into the curb while in town, is often responsible for this condition. The front wheels should both line up with the corresponding hind wheels at the same time. If they do not, have them looked after by a garage man.

Be careful with the brakes. Sudden jamming on of the brakes makes the hind tire of the wheel slip or slide along the ground and will do more damage in a fraction of a minute than running one hundred miles on a good country road. The brakes should be equally adjusted so as to bring an equal amount of the strain of stopping the car on each wheel. If, when the brakes are put on, one wheel stops while the other keeps on turning, it is a sure indication that the brakes need adjusting. Otherwise the tire on the wheel which takes the full strain of stopping the car will soon show excessive tread wear.

Use tale in your tires. Whenever a tube is removed, the inside of the casing should be dusted with tale. Tale performs the same function in a casing that a lubricant does in a bearing. Less heat is developed in running and the tubes last longer. A 10 or 15 cent-tube of tale will last a season or two.



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Because it is a car you can be proud of.
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Because it is handsome, roomy, speedy, powerful, responsive and durable.



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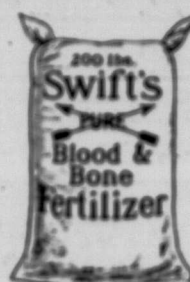
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