

EASTMAN KODAKS

FILMS AND SUPPLIES

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## The Rexall Store

PRESCRIPTION SPECIALISTS

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### Expert Advice For the Automobile Owner

Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

**What is meant by loading carburetor? I have recently had my car overhauled, and it seems to knock considerably, pulling slowly, and a retarded spark does not have any effect. I wonder if what is called loading carburetor is the cause?**

A loading carburetor system is one in which there is excessive condensation, thus making the mixture too rich and causing trouble. A motor with a very long inlet manifold is apt to load up, as it is called, at low speeds because the flow of mixture through the manifold is so slow comparatively that there is an opportunity for condensation. The liquid gasoline resulting from the condensation drops down into the carburetor and is carried up again into the motor. The real trouble, however, is caused by the gasoline globules traveling to convenient cylinders only, leaving one or two perhaps free to get a good mixture. The remedy for loading is to get additional heat to the manifold, so as to assist vaporization, or change the manifold.

of course, they are properly adjusted when the compression test is made. If the motor is an old one the loss of compression may be due to leaks about the cylinders or to loose pistons, but in your car, which has run only 4,000 miles, such conditions would hardly exist. It is safe to assume, therefore, that the valves need grinding.

**Will you please give me the causes of motors overheating?**

The causes of overheating motors are very numerous. We will give the most common ones—cylinders, pistons and rings dirty with carbon, carburetor mixture too rich, spark timed too early, valves adjusted too loosely, clog in the water system, etc. You should go over all of these adjustments and then flush out the water system with a weak solution of lye. Motor and cooling system cleanliness have a great deal to do with keeping the motor cool.

**What kind of an examination would you suggest giving a secondhand car before buying it?**

Ask that the motor be run and then listen very carefully for noises that sound like loose bearings or other misfitting parts. Have them open the throttle quickly with the spark well advanced. If the motor sounds as if it were knocking there is probably something loose.

Grasp the valve push rods where they come out of the valve lifter assembly. If they move about loosely the guides are worn. Look to the adjustment of the valves. If they are loose ask that they be tightened and you may find that they are already adjusted to the limit or that there is no adjustment and new parts are needed.

When the motor is running examine the gaskets about the cylinders and carburetor very carefully for a leak. Listen for noise in the timing gears. If it is excessive the teeth may be worn or broken.

Put a puddle of water into each spark plug pocket and determine whether there is a leak around the plugs. If there is find out whether it is just a faulty gasket on the plug or whether the threads in the cylinder are stripped.

Have the rear wheels jacked and the floorboards removed. Have the gears shifted or do it yourself with the motor running slow and then fast. Determine whether the gears shift readily or whether they grind before engaging. Grasp the propeller shaft directly behind the gear box and attempt to move it backward and forward. If there is any play to speak of, the bearings within the gear set are worn.

Try to wobble the wheels by pushing back and forth on the top surface. If there is a looseness the wheel bearings are worn or need tightening. If the car is electrically equipped examine the storage battery carefully. If the case is rotted out and there are green deposits in evidence, something is leaking and the battery may be practically worthless.

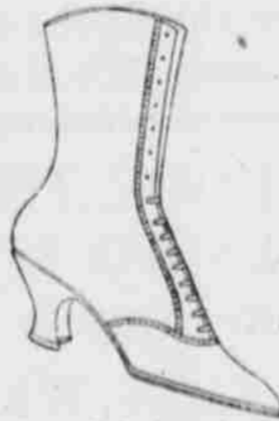
Have the starter operated several times and make sure that it turns the motor over vigorously. Examine all wiring you can see, looking for worn or shredded insulation. If there are any cuts in the tires pry these apart and see how deep they are. If they are down to the fabric or have scratched the fabric the tire is not going to be very long lived. Examine the casing where it enters the rim. If there is evidence of rust you can be quite sure that this rust continues inside and the tire is probably rotted and rim cut or well prepared to rim cut when any driving is done.

Have all wheels revolved rapidly when on a jack and look for wobble. A wavy wheel is indeed hard on tires and bearings. Look for leaks in the gasoline tank and gasoline piping.

Is the pressure in a tire increased after it has the weight of the car upon it when inflated to a certain pressure beforehand?

Yes, naturally. The weight of the car increases the pressure within the tire. The tire should be pumped to the specified pressure with the weight of the car upon it—not when the wheel is on a jack.

I have always been bothered with



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## RADER BROS. CO.

ONTARIO, OREGON

**Is it advisable to wash a car with water each day?**

Cars should not be washed unless it is necessary. Sometimes only wiping of the body and dusting of the cushions are needed.

**Which is better, larger intake valves or larger exhaust valves?**

The intakes should be larger, if possible, so as to increase the volumetric efficiency, but in a great number of cars both intake and exhaust valves are made the same size.

**Can you tell me what is the trouble with the two front cylinders on my car, which will run for days and weeks without any trouble and then, without apparent cause, will cease firing, the cylinders flood with gasoline and then heat up? The plugs seem to give good sparks on every revolution.**

Sticking valves would seem to be the cause for the trouble you mention, as only the two front cylinders are affected. Probably the motor, becoming slightly overheated, causes the valves in these cylinders to stick, resulting in their failure to admit the charge to the cylinders at the proper time for the spark to ignite it. This also causes the cylinders to flood with raw gas. You should look carefully to see that the valve stems have proper clearance and that they are not bent in any way. The immediate cause for the condition, the overheating of the motor, should not be ignored. You should go over the cooling system to see that it is perfectly clean and that all parts are in good working order. This can be determined by opening the outlet cock and running water through the system while the motor is running. If the system is clogged up in any way so that the water does not flow through it freely it should be flushed out with a saturated solution of common soda. Another possible cause of this condition recurring is that the auxiliary air valve in the carburetor may be stuck or the air passage stopped up in some way so that the correct amount of air is not supplied to mix with the incoming gasoline on its way to the cylinders.

**Under ordinary conditions how many miles should a car run before the valves need grinding? After running my car 4,000 miles it does not have quite so much power on high gear as it did when new, and the compression is better in some cylinders than others.**

A new motor, after having been in use but one month, may require its valves to be ground, and, on the other hand, it may not need valve grinding for two or perhaps three months. In old cars the valves usually need grinding every two or three thousand miles, but some owners take particular pains and grind the valves the moment the compression loss is slight. A new car will need valve grinding in a short time, because it is customary to feed excess of oil to such a motor. This causes carbon to accumulate rapidly, and the carbon making its way to the valve face and seat thus requires them to be ground. After the car has been in service the valve grinding periods are not so frequent.

Where unequal compression exists the valves should be ground, provided,

motor knocking when throttle was opened on a hard pull, necessitating my retarding the spark to the extreme limit, and that, of course, reduced power. I have been told that it was caused by too high compression. Will it help matters to reduce compression by raising the cylinder and placing a plate beneath to make a larger compression space?

The high compression reason which has been assigned to your case is very possibly correct, although it might be that carbon trouble is at the bottom of the difficulty. If you have noticed that the knocking continues even after the motor has been cleaned of carbon, it is probably due to the high compression or to a loose connecting rod, wrist pin or crank shaft bearing or part. It is never a good idea to reduce compression until you are sure that it is too high, and it will be better to have this measured by gauge and see what it really is before attempting to cut it down by means of a plate. A compression pressure of seventy pounds is sufficient, and for ordinary purposes you should not have higher than this. If it is below this, a reduction of compression will reduce the power correspondingly, as it influences the mean effective pressure in the cylinder.

**When my car has been run for a time it will not come back into high speed. What is the cause of this?**

The trouble you describe is due to slippage of the clutch when in second speed. To remedy this condition remove the gear set case cover, sometimes called the transmission cover. The clutch fingers will then become visible. These fingers, three in number, are locked with cotter pins. Remove one of the cotter pins and turn the set screw one-half turn. Do the same with the other two fingers, being sure that the set screws are turned the same distance as the first one. Then replace the cotter pins.

### Our Indians.

The most probable theory of the origin of the American Indian is that which links the Indian with the Mongoloids of East Africa, whose physical characteristics are strikingly similar to those of the American aborigine. Between the Indian and the Japanese there are many pronounced resemblances, and some excellent authorities are of the opinion that it was from that eastern race that the Indian originally sprung. If, as some think, the Eskimos are the best representatives of the Indian as he was upon his arrival here, the theory of the Japanese origin is immensely strengthened, since the likeness between the Eskimo and the Japanese is striking.

### He Was Grateful.

Butterman—While my daughter was playing the piano last night a strange man stopped at the door and asked to be allowed to give her half a sovereign. Silverides—Was he such an ardent music lover? Butterman—No; he said it was merely a thank offering because he didn't live next door to us.—London Tit-Bits.

## OUR WAR STRENGTH

English Military Correspondent Thinks Well of Us.

REGULARS HIGHLY TRAINED.

Colonel Repington Declares That Capable General Staff Exists to Point Way and That West Point Training and Discipline Will Assert Themselves Over Volunteer Army.

London.—Colonel Repington, the military correspondent of the Times, writes as follows in the course of an article on the United States army:

"The United States army is a gallant army, composed of fine men, led by officers of high attainments, but it is not an army in the modern sense. Von Hindenburg probably has influenced the German general staff's view of American military power as of no account and probably will remain of no account during the duration of the war."

After describing the American army and militia organization and stating that the census of 1910 showed 20,000,000 men of military age in the country Colonel Repington proceeds as follows: "The general staff of the United States army and the many prominent American statesmen who have been secretaries of war or otherwise connected with the army must have worked out long ago the plans to be followed in the event of such a crisis as has now arisen."

"Direct military intervention of the United States in the war in Europe is not practicable, even were America to desire it. The obvious course is to use the highly trained regulars, particularly the officers, as the nucleus for a volunteer army which should not form at any one time a force larger than can be properly trained."

"We cannot doubt in the light of past experience in American military practice that in a popular cause recruits would flock to the colors by the hundreds of thousands, but an army so formed would be a hindrance rather than a help except in case of invasion, to which the United States would hardly be exposed."

"The United States has one great advantage. She is self contained and not exposed to serious attack. She is populous and wealthy. Potential internal difficulties may vanish if the country be united."

"A capable general staff exists to point out the way. West Point training and discipline will assert themselves over a volunteer army grouped around regulars and cadets. The war industries which have been expanded and created for the service of the belligerents will be at America's disposal."

"If she elects to aid the cause it will prove for her that the old fire is not extinct. If the aid of America will be more useful immediately in finance and on the seas the eventual employment of her army in support of her policy must be foreseen."

## Famous Bull, Winner of Score of Blue Ribbons Dies

Segis Walker Pieterje Lad, the handsome black and white Holstein bull valued at over \$2,000 and owned by H. R. Boomer, the owner of the greatest herd over on the bench, is dead. Segis Walker Pieterje Lad in his day won yards and yards of blue ribbons and grand championships and was shown in Ontario last fall at the Malheur County Fair and hundreds of visitors stopped before his stall to admire him.

Shortly after the local fair he was taken to Boise for the exhibition at the Idaho State Fair. There he caught

a cold and was sick for some time, the cold developed an abscess on his lung which caused his death last week at the Boomer ranch. Segis Walker Pieterje Lad is of the same family as Segis Payne Johanna the Holstein-Friesian cow of Elma Center, New York, who broke the world's record as a butter fat producer by producing 730.8 pounds of milk in seven days in which was 59.63 pounds of butter fat. The loss of this bull besides being a material one financially to Mr. Boomer, is recognized as a loss to the dairy industry of this section.

### Dead Men's Teeth.

Before artificial teeth were created deficiencies had to be made good by the real article, so body snatchers ravaged the cemeteries at night, breaking up the jaws of the dead to extract their teeth to sell to dentists for insertion in live men's mouths. An army of these ghoulies followed Wellington's army. They were licensed as sutlers, but once night fell out came their nippers, and they prowled over the battlefield extracting the teeth of the dead or dying.—London Mail.

### Old and Modern Customs.

Palm Sunday in certain places is called "Fig Sunday" from the custom of eating figs on this day, as snapdragons on Christmas eve, plum pudding on Christmas day, oranges and barley sugar on St. Valentine's eve, pancakes on Shrove Tuesday, salt cod-fish on Ash Wednesday, frumenty on "Mothering Sunday" (mid-Lent), cross buns on Good Friday, gooseberry tart on Whit Sunday, goose on Michaelmas day, nuts on Allhallowes, and so on.—London Chronicle.

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