

**Constipated?  
Tired Out?  
No Energy?  
"Fruit-a-tives" gives  
perfect health**



MR. E. LEMAY.

"I was always constipated, bilious and weary until one day I tried a traveller who recommended 'Fruit-a-tives'. I procured some. You did not know me for the same person. I am now happy to congratulate you on your success. I recommend it on every occasion." —Mr. Emery Lemay.

"Fruit-a-tives" overcome constipation in the surest way. The intensified action of ripe fruit, combined with the building tonics, gently and surely restores natural intestinal action. Be well with "Fruit-a-tives". Try a box—25¢ at all druggists.

pedestrian, arrested for firing a revolver in a New York street was acquitted. It appears that he was trying to shoot a motor honker. —Columbia Journal.

**Invitations**

Correctness reprinted invitation-wedding. The factory work at

**Chronicle**

**YET!  
Corn**

Kindred Seed Corn this season  
per bus. .... \$2.25  
bus. .... 2.25  
Sweet, per bus. .... 2.25  
3.25

**Turnip Seed**

Purple Top Swede, Red Turnips.  
lbs. .... \$ .25  
bag ..... 1.10  
bag ..... 1.10  
..... .25  
..... 3.25

**S FLOUR**

of Salt:  
rel ... \$2.50  
Salt ... .90  
Salt ... .50  
sed Salt .60

**Apple Week**

While they are plentiful prices by the case.

**gs & Son**

and Feed  
Durham, Ont.

**WHAT WILL 1938  
MOTOR CARS BE LIKE?**

(Continued from Page 1.)

how? Let us see if we can discover where the automotive future lies, by tracing the path that it has followed so far.

If the automobile were suddenly removed from the scene today, there are few of us who would not suffer the sharpest personal inconvenience. As for American industry, it would find itself in the grip of a paralysis so staggering that its effects can hardly be calculated. And yet a little over thirty years ago the automobile did not exist, and even twenty it was considered more a curiosity than a vital adjunct to everyday life!

I can lay no great claim to antiquity, and the automobile is a bit older than I, but I can remember the automobile of the earlier days with a great amusement, just the same. The amusement lay largely in the fact that I had the small boy's ardor for watching things being fixed. And automobiles, in the beginning of this century, were always being fixed—not in a modern, well-equipped service station, at the owner's convenience, but usually quite involuntarily on the road by the owner himself, accompanied always by a large group of volunteer advice-givers.

It really isn't fair to say that the early century had automobiles at all, even though the makers of them were then beginning to think of them as advanced products of the art. It had vehicles that would occasionally move without the aid of a horse, but they bore small resemblance to the sure and silent products of today. At first they were called quite accurately, "horseless carriages"—mere buggies which had no shafts but had a peculiar collection of machinery somewhere below. Even after they outgrew this stage, they were still peculiar contraptions. Father donned goggles, and a peculiar garment called a duster, and climbed aboard up two or three steps, through a door at the back. (They couldn't have doors at the sides, for no one had learned how to make bodies stiff enough to keep the doors from flopping open on the road.) The engine was under the floor boards, which Father tore up for frequent investigations. To start the works someone would insert a long cast-iron crank into the vitals of the machinery at the side, and turn vigorously for a spell. If the engine felt like running that day, there would presently be a slight cough somewhere in the caverns of machinery, which would, after patient coaxing, turn into a series of slow-spaced but devastating explosions.

But the battle was not over. It was next necessary to get the car into gear, and the wheels moving. This was no small trick. Provided, however, that the clutch could be thrown in without causing some important part to tinkle out on the roadway, Father could then be seen moving off to the accompaniment of squeaks, rattles, groanings, shakings, and down-right concussions, through the thick dust kicked up by the thin-tired wheels on the untreated dirt roads. A busy concrete mixer still gives a few of the same vibrations, but by no means the same full symphony. Small wonder that the nation's business was still carried out with the aid of the horse, that people were called to the windows to look when an "automobile" went by, and that most people, except for a few rich and adventurous souls, said: "I wouldn't ride in one of those nasty, smelly things. Give me the good old horse and carriage every time."

That kind of remark is only twenty years old. Since those days the progress of automobile manufacturers has been nothing short of amazing; every year has seen progress sufficiently rapid to make any automobile seem hopelessly out of date in five years. And we may be sure that the marvels that are in store in the next few years will certainly, by 1938, make even the fine productions of today seem absurdly crude and old-fashioned.

**More Wonders on the Way**  
Since the establishment of the basic principle of the automobile on a sound basis, most experts list four great improvements. They are:

1. The self-starter
2. The closed body
3. The balloon tire
4. Four-wheel brakes

The self-starter first appeared about 1912, and was adopted within the next few years by the entire industry. The closed body was an early development, but universal presence for it did not make itself felt until about 1920. As for the balloon tire, it is as recent as 1924, and the four-wheel brake system, which only this year became universal, dates no earlier than 1924, although Europe knew it earlier.

Well then, you ask, what next? Is the revolutionary stage over, and shall we see nothing but refinements like air washers, oil filters and gas cleaners or rubber insulation of engines from frames, and new and striking color combinations?

To these questions, I have found, among men whose business it is to know, is an emphatic "No!" Another revolution is on the way, and it will be headed by one of the most spectacular developments yet recorded.

Automobiles, some time in the future, will change to front-wheel drive. This change is inevitable. It is just as sure as the almanac, and there is not a manufacturer today who does not know it, and is not preparing for it. Five reasons combine to make the front-wheel-drive automobile the inevitable one of the future:

- It will be safer
- It will be faster

It will be lighter  
It will be cheaper  
It will be lower

The present rear-wheel drive, to which we are so well accustomed, is, after all, little better than a compromise. As soon as automobiles took their present form it was generally recognized that power should be applied as close as possible to the point at which it was generated. The problem that has hitherto stuck the engineers in the industry is how to transmit the power from the engine to a set of wheels that must be turned through an angle as large as forty-five degrees to permit steering, without in any way interfering with either power or steering. It was a similar problem which four-wheel brake designers met and overcame only a few years ago. For the front-wheel drive, the problem is more difficult, but it is close to being solved now. A few actual front-wheel cars do exist, as test cars, and it cannot be long now before the first commercial model appears. Within five years from the time this happens, rear-wheel drive cars will be as funny as a 1902 Pope or Stanley.

The front-wheel drive will be safer because it will eliminate a great many of the accidents caused by skidding. The rear axle of the future automobile will have as its duties only the carrying of weight and brakes. Similar reasons will make the new drive faster. Less distance for the transmission of power to wheels will mean less friction, greater efficiency, and consequently more effective power applied to the wheels. Lightness will be obtained by the elimination or modification of the conventional combination of universal joints, torque tubes, propeller shafts, differentials, etc., that we know now. As for cheapness, that is a corollary of what has gone before, and astute manufacturers may be counted on to make the most of it.

The last point, lowness, will have interesting effects. It will contribute to safety, of course, since the lower the center of gravity of a car, the greater its road ability, and the less inclined it is to overturn. The rear end is the one present obstacle to a lower center of gravity, despite many ingenious alterations that have already been made in it. Good roads, free from bumps and craters, make possible a lower center of gravity than previously thought possible, but with the elimination of the old rear end, new possibilities will present themselves. Appearance will change radically. Front-wheel-drive cars will carry the steam-line principle to more daring lengths than are now thought possible, and will present a torpedo-like appearance that will be both striking and handsome.

**New Body Lines**

Radical as all these changes may be, they are not the only ones. We have predicted that body shapes and designs will change. Along with these changes will come still another: the introduction of new ideas in body design and construction. A recent automobile show witnessed the introduction of some of the most beautiful body and color designs imaginable, but the future holds even more.

Not only the finish of bodies, but their structure, is due for alteration. Manufacturers are evenly divided just now on the merits of steel and wood bodies. Steel, says one group, is the only safe material for body construction, the only material that will protect the occupants of a car in collisions. No, it isn't, another group responds. Most accidents would not be serious, save for the splintering of glass in the windshield, and a flexible or non-shattering glass, such as "Tri-

plex," which the Ford now uses, is the best answer as to safety. Further research is necessary to produce it even more cheaply. Meanwhile, they continue, the steel body is noisy, and telegraphs engine sounds all over the car. And it is much heavier. The answer, they contend, to the question of correct body building is a steel frame with wooden panels.

Who is right? It is difficult to say, and perhaps both are wrong. Already, in Europe, a new type of body known as the "Weymann" seems likely to revolutionize construction here. The Weymann body is flexible; unlike any other, it is made of wooden parts hinged together and covered with fabric, so that the body actually sways about, (impercipitly, of course) and deadens the sound of moving parts. Naturally it has small resistance to destruction, but the body of a car is seldom called upon to withstand great loads unless it turns turtle, and when it does no one is going to feel very comfortable anyway. If you are planning to go over Niagara Falls, it makes little difference whether you go in a steel cask or a burlap bag.

**Engines of the Future**

What about engines? We shall see great changes there, too. Engines are smaller than they used to be, but infinitely more powerful. For every five or ten pounds of their own weight, they now develop a full horse power. Imagine something the weight of a heavy candy box that can develop the power of a horse—or more, for no horse is capable of exerting a theoretical "horse power" continuously. Nothing better illustrates the extraordinary application of engineering brains to the automobile than does this.

Engines run at higher speed, now. The average has risen in the last few years from two thousand to four thousand revolutions per minute, and will probably go higher. Compressions (that is, the pressure in the cylinder just before the explosion takes place) are higher, and will rise spectacularly in the next few years. High compressions add greatly to the efficiency of an automobile engine, but they have not hitherto been possible because of knocking in the cylinder. Knocking is the result of a detonation in the engine, and means that a shattering explosive wave is striking against the piston and the cylinder walls. In some way that is still very imperfectly understood (although scientists are busy putting quartz windows into cylinders, and photographing the flames inside) a substance known as lead tetraethyl prevents this and immediately makes possible the redesign of the engine head to permit higher compressions. The Chrysler "red-head" engine is the first example of an engine designed to operate exclusively on the new gas. It is a great forward step, but it cannot be operated unless a constant supply of ethyl gas is available. Hudson and Essex, to name only two others, have compromised and produced a much higher compression engine, which will, however, run well with ordinary fuel. The greatest engine changes will not come, however, until ethyl gas is a universal fuel—a development probably not much more than five years away. Engines, weight for

weight, will give economical power and acceleration far beyond the present. And we should look too for a wider and wider application of the sleeve-valve principle, which the Willys-Knight engine now uses.

**Feather-weight Brakes**

At the present time the great demand of the motoring public is for safety and its corollary, ease of control. The public quite rightly takes for granted that all automobiles are good ones, that they have power, pickup and speed. Accordingly, progressive manufacturers are stressing more and more the element of safety. Four-wheel brakes were one of the first indications of this trend. Recently Chandler announced one of the first applications of an even newer principle—applied for some time to heavy trucks and buses, but new to passenger cars—the vacuum brake. Here is a development which adds materially to the ease of driving. Brawn is no longer necessary to stop a car. The vacuum brake makes use of the vacuum in the intake manifold, which it highest when the carburetor throttle is closed. By varying the size of piston used to contract the brake bands, a wide variation in range of power available may be obtained. And if the engine stalls, direct connection will still apply the brakes mechanically.

**The servo-brake**

The "servo-brake" falls into the same classification, and is bound to have a wide application. It consists of a drum with a surrounding band, mounted on the propeller shaft. When the driver depresses the footbrake, he tightens the band around the spinning drum, and the band immediately tries to turn with the drum. This turning force activates a set of levers which apply the brakes. The driver need exert only the lightest pressure, and the energy of the car itself is utilized to stop it.

**Good-by, the Gear Shift**

Some time within the next ten years we shall without doubt chronicle the passing of the gear-shift lever. The automobile of the future will probably be controlled with only one lever or pedal. Several new control systems to make the shifting of gears unnecessary, are in the laboratory stage now, and as soon as they have been made sufficiently reliable to justify installation, the country will ring with the tidings of another great advance in engineering.

A gear shift is necessary on an automobile because a characteristic of the gasoline internal-combustion engine is a very poor torque, or turning power, when the motor runs at low speed. The function of the gear shift is to permit the motor to run at fairly high speed without impelling the gear wheels at the same rate. Engineers have long been studying the problem of making these adjustments without bothering the driver, and they are beginning now to have something to show for their pains. Already many buses no longer carry a gear shift, since the old transmission has been replaced by the "gas electric drive". The gasoline motor turns at an almost uniform rate and drives a dynamo which supplies current to motors mounted on the rear axle. The driver varies the speed of the bus by controlling the amount of current which the

dynamo delivers to the motors. It is not likely, however, that this system will ever find much favor for light passenger cars. It is efficient, and provides very comfortable riding qualities, but it is too heavy and too bulky for smaller cars.

Three or four patents already exist covering devices which will permit an infinitely variable system of transmission. One of the most ingenious is known after its inventor as the "De Lervaud" and has been applied experimentally to a number of European cars. More recently a car of De Lervaud's own manufacture has carried it. The device makes use of a "wobble" or "swash" plate which makes of the propeller shaft, an angle automatically controlled by a spring. From the wobble-plate, rods extend to the rear axle, and are connected to it there by ratchets. The inclination of the wobble plate depends upon the torque needed, and the amount of inclination governs the stroke of the rods, and thus, in turn, the amount of turning of the rear axle.

**What Next?**  
Invention, you will see, is no longer at the whim of eccentric geniuses. Today we produce material progress in this country, with all the power and resources of groups of trained men, working under the direction of a great scientific administrator. The automotive industry is a magnificent example of the application of scientific brains to practical ends. Every year, save those in which the war upset all calculations, it has given us a little more for our money, and charged us a little bit less. The story of the gigantic factories in which production experts work their marvels of economy and efficiency is just as fas-

inating as the record of things to come, but it must wait for another time. Meanwhile we may rest secure in the knowledge that this brief catalogue does not include more than a tenth of the changes which the next few decades will produce. Many new developments are absolutely unpredictable at the moment, for the bases upon which they will rest have not yet been discovered. But we know they will come. Somewhere, perhaps this very day, a patient scientist is puzzling over a fact that will not fit into his calculations; perhaps he wonders why a solution is a certain color, or an ammeter gives a lower value than it should. And perhaps when he finds out he will have founded a new industry, or reorganized an old one. So runs invention, handmaid of modern life.

**FORESTRY NOTES**

When a man who is not used to the woods lights a match and later throws it on the ground, he expects it to go out. But when an experienced woodman is through with his match it is out. He does not leave it to expectation. He knows.

A pail of water costs nothing in Canada as a rule but the trouble of dipping it up. Put out your camp fire and help save Canada's diminishing forests. Twelve million dollars worth of timber is being burnt up every year simply for lack of a few pails of water at the proper time.

More and more girls are in love with the great outdoors to avoid the great indoors.

COME TO THE EUCHRE PARTY at Williamsford, Thursday night, June 7. Durham orchestra. Auspices Dornoch Catholic Women's League.

**Our Expert Tire**

**R  
e  
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S  
a  
v  
e**

**You Money and Miles**

When we RESTORE LOST MILEAGE in one of your injured tires—which we guarantee to do in every repair we make—we save you real money.

Our modern equipment, shown above, plus our expert, factory-trained repairmen who use Firestone factory methods only, afford you an opportunity to get the mileage you paid for originally. LET US PROLONG THE LIFE OF YOUR TIRES!

**SMITH BROS.**

Ford Sales and Service Durham

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