

The Automobile

BEAKE TROUBLE CAUSED BY CARELESS DRIVING.

There are few more vicious things on earth than a motor car out of control. The most important factors in securing control are the brakes. It is not too much to say that an owner has no moral right to take an automobile out on a public highway without being reasonably certain the brakes of his car are in condition to meet any emergency. Attention to a few simple matters will assure the desired results.

One matter that should be as much of a habit in motoring as keeping water in the radiator is to test the brakes each time when taking out the car. This can be done by throwing out the clutch and applying the brakes. If they do not appear to be working effectively fix them or get them repaired at the earliest possible moment.

The small trouble or cost of repairing brakes is much less expensive than a broken fender or the smashed parts of some one else's car that you may crash into because the brakes will not hold.

Know surely that there is a good type brake lining, also that it is properly installed. Some linings are too soft and some are too thick. They may easily become matted and are apt to need constant adjustment. The best linings are usually woven with plenty of asbestos and copper wires.

It usually takes a good auto mechanic to properly install brake linings. It is necessary that the linings be adequately stretched to avoid wrinkling. Also the rivets must be properly sunk, so the metal of the rivets will not score the brake drum, thereby causing the brakes to fail to hold as they should.

AVOID SQUEAKING BRAKES.

Squeaking brakes are a nuisance which can be avoided by proper adjustment. This annoyance can often be stopped by removing the wheels and roughening the brake lining with a file. The brake mechanism should be wiped off and oiled once every 500 miles of driving.

Many accidents are due to faulty adjustment or application of brakes, consequently it is the duty of every car owner to make a systematic brake inspection regularly. For instance, the loss of so small an instrument as a cotter pin may lead to serious accident.

Brakes should not be allowed to drag, for dragging heats them, wears

them out unnecessarily and absorbs a lot of the power of the engine. Nor should they be too loose for then they will not act quickly enough to avoid danger. On the propeller shaft brake there is a nut on the brakeband which can be adjusted to make the brakes just the proper tightness. The rod connecting the pedal to the brake can be turned either to the right or to the left to make it the right length for efficient use of the brake.

ADJUSTMENT OF EQUALIZER.

Regarding an axle or wheel drum brake where an equalizer is used, apply the brake with the car jacked up. Adjust the equalizer until it is parallel with the axle, then tighten or loosen the adjusting nut on the brakebands. On the internal type of brake it may be necessary to remove the wheels, adjust the cam plates and adjusting nuts and equalize the length of the brake rods. Where four brakes are employed, all four wheels should be jacked clear of the ground and adjustment made at each individual wheel.

When in doubt as to whether each brake is doing its share of the work, if there are only two of them, jack up the rear wheels and apply the brakes far enough so that it is just possible to turn one wheel by hand. Then adjust the brake on the other wheel so that the same amount of energy is required to turn that wheel by hand. When four brakes are provided the other two are adjusted in the same manner.

Brake trouble will be avoided by using this important part of the car properly. When coming to a stop on a straightway, close the throttle and leave the clutch engaged until just before you come to a stop. This causes the engine to assist the brakes in bringing the car to a standstill.

In going down an ordinary hill leave the clutch engaged and close down the throttle. But in going down a steep hill or a moderate hill with a heavy load, put the gear into intermediate or low speed at the top of the hill and leave the clutch engaged. Shut off the throttle; it may also be of help to turn off the ignition switch.

When driving use the brakes as little as possible. When an emergency stop is necessary close the throttle, leave the clutch engaged, apply the foot brake and pull the hand brake if necessary. Do not lock the wheels, but keep them rolling to avoid skidding.

When a housewife asks whether the goods she is buying are cotton or woolen, she little thinks that originally they were one and the same, for it was to a woolen fabric made in Bristol, England, that the name "Bristol cotton" was first applied.

Bristol used to be the seat of the then seat of the woolen trade, the West of England, and "Bristol cotton," a striped cloth, with a long nap which could be reshown where the garment got shabby, was woven at Bridgewater and Taunton.

The word "blanket" has a peculiar origin. In early times family names often arose from the bearer's occupation, and for generations a family named Blanket had been in the woolen trade and had manufactured white cloth. It is probable that this trade gave them their name from "Blank," (white), but it was this family which invented the comfortable bed-covering and their new products were referred to as blankets.

Words With Histories.

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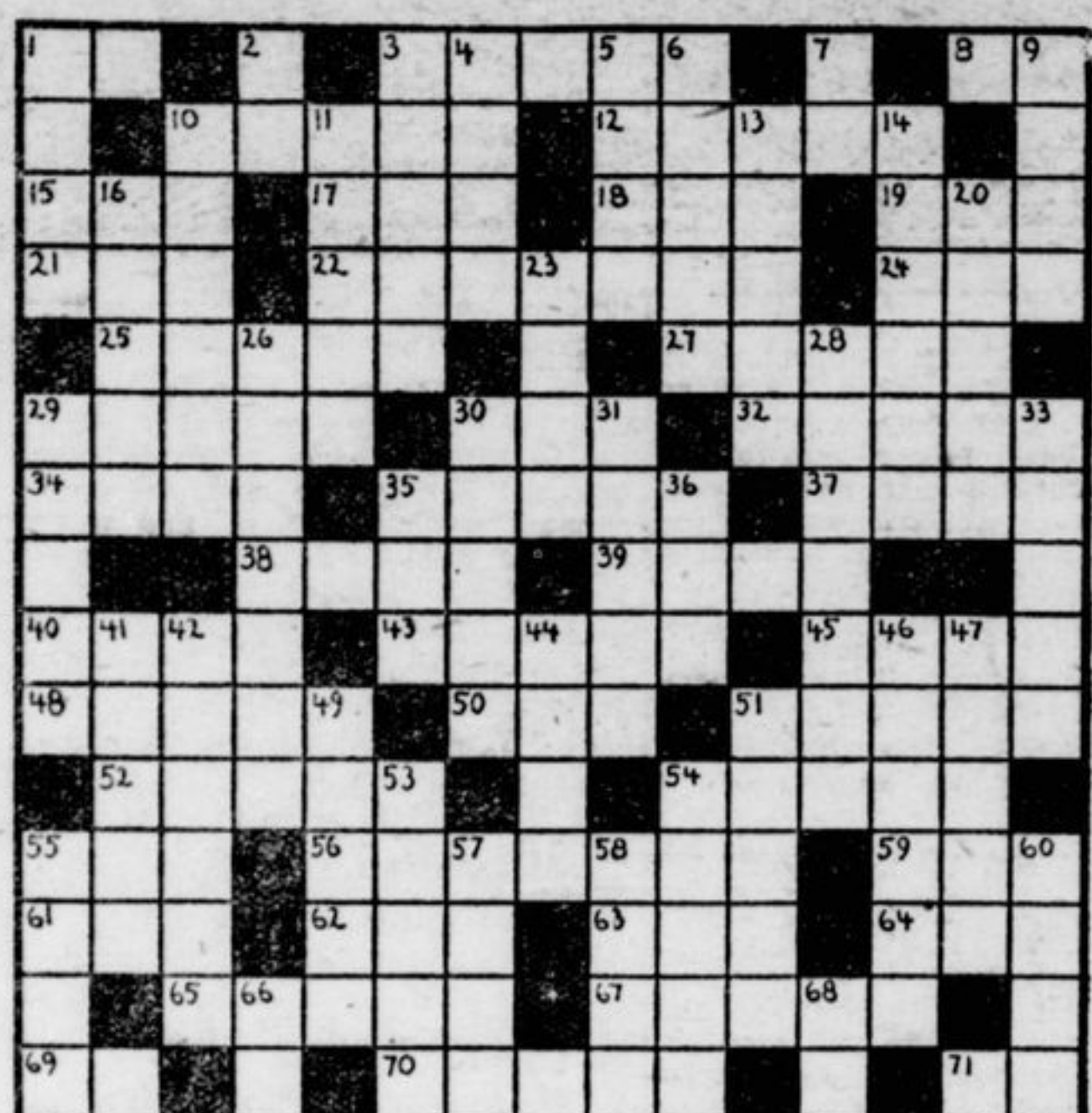
Many Kinds of Religion.

Edward Lyulph Stanley, Lord Sheffield, died in London recently, at the age of 86 years. The family of Lord Sheffield had a remarkable diversity of religious belief. The late Peer was a rigid Anglican. His brother, whom he succeeded to the title in 1903, was a Mohammedan, and another brother, Honorable and Right Rev. Monsignor Algernon Charles Stanley, is the Roman Catholic Bishop of Exeter. Lord Sheffield's daughter, Hon. Venetia Stanley, adopted Jewry on becoming engaged to N. S. Montagu, whom she married in 1915. She is now a widow, her husband having died Nov. 15 last. A sister is a devoted social and unsectarian worker in that curious quarter of London called Soho.

Money for Sport.

Some of the women athletic directors at girls' schools in England are paid as much as \$2500 a year.

CROSS-WORD PUZZLE



THE INTERNATIONAL SYNDICATE.

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|---|---|
| <p>HORIZONTAL</p> <p>1—To exist
3—Strength
8—Part of verb "to be"
10—A tree
12—Innocentism
18—Limit
17—Part of a circle
18—Aighted
19—Self
21—Because of
22—Student
24—A vessel
25—Dictatorial
27—A game
29—To cut thinly
30—A leguminous plant
32—Looks furtively
34—Fabled narrative
35—In the middle
37—Territory
38—Egg-shaped
39—Stylish
40—Disease of animals (Western U. S.)
43—To lure
45—Be silent
48—To fish
50—A small spot
51—Barrister
52—Fundamental
54—To wait upon
55—Fragment
56—Scholarly
59—Writing fluid
61—Consumed
62—A weapon
63—A fish
64—A number
65—Clothed
67—Succeed
68—To perform
70—A dwelling
71—Close to</p> | <p>VERTICAL</p> <p>2—Exists
3—Clemency
4—Small unit of measurement
5—Large room
6—Test
7—Towards
8—A satellite
10—Clever
11—Worn out
13—A strip of leather for sharpening
14—Sexless
16—In worthy manner
20—To feel the way
23—Indebted to
26—Places of learning
28—Instructor
29—Perceived odor
30—Heaped
31—Village in England noted for its famous race-course
33—Method of cooking
35—Angry
36—Possessive pronoun
41—Path
42—Lightly covered
43—Lacking warmth
46—Ask
47—View
49—Bound by feudal service
51—Provides food
53—Mash
54—Rock
55—A poet
57—To
58—Frozen dainties
60—To weave together
66—Means of transport (abbr.)
68—Above</p> |
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WHAT PLACE IS THIS?

Signs Should be Provided to Inform Travellers of Local Advantages.

Very soon now the tourist traffic for the 1925 season will commence. We should make things as interesting and attractive as possible for our visitors and also for the many travelling Canadians who are going to explore our highways and byways.

How often when motoring into a coaly situated town or hamlet, we look around the various buildings for some indication of the name of the place. It is probably a very interesting spot to the passerby and he might like to remember it particularly. No signs are in evidence anywhere except those advertising motor car tires and patent medicines, and the interest aroused is apt to die for want of stimulation. There are many ways in which we might welcome our tourist friends and make them aware of our hospitality. Place-signs, prominently posted at the approaches of the villages, with a few concrete facts about the nature of the locality and its commercial and industrial possibilities will add greatly to the interest and enjoyment of the tourist and perhaps very materially to our country's development eventually. The wayside market is useful to the tourist, here he can purchase, direct from the farmer, dairy produce, fresh fruits and vegetables on the cash and carry system. What is better than a cool glass of buttermilk, too, on a hot, thirsty drive? The lovely orchards by our roadsides could be converted into attractive open-air tea rooms, where plain but tempting refreshments could be served at small cost and ample profit by the women and children in their spare moments. Camping spots, where tents could be pitched for a night's sojourn might be provided, rustic tables and chairs with legs sunk in the ground, an open-air fire-place and a lean-to for a garage, make ample accommodation. The Edmonton Auto and Good Roads Association is making arrangements to place direction signs along the Edmonton-Cold Lake route in readiness for the season's tourist traffic. This road passes through a famous trout-fishing district which is visited yearly by a large number of visitors from Chicago and the Eastern States. All towns along this route are being asked to assist in signing the main highway and the local organization is to do its share in view of the large amount of tourist traffic expected along the road during the 1925 season. There are many scenic spots, splendid lakes and fishing streams just off our beaten trails that could be admired by many a visitor if directed thither by a well placed sign. From coast to coast within our borders we possess unexcelled scenery and climate. Let us make the most of this, for ourselves and for our visitors.

The Natural Resources Intelligence Service will gladly supply maps and special information regarding touring conditions in any part of Canada to those who may be interested.

Canada First.

Wembley's first new exhibit for the 1925 exhibition is a huge stuffed buffalo, the largest ever seen in this country, which recently arrived in London. It is for the Canadian pavilion.

The Garden That Takes Care of Itself

By Amelia Leavitt Hill.

The thing which discourages the would-be gardener perhaps more than any one other is the care a garden is generally supposed to require. Of course, much care can be taken and every additional touch given will show delightfully.

But a very satisfactory garden can be had with almost no care at all, if a little judgment in selecting plants be used.

Various plants are, of course, especially hardy under certain conditions, and the way to find those best suited to any particular location is, obviously, to observe those which flourish in your neighborhood, either in deserted gardens or where they receive little attention.

Generally speaking, a plant which flourishes under neglect farther north than your own neighborhood may be depended upon to thrive under local conditions.

We can roughly, however, assure ourselves of some plants which will thrive with a fair degree of safety in almost any climate.

Phlox, that standby of the perennial garden, is practically indestructible. A plant which has held its own through many vicissitudes is surely worth rescuing and cultivating, where the newer varieties, if you prefer buying them to salvaging the remains of deserted gardens, will for the most part be as hardy as the old. Phlox is not raised from seed, because of the tendency of the seedlings to revert to the ugly old-fashioned shade of purple-pink, and plants accordingly should be purchased.

It should be divided every three years, and this again affords new proof of its indestructibility. Most plants can be divided only when the bloom is over for the year.

Phlox Just Won't Give Up. But phlox may be dug up, the roots cut in two with a spade in the most ruthless way and the plants reset either just before or during bloom, when the plant is at its weakest, with no loss of flowers or danger to the growth, if only plenty of water be supplied the divided plants until they become well rooted.

The two varieties of lily are also so very hardy, and a great addition to the garden in spring and early summer. The earlier—viscaria—with its long purplish pink racemes, is a wild flower in the Balkans.

The later variety—chalcedonica—London pride, with its scarlet blossoms suggestive in shape of the verbenas, is also perfectly hardy.

The platycodon hails from Siberia, which alone should speak volumes for its hardiness. All dealers do not keep it in stock, and to remedy this oversight an effort should be made by every gardener to create a demand for this lovely flower.

The reason for its comparative obscurity may be its extreme lateness in starting in the spring, which results frequently in its being given up for

formation of the raw materials into the finished product.

Well painted houses or outbuildings, wagons, and other equipment create a feeling of pride in the owner, while the labor in applying and the expense of the material, from its preservative results, are fully warranted. Paint is also a protection against fires from without, as, by preventing the curling and warping of woodwork there is not the same opportunity for sparks to lodge.

Canada, this season expects many visitors by rail and motor. They will in large measure, form their opinions of the country by outward appearances. Well-painted buildings and the tidy appearance of the grounds will naturally create a favorable opinion and evidence prosperity. Let us do our part to advertise Canada as a home for progressive people.

Natural Resources Bulletin.

The Natural Resources Intelligence Service of the Dept. of the Interior at Ottawa says:—

Spring, from time immemorial, has been known as housecleaning time. During recent years this period has developed a popular slogan "clean up and paint up." This is especially applicable to the protection and painting of outside woodwork. Wood, when exposed to the weather without protection, quickly deteriorates, it bears a shabby and neglected appearance, and, in a great majority of cases, is but an index of the enterprise or carelessness of the owner.

A statement was made a short time ago by a prominent lumberman that unless Canada exercised more care with her forest resources, the day was not far distant when we would be without our supplies of lumber. While this statement referred particularly to the protection of forests, it might, with equal force, be applied to the protection of our buildings, fences, farm implements, and other equipment into the making of which wood largely enters. In the case of the forests there is the timber only that is lost, while in the decay through neglect or carelessness of woodwork there is also the loss of the human energy that was required in the trans-

Diversity Features Dominion's Physical Assets.

It is one of the outstanding features of Canada that it has naturally about as many different sources of commercial strength as any one country can have, and has also the very decided advantage of being able to bring into commercial play a great variety of basic sources of wealth. First, it has a remarkable estate in lands suitable for grain-growing, stock-raising, fruit-farming and other forms of husbandry.

It has immense forest areas of pulp-wood species as well as saw timber. The range of its mineral products is altogether unusual. Its water-powers are generous in extent, and well distributed. A great area of fertile fresh and salt water fishing-grounds, and an abundance of useful wild life, round out the physical estate. Thus nature itself has given to Canadian enterprise about all that any country needs in order to attain commercial strength as well as size.

Are the Canadian people, however, actually utilizing the country's varied basic sources of strength to the extent that they warrant?

A quick grasp of the big factors underlying the business life of the Dominion probably may be best obtained by considering the larger areas or groups of more or less natural unity. The net primary production figures for 1922 for each of these broad divisions give some very interesting possibilities. In the Maritime group, for instance, in round figures, the showing is as follows: Agriculture, \$83,933,000; Forestry, \$35,336,000; Fisheries, \$16,506,000; Trapping, \$350,000; Mining, \$28,186,000; Electric power, \$3,631,000. It will be noted that the Maritime Provinces as a group have been able to draw each of several different classes of physical resources into commercial play on a considerable scale. Agriculture looms up above the other primary industries, but forest industries, mining, and fishing have likewise assumed large proportions. The Maritime area, as a whole, exhibits an unusual degree of both natural and developed diversity.

The basic industries of Ontario and Quebec are, of course, on a larger scale, but perhaps the most interesting contrast they offer to the Maritime industries lies in their relative individual stature. In this group agriculture overshadows the other primary industries more heavily than is the case in the Maritime area, nevertheless Quebec and Ontario possess great strength in lumbering and mining, and, although fishing is a minor factor, this group presents a new giant in its power-generating industry. Despite the greater predominance of agriculture, the Ontario-Quebec division is obviously one of exceptional variety in basic pursuits. The value of the individual industries is as follows: Agriculture, \$55,979,000; Forestry, \$170,514,000; Fisheries, \$3,947,000; Trapping, \$8,226,000; Mining, \$76,247,000; Electric power, \$61,914,000.

No other form of primary industry approaches agriculture in importance in the Prairie Provinces. Aside from this industry, mining has made the most notable advance. The figures there are: Agriculture, \$487,759,000; Forestry, \$8,506,000; Fisheries, \$1,484,000; Trapping, \$4,721,000; Mining, \$31,355,000; Electric power, \$9,093,000.

Leadership in British Columbia and the Yukon belongs to forest industries. Mining also improves its relative position, and fishing is likewise prominent. Here alone agriculture yields first rank. In fact British Columbia draws its commercial sustenance more equally from the several different branches of primary industry than does any other province. No one main industry is overwhelmingly dominant, as will be seen by the following: values: Agriculture, \$26,018,000; Forestry, \$52,048,000; Fisheries, \$18,849,000; Trapping, \$1,564,000; Mining, \$39,423,000; Electric power, \$7,567,000.

The individual figures for the Yukon are: Fisheries, \$10,000; Trapping, \$2,025,000; Mining, \$1,785,000; Electric power, \$118,000.

Thus, with the exception of the Prairie Provinces, the great economic divisions of Canada exhibit those advantages which characterize the well-established business. With generous resources of various kinds on which to build they have given to the business life of the Dominion the solidity and reserve strength founded upon diversity of enterprise.

Famous Wax Works Destroyed by Fire.

Madame Tussaud's famous wax works show in London was destroyed by fire recently.

Madame Tussaud's exhibition of wax works in Marylebone Road consisted of portrait models of ancient and modern personages and historical tableaux and relics. It contained a famous "chamber of horrors" with figures in wax of noted criminals, and a reproduction of the guillotine with which Louis XVI and Marie Antoinette were beheaded.

To Wash Overalls.

The only successful way of washing overalls is still keeping one's good disposition is to lay them on the washboard, soap them and scrub vigorously with a scrub brush.

Monsters of the Atlantic.

Giant squids, measuring 80 ft. across, are believed to inhabit the depths of the Atlantic Ocean. No specimens have ever been seen, but portions of them have been discovered, in the stomachs of other great marine beasts.

MUTT AND JEFF



ONE WAY OF TELLING A GUY WHAT'S WHAT—By Bud Fisher.



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