

In The Automobile World

CARS IN KINGSTON

THE NUMBER HAS GREATLY INCREASED OF LATE.

Kingston's Prosperity Reflected in the Growth of the Motor Business—Changes in Style of Cars—The First Drivers in Kingston.

Some few weeks ago the Whig published its Progress and Prosperity number that showed, by returns since received, that Kingston's prosperity had been made known over an immense area of this country. Few people realize the prosperity that has come to the automobile world of Kingston.

To-day there are more cars seen on its streets than ever before. Nor can one say that the cars are of the cheapest kind. Kingston is building up a reputation that impresses even the most casual visitor that the city is "making good" in every sense of the word. The cars are of the best makes, well chosen and splendidly equipped.

It is rather a surprise when one looks back over the history of the motor-car in the city to see what an enthralling thing motoring has proved to be and how it has taken a grip on the people, and they are buying cars for pleasure and business in a way that the most optimistic forecaster would not have dreamed of only a few short years ago.

There has always been a question of the ownership of the first automobile in the city. About the first time in the writer's memory, Angrove Bros., who occupied a store on Princess street now used by A. F. Treadgold, showed for sale an "Oldsmobile" designed by the present designer of the Rea—R. E. Olds—W. J. Fair, possibly previously, or at least at very nearly that time, purchased his first "car." It was simply a four-wheeled backboard with the engine under the seat. It proved a novelty on the streets, and attracted a great deal of attention. Proving that Mr. Fair still rejoices in the pleasures of motoring, he now drives one of the most up-to-date of cars.

The cars at that time were mostly of the "one lung" variety. One or possibly two cylinders was the limit, and to go careening along the road at the speed of fifteen, or, if one carried heavy life insurance, up to twenty miles an hour, made the few people then owning cars the most envied in the world. The bodies as a rule were open—no doors as now. Another great change has been in the location of the engine. It was quite customary at that time to find the engine crank at the side under the front seat. Under no circumstances was there a self starter, as that wonderful thing had been unheard of. Another advantageous and conspicuous change has been the elimination of many gear levers, brake levers, etc. There was a time at the first epoch in automobile history that a car was not considered worth while unless the whole right-hand side was filled up with shining—or dirty, as the case might be—levers, horn tubes, handles to assist the nervous ones in keeping their seats, and hundreds of other wonder-



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Canada Cycle & Motor Co. Limited, Toronto.

ful things. The wind shield was supported by two long brass rods, and the lights and other fixtures were tributes to the brass manufacturer's art. Hundreds of hours that might have been taken up with motoring were used by the sorrowful sons of happy car owners in polishing the brass. Neither is this so long ago, but fortunately it will not come again.

Some four or five years ago an English car designer gave it as his suggestion that the bodies should become more "stream line," as in his opinion too much of an automobile was exposed to the wind. The ideal stream line is a fish, and since then car owners have tried to model their cars on those lines. The greatest field of play is in the engine hood. The cowl dash was brought out, and the engine hood molded so that from wind shield to radiator was a gradually sloping line. The result has been that the cars have practically all changed from being ugly, disjointed looking inventions to beautiful, well-designed motors that even in the cheaper makes are a credit to the designer's talent.

There is a saying that good wine improves with age, and every year brings out new features in motor-cars that add to the pleasures of popular sport and pastime. One of these has been the great reduction in the number of engine troubles. The auto was at one time the butt of every stage joker. Through the country on every road could be seen a car-driver uncomfortably hopped on his back making some adjustment or other to his engine. In those days one could only take pleasure in the short when dressed in a suit of overalls, for at no time was a through run of more than five miles probable. Hundreds of expert mechanics, inspired by strong competition, have done wonders in making the gasoline engine of motor-cars one of the most perfect of inventions. There are always and will always be some troubles, but the average motorist, if he has sense enough to allow only experienced men at his engine, rarely has any inconvenience through engine breakdowns.

This year gasoline or gas, as it is popularly called, sells above 30c a gallon. At first the scale went out that people would lay up their cars rather than run them with gas at such a high figure. Most of these people have adopted a widely different method, however. They are

exchanging or selling their old cars and getting new ones.

Every year one sees in auto advertisements the boast that this car or that car is economical in fuel. The cars that have stood the test of public opinion and usage are economical, and the new designs are even more so. The average man running a car to-day wants efficiency, whether gas is 10c or 50c a gallon. The carburetors must be of the very highest type and be able to make good with every drop of gasoline. The cylinders do not leak and allow compression to go to the wind, instead of being used for turning the wheels. Everything has been done to make for efficiency and economy. A new departure, or rather one that is steadily increasing in popularity, are cars with permanent tops, or those known as "all-year-round" cars. For the Canadian climate they prove very valuable in adding weeks to the automobile season.

STOLEN OVERLANDS QUICKLY RECOVERED.

Establish Simple and Effective Service For Overland Owners.

In these days when the "Bertilion," the "finger print" and the numerous other "systems" of running down criminals of all kinds are at the command of our police and detective departments, it is rather unusual to discover an establishment with a real live, thoroughly organized "gum shoe" department of its own.

Yet that is what the Willys-Overland Company maintains for users of its cars, who suffer from thefts of their automobiles. It is a simple system, but well-nigh infallible in its ability to find the missing machines, and often to apprehend the thieves.

As soon as an Overland car is stolen its owner notifies the Overland dealer in his district. The dealer in turn notifies the factory. At once a description of the stolen car, and the facts of the case, are dispatched to all Overland dealers in the United States. These are posted in conspicuous places and the dealer and his employees are instructed to be on the lookout for a car answering the description. As it is a certainty that sooner or later the car will turn up at an Overland garage, the owner stands a good chance of getting his property back in short order. Several have, and now auto thieves leave Overlands alone.

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A complete newspaper could be edited by the ex-newspapermen on the staff of the Willys-Overland company. Managing editors, sporting editors, court reporters, political writers, re-write men, from New York, Chicago and Cleveland dailies, as well as from newspapers of smaller cities, are in the Overland's employ.

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We handle anything and everything in the Oil line, and can save you money, time and trouble.

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Almost everyone said that a complete automobile of beautiful design, fine finish, the ideal small, light, economical car, built with quality materials and absolutely completely equipped, could not be built to sell for \$850.

And but for Overland special knowledge, special experience and special equipment, it probably would still be one of the impossibilities instead of an accomplished fact.

Probably no other organization in the world can produce the quality and efficiency equal of this car to sell at anywhere near so low a price.

Certain it is that no other organization is doing so.

And no other car ever produced seems so exactly to suit the requirements of so varied a lot of people.

People of wealth, people of modest means—

People of long automobile experience—

People who never before owned a car—

All find in the small, light \$850 Overland their ideal car.

It has the beauty, comforts, conveniences, power and complete equipment which everyone wants.

Yet it is inexpensive to buy and economical to operate.

See the Overland dealer and get acquainted with this car.

But act now, as this car stands alone and the rush to own them is amazing—delayed action is almost sure to mean a long wait for delivery.

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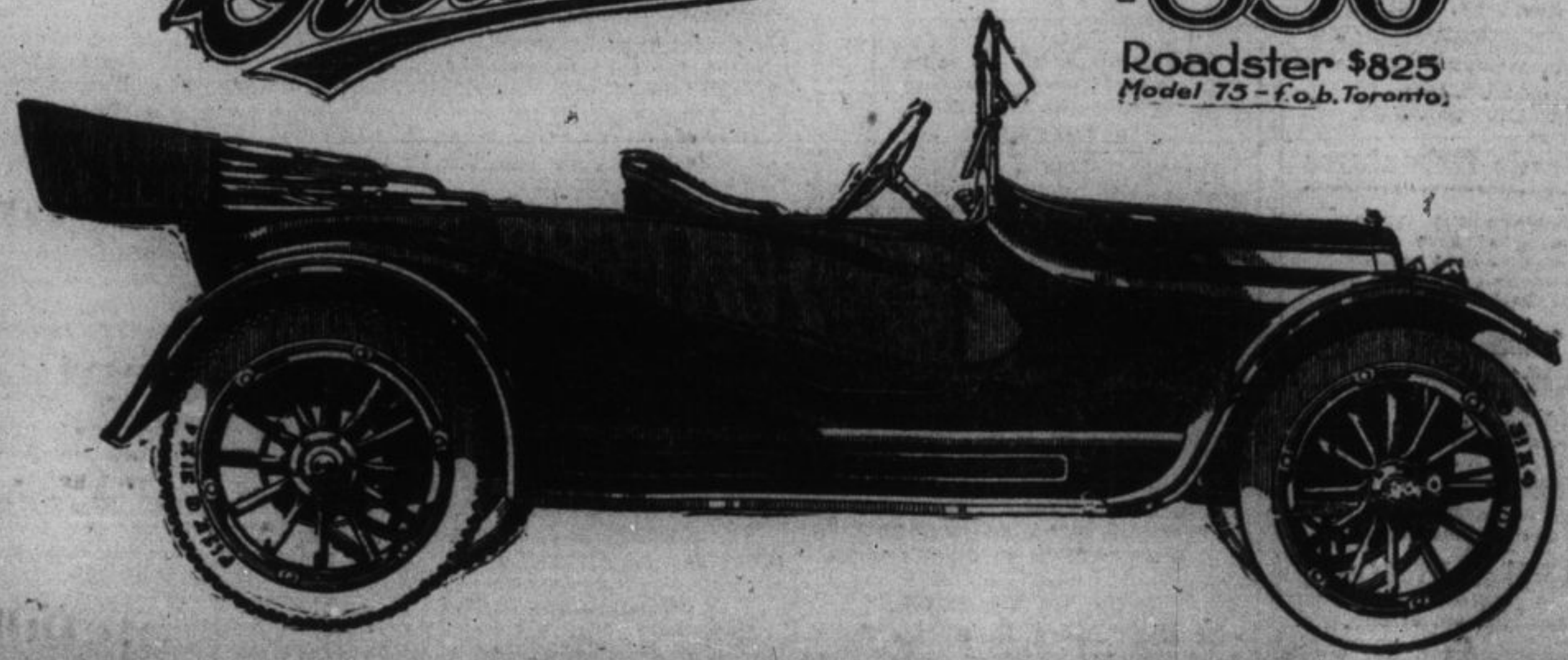
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\$850

Roadster \$825
Model 73—f.o.b. Toronto.



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