

In The World of Easy Travel

ALONG GASOLINE ROW

Fine motoring weather. The country roads are drying up nicely. Auto dealers report brisk sales during the past week. Cars come and go, but "Gene" Dennee's little-old Hupmobile goes on forever. For its size, Kingston is to the forefront in the number of cars owned and operated here. The number is steadily and rapidly increasing, and if manufacturers could make prompt deliveries the number will be speedily augmented as it is, most factories are away behind in their orders, and cannot guarantee delivery for a long time yet. On several makes of cars that are now being placed on the market is an electric gear-shift, which should in time prove very popular. The gears are the same as in all cars except that there is a two-speed rear axle. After reaching a forward speed of about thirty miles an hour, a turn of a switch gives three more steps in the gearing. There is of course also two speeds reverse. Only the higher priced cars are so equipped yet. This year is expected to be a record maker in the number of "jitneys" in use in the city. The price of second-hand cars has gone up, and they are almost unobtainable. Hundreds of new cars will also be in the business. Of course Barrieffield camp, that tented city of 10,000 or 15,000 people that will spring into existence after May 22nd, is the cause, and the preparations for its needs are now being made. The road to Barrieffield camp as well as around city will be black with cars of all kinds and descriptions. Every one will be out looking for the "shilling" fare of a passenger from the camp to the city. With so many soldiers business certainly promises good.

FORD SECURES SITE FOR TRACTOR PLANT.

Eastern Plant for Manufacture of Tractor To Be Near New York.

Henry Ford, after months of negotiations and investigation of practically every industrial section within the bounds of the Metropolitan district of the City of New York, has decided to locate an eastern automobile manufacturing plant to manufacture and assemble his latest invention, the "Ford Tractor."

The property purchased by Mr. Ford consisted of eighty acres located at the head of Newark Bay at the confluence of the Passaic and Hackensack Rivers, midway between Newark and New York City, within a radius of five miles of the city hall, of Manhattan, and with a direct trolley service between Jersey City and Newark, connecting at Summit avenue, Jersey, with the Hudson and Manhattan tubes direct to Cortlandt street, New York, and Herald square.

The tract selected by Mr. Ford has a frontage of approximately 2,300 feet in Lincoln highway (formerly the Plank road), where it crosses the Passaic River; also 1900 feet along the Passaic River and the same frontage in Central avenue, and is located in the Township of Kearney.

The government channel in the Passaic River has a present depth of 20 feet. It is contemplated to increase this depth to 25 feet, which is one of the features of the Newark Port project.

According to the tentative estimates already made, the first unit of the plant to be established by Mr. Ford will cost approximately one million dollars. The project as a whole will involve the construction of four other units and the ultimate investment of approximately five million dollars in a new industrial plant, which probably will give employment to not less than five thousand operatives.

The Passaic River frontage of the Ford Company will be bulk-headed and docked in accordance with plans especially prepared by the engineering department of the Ford Company for the economic handling of incoming and outgoing domestic and foreign shipments.

THE GRANT CAR

New Six Is a Quality Car From Start To Finish.

The mechanical construction of the Grant bespeaks enthusiasm for its simplicity and its quality. The Grant Six is the first at its price to use valve-in-the-head motor. Valve-in-the-head motors are at once the most expensive, the most powerful and the most enduring, in a word they are the most efficient motors, and are so pronounced by the engineering world. The Grant Motor was designed by one of the country's foremost engineers. It embodies the best materials and the finest workmanship.

The head of the Grant Motor is removable. This means that the valves, which are located in the heads, are very accessible, as well as the tops of the pistons. The removable head being carefully machined, gives a completely machined combustion space. This means uniform explosions in all cylinders, and very little tendency for carbon to cling to the smoothly machined walls. Cylinders and upper half of crank case are cast in one piece, providing great rigidity.

Grant Six has a full floating rear axle, strong and durable. It has cantilever spring suspension, the most perfect spring action known. It absorbs road vibration better than any other type.

The body of Grant Six is in design of the latest modified yacht lines. This car is equipped with one of the best self-starting, lighting and ignition systems obtainable.

In fact, it is a quality car from tail-light to radiator.

"Gene" Dennee And His Car.

One of the proudest automobile owners in Kingston is E. G. Dennee, Princess street, the well-known hay and grain buyer. Away back in 1909 Mr. Dennee decided that an automobile would be a valuable time-saver for his business. After some scouting he found that the Hup people were making a car that would about suit his purpose. He secured one of their small models. That car is again being run this year by Mr. Dennee, who would not take a gold mine for it. The little car is just as able now to cover the ground as it ever was in spite of the fact that it has covered 55,000 miles of Ontario roads. The initial cost of the car was \$800, and running nine or ten months a year the maintenance has been very low. One year with gas at 16c a gallon it cost \$19.75 for repairs and fuel. This is not meant as an advertisement for the Hup car, as it is impossible to obtain this model now, but it gives a denial to the impression in the minds of unsophisticated people that an automobile lasts only a few months, or a year at the most, before going to pieces.

Perhaps a little exaggeration mixed with your talk would make it more interesting.

The Incomparable Reo

All the mechanical excellence, all the beauty, style, finish and luxurious riding qualities that heart can desire or brain invent are incorporated in every Reo Car. Added to this, there is the incomparable value. All we ask is that you investigate thoroughly—that you consult other Reo users—that you study cars and prices. If you do these things, and then follow the dictates of your judgment, you will decide upon the Reo—nothing surer.

REO SIX ROADSTER,
Four-Passenger.
\$1,700 F.O.B. Factory, Lansing, Mich. Duty Paid.
This is a 4-passenger roadster body on the famous Reo Six Chassis. It is made for comfort as well as looks. The cantilever springs add wonderfully to the luxury of riding in this Six Roadster. Only a limited number of these cars are being manufactured.

REO SIX—7-PASSENGER TOURING CAR
The 1916 "Fashion Plate."
\$1,700 F.O.B. Factory, Lansing, Mich. Duty Paid.
This car set a high standard of mechanical excellence and achieved a new mark in values. It has set the fashion in body design for this year. This Six is a great, big, beautiful car, easy riding and with power for any emergency. In value, it stands alone.

REO THE FIFTH—TOURING CAR,
\$1,225 F.O.B. Factory, Lansing, Mich. Duty Paid.
In these days, when so many types of motors and cars are offered, never has the demand for the sturdy, reliable, conservative Reo the Fifth been so great. For six years this car has maintained its supremacy among 3-passenger motor cars. Isn't that recommendation enough?

4-CYLINDER REO ROADSTER
The New 3-Passenger Car.
\$1,225 F.O.B. Factory, Lansing, Mich. Duty Paid.
The naggiest, classiest, most graceful thing on wheels. As tight and cozy as a coupe. Adaptable to country roads as well as city streets. Besides the driver's seat, there is a roomy main seat that will accommodate two persons.

NEW REO 3-4-TON QUICK DELIVERY WAGGON.
\$1,500 F.O.B. Factory, Lansing, Mich. Duty Paid.
Fitted to perform severe and exacting service under all conditions. Speed beyond 15 miles calls for pneumatic tires. Next to economy of operation is its reliability. It has electric starter, convenient gasoline tank, large carrying capacity and many other commendable features. Write for catalogue.

The Reo factory is flooded with orders. Its 30-acre plant cannot begin to catch up. Orders will be filled in exact rotation. So decide at once, and be one of the "lucky ones." The quality of Reo Cars has not only been kept up, but improved at many points, despite the reduction in prices. Where competitors use substitutes, we use genuine leather and hair in the upholstery. We still use the costly Timken and Hyatt roller bearings—no ball bearings anywhere.

ALL PARTS OF THESE CARS KEPT IN STOCK AT THE KINGSTON AGENCY

Geo. W. Boyd . . . 89 Earl Street
KINGSTON DISTRIBUTOR.

For Sale! Used Cars

That have all been thoroughly overhauled and are in good condition at low prices for cash: One Dodge Bros touring car, Two Ford touring cars, newly painted. E. M. P. touring car, Russell-Knight 7-passenger touring car, Heep-Brooks 6-cylinder roadster, One 2025 motor boat, speed hull, in use one year. One 2025 pleasure hull, new (finished inside and decking in Mahogany). One 3027 heating cabin cruiser, 20 h.p. motor, speed 14 miles, with full equipment—cushions, lights, anchors, etc. One 6-cylinder, 120 h.p. Syracuse motor.

The above have all got to be sold, and will pay anyone interested to inspect.
QUINTE GARAGE,
Bridge Street,
Picton, Ont.
SERVICE STATION
DODGE BROTHERS & WILLYS
OVERLAND MOTOR CARS.

Three Advertisements in One

Latest information about the New Grant SIX from the Grant Motor Company, Findlay, Ohio



A Beauty Car

You will be surprised at the beauty of the new Grant Six. Without question it is one of the handsomest cars of the year. Its body not only has beautiful lines but correct and graceful proportions. It is of the modified boat-line type. Smooth, unbroken lines from front to rear; no moldings; doors are flush and extra wide, "U" shape. The finish is unusually fine. Body in Brewster green; fenders, hood and chassis in black enamel. Seats are extra wide. A six-foot man can stretch his legs with comfort in both front or rear seat. Cushions are soft and deep. Upholstery is luxurious. It is difficult to imagine greater comfort, more real luxury. Grant Six carries five passengers with solid comfort. And the 1916 Six has finer steering gear, larger brakes, greater gasoline capacity, handoperated radiator—refined and improved at every point.



A Wonder Motor

The Unit Power plant of the Grant Six excites admiration. We urge comparison of the motor with any six at any price. Grant Six motor is 3x 4 1/4 overhead valves, exclusive Grant design—Replaceable tappets—noiseless. Unit Power plant. Overhead valve motors are highest in cost—but they deliver the most power with the greatest economy. Grant owners average 24 miles to the gallon of gasoline—900 miles to the gallon of oil. And Grant Six throats down to 1 1/2 miles an hour and hangs on. Speeds up to 50 miles with a few blocks—and has the quickest getaway, the swiftest action you ever saw in a motor. Rayfield Carburetor, Atwater Kent ignition, Allis-Chalmers Starting motor and generator. Extra large battery carried in steel basket under front of right running board splasher. But—it isn't the specifications that makes the motor worth while; it's the motor that makes the specifications worth while.



We Suggest a Demonstration

Before you buy any car at any price get a road demonstration of a Grant Six. That suggestion is based on the idea that you honestly want the MOST for your money. Not the most in weight nor the most in showiness—but THE MOST IN VALUE—the most in CAR worth. Grant Six offers you the largest, roomiest body of any car below a thousand dollars. It offers you the smoothest, most powerful motor. It offers you the most substantial chassis—frame, axles, wheels, transmission, spring construction. It gives you the handsomest body lines—and a thoroughly proven construction. It is the SIX of economy and therefore the SIX of greatest luxury. Last season dealers couldn't get enough of them. The still greater value makes it safe to predict an even stronger demand this season.

\$50,000 a Month Increase In Wages—Staff Increased By 900 Men Since War Was Declared

Increase the prosperity of the individual and you increase the prosperity of the nation. The influence thus exerted by the Ford Canadian Company towards upholding and upbuilding the prosperity of the Dominion in times when such an influence is intensely valuable forms a story of real human interest. This story is founded on three events: 1. An increase in wages of \$50,000 a month. 2. The reduction of working hours from nine to eight. 3. The addition of 900 men to the pay roll since war began. In the Spring of 1915, Canadian manufacturing interests were in most cases being guided by a policy of retrenchment rather than of expansion. It was a time when caution seemed the better part of valor. The Ford Canadian executives, however, preferred to look upon the situation with more optimism. At that time they were considering putting into effect a higher standard of wages for their employees. They saw no reason why they should stop the wheels of progress on account of the war, so in April 1915, the new Ford standard of wages was adopted. Here was a war-time increase of from 15 to 60% for every eligible worker in the plant. The average laborer was at once presented with a \$35 a month raise. It is estimated that this increase distributed among the 2,400 Canadian Ford employees amounts to about \$50,000 a month. And bear in mind that their previous rate of pay was considered good. So, by April 16, 1916, the Ford Canadian Company will have given its employees \$600,000 in increased wages for one year. Surely, this is increasing the prosperity of the individual with a vengeance. Likewise it increases the prosperity of the merchants from whom these employees buy. And it increases the prosperity of the wholesaler from whom the merchants buy and so on down the list. The commission man, the jobber, the manufacturer in all parts of Canada share in it. And in the natural course of events the whole nation benefits from this increased distribution of money. In the nine leading cities from St. John to Vancouver there are Ford Branch establishments that are also assisting in this promotion of prosperity. In the plant at Ford City there are about 2000 employees whose places of abode are in the four towns of Ford City, Walkerville, Windsor and Sandwich. There are 1000 more employees working in establishments in these four towns whose output either in its entirety or its greater part is taken by the Ford plant. Thus 3,000 persons there are dependent upon the Ford factory. Basing an estimate on the fact given in the last census report that there are five in the average family, this makes a total of 15,000 people that look to the Ford Plant for their support. In other words half the people in these four towns whose combined population is about 30,000 are directly benefited by the prosperity of the Ford Canadian Company. At the same time that they received this increase in wages, the Ford employees were further benefited by a reduction in working hours of from nine to eight per day. Few firms, excepting those working on government contracts, have found it desirable to add to their number of employees to any great extent since war began. But so successful has been the Ford Canadian policy of full speed ahead, war or no war, that it has been necessary to take on 900 additional employees since August 1914. Has the Ford Company as a Canadian Plant with its own army of highly paid workers done "its bit" for Canada outside of boosting her prosperity? Again let us consult statistics. In contributing to the Patriotic and Red Cross funds, the employees, officers and stockholders gave \$59,304.39 or an average of \$29.60. The factory workers alone gave \$30,410.04 or an average of \$18.71 per man. Office employees gave \$6,168.60; everyone, almost without a single exception gave to the absolute limit. For instance, twenty-two girl office employees, stenographers and file clerks contributed a total of \$77.50 per month for 12 months. The total contribution from the town of Ford with its 2,200 population was \$75,776.39 or an average of about \$34 per capita which is one of the largest per capita contributions of any city or town in the Dominion. Ford employees are the highest paid automobile workers in the British Empire. They are paid 3 times as well as the average Canadian workmen—receiving \$1,200 a year as against the average wage of \$435 as given by the last census reports. The Ford Canadian executives have proved to their own satisfaction—and figures make this proof obvious—that the increased permanency of a man's employment, his increased skill gained through this longer time of service, and other factors, fully counterbalance this increased expenditure in wages. And so the owner of a Ford car receives a direct benefit from all this since it results in putting into his car a skilled workmanship that is most unusual and that goes far towards making the Ford car the wonderful mechanical production that it is today.

Ford Motor Company of Canada, Limited
Ford, Ontario

Ford Runabout	\$480
Ford Touring	530
Ford Coupelet	730
Ford Sedan	890
Ford Town Car	780

f. o. b. Ford, Ontario

ALBERT H. DALY, Distributor, Kingston, Ont.

ANGROVE BROS., Ford Dealers, Queen and Bagot Sts.