

In The Automobile World

Auto Trucks Now Used As Stores By the French Army

Well equipped store trucks from which commodities are sold to troops along the front are now an established feature of the French army. The high cost of living in France is most severely felt by the men in the active army, for they are obliged to purchase at the few village stores open just behind the lines and have and have the fancy prices imposed on the plea of high freight, danger and scarcity.

It was to remedy this unsatisfactory condition that the military authorities fitted up a certain number of 3½ ton trucks as general stores and sent them out to travel among the various armies in the field. All kinds of necessary articles like—candies, soap, shoe laces, towels, paper, ink, shorts, socks, brushes and simple medicaments—are to be found on board these travelling stores and are sold at practically cost price. These trucks have definite routes through the small towns and villages in which troops are quartered during their rest periods from service in the trenches. At first adopted as an experiment, this service has proved an immense success and has been extended to the whole of the French army. Recently the French authorities decided to equip and send to the front a series of cars especially equipped for giving shower baths, for disinfecting clothing and for washing linen.

It is said that the war has been responsible for the almost complete elimination of the wood artillery wheel. For truck service the cast steel wheel is generally employed by the French and Italian armies. The British while large users of cast steel wheels also employ a percentage of disk wheels. For ambulance service and light trucks, particularly those with twin pneumatics at the rear, the steel disk wheel is in a decided majority. American trucks brought into Europe for army service are fitted with wood wheels.

The advantage of the metal wheel over wood is that it requires not attention. This is particularly important on military service, where trucks are to do very great variety of work. While some trucks may have to run on a fixed schedule, many others have to stand for weeks by the roadside, fully loaded, probably with one pair of wheels exposed to the sun and the other fully shaded. It has been found, too, that when a truck has been set on fire it becomes a total loss if fitted with wood wheels, for the spokes burn out and it is impossible to tow the vehicle home. If fitted with metal wheels the truck can always be salvaged. In most cases a burned out truck can be put into commission at comparatively small cost, provide it can be towed to the repair shop.

fact that the professor's information on the great question of roads is right was the building of a short piece of macadam on the approach to the city end of Barriefield bridge. He predicted that this would not stand for a month of wear and anyone interested enough can find out that this piece is now full of holes. Drivers of cars to the camp will state that it has been that way for some weeks.

The whole question of roads and road building is of great interest at the present time and the opinion of an expert as Prof. Scott is valued highly.

Daily Inspection To Save Expense

The motor car is like everything else—it must have care. You cannot expect to run it day and night without paying considerable attention to the proper oiling of the parts and attention to minor defects before they grow into big ones and add to the upkeep.

Every day before using the machine a fairly careful inspection of all essential features will pay big dividends in the end, says Motor Print. Look at the steering connections to see, if they are too loose or rattle. See to the back lash in the steering wheel, and if it is more than about one-eighth turn, adjust the steering gear so that this extra play is taken up.

Test the wiring connections to make sure that no terminal has jarred loose or is ready to break connection. Look at the oil level in the motor. See that there is enough water in the radiator and glance at the wheels to make sure that they are in alignment.

Of course, nothing may be the matter, but it is best to be on the safe side and to catch any trouble in the making rather than to wait until it actually happens somewhere on the road where it will cost several dollars to get a tow home or to a nearby garage.

WILL ALLOW AUTOS TO RUN NOW IN BERMUDA

The Legislative Assembly of Bermuda has decided to repeal the present act prohibiting the use of mechanically propelled vehicles of all sorts, and has appointed a committee to draft a bill providing for a restricted motor-bus service under the control of the local government. It is probable that a bill, drafted in accordance with the motion, will pass both the Assembly and the Legislative Council. In which case a motor-bus service under prescribed restrictions, will be inaugurated between Hamilton and St. George and between Hamilton and Somerset.

An illuminated hand for day or night signalling to the man behind is of brown celluloid and is fitted over a tubular battery lamp, which lights automatically and is visible at three hundred feet.

A Pretty Drive From Kingston

"The world is open to the man with the car—even if it is a Ford," has often been said, and it is being proved true every day. Kingston people without cars do not realize what a magnificent country they live in. It has been said, "If we had New York state roads, I would get a car," but that is foolishness. It is preferable to run forty miles an hour over a good road trying to pass every other auto on the way, or better to take a pretty road and within the speed-limit thoroughly enjoy God's own beauty.

A run of five miles takes Kingstonians over the prettiest roads without exception in North America. One of the most popular is that to Dr. Black's farm at the end of the front road. From the city hall one passes along King street, a pretty drive, by two parks and skirting the water for the full length of way drive over five miles of tree-edged highway that is neither hot nor dusty. The car that can drive slowly or "throttle down" as the saying is, proves its worth along here. The road is good but winding and narrow and though not of use for speeding is almost too pretty for anything but a quiet uninterrupted run.

Only a good neighbor can appreciate good neighbors.

OVERLOADING OFTEN CAUSES BLOW-OUTS.

Tire is Limited as to Weight It Can Carry — Regulate the Amount of Freight.

Blow-outs from overloading occur quite frequently because many owners fail to realize that a tire is limited as to the weight it can carry.

An overloaded tire is in a somewhat similar position to a tire improperly inflated. In the latter case, however, it is lack of air that allows the undue strain to be brought on the side walls of the tire; in the former, the overweight is too great for the possible air pressure, as well as the strength of the tire. Therefore, the depression will generally be severe enough to cause damage.

Sometimes it is not convenient to avoid overloading on regular size tires, in which case a larger tire should be used. It stands to reason that the heavier tire, with its greater air capacity, is capable of giving more and better service than the regular size. The large tire costs a little more, but it has never yet failed to repay the user, both in saving money and avoiding inconvenience.

Sometimes blow-outs are caused through neglect to have small cuts in the tread repaired when they first make their appearance. Sand and water enter these cuts and destroy the fabric.

Remedy: Do not overload your car. Regulate the weight of it. Use larger size tires in preference to the

Will Welcome Suggestions.

Like every one who has paid even casual study to the automobile question, the British Whig is a firm believer in the permanence of the motor-car industry. It has proved that belief by being in the first line of commercial firms in Kingston to have cars as part of the equipment, and now has two that have proved their worth.

In response to many requests on the part of its readers, the Whig has allotted this section of the Saturday issue of each week to a discussion of current automobile topics.

Knowing that the motor-driving readers of this paper are interested in the subject, the Whig will welcome any suggestions as to improving the page.

regular size and always have them fully inflated.

Touring Hints.

Touring and camping are now interesting motorists. The tents depending on the automobile in part for support come in several different styles.

Pneumatic air mattresses are great comforts of the campers. They are so made as to do away with the need of a pillow, are easily blown up and are light to carry.

Camel's hair-blankets in tan make the lightest and warmest blankets

for summer camp use. The Texas blanket, made of selected long fibre cotton, is also popular.

Roll top camp tables are strong and light, but firm when set up. When packed the legs are folded flat and are strapped in place.

A combination suitcase and pack bag is made of waterproof canvas, and the simple rearrangement of straps changes the shape of the bag from suitcase to camp pack bag.

Chinese red chinchilla cloth coats are the latest for wear as extra wraps. The coats are made in the full, mannish raglan model and are finished with the new narrow strap belts and black leather buttons. The new familiar military pockets adorn the sides, and a change pocket is inserted under the right cuff.

INTERESTED IN ROADS IS EVERY MAN WHO DRIVES A MOTOR CAR

City Roads Are Far Worse Than Those in The Country—Prof. Scott An Expert Talks About The Matter.

"Every man who drives a motor-car whether on roads of this or any other district becomes a student of roads," said Prof. Thomas Scott, road expert of Queen's University to the Whig a few days ago and the statement is borne out by fact.

One of the greatest drawbacks to the selling of automobiles in Kingston and district is the fact the roads of this vicinity are certainly not all that could be desired. A regrettable fact is that the city roads are far worse than those in the country. The Whig had a very interesting interview with the professor and the talk brought to light the surprising fact that practically all the road construction of this part of the country was wrong, and amounted to almost a waste of money. The officials who were responsible had not taken advantage of the experience of other places, and were, to use the professor's term, "one lap behind in almost every piece that was built." Being an officer in No. 5 Field Company,

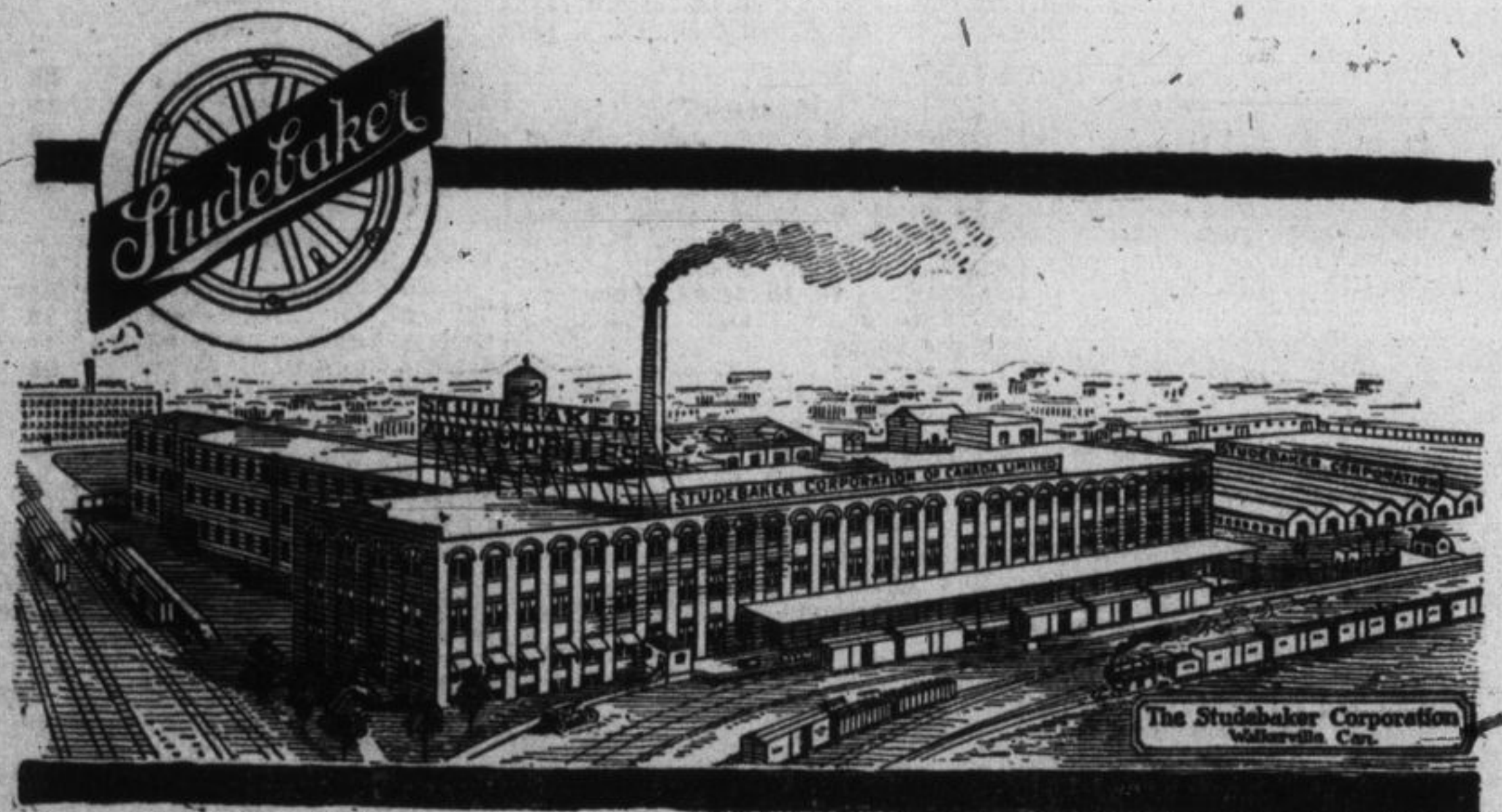
Canadian Engineers at Barriefield Camp, the road to the camp came up for discussion. The only solution of the problem on this thoroughfare would seem to be a pavement, according to his expert opinion. The road once properly paved, with slight but continued maintenance attention would last a life-time. Already the price of a pavement has been expended in repairs.

The oiling of roads is beneficial if used correctly, but oil does not meet the requirements of fast automobile traffic. The oiling of the road to Barriefield Camp was a mistake. Oiling generally, if used with discretion, is of some value. On Barriefield a heavy layer of stones was used in filling up the worst holes, and then a coating of oil was put on. In some places the stones have been worn to dust. In others there is the possibility of the oil holding the sharp stones in such a way as to ruin every auto tire that passes over.

"Oil would have been good on that piece of construction on Princess street about the Bath road," said the professor, adding with a smile that there was an example of the lack of progressiveness in using the experience of other places.

"The traffic on this piece is quite heavy, but nothing in comparison to Barriefield hill road. The road would make a firm surface that would have lasted for some time.

Another point that bears out the



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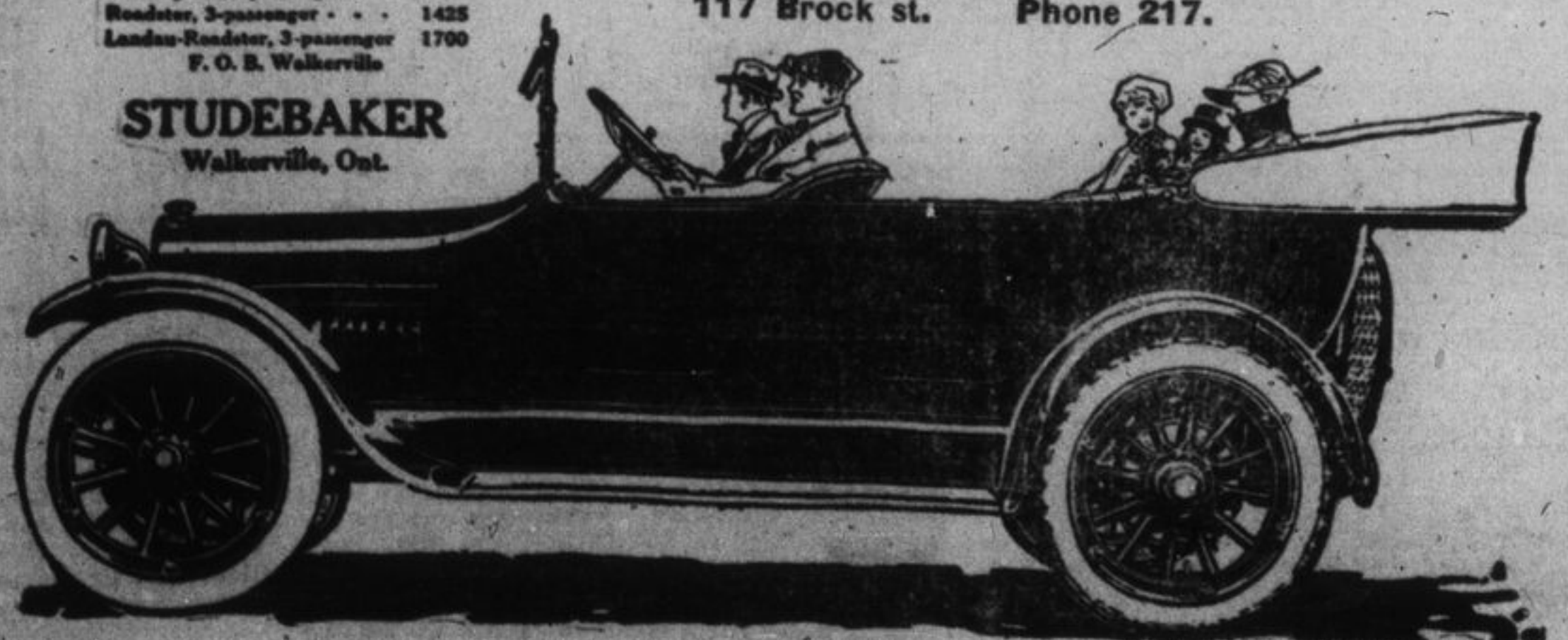
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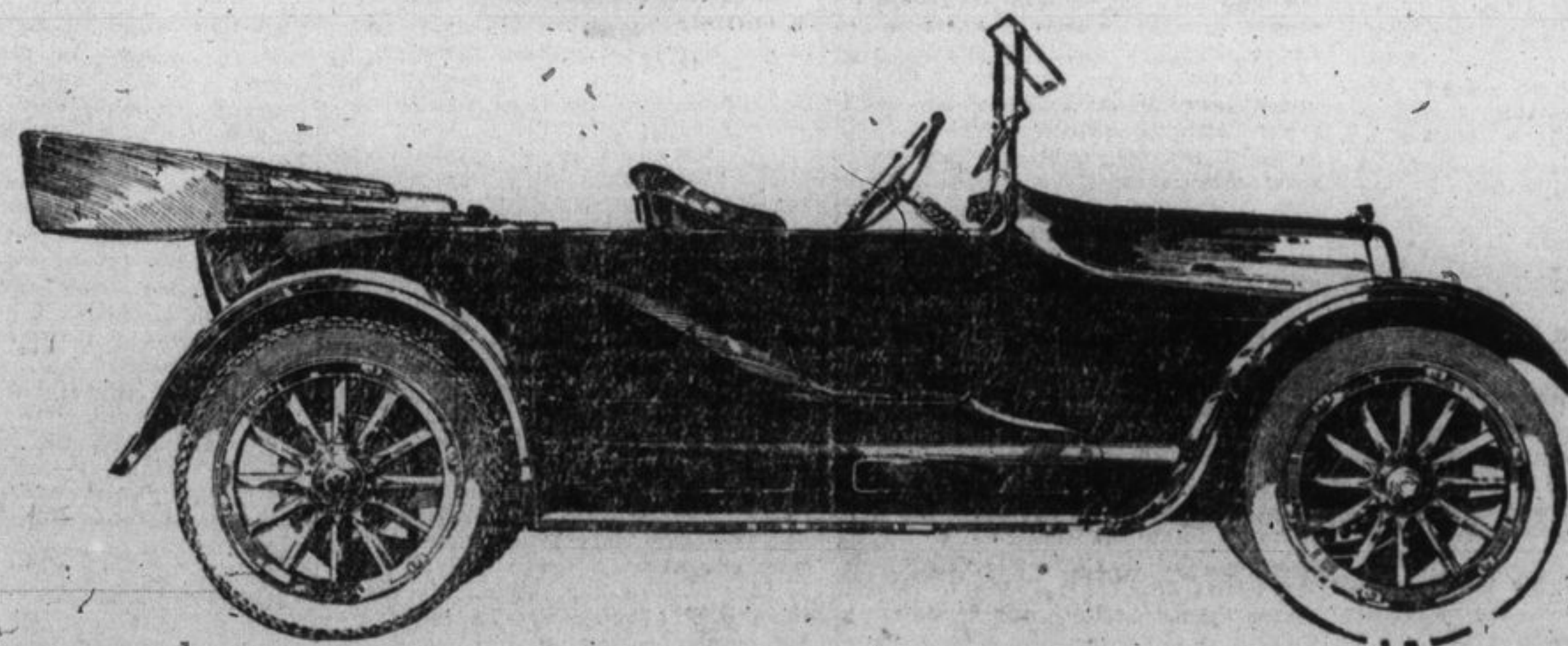
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