

# In The Automobile World

## Dame Fashion Hints to Motorists.

Cloth suits for early spring touring are being shown in light weight tweeds, mixtures and stripes. The models most popular are those with the military jackets and the adapted Norfolk. Heracles braid and buttons or soutache braiding give the needed military touch to the jackets; while the skirts are rather full, but cut to fit snugly at the hips, and are buttoned down the front, at each side or down the back. One suit of tan Innes-brouck is an adapted Norfolk with a single inverted pleat at the back and a wide double breasted front with two vertical breast pockets. The belt fastens with a buckle to match the buttons. The skirt buttons down the front and is a little longer than those worn during the winter.

Hats to wear with the suits come in the Alpine, mushroom or cap shapes, made of the same material as the suit if desired. Most women prefer the so-called sport hats of the soft hemp or Milan straw, silk, Pontine or satin. One of the prettiest is a new Chinese straw in the soft Alpine shape, trimmed with a tightly draped silk scarf. A strictly tailored hat is a black Milan straw with a slanting, sugar loaf crown the brim faced with green silk rep. The only trimming is a tailored band of gros grain ribbon. An oddity is a ribbon hat made with two inch wide stripes, in pastel shades, running from the edge of the wide brim to the centre of the crown. The brim is faced with black, white or one of the shades of the stripes that is becoming.

New Veils are scarce and novelties are not so plentiful as formerly. Perhaps the newest are the white chiffons with wide hemstitched hems, above which there is a stenciled colored border in pastel shades, and there are several patterns to choose from. The same veil also comes with soft colored polka dots. These veils

are particularly pretty with white sailors. For Southern use the Japanese straw suitcases are very popular. They are very light in weight, finely woven and are lined with the pretty chintzes that are so much used. The cases are also fitted with the simplest and lightest celluloid toilet articles that are to be had.

Women who wish for an individual note in their apparel are choosing silk sweaters in becoming colors and having hand woven sashes made for wear with them. No two are made alike, each one selecting her own silks and pattern, and these sashes are very smart. Many women are taking weaving lessons and investing in a new model loom that is small and not so expensive as the old ones. They can make not only their sashes, but sweaters as well. The sashes, to be correct, must be three and one half yards long, including the fringe, and eight or ten inches wide.

Shoes will be of various material this spring, including silk tops to match gowns canvas dyed in odd shades, tapestry and other pliable materials. Thus only the vamps and soles require leather.

Another novelty is the use of white poplin sashes, embroidered with worsted flowers, with silk and fibre sweaters. The sashes are three inches wide and two and a half yards long to the end knot once. The ends are finished variously with fringe, worsted balls or ornaments or gathered into tassels.

Travelling baskets for dogs are lined with fleece faced blankets, with an extra one for cover. The mattress or stiff pillow in the bottom has a blanket slip cover which can be removed and washed when it is soiled.

## Standing the Test.

The winter now drawing to a close has been one of the most severe in Canadian history. Snow and ice, to an unusual depth, have covered the ground. Automobling has thus been rendered much more difficult than in past years. Yet there are some cars

that have plodded through the snowbanks with few interruptions. In this respect, it would seem the first place should be given to the Saxon car. J. H. Davis, local distributor, has driven a Saxon every day this winter with only three or four exceptions. The ubiquitous Ford has also been much in evidence, including both the civil and military cars. Some Chevrolets have also been frequently seen bravely breasting the

snow drifts. George Boyd, with his fine Reo cars, has also been much in evidence. The McLaughlins, the Maxwells, the Biscoes, the Overlands and other make have likewise been conspicuous. W. J. Moore & Son have driven their Grey-Deer nearly every day—hats off to them and their fine, reliable little car. Formerly the Studebaker was much in evidence, but this season it has entirely disappeared, its place being taken by the more popular cars mentioned above. The cars that no weather or roads can keep indoors appear to Canadians, who want a vehicle they can use under every condition of road and climate. Some cars, as noted, have measured up to these requirements; others have not.

## KNOCKS AND THE POUNDS ARE THE "S.O.E." OF AUTOS

### Those Warning Signals Should Be Heeded at Once to Avoid Damage.

The S. O. S. signals of the motor are the sounds known as "knocks and pounds," and they should be heeded at once or serious and costly damage will probably result. There is no generally accepted distinction between these two kinds of abnormal sounds which an ailing motor may give out, but the term knock is usually applied to the somewhat sharp, clanking noise which is produced when metallic parts are abnormally stressed, but have no substantial looseness or play between them.

Little if any, jar of the car as a whole accompanies these knockings. The term "pound" is usually applied to the much more resonant and more blowlike sound, which results from loose parts striking together, and which is commonly accompanied by a distant jar. According to these definitions, a knock may occur in a motor which is in perfect mechanical condition, with none of its parts loose from wear or faulty adjustment.

The knock is most commonly caused by too early ignition of the charge, due to the spark occurring too early, or by the premature ignition due to carbon deposits, too high compression, or over-heating of the piston.

A pound, on the other hand, occurs only in a motor which is in imperfect mechanical condition.

Windlasses directly connected to electric motors have been designed especially for moving loaded freight cars about industrial plants.

## IMPORTANT TO KNOW WEIGHT OF YOUR CAR

### In Connection With the Average Load—Aid in Regulating Tires.

"An important thing for a motorist to know about his car is its weight in connection with the average load carried," says Jay B. Cothran, manager of the New York branch of a well-known tire company. "By knowing the weight of your car when loaded ready to run the motorist is in a position to regulate his tires so that they not only act as the best shock absorber obtainable, but are fit to offset any injuries which may come from over or under inflation."

"With the weight of the car known, when preparing for a trip which includes passengers, it is very easy for the motorist to regulate his air pressure in the tires so that they will run with the least injury to themselves. This foresight will also prevent a break in the side walls caused by an overload or avoid such a high pressure on the tires that they might cause injury to the car by not absorbing the road shocks."

"With the weight of your car plus the weight of gasoline, water, and extra tires, with the weight of the passengers added, you have the total running weight of your car."

"For a quick way of determining what air pressure you will carry in your tires, if you have no regular table of inflation, the following table is suggested:

"For three-inch tires, divide the weight of the load by 32.

"For three and one-half-inch tires, divide the weight of the load by 48.

"For a four-inch tire, divide the weight of the load by 48.

"For a four and one-half-inch tire, divide the weight of the load by 50.

"For a five-inch tire, divide the weight of the load by 64.

"For a five and one-half-inch tire, divide the weight of the load by 72.

"To further illustrate the working out of the above table, suppose your car weighed 2,880 pounds and you are using four-inch tires. From the above we find that for four inch tires the weight of the load should be divided by 48. This will give you 60 pounds air pressure, which should be carried in your tires. The tire mileage will be greatly increased if the motorist will regulate his air pressure by the load he carries."

Electro-magnets to be suspended in front of automobile wheels to pick up metal objects that would puncture tires have been patented.

## DISTINGUISHING CAR BODY TYPES

### Society of Automobile Engineers Determines Differences Between Autos.

What is the difference between a coupe and coupelet, a touring car and a salon touring car? Here it is, with other body types and distinctions, officially determined recently by the nomenclature division of the Society of Automobile Engineers:

**Roadster**—An open car seating two or three. It may have additional seats on running boards or in rear deck.

**Coupelet**—Seats two or three. It has a folding top and full-height doors with disappearing panels of glass.

**Coupe**—An inside operated enclosed car seating two or three. A fourth seat facing backward is sometimes added.

**Convertible coupe**—A roadster provided with a detachable coupe top.

**Clover Leaf**—An open car seating three or four. The rear seat is close to the divided front seat, and entrance is only through doors in front of the front seat.

**Touring Car**—An open car seating four or more with direct entrance to tonneu.

**Salon Touring Car**—A touring car with passage between front seats, with or without separate entrance to front seats.

**Convertible Touring Car**—A touring car with folding top and disappearing or removable glass sides.

**Sedan**—A closed car seating four or more all in one compartment.

**Convertible Sedan**—A salon touring car provided with a detachable sedan top.

**Open Sedan**—A sedan so constructed that the sides can be removed or stowed so as to leave the space entirely clear from the glass front to the back.

**Limousine**—A closed car seating three to five inside, with driver's seat outside, covered with a roof.

Present a small boy with a watch and he'll have the time of his life.

*The Crowning Achievement of Benjamin Briscoe*




**BENJAMIN BRISCOE**, who has been identified with the construction of more than a million light cars, has succeeded in producing an automobile of the highest class to sell at a moderate price—an achievement without parallel in the automobile industry.

When you examine the BRISCOE you will be delighted with its beauty, comfort, power, sturdiness and economy. When you ride in it you will be astonished by its ease of control, smoothness and flexibility.

The price includes everything—no extras to buy.  
 PRICE: BRISCOE B "4-24" Touring Car, or 4-Passenger Roadster, 166-inch Wheel Base, \$895. (F.O.B. Brockville, Ont.)

WRITE for Benjamin Briscoe's own story of the "Half Million Dollar Motor."

THE CANADIAN BRISCOE MOTOR CO., LIMITED, BROCKVILLE, ONT. 92-B

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**Briscoe**  
*The Car with the Half Million Dollar Motor*



# Surpassing in Power ~ Superb in Appointments


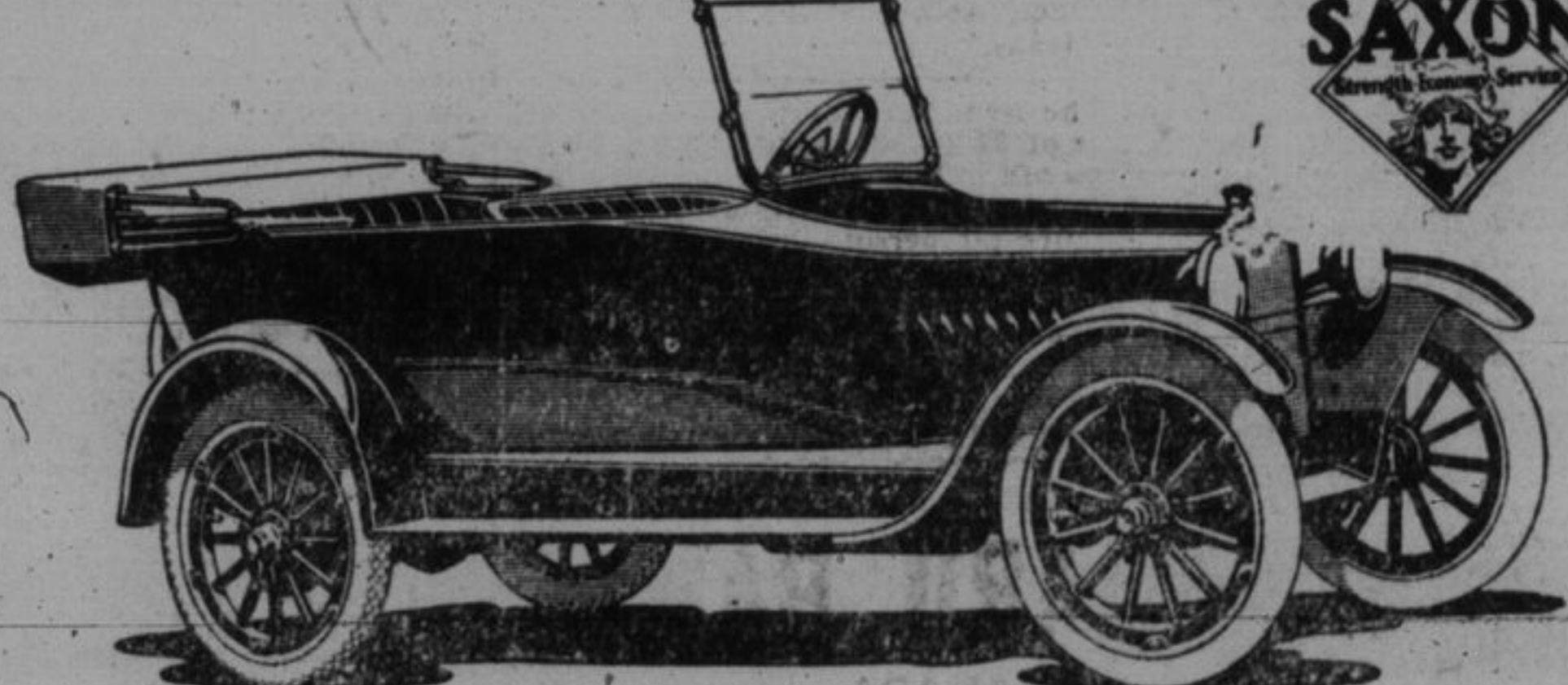


Power, or the lack of it, makes or mars an automobile. Power gives satisfaction, the lack of it, annoyance. Canadian hills and highways are easily negotiated on high gear with the reserve power of the McLaughlin valve-in-head motor. This is due to the Valve-in-head principle of the McLaughlin motor construction, which develops from 15 to 25% more power than motors of other type of the same bore and stroke. In all the essential qualities of a good motor car—body construction, mechanical efficiency and appointments—the McLaughlin is equal to the best. In power it stands alone. The New Series McLaughlin cars include 4 and 6 cylinder models in Touring, Roadster and Sedan types, at prices ranging from \$895 to \$2350; a new 60 H.P. 6 cylinder 7 passenger McLaughlin at \$1900. Send for our new catalogue "B" describing our complete line to

THE McLAUGHLIN MOTOR CAR CO., LIMITED  
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Sold Locally By:  
**W. G. ROBINSON, Kingston, Ont.**

Canada's Standard Car

When buying a car two things should be considered:  
**1st—The design and finish of the car you select and buy.**  
**2nd—The Manufacturers who are able to live up to their guarantee.**

Then, when you have decided on these two principal questions, consider details.

The SAXON holds the record for being the only car that has run every day (except three) throughout the winter in Kingston. Distance travelled in miles, as recorded on speedometer, 4270, miles from Aug. 1st, 1916, to March 15th, 1917. Total gasoline consumption 249 gallons, or an average of 17 1-10 miles per gal., which is remarkable for winter running.

The SAXON SIX is built right—after years of experience. Embodied in the make-up is the neatness of design, first quality of material and workmanship, and many other points of interest. READ THE SPECIFICATION and compare it with that of many of the higher priced cars.

**Specification:**

SAXON SIX, Streamline Model (84), snappy in appearance and performance. Quick get-away. From standstill to 40 miles in 30 seconds. Idle down in high to less than 1 mile per hour.

Timken axles and Timken roller bearings.

32 in. x 3 1/2 in. tires; non-skid on rear wheels.

Brakes—Service, 12 in. x 2 in.; Emergency, 11 1/2 in. x 1 1/2 in.

Front seat 41 in. wide; Rear seat 47 in. wide.

Horsepower, 30-35; 6 cylinder.

Rims—Quick detachable and demountable; one extra rim.

Spring—Cantilever, front and rear.

Front springs—28 in. long x 2 in. wide; Rear springs, 42 in. long x 2 1/2 in. wide.

Steering device—Two unit Wagner Electric. Storage battery under front seat.

Steering gear—Worm and full gear type.

Steering wheel—17 in. diameter.

Selective sliding gear type transmission—three speeds ahead and one reverse.

Wheel base 112 in.

A handsome car, properly proportioned, silent running, with a mileage of 22 miles per gal. of gasoline and 100 miles per pint of oil.

Prompt delivery and the best service guaranteed.

Touring—\$1175.00 f.o.b. Windsor.  
 Roadster Six (4 passenger) \$1175.00 f.o.b. Windsor.  
 Roadster Four (2 passenger) \$905.00 f.o.b. Windsor.  
 Sedan—\$1675.00 f.o.b. Windsor.

Here's to the car of sunshine and snow, Always willing and anxious to go; Whether storm or sunshine, peace or pleasure, The SAXON SIX glides on at your leisure.

When winter's white fleece covered the ground, The SAXON took one look and dashed for her round; And every day, with the exception of three She has travelled everywhere for me. When winter drove other cars out of the way, The SAXON alone held the day, Ignoring the cold, wet and snow, She made her way, as most of you know. If you want a car to go at low speed, Then a SAXON CAR is just what you need; Or, rather, a car to be off in a hurry, The SAXON will take you without a worry. The '17 Models are now in town, And soon they'll be flying up and down; So take a good look; don't miss a thing; And I'm sure you'll want one in the early spring.

'Phones 113 and 420. **J. H. DAVIS** Distributor, Kingston.