

In The Automobile World

ALL SHOULD HAVE LIGHTS

AUTHORITIES NOT ATTENDING TO THEIR DUTY.

By Insisting That Vehicles Should Be Properly Lighted at Night, According to Regulations.

That the provincial and municipal authorities ought to take the necessary action to have all vehicles travelling at night equipped with some lighting device is shown by the numerous accidents which are happening continually on the country roads. In this city during the last three weeks four accidents have become known to the Whig, and each of the four might have been prevented had the vehicles been properly equipped with lights. There will be more of them continually and then finally public opinion will awaken to the need of the legislation and demand the action.

Last evening a Kingstonian driving over the bridge at Kingston Mills collided with a man on a bicycle, and in the accident there was grave danger of the horse seriously injuring the bicyclist. This is typical of the other accidents.

The lights of automobiles are sufficient for themselves. It is impossible, however, for the lights to search out what is coming over the brow of a grade or at the side of the roads. Often car drivers avoid accidents only by applying the emergency brakes, and such conditions are not reasonable. A light on all vehicles would show where there was danger and the necessary precautions can be taken in time to avoid danger.

Auto Jokes.

"Why do you call your automobile a flivver?"
"We don't always," replied Mrs. Chuggins. "When we speak of it in company we call it a motor car. But when we take it to a repair shop we call it a 'flivver,' hoping it will influence the man to be easy with the bill."—Washington Star.

Recruiting Officer — How about joining the colors? Have you any one dependent on you?"
Motorist—Have I? There are two garage owners, six mechanics, four tire dealers, and every gasoline agent within a radius of 125 miles.—Judge.

As the motor-car dashed through a little village the driver pulled up with a frantic jerk. A man was standing right in front of his machine waving his arms violently, and shouting, "Stop! Hit! Stop!"
"What's the trouble?" snapped the motorist. "Is it a police trap? Because, if it is, I wasn't driving more than twenty miles an hour."
"That's all right, sir," said the countryman, blandly. "I ain't no policeman. Only my wife has been invited to a wedding to-morrow, and I wanted to ask if you could spare her a drop o' gasoline to clean her gloves with."—Fit-Bits.

"How do you feel about Prohibition?"
"Haven't yet made up my mind," replied Mr. Chuggins, as he paused in pumping up a tire. "I'm waiting to see whether it'll cause fewer empty whiskey bottles to be smashed in the highways or more of them."—Washington Star.

"What did you do yesterday?"
"Pamythe took me for a drive out in the country in his new car."
"Has Pamythe got a new car?"
"Well, he calls it a car, but I'd call it a thunderbolt."
"What kind of a car is it?"
"It's this kind of a car: The man who is driving says: 'Isn't that a fine view ahead of us?' And you say, 'Yes, wasn't it?'"—Cleveland Plain Dealer.

"How's the little old flivver going now?"
"Fine," replied Mr. Chuggins. "Run it every day."
"No. We have to alternate. One day we buy milk and the next we buy gasoline. We can't afford both on the same day."—Washington Star.

Anthracite has been produced from peat and even from cellulose by a European scientist in his laboratory.

GASOLINE SHORTAGE FELT IN KINGSTON

Auto Drivers Could Not Get Much Last Sunday and Monday.

The war is having a very direct effect on the motorists in this country and last Sunday and Monday many of the local drivers found that contemplated trips had to be cancelled because of the scarcity of gasoline. Hundreds and hundreds of car drivers went to their favorite garage to drive up to the red pump and then were greeted after they had stopped their engine with the words, "Sorry, Sir, but we have no gas."

It was reported that the transportation of the tank cars had been somewhat delayed owing to the difficulties of sending it over the rails. The wells did not stop or lower their production, but the trouble arose in bringing the liquid through to the consumer. The promise is now made that here will be no repetition of the trouble.

Kingston is not the only place that suffered from the lack of gasoline. Napanea, Gananoque, Odessa, Yorkker, and other places nearby were also short or entirely out of it. The dealers who were fortunate enough to have a few gallons cut down the allowance to each driver to two or three gallons to make it go as far as possible.

BINDING MATERIAL NEEDED ON ROADS

To Prevent Rapid Decay—Two New District Roads Badly Worn.

The absolute need of some binding material on the roads in this part of the country is being very clearly demonstrated now with the increase in automobile traffic.

Two years ago the county authorities built at some expense a splendid road from the junction of the Bath Road to "Heathfield," on the York Road, and on the Bath Road to the first bridge. Both of these pieces of highway, after only two seasons of use are so badly worn that motorists take other roads instead of them. The same conditions apply to the Harrowsmith Road and to other highways which have been built up recently.

In speaking of these conditions a well-known road expert says: "These roads should have some top binding matter which would prevent their rapid decay. On Princess street and on other city streets we find the effects of improperly applied oil. It leaves smooth hard patches with deep holes all through it. On the country roads no effort has been made to keep the line road bed in good condition and it is being broken up. My suggestion would be to have all roads properly built and then properly coated, and experienced men to take over the maintenance, so that the heavy initial cost of your good roads may be justified."

Tire-Pumping Made Easy.

To make tire-pumping easier, a board can be nailed at an angle between the floor and the side-wall of the garage. This angle makes it much easier to pump the tire, and as the board raises the pump, one does not have to bend over so far. A couple of metal straps are placed over the foot-plates of the pump, so that the pump does not have to be held down when pulling up on the handle. If the pump is fastened near the doorway of the garage, any wheel of the car may be brought near the pump by simply moving the car. Every owner should have two tire pumps, one wrapped up and always in the car, and the other to be used in the garage.

Henry Ford informed friends at the Detroit Athletic Club in Detroit the other day that he had just notified France that that country could have 12,000 Ford tractors. He is now working on from six thousand to seven thousand for England, and all of these will have to be delivered before America's demand is met.

A well made sedan body does not make a heavy automobile or change its performance any notable degree from that of the touring car. It merely gives the increased comfort and protection and style characteristic of the complete enclosure.

Grinding Valves.

EXPLAINS OPERATION

Of The Augustine Rotary Internal Combustion Engine.
The engine is equipped with an electric starter, says the Motor Magazine. It has a simple mixer to supply the fuel. It air-cools itself while in action, and, as it rotates, the bearings, shaft and oil are kept cool by the incoming gas. The gas is transferred to a vaporizing chamber, where it is heated, and all turned into a dry, fixed gas, and is "pre-compressed" by the heat. As the exhaust ports open, the inlet ports also open and get a full blast of dry gas under pressure, which drives all the burnt gases at full speed out of the exhaust.

The engine can be started by turning on the switch of the magneto, pressing the button of the self-starter and the engine is in motion. When stopping the engine turn off the switch, then all the cylinders charge themselves with fresh gas from the vaporizing chamber and are ready for the next operation. The engine can be started with a coil and battery, if desired.
Some of the engines are built reversible by simply adding a sleeve to reverse the inlet and transfer ports. The engine is most simple to operate. There is no way to change any of the adjustments or the timing of the ignition, for there is only one wire, and as the engine rotates it comes into contact with each cylinder and fires—1, 2, 3, 4, 5, 6, in each revolution, which gives a perfect, constant torque.

Women Drive Electric Cabs.

An indication of the growing shortage of men chauffeurs is embodied in a recent employment by the Detroit Taxicab and Transfer Company of women to operate electric taxicabs. They are only employed during the day, from 7 to 6 o'clock, and they receive the same schedule of wages as the men. The driver of an electric vehicle needs only a few hours' training to become thoroughly competent.

Electric taxicabs in Detroit have been operated successfully for three years, and nearly 100 cars are in use. Several electric taxicabs are also in use in Chicago and St. Louis.

Our idea of the ultimate inferno: After changing a tire, and pumping same, on a slushy road in a cold sleet, trying to dry one's self on a paper towel.

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Aged Man Motors Far.

J. E. Sicele, of Ashland, Ore., 60 years old, has driven his touring car 68,000 miles. He has averaged as high as 24 miles on a gallon of gasoline, even when the car was loaded with cooking utensils, bedding, and hunting accoutrements.

Within the past few weeks a movement has been started to promote the regular inspection of brake equipment by every motorist. This movement is endorsed by leading individuals and organizations in the automobile industry throughout the country.
Spark plugs should not be forced into position by severe wrench action. They should be set firmly against a copper asbestos gasket with but little more force than can be applied with the fingers.

MICHELIN

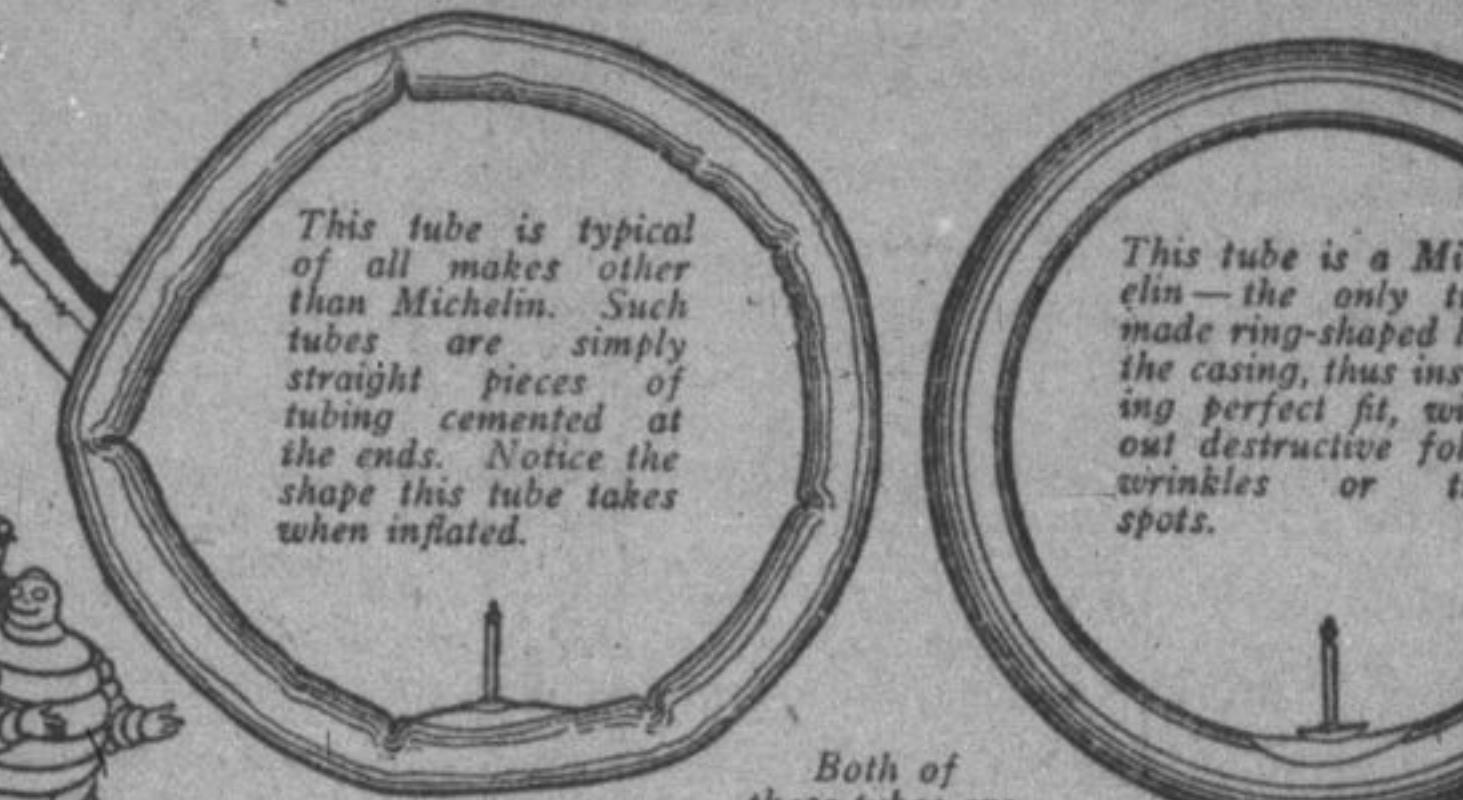
Twelve Tire Tests No. 6

This series of twelve tests is designed to take the uncertainty out of tire-buying.

Tube-Shape

Perhaps you have noticed that some inner tubes become creased or cut or otherwise injured without any seeming cause. Such troubles are due nearly always to the fact that inner tubes, with the exception of Michelins, do not fit properly when inflated inside their casings. Look at the photographs reproduced below. The tube on the right is a Michelin, the only tube made circular or ring-shaped to fit the casing perfectly and naturally. The tube on the left is typical of all other makes. Both are inflated to the same pressure. Compare the two.

Michelin Tubes are used by most motorists and endorsed by practically every tire dealer. They are unsurpassed in quality and yet are reasonable in price.



This tube is typical of all makes other than Michelins. Such tubes are simply straight pieces of tubing cemented at the ends. Notice the shape this tube takes when inflated.

This tube is a Michelin—the only tube made ring-shaped like the casing, thus insuring perfect fit, without destructive folds, wrinkles or thin spots.

Both of these tubes are inflated to the same pressure.

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The Quality Goes Clear Through Built for All Roads

Gray-Dort engineers think in terms of bad roads as well as good ones.

Stone, brick, dirt or concrete—smooth city street or rough rutty road—good going or bad going—they figure on them all.

For instance, take the matter of springs. The rear springs in the Gray-Dort are 50 inch full cantilever. Or the starting and lighting—Westinghouse. The motor designed by

Etienne Planche, who built the Peugeot motor. Built by a corps of motor engineers who did one thing well—build Gray-Dort motors.

In every detail you will find care—the careful work of a man who joys in his task, hidden though it be. The men who make Gray-Dort drop forgings which you never see, take as much pride in the finished car as does the president of the company.

It is this spirit of manufacture that has made the Gray-Dort an honorable, a reliable car. It is the minute attention to detail, the stern demand for unequivocal quality that is winning Canadian motorists to it.

The new Gray-Dort embodies all the good features that won instant success for former models. The 4-cylinder motor is a triumph of smooth, economical speed and power. The chassis is sturdy and quiet. The springs are long. The upholstery is deep. The equipment is absolutely complete from electric starting and lighting to the tools. New lines of beauty have been given this model.

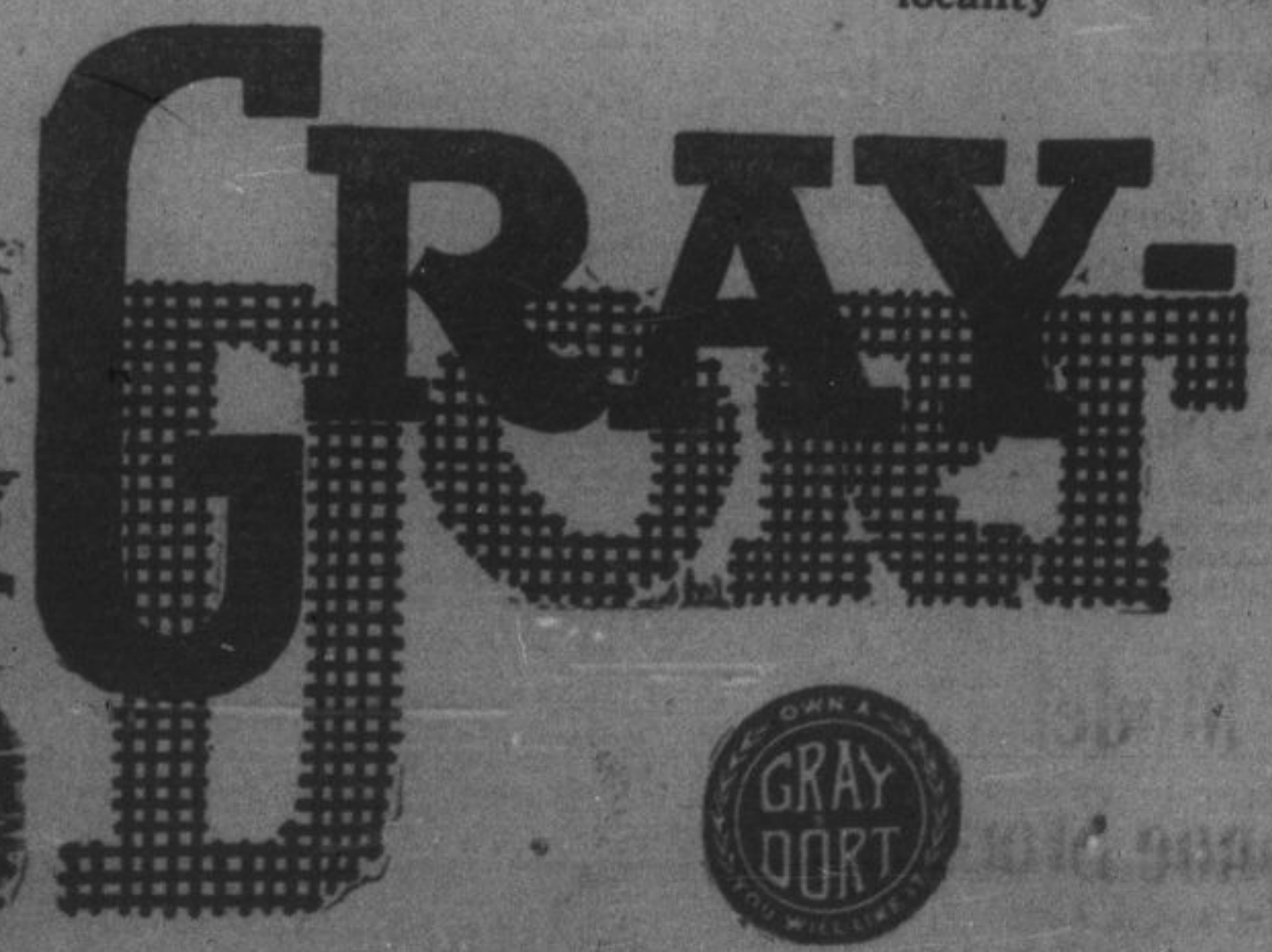
The five-passenger touring car is \$1,195; the three-passenger fleur-de-lys roadster is \$1,050; the Gray-Dort special, beautifully finished, and with extra details of equipment, is \$125 above the list. All prices are f.o.b. Chatham.

Boyd's Garage Kingston

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