

In the Automobile World

TO GET MOST ENJOYMENT A CAREFUL EXPERT TELLS HOW TO RUN MOTOR

To Get the Best and the Most Out of It—Careless Driving is Costly For the Owner.

In order that you may get the maximum of enjoyment and comfort out of your car you must be considerate and thoughtful about it as you would of a fine horse that is as fine and costly as your car.

Do not race the motor unnecessarily. Be warned by every abnormal noise; if a squeak, locate it and lubricate the part. If it is some other noise locate the loose parts that cause it and tighten the bolts.

Don't tinker. Half the ability to make an adjustment or repairs is the ability to discover its necessity.

Some motorists are said to have "luck" with their cars. There never seems to be any trouble, everything is trim and neat, the motor always starts when wanted and runs as long as it is needed without any of the exasperating breakdowns on the road with which the unfortunate one thinks himself cursed through the carelessness of the manufacturer, with all adjustments carefully made when needed, every bearing and working part well lubricated, the whole car will work very sweetly and will continue to do so with only a very small fraction of the attention that would be absolutely necessary for the care of a horse.

Don't Speed.
During the first few days after you receive your car drive slowly; avoid "speeding" and watch carefully for any unusual noises. Every bearing and working part has been "set up" tight before leaving the factory to insure long life, consequently the liability of "heating" will be greater than it will be later when the parts have "run in."

Sure To Suffer.
By neglecting details you will save yourself some time and inconvenience in getting on your way; but the day of reckoning is sure to come. What you have saved will be spent in expensive roadside repairs.

Never drive your car at high speed over any road, much less a rough or slippery one. The slight gain in time saved will not offset the liability of an accident nor the pounding and racking to which the car is subjected. Usually the time saved is unimportant when figured in dollars and cents. The resulting repair bills which in time

are sure to follow, are never unimportant.

It has been demonstrated that the motorist who drives his car at an average speed of from 25 to 35 miles an hour over all sorts of roads pays much more per mile for gasoline, oil and tires than the one who is more conservative and averages from 15 to 20 miles per hour.

In addition a car which is driven at high speed all the time is in the repair shop at frequent intervals, which adds to the cost per mile of operation. It is not a question of how many miles are covered in a given time that counts, but the number of miles of useful travel that can be obtained at the least cost for fuel, oil, tires and repairs.

In times of emergency, when to stop suddenly is absolutely necessary, remember the speed at which you are travelling combined with the road surface may spell safety or disaster for you, the occupants and your car. One cannot always observe closely road surfaces when travelling at high speed; the necessity of watching the road far ahead prevents. So avoid excessive speed is a rule to be observed.

Observe the "rules of the road." Have due respect for those who are using the same highway, remembering that courtesy and consideration to others will always win you the same return.

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The best method of using the brakes is that which applies pressure on them so gradually that the forward movement of the car and rotation of the wheels come to a stop at the same movement.

Avoid spectacular stops; they are not only unnecessary, but indicate a desire to show off, which is so disgusting to the average motorist. There may also come a time when through constant "showing off" the brakes will fail. The inevitable re-

ASTONISHING FACTS AND FIGURES ABOUT THE AUTOMOBILE INDUSTRY

Passenger cars or trucks are manufactured in thirty-two different states.

The total number of cars registered in all parts of the States during 1919 will probably be close to 6,500,000.

If every passenger car now in use in the United States travelled only 2,000 miles a year, a low average, and carried three passengers each, mile covered, the total passenger mileage would be approximately 45,000,000.

The manufacturers of cars, trucks and parts now employ more than 1,500,000 men and women. This does not include accessory manufacturers or the men employed in garages, repair shops and new or used car sales establishments.

There are 550 manufacturers of finished cars and trucks and about seven thousand concerns manufacturing some part of a finished car or truck.

The wholesale value of approximately 20,000,000 tires to be manufactured this year will probably exceed \$600,000,000.

The amount of capital invested in the manufacture of complete passenger cars and trucks now exceeds \$1,500,000,000.

More than 40 per cent. of the cars in operation today are owned and used by farmers.

The passenger cars and commercial vehicles in use in the cities and in the country districts have displaced 30,000,000 horses; a saving in grain and time which is incalculable.

sult will be a bad smashup with its attendant danger to others. The careful driver shuts his power off before he reaches the stopping point, and permits the car to carry him along on its momentum, bringing it, with a gradual application of the brake, to a halt at the exact spot where it is desired to stop.

CARE OF INNER TUBES VERY IMPORTANT ITEM

Some Expert Advice on the Proper Methods to Get Most Mileage.

Motorists should be cautioned against using too much talc when inserting inner tubes in casings. There are several powders for keeping the tube from sticking in the casing, among these being soapstone, graphite and talc, but the use of too much of any of these proves disastrous and a collection of substances in one place eats into the rubber. If, on the other hand, no powder be used, it will be only a short time before the heat generated will cook the tube.

Under-inflation is equally injurious to the tubes. When the under-inflated tire passes over a stone, both casing and tube are jolted against the rim and sooner or later a leak will develop. All tires should be inflated to the standard prescribed by the manufacturers.

If a tire deflates suddenly the car should be stopped immediately, as continuous running means that the casing must slip circumferentially, ripping the valve stem out and tearing the tube.

Sand in a casing is another cause of the ruination of a tube. It often happens that a motorist while repairing a puncture on a road permits the tube and casing to pick up particles which create a friction later and eventually tiny holes assert themselves which will severely show when the tube is submerged in water. Then the motorist runs to the dealer and charges him with selling a porous tube.

Putting underinflated tubes in casings is a common fault. This strains the tube, makes the expansion all one-sided on the tread side of the tire, and generally results in a blow-out.

Sunlight is a natural enemy of inner tubes. The sunlight or any bright light for that matter, dries out the tube and makes it brittle.

Record Year Assured.

All indications point to 1919 being a record year in motoring affairs. The dealers report good business, with many orders as the factories can fill. Motorists are touring in large numbers and going farther afield than in any previous season, and the information bureaus of the Automobile Club of Canada and the Montreal Automobile Association are besieged with demands for routes and other information. The membership of motoring bodies is growing daily, and the provincial authorities report an unusual

Facts for the Motorists

Tires in Hot Weather.

Most motorists have a wrong impression about the increase of air pressure in tires that are used according to a rubber company manager. The belief is quite common that on hot days the air pressure may increase to the point of causing a blow-out. The heat does not come from the temperature of the air outside, but from the natural flexing of the tire as it rolls over the road or street.

"As this heat is due to the bending of the tire," he explains, "the same amount of heat is created regardless of the outside temperature. Most tire users believe that to overcome this effect the pressure must be decreased, and the common practice is to run tires at a lower pressure on hot days. This increases the bending of the tire carcass and the motorist actually aggravates the condition that he seeks to relieve."

It is true that on a very hot day the air pressure in tires that are used continuously increases slightly, but never sufficiently to cause an injury to the tire. There is more danger in decreasing the pressure than in permitting it to increase, for after the tires have rested a while the air pressure will drop and there is always the danger that the motorist will omit to put in enough air to bring the pressure up to the required point.

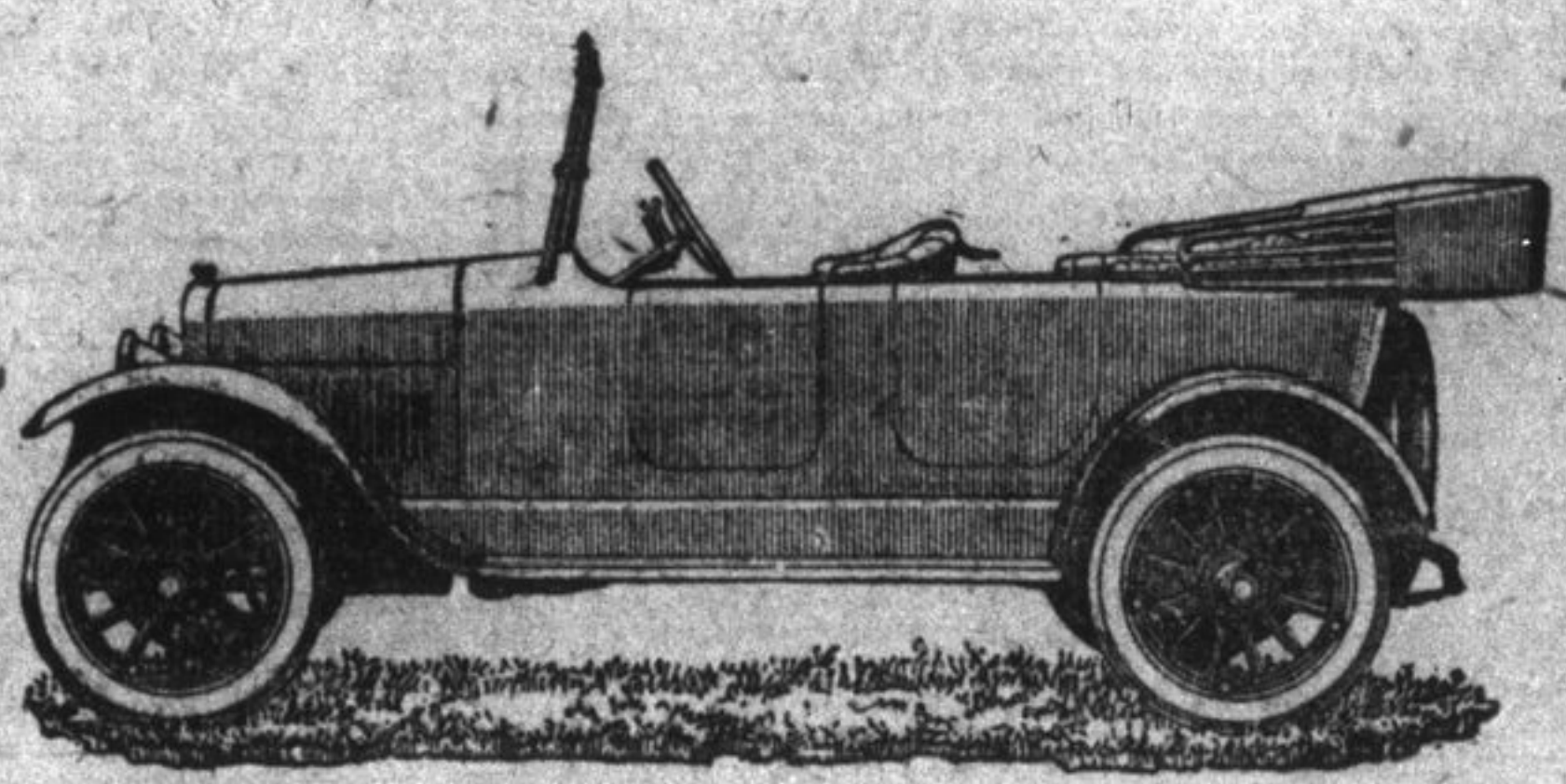
Emergency Anti-Skid.

A summer shower occasionally makes it necessary for the driver of a truck equipped with solid tires to use some emergency device to prevent the skidding and slipping of the wheels. At such a time the tire chains are usually in the garage and some makeshift has to be provided. In such an emergency a rope wrapped around the tire at intervals will give the traction necessary and will do even less injury to the tires than chains. The rope should be reeved through the spokes and tied securely. It will wear long enough to meet the requirements. Trucks on solid tires are much less likely to skid than passenger autos, because they are heavier and stick to the road better. On slippery roads where passenger cars slip about wildly big trucks on solids will ride along steadily.

Trucks for Farmers.

W. C. Redfield, Secretary of Commerce, recently stated that "You ought to build up the railroads until they are ten trucks wide, and fill the rivers with steamers and still the farmers would not be served." This accounts for the increase in the percentage of motor trucks sold to farmers which has grown by leaps

A Greater Maxwell is Before You



It is greater in many ways than any of the 300,000 of this very same model.

You give it a second look from the curb, for it is refined.

You sense more power, less effort from the engine, for it is equipped with Hot Spot and Ram's-horn.

You feel a delightful comfort in the seat, for it has better springs and better upholstery.

You go less often to the battery service station, for the improved electrical unit saves battery wear.

You register satisfaction when you examine the improved top, for the fabric is more durable.

And the one that comes last but should not be least in these dollar-counting days is the delight in the value you receive.

Although such improvements cost money, the price is \$1395 f.o.b. Windsor.

Post war purchases for cash have saved you many a perfectly good dollar.

Maxwell Motor Co. of Canada, Ltd., Windsor, Ont.

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All kinds of cars repaired promptly; cars washed; gasoline, oil, tires and automobile accessories.
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Make the Work Easy
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Newest Notes Of Science

An artificial rubber of Dutch invention is said to use freshly caught sea fish as the chief ingredient.

A recently patented toy soldier can be made to hold a rifle in several positions, including that of firing.

The Argentine government has required railroads to heat their cars in passenger trains as a health measure.

By a new refrigeration process a Louisiana engineer claims to freeze a block of ice a foot thick in an hour.

A native tribe in the Philippines produces fire by rapidly compressing air in a sort of syringe made of bamboo.

Washing desks have been designed that can be built into walls of rooms, resembling panels of woodwork when closed.

A deposit of white marble, said to equal the best Italian in quality has been discovered near Pretoria, Transvaal.

A recently patented container for cigarette tobacco and papers is waterproof and contains a card for its owner's name and address.

Modern electric lighting costs about 1-25th as much as illumination with sperm oil or candles a century ago.

Harnessing a fly to a tiny wagon, an English scientist found it could draw 170 times its own weight over smooth surfaces.

To prevent metal tires on vehicles rattling, expander bolts have been patented to be inserted in wheel rims to stretch them.

The use of the metric systems of weights and measures is more strictly enforced in Uruguay than in any other American country.

Patents have been granted a Saint Louis inventor of an electric alarm that sounds when rain begins to fall in windows left open for ventilation.

English surgeons have invented a device to measure in degrees registered on a scale the movement of knee, elbow and other joints.

Apparatus featured by electrically heated rollers has been invented for creasing men's trousers without removal from wearers.

Inside a new handbag for women are a mirror and a tiny dry battery fed electric lamp, which is automatically switched on when the bag is opened.

It has been decided by French scientists that blind persons are particularly well qualified to become radio operators as loss of sight generally is compensated by improved hearing.

250,000 FORDS are fitted with H & D's! Is yours?

H & D SHOCK ABSORBERS

BECAUSE they make a Ford ride like a limousine—prevent spring breakage—prolong the life of the car—and make tires last longer, over a quarter of a million Ford owners have bought H & D's to date.

H & D's are built on the cantilever principle—they do not increase the strain on the Ford springs, but relieve them by absorbing the hard jolts. Spring breakage is practically unknown on cars equipped with H & D's.

Will you spend ten or twelve dollars to double the comfort and durability of your Ford car? Read the positive guarantee and then

ASK YOUR GARAGE MAN.
If he cannot supply you, write us direct.

Richard Wilcox
CANADIAN COMPANIES
LONDON, ONTARIO

GUARANTEE
If, after 30 days' use, you are not entirely satisfied with H & D Shock Absorbers, take them off and get your money back.

Kingston Agents for H. & D. Shock Absorbers: A. Chown & Son; E. Chown & Co., W. B. Dalton & Sons, Limited