

TIRES ARE NOT HARMED

BY WATER, IN FACT ON THE CONTRARY.

Humidity in Atmosphere is Destructive, Especially to Fabric. Moisture Works Between Layers.

New and then in the course of an automobile trip a car has to pass through a stream, and the question is sometimes discussed whether the action of the water is harmful to the tires. The same question arises when a car is out in a heavy rain.

A well known tire company answers the question by stating that the effect of such a wetting is practically nothing at all, either for damage or improvement. At any rate the effect on the tire is not harmful. The two chief constituents of a tire are rubber and cotton, both vegetable substances, and as a rule water does not injure vegetable matter. As illustrative of this point, there is the old but true story of the farmer who, when one of his rubber boots fell into a well, placed the other on a shelf in a closet. Twelve years later, when

the well was cleaned, the lost boot was found to be in excellent condition, but the boot on the shelf had fallen into ruin.

If running through a brook resulted in cooling a tire the effect would be decidedly beneficial, but a quick dash through the water has little effect on the heated air within the tire, and consequently the temperature change in the tire after its bath is negligible.

Water itself apparently does no harm to tires, but the combination of air and moisture commonly known as humidity is very destructive, especially in ordinary fabric tires. The moist air works in between the layers of fabric and rots them out, sometimes even before the tires leave the dealers' storeroom. Cord tires stand humidity better.

WHY AN OVERHEATED ENGINE WILL KNOCK

When an engine becomes overheated it usually begins to knock, and the commencement of such noises is often the first sign that the cooling system is not doing its duty, perhaps from lack of water. Insufficient cooling results in the cylinders and pistons reaching dangerously high temperatures, and as the only way that heat can escape from the piston is through the cylinder walls, when the former become very hot there is so little conduction of heat from the pistons that the center of their heads, especially becomes hot enough to fire the charges while they are being compressed upon the up stroke and before the spark occurs. The portion of the head around the exhaust valve also may become hot enough to cause pre-ignition.

When the premature firing does occur the explosion pressure tends to stop the piston while it is coming up, and to reverse the direction of the engine's rotation. These sudden and powerful reversals of force act as hammer blows upon the moving parts, causing the knocking sounds. Even though pre-ignition may not actually occur, the combustion temperatures in a hot cylinder may become sufficiently high to cause sudden abnormal pressure waves during the explosion, the occurrence of which results in "pinking" noises in the moving parts.

The supposition is that there is constantly a film of oil between each bearing and the shaft or pin which runs in it. So long as this oil film is maintained, the metallic surfaces do not touch and the oil films between parts act as buffers to cushion blows acting there, just as a piece of rubber deadens the shock and noise when it intervenes between a hammer and a hard object. Extreme pressures such as those caused by pre-ignition, squeeze out the oil and let the parts batter one another un cushioned. Overheated oil becomes very thin and squeezes out of bearings very readily and the tendency for a hot engine to knock is immensely increased by the light, watery consistency of its lubricant. Oil is useful not only to prevent heat and wear but to reduce noise. When oil gets into this overfluid condition the result is similar to that of a lack of oil or no oil at all and thus it is that the sign of an overheated engine is that of an unlubricated one—knocking.

STUCK? HERE'S A WAY TO ESCAPE PESTEROUS MUD

Just remembering that the slower a wheel turns the more traction it has will enable many motorists to avoid the terrors of a self-dug grave when stuck in mud or sand. Nine owners out of ten, when stuck in the mud, will put their cars in low gear and then race their engines for dear life, shortening the life of both tire and motor. With the wheels going at such a pace it is impossible to get any traction, even if straw or twigs are placed beneath the treads, and the tire chains will be slipped around idly. The effect is usually to dig a deep hole and increase the difficulty. The correct way is to pack cloth or twigs below the wheels, use low gear and only speed the motor sufficiently to take the clutch without stalling. Above all things, don't race the engine.

To Make Finish Enduring

All japanned bodies get dull in a painfully short time after they go into actual service, and this is true of some rather high-priced cars. It is a good plan while a car is new and before it has lost its first bloom to take it to a good carriage builder and have him give it a coat of high-grade coach varnish. Give him plenty of time to let it dry. This will preserve the lustre for much longer than it would ordinarily last.

Summer Lubrication.

Heat thins the body of lubricating oil, and in many trucks it is advisable to use a heavier oil in summer than in winter. In cases where trouble with lubrication in hot weather persists, a substitution of a heavier oil may be the solution. The truck driver should be warned not to race the engine with the heavier oil until it has a chance to warm up.

The Radiator.

During hot weather the truck radiator should be filled as full as possible and the overflow pipe must not be allowed to get clogged or slip down in the radiator. In filling the radiator absolutely clean water must be used, and if there is any doubt about it, the water should be strained. Rain water, when it is available, is best for the radiator.

The Fan.

Importance of adequate cooling during hot weather makes it important that the fan be kept functioning properly. It should be kept rigorously cleaned and generously greased, and the driver should know that it is turning freely all the time.

Answering a fool according to his own folly but adds to the foolishness of the world.

Newest Notes Of Science

Greenland's largest settlement has a population of less than 800. A gas heater keeps the water in a new washing machine at the temperature desired.

In comparison to area Norway has the smallest population of any European country. There are 782 varieties of Arctic flowers that have but two colors, white and yellow.

An Egyptian railroad has a 45-mile stretch of perfectly straight track over a desert. Centrifugal apparatus has been invented to remove most of the water contained in compressed air.

Experiments are being carried on in Siberia to determine if sugar-beets can be grown profitably. Reinforced protectors that feature a new swimming cap for women keep water out of a wearer's ears.

Official statistics estimate the number of horses in Cuba at 560,000 and of mules at about 60,000. A colored card has been patented for testing milk by comparing its color with hues shown on the card.

A Japanese mining college will establish the first course in petroleum engineering in that country. A new fire pump to be fitted to automobiles has three moving parts, valves and springs being omitted.

The British Society of Glass Technology will establish centres for scientific research for the industry. Five hundred photographs a second is the possible speed of a camera invented for scientific experimenting.

Natives of Trinidad encourage the presence of gigantic spiders in their homes because they devour roaches. For protecting workers eyes from strong light a woman has invented shades mounted on frames like spectacles.

The value of the gold produced in New South Wales to the close of 1918 is estimated in excess of \$303,500,000. The cane seat of a recently patented chair is continued down and around the legs to form a receptacle for a hat.

A pocketbook for handkerchiefs with a lining that can be removed and washed has been invented by a European nurse. An upholstered armchair that can be extended to form a full size single bed has been designed for apartment dwellers.

A punch made like a hammer has been patented by a Cuban inventor for making holes in coconuts to extract the milk. Michigan led the states in the production of salt last year, closely followed by New York and with Ohio in third place.

An English inventor has patented a vest with lapels that are turned up and buttoned to form a throat and chest protector. To form a small amount of light in a bedroom an incandescence lamp has been invented with a voltage reducer at its base.

A Swedish government board is planning to establish a car ferry service between Goteborg and a British port probably Hull. One pound of sisal is required to make 500 feet of binding twine while 650 feet can be obtained from a pound of Manila fibre.

The British and Australian governments will co-operate in search for petroleum where it is believed to exist in New Guinea. A double loop keyring has been patented for holding two bunches of keys which are separated by a plate that locks it together.

Apparatus invented by a Chicago man is claimed to reduce the alcohol content of beverages, preferably beer, without affecting their flavor. Rubber artificial eyes invented in France are said to have other advantages in addition to being more comfortable to wear than glass ones.

For irrigating plants a Texan has patented a machine which congeals water into icicles and thrusts them into the ground, where they slowly melt. A single davit which launches a boat from a ship with a sling and automatically releases it as it reaches the water has been invented by an Englishman.

Two Swedish engineers have invented a telautograph that can be used on either a short or long circuit without adjustment or even on a telephone line. For use on public stairways, car steps, etc., a non-slipping tread has been invented, consisting of a steel plate with strips of lead set into channels.

Of British invention is a double door for residences, permitting tradesmen to deliver goods inside the outer one, it being impossible to unlock both at the same time.

CHINA ON SHANTUNG.

Diallike Being Made Victim of Japanese Imperialists.

Chinese sentiment in regard to the Shantung controversy with Japan is analyzed in a Paris despatch to the Nation. We read:—

"The echoes of the passionate and sometimes even savage protests of the Chinese of four continents against the treaty provision giving Shantung to Japan are pouring hourly over the cables to the Chinese delegation in Paris. A mass meeting of 35,000 in Tsinan threatens with a traitor's death any delegate who agrees to the terms. From another city comes the report of a meeting attended by 100,000 persons who urge the uncompromising rejection of the treaty unless the decision is reversed. The Chinese People's Foreign Relations Society, with more than 1,000,000 members, appeals to the peoples of the allied countries to support China, adding: 'We cannot put our seal to an enactment dooming ourselves, even if the governments of the powers wish a return to pre-war conditions.' Educational, agricultural and religious associations representing from twenty to thirty millions of people, provincial legislatures, mission schools, chambers of commerce, universities, merchants and Chinese groups in the United States, the Philippines, Peru, Mexico, Great Britain and France urge that China refuse to sign the treaty. The International Socialist Commission appointed at Berns in February denounced the Shantung settlement as an 'open recognition of the right of conquest.'

"The Chinese people are not only astounded, but deeply mortified, by the action of the council of three regarding Shantung," said V. K. Wellington Koo, formerly Chinese Ambassador to the United States, and now one of China's delegates to the Peace Conference. "The action of the 4,000 Peking students who stormed the home of the Chinese Ambassador to Tokio and assaulted him is probably typical of the intensity of the feeling throughout China. We hardly expected ideal or perfect justice in the settlement, even though it were based on the principles previously declared. The prevailing view in China, however, is that if France offered a case for a firm stand, so much the more does Shantung, whose fate affects a population a thousand times as great and whose disposition presents no problem of nationality, since the province has always been purely Chinese, and the only Japanese claim is that of conquest. I do not see how the Chinese delegates can accept the decision rendered by the council of three without doing violence to the will of the Chinese people. Every effort to modify the decision will be made before the final step is taken."

Origin of Barbers' Colored Pole.

In ancient times barbers performed minor operations in surgery, when bleaching was customary, it was to the barber that the patient went to be bled. "To assist this operation, it being necessary for the patient to grasp a staff, a stick or pole was always kept by the barber-surgeon, together with the fillet or bandaging he used for tying the patient's arm. When the pole was not in use, the tape was tied to it, so that they might be both together when wanted, and in this state pole and tape were hung at the door as a sign. At length, instead of hanging out the identical pole used in the operation, a pole was painted with stripes round it in imitation of the real pole and bandage, and thus came the sign." Brewer says ("Dictionary of Phrase and Fable") that the gilt knob at the end of the pole represents "a brass basin, which is sometimes actually suspended on the pole. The basin has a notch in it to fit the throat, and was used for lathering customers who came to be shaved. The pole represents the staff held by the persons in veneration, and the two spiral ribbons painted round it represent the two bandages, one for twisting round the arm previous to blood-letting and the other for binding."

It Was This Way—

The business of any lacrosse expert is to explain away the defeats of the home team. Apparently the same formula may be applied to war writing. The home team never loses because it is inefficient, inadequate and generally unprepared for the specific occasion. Neither did Germany. By no means. The home team loses because some one unexpectedly tosses a monkey wrench into its vitals. All the same Germany.

Along come Gen. Friedrich A. J. von Bernhardi to explain that the reason Germany lost was because the Kaiser didn't begin battling soon enough. He temporized with both Russia and Great Britain when he could have hit them on the chin, says von Bernhardi. It was simply inexcusable, this blunder of Wilhelm's.

For years and years Gen. von Bernhardi has been writing about war and warriors. As late as November, 1915, he said Germany would win in a gallop.

Seaweed as Fodder.

The possibilities of seaweed as fodder have been under investigation in Holland, and the general conclusion reached is that, in the absence of other roughages, seaweeds may be fed to cattle, when the sodium chloride has been sufficiently removed. In Ireland, Scotland and the Faroe Islands dried seaweed is used as a winter feed for cattle and horses. In Southern Sweden it is fed to swine. In Germany, during the war, special instructions were issued concerning the gathering and preparation of seaweed for use as fodder. The weed was to be spread out so that the rain could wash out the sodium chloride; then dried and baled in a press.

Cigar Racks.

Theatre-goers are to have the use of racks where they may leave their cigars when they enter and obtain them again after the performance is ended. An inventor has designed an automobile spark plug with a ventilating chamber surrounding the shoulder to permit circulation of air and lessen breakage by overheating. A new transformer to permit a lightning circuit to be used for ringing electric bells screws into a lamp socket so that it is not necessary to cut the wires. However, in the course lots of men give for being poor.

Partridge Tires advertisement featuring an image of a tire and text: 'On all your trips in case of emergency carry Partridge Tires. Partridge Tires never leave you stuck on the road—they are dependable and finish those long trips that other tires fail to make. Made by The F. L. Partridge Rubber Company, Limited, England. EDWIN CHOWN & SON, 101-103, Wellington St., Kingston.'

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VOL TIRES advertisement featuring an image of a tire and text: 'Built end shaped by hand, layer on layer, with the purest rubber obtainable, undergoing continuous and rigid inspections to ensure strength and durability in the finished product, V.D.L. Tires are infinitely superior to the machine-made product. Their structural massiveness combined with the maximum of resiliency lends an added joy to motoring and gives an assurance of security on the worst roads. Made in Corda and Fabrica in all sizes in the following Treads: V.D.L. Guard—Vacuum—Touring—Arrow. The only 30 x 3 1/2 Climber Cord Tire made in Canada. Your dealer or garage will send you our V.D.L. Tires and Tubes. VAN DER LINDE RUBBER CO. LIMITED, TORONTO CANADA.'

Every Size a Supersize advertisement featuring an image of a man riding a horse and text: 'THE BEST I EVER RODE ON.'

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