

GRAND TRUNK RAILWAY SYSTEM AGENCY FOR ALL OCEAN STEAMSHIP LINES

Special attention given your family or friends going to or returning from the Old Country. For information and rates apply to J. P. HANLEY, G.P. and T.A.G.T. Ry., Kingston, Ont.

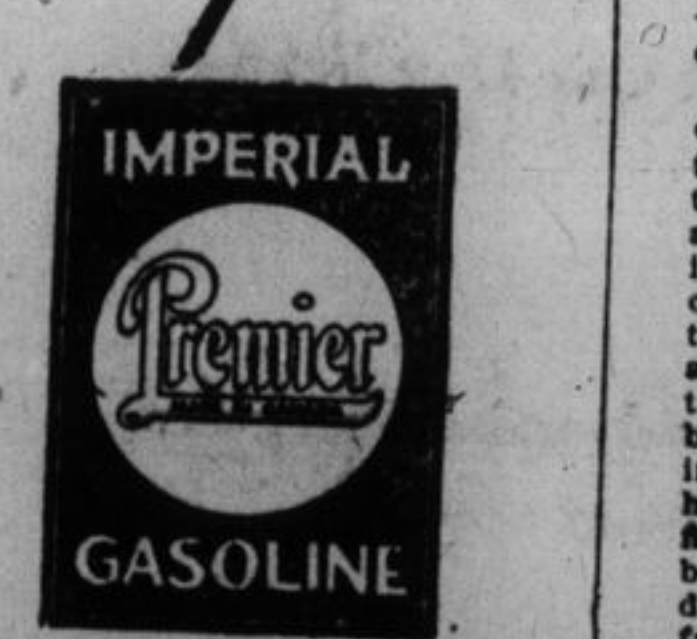
CUNARD ANCHOR ANCHOR-DONALDSON

Montreal to Glasgow Aug. 11/Sept. 8/Oct. 6... Saturday Aug. 21/Sept. 29/Oct. 27... Casahndra Montreal to Liverpool Aug. 19/Sept. 18/Oct. 16... Tyrhenia Aug. 19/Sept. 23/Oct. 21... Albania Sept. 16/Oct. 14/Nov. 11... Ausonia Montreal to Plymouth, Cherbourg and London July 22/Aug. 26/Sept. 23... Andania Aug. 5/Sept. 3/Oct. 12... Antiochia N. Y. to Queenstown and Liverpool Aug. 3/Sept. 7/Oct. 5... Laconia Aug. 17/Sept. 14/Oct. 12... Carmania Aug. 21/Sept. 25/Oct. 23... Scotia N. Y., Cherbourg & Southampton Aug. 1/Aug. 22/Sept. 12... Aquitania Aug. 5/Aug. 29/Sept. 19... Berengaria Aug. 15/Sept. 8/Sept. 26... Mauretania N. Y., Plymouth, Cherbourg and Hamburg July 29/Aug. 21/Oct. 5... Caronia Aug. 3/Sept. 9/Oct. 14... Sakonia Boston - Liverpool - Queenstown Aug. 23/Sept. 29/Oct. 18... Samaria N. Y. to Glasgow (via Montreal) July 22/Aug. 18/Sept. 16... Columbia Aug. 25/Sept. 23... Algeria Sept. 2... City of London Sept. 9/Oct. 7... Cameronia

BOSTON TO LONDON, LIVERPOOL AND GLASGOW Aug. 8... Elvira *Cargo only to Glasgow. N. Y. to MEDITERRANEAN Oct. 26 (Cruise) ... Tuscania Nov. 25 (Cruise) ... Scythia Dec. 6 (Cruise) ... Tuscania Feb. 10 (Cruise) ... Caronia

SPECIAL SALE Double Diamond Tires 30x3 1/2 \$12.00 CORD TIRES 30x3 1/2 \$16.00 TUBES \$1.75 Larger sizes in proportion. W. H. Cockburn & Co. Cor. Princess and Wellington Streets Phone 216.

Made at Home Imperial Premier Gasoline is "Made in Canada". Every time you buy it, you not only get greatest value in return for your money, but you contribute to the prosperity of Canada.



Five great, modern refineries, with the latest equipment and processes known to the science of refining, are engaged in the manufacture of Imperial Premier Gasoline. It possesses every quality of a good motor fuel—vaporizes completely—burns clean—delivers full power and mileage from your car or truck.

IMPERIAL OIL LIMITED

HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH. Looking For Leaks. Locate And Stop Them Before They Become Dangerously Large.

ESCAPES OF GASOLINE, OIL AND WATER are dangerous in the order named. Fuel leaks not only mean financial loss, but involve serious fire hazard. Oil and grease leaks, besides being costly and dirty may, if neglected, mean that some part will suffer from lack of lubrication. Leakage of water is dangerous only if large enough to diminish the contents of the cooling system so that circulation fails or if the escape finds its way into the engine oil or soaks some part of the electrical equipment. The nose is the most sensitive instrument for detecting gasoline leaks and if gasoline can be smelled around a car, after it has stood idle over night, it is pretty certain that some leakage is going on, although it may be so slight that the fuel evaporates at or near its point of escape and there is no dripping. However, even leaks so slight as this involve considerable waste, if allowed to continue indefinitely. If the carburetor, vacuum tank or any part of the piping or connections feel wet, there is a small leak thereabouts, but the odor of raw gasoline will be apparent when other indications fail. When the smell of unburned gasoline is apparent to the operator of a moving car, investigation should be made for the vacuum tank may be spilling through its vent-pipe, the carburetor float may be in trouble or a pipe or union connection may have opened up. Lubricant leaks are more readily found by driving the engine idle for a few minutes, letting the car stand for several hours and then looking for oil or grease that has dripped on the floor, locating the points of escape by the positions of the oil spots. Some people lay clean paper on the floor before driving in, so that the drippings are more noticeable. If one is willing to do so, it is a good idea to get right under the car and look up at the crankcase, scudging from those or other housings. Oil escapes are usually greater instead of the floor should be examined for leakage from the parts above it. With the engine running and warm, look for water running down the block and for escapes from the hose connections, the pump and from both the back and front side of the radiator. If the system requires abnormally frequent refilling, leakage may be suspected.

TO PREVENT BACKFIRING H. writes: When it is first started, my six cylinder engine runs all right, but soon begins to backfire. However, when it is fully warmed, it ceases to backfire except when the throttle is opened suddenly. Can I prevent this "popping-back"?



Answer: Apparently your carburetor is furnishing a mixture that is almost too lean for practical use, as it is most generally deficient in the amount of fuel it carries toward backfiring. When you first start the engine, you probably partly close the choke and this prevents the required richening of the mixture, but when the engine becomes warm enough so that it will run without choking, the mixture, for a time, is not rich enough. When normal running temperature is reached, the fuel is enough more completely vaporized so that you have a mixture that is not excessively lean, but lean enough so that, just after sudden throttle opening, the momentary sluggishness of the fuel entering the increased air stream is sufficient to thin the mixture to the popping point. We suggest that you try a

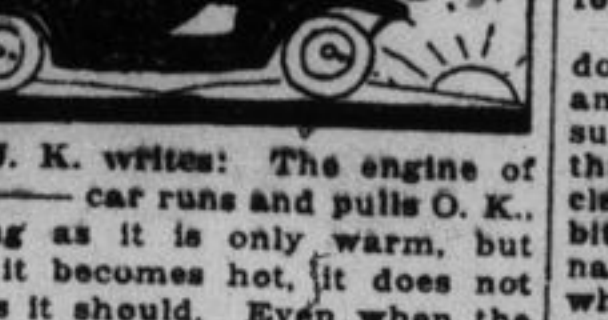
very slightly increased rate of fuel feed at the carburetor. ENGINE OVERHEATS AND WONT PULL T. writes: My engine has just been overhauled and is apparently in A1 shape, but after it is run five minutes the radiator water boils. It is so lacking in power that the car will not take a slight hill unless it is on low gear. What is wrong?

Answer: Very low power and excessive heating may result from any of the following arrangements or a combination of them: A too much retarded setting of the ignition; incorrect timing of the valves; abnormally high compression friction due to the tightness of bearings and pistons after overhauling; an altogether too rich setting of the carburetor. We suggest that you have the spark setting checked up first and then make sure that the valves are correctly timed. Also, it would be well to see if there is no obstruction to the water circulation and that the fuel mixture is not too rich. We suggest that the brakes are not dragging.



The Misplaced Spark High Tension Ignition Current Is Readily "Led Astray" THE ROTATING ARM of the high tension distributor, as it passes successively over the connections going to the several spark-plug cables, is supposed infallibly to direct the sparking current to the plug of the cylinder which is ready to fire, but under certain conditions the "juice" may go the wrong way and make trouble. So long as insulation remains perfect, there is little chance of a current that is intended for one plug collecting within the cap or even on its outside surface the high tension sparking current may follow along a wire over the dampness to the contact leading to a plug other than the one over the cylinder in which the distributor arm is passing, thus causing a spark in the wrong cylinder and a missed explosion in the cylinder which should fire. The reason why the current may follow this improper path instead of the right one is that the compressed gas between the plug points, in the cylinder that should fire, may offer a higher resistance than the dust or moisture and the current will go, by an easier way, to a plug that is not under compression pressure. This may happen to be a cylinder which has drawn its charge and the piston of which is starting its upstroke and the charge may ignite, producing a back kick, or the action may be "backing". As it is always a cylinder under compression and with a high resistance spark-gap that is due to fire, the tendency toward misdirection of the sparking current is quite strong. Weak insulation between plug cables may, of course, cause the same effect. Perfect cleanliness and dryness of the distributor cap and track, a good contact between the rotating arm and its cable, the avoidance of too wide the misdirection of ignition current, which is a common cause of starting trouble in damp or foggy weather.

ENGINE PULLS WEARILY WHEN HOT when the engine becomes fully heated. REBABBITTING FORD RODS R. G. asks: What kind of babbit metal is best for relining Ford connecting-rods? Please give me directions for heating and pouring the babbit, as I have a proper jig for use in doing this work.



Answer: Our established policy does not permit us to recommend any one brand of bearing metal superior to others, but we think that inquiry at one or more first-class repair shops, where re-babbitting is done, will disclose the names of brands of babbit ore with confidence. You can obtain, on request from the manufacturer of any brand which you select, full detailed directions as to how to work his metal to the best advantage. We hardly think you will find it will pay you to re-babbit Ford connecting-rods, as any service station will exchange a rod that needs re-babbitting for a perfect one at a much lower price than you can possibly do the work, if your time is of value.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

Cripple Cured by Fear. Paris, July 25.—A paralytic cripple on a tramp of pilgrims going to Lourdes has not been obliged to wait for a cure by the miraculous well. His cure was effected by an express train during a stop at Dijon depot. With a number of the party he was partaking of refreshment at the railroad restaurant when a bell suddenly rang announcing the departure of the pilgrim train. Hobbiling slowly across the track the cripple saw a fast train bearing down on him. A cry of horror rose among the spectators. But the cripple dropped his crutches and raced to safety. Fear had cured him. Joseph Brabant, a resident of Brockville for many years, died Thursday at St. Vincent de Paul hospital, where he had been a patient for two weeks. E. Holden Caswell, father of Mrs. A. L. Murray, Brockville, passed away Friday at Mr. Murray's residence, on his eighty-ninth birthday. According to the United States department of labor, in more than 20 states there is a shortage of workers in some industries.

JOHNSTON AND WARD MEMBERS MONTREAL STOCK EXCHANGE TORONTO STOCK EXCHANGE

ANNOUNCE THE OPENING OF BRANCH OFFICES AS FOLLOWS: LONDON, ONT. ROYAL BANK BLDG. MR. D. B. WELDON ACTING MANAGER TORONTO, ONT. CANADA TRUST BLDG. MR. DONALD MACLEOD MANAGER KINGSTON, ONT. PRINCESS STREET MR. W. W. ANGLIN MANAGER THESE OFFICES WILL BE EQUIPPED TO DO A GENERAL STOCK BROKERAGE, INVESTMENT AND BOND TRADING BUSINESS AND WILL BE CONNECTED BY PRIVATE WIRE WITH THE MONTREAL TORONTO AND NEW YORK STOCK EXCHANGES AND THE OTHER BRANCHES OF THE FIRM AT MONTREAL HALIFAX SHERBROOKE SYDNEY MONCTON ST. JOHN'S, Nfld.

Aluminum Ware Specials 20 QUART PRESERVING KETTLE at \$2.50 14 QUART PRESERVING KETTLE at \$1.98 POTATO POTS—regular \$2.25, at \$1.50 COVERED ROAST PANS—regular \$3.50, at \$1.98 PERCOLATORS—regular \$2.00, at \$1.40 HEAVY 14 GAUGE TEA KETTLES—regular \$4.00, at \$2.98 Also many other lines at very low prices. These goods are one of the best makes of ALUMINUM WARE on the market, and are all first quality.

Lemmon & Sons 187 PRINCESS STREET

Hot Summer Evenings are most enjoyable spent when out for a paddle on the water. CANOES and BOATS for hire. Quick and efficient service. A. C. KNAPP LA SALLE CAUSEWAY PHONE 767

Take A REAL TRIP THIS YEAR SEE THE CANADIAN PACIFIC ROCKIES AND THE PACIFIC COAST LOW LOWEST FARES IN YEARS Canadian Pacific Railway



6-Day Cruise to the Saguenay Every Saturday Steamer de luxe "Cape Eternity" leaves Montreal at 7 p.m. for an extended cruise to Quebec, Lower St. Lawrence River resorts, Tadoussac and the Saguenay River, arriving back at Montreal the following Friday.

VULCANITE SLATE SURFACED ROOFING

Four-in-One Slab Shingle \$7.50 per sq. Hexagonal Slab Shingle \$8.00 per sq. Rolls, 32" wide \$3.90 per sq. The highest type of "Beaver Quality Roofing and surfaced with natural colored Crushed Slate, Red or Green. SERVICE AT THE RIGHT PRICE OUR MOTTO Allan Number Co. TEL. 1092 VICTORIA ST. KINGSTON, ONT.

THE A. B. C. WASHER Let us loan you one free for next washday. "THE ELECTRIC SHOP" F. GRACE Phone 1545 115 Brock Street

Cannell Coal We have received a car of Ebony Cube Cannell Coal of the finest grade and quality. Let us have your order for four season's requirements, which shall have our prompt attention. Cut Soft Kindling for summer burning always in stock. SOWARDS COAL CO. PHONE 155. UPTOWN OFFICE: McGILL'S CIGAR STORE. PHONE 511.

FROST'S MOTOR CAR REPAIRING The Same Superfine Lasting Finish The Best is the Cheapest—The Lustre Lasts

YOUR REPAIR SHOP Is now located on Queen Street, half way between Montreal and Bagot streets. Prompt and efficient repairs and service guaranteed for all makes of cars. STANDARD AUTO SERVICE PHONE 545. QUEEN STREET (Behind Standard Office)

WHEN YOU BUY BATTERIES INSIST ON MONARCH MADE IN KINGSTON ASK TO HAVE A "MONARCH" INSTALLED IN YOUR NEW CAR. BOOST HOME INDUSTRIES.

Absolute Evidence in Favor of Ground Cylinders All high grade automobile engines manufactured in this country as well as in Europe have their cylinder bores finished by grinding. Some of the American cars that might be mentioned are: Apperson Hudson Pierces Brewster Kissel Pierce Arrow Cadillac LaFayette Rolls Royce Cunningham Lincoln Standard Dorris Locomobile Stevens Duryea Franklin Marmon Stutz Haynes Mercer Templar Holmes Packard Winton In fact, 84% of all the manufacturers of pleasure cars use engines with ground cylinder bores, and 31% of the commercial motor are ground. Head Machines are used exclusively. Automobile owners we have one of these Head Cylinder Grinding Machines, and can guarantee first class work. Ground Cylinders is a selling point with many cars. Automotive Grinders H. M. CAMPBELL, Corner of Queen and Wellington Streets.

"Come! Let's Run Away to Sea!" Two whole weeks on the lower St. Lawrence and Gulf—a delightful time. Leave the heat and dust of the city far behind and cruise down Canada's greatest river. A modern steamship, luxuriously equipped, restful state rooms, delicious meals and all the comforts of a first class ocean liner. A Thousand Miles of River and Sea A fortnightly cruise to Newfoundland, leaving Montreal, calling at Quebec, then comes a sail down the St. Lawrence out through the Gulf, passing at close range the picturesque Gaspé coast—a "closeup" view of the impressive Percé Rock, a huge mass of red sandstone and home of many varieties of Atlantic wild birds. A stop is made at Charlottetown, Prince Edward Island, and then St. John's, where we dock for two days for further sight-seeing on land. The 6,000 ton S. S. "Manoa" leaves Montreal Saturday, August 5th, and every second Saturday thereafter. Make all reservations early. For particulars, rates, etc., apply: Canada Steamship Lines Limited KINGSTON, ONTARIO