

In the Automobile World

DETOUR! WHAT DOES THE WORD MEAN TO YOU—CURSES OR SMILES?

Think of What's Back of It and the Years of Better Travel Ahead of You—Every Sign Means a Better Highway.

"Detour" what. A good road. A beautiful day. You're in the dickens of a hurry—and then, all of a sudden, the road you're following is blocked off short and you are requested to "follow the arrow."

No wonder the words you use are such that we cannot, editorially, do them justice! They have to be left to the imagination. But anyone who has ever been there can do some pretty accurate "imagining" on this point. Small wonder that, under such conditions, our choles rises and our collar wilts.

But after all, brother, there's nothing to get all het up about. They are your roads; and you want 'em better; and there's no way to get 'em better except to do without using them while they're being fixed.

Moreover, it isn't only the particular piece of road that's blocked off which is being fixed. It's one more link in a nation-wide system of highways—a modern road of magic that will take you, with speed and safety, to Where-You Will. The hard surfaced highway and the modern motors are the Twentieth Century "forty-league boots"—they will take you where you want to go as fast as the labbed foot gear, the story of which

thrilled us all when we were kids. And they are real.

Furthermore, back of that barricaded road, which excites your ire and stirs your wrath, there is something more. There is the organization known as your State Highway Department. In the old days, when roads were but strips of dirt set aside to travel on, it was merely a "department"—and a very minor one—of the state's activities. Now it is one of the most highly organized and efficient bodies in the whole realm of public work. It carries on continuously research and experimental work, to determine how every dollar of your money can give you the maximum road value. It has its own expert chemist, laboratorians, engineers, to make sure that the roads you get are built as carefully, and of as good materials, as you are paying to have them built.

Not all this, but it has a "spirit": an ideal; and that ideal is better roads, and better road service, than the world has ever known before.

So next time you strike a "detour" sign, and get red in the face, and bite your cigar in two, and spit your coat's hand—just stop and think of these things. And if you're not so darned much in a hurry as you think you are (which most of us usually are not!) just get out and walk up the "closed road," and watch 'em for a few minutes building a section of our national highway system—the greatest thing which this age is going to leave to the generations that are coming. It will help you cool off!

non-members about the service we are giving to them in the matter of road signs alone, the service to those who ride in motor cars anywhere away from their home town given by the thousands of those black and yellow signs giving directions and warnings of danger spots must be familiar to all. The local club has every road in the county of Frontenac fully sign-boarded and is working with neighboring clubs to have adjacent counties also fully sign-boarded. Special signs have been erected at important forks and doubtful turns. Each member of the club is given free a road map that is the last word in locating touring objectives. The road signs and map supplement each other and make touring a pleasure, the location of places taking but a passing glance at either map or sign board.

"The Ontario Motor League, with which the local club is affiliated, is the only organization in the province erecting signs for the benefit of motorists, and they deserve the support of every motorist in this indispensable work. A road sign car is kept busy from May to December. Signs which have been put up have to be maintained and new signs have to be erected every year. This work has been carried on steadily by the local club for the past four years, and they welcome any information to where a sign would give service and will erect same on application being made.

"We say to non-members just think—If you have been helped and expect to continue to be helped by these signs, why not do your part in helping to maintain and extend this service, by joining the Kingston Automobile Club?"

ALWAYS KNOW WHERE CRANK IS

New Owner Wastes Time and Money When Engine Stalls.

A motorist who has just bought a used car, and a good one, one night found himself half-way home on a lonely road when he had a blow-out. He stopped to fix it, and in doing so naturally shut off the engine.

When the job was done he put his foot on the starter pedal, but somehow it would not make the connection. It would not turn the engine. So he went to the tool box for the crank, but it was not there. Evidently it was in the rear locker. The previous owner had the key; he remembered now that he had forgotten to get it from him. He tried the pedal a few times more, but without results. Then he jacked up one rear wheel and tried to start the engine that way, but he couldn't budge it.

He tossed the jack in the tonneau and started for a farm house.

Grasped Crank Handle.

Eventually he found a farmer with a car and got him to tow him. In his haste to get away he had tossed the jack into the tonneau. When he arrived home, after a painful time worrying for fear he would stall his engine again, and have to obtain another tow, he reached into the tonneau for the jack, so that he might put it back into the tool box. But in the darkness he grasped, not the jack, but the crank handle! It had been lying there in the darkness all evening, and was not in the locker as he had assumed. What could be more logical? The starter pedal worked irregularly, evidently, and so the crank handle was kept handy. That explained its presence in the tonneau. Why hadn't he thought of it before? Because he had assumed that the crank was in the rear locker.

To cap the climax, an amateur mechanic who liked to do fool things because he never believed in taking things for granted, and knew that logic wasn't worth more than so much when it came to finding automobile trouble, examined the offending starter pedal. He pushed it all the way down to the floor, yet it did not close the switch. Nor was there any way to reach it from underneath without taking off the mud pan. The owner was right on these points. But he wondered what would happen if he gave the pedal a vigorous pull before he pushed it. He tried it. It worked. And it turned out that whenever the pedal exhibited this trouble it could be cured by pulling up on it.

In an instance of ignition failure it developed that the breaker points were badly worn. Under the circumstances it caused considerable expense and trouble to install new points, as recommended by the diagnostician. But the engine ran little better thereafter. Eventually it was discovered that the main trouble was caused by a corroded connection at the battery.

Did Not Sound Right.

A motorist had just had his car filled with gasoline on a cold morning. In starting up, the engine back-fired. All did not sound quite right under the hood. There wasn't anything he could quite put his finger on, but he had an idea that something was wrong. He opened the hood and found the engine on fire. Some sand close by quickly extinguished the flames. A half minute later would have been too late. He obeyed his intuition. He did not take things for granted. When the thought of a fire flashed across his mind he did not dismiss it as impossible.

Uses for Materials.
Reinforcing broken cables.
Mend the leather fan belt.
Repairing battery terminals.
Attaching links of the mud chains.
Cleaning dust and dirt from clogged oil holes.

Wiring metal parts together to keep from rattling.
The curved end, applied to cuts in the tire, for removing foreign substances.

A man who never accomplishes anything looks the part.

To Holders of Five Year 5½ per cent Canada's Victory Bonds

Issued in 1917 and Maturing 1st December, 1922.

CONVERSION PROPOSALS

THE MINISTER OF FINANCE offers to holders of these bonds who desire to continue their investment in Dominion of Canada securities the privilege of exchanging the maturing bonds for new bonds bearing 5½ per cent interest, payable half yearly, of either of the following classes:—

- (a) Five year bonds, dated 1st November, 1922, to mature 1st November, 1927.
- (b) Ten year bonds, dated 1st November, 1922, to mature 1st November, 1932.

While the maturing bonds will carry interest to 1st December, 1922, the new bonds will commence to earn interest from 1st November, 1922, GIVING A BONUS OF A FULL MONTH'S INTEREST TO THOSE AVAILING THEMSELVES OF THE CONVERSION PRIVILEGE.

This offer is made to holders of the maturing bonds and is not open to other investors. The bonds to be issued under this proposal will be substantially of the same character as those which are maturing, except that the exemption from taxation does not apply to the new issue.

Dated at Ottawa, 8th August, 1922.

Holders of the maturing bonds who wish to avail themselves of this conversion privilege should take their bonds AS EARLY AS POSSIBLE, BUT NOT LATER THAN SEPTEMBER 30th, to a Branch of any Chartered Bank in Canada and receive in exchange an official receipt for the bonds surrendered, containing an undertaking to deliver the corresponding bonds of the new issue.

Holders of maturing fully registered bonds, interest payable by cheque from Ottawa, will receive their December 1 interest cheque as usual. Holders of coupon bonds will detach and retain the last unmatured coupon before surrendering the bond itself for conversion purposes.

The surrendered bonds will be forwarded by banks to the Minister of Finance at Ottawa, where they will be exchanged for bonds of the new issue, in fully registered, or coupon registered or coupon bearer form carrying interest payable 1st May and 1st November of each year of the duration of the loan, the first interest payment accruing and payable 1st May, 1923. Bonds of the new issue will be sent to the banks for delivery immediately after the receipt of the surrendered bonds.

The bonds of the maturing issue which are not converted under this proposal will be paid off in cash on the 1st December, 1922.

W. S. FIELDING,
Minister of Finance.

SPECIAL SALE
Double Diamond Tires
30x3½ \$12.00
CORD TIRES
30x3½ \$16.00
TUBES \$1.75
Larger sizes in proportion.

W. H. Cockburn & Co.
Cor. Princess and Wellington Streets
Phone 216.

Kingston Auto Club Wants Your Help

T. M. Asseltine, president of the Kingston Auto Club writes:

"As said last week the Kingston Auto Club membership consists of only 250 members, or about ten per cent. of the motor car owners of Kingston and Frontenac.

"We feel that the ninety per cent. do not yet realize what important assistance and comfort the local club is giving to them in various ways. We have already touched upon the extensive legal service supplied free to members of the club, and in this we desire to mention another of the many advantages from having a strong club in this city and county and we put the matter straight up to

DODGE BROTHERS SEDAN

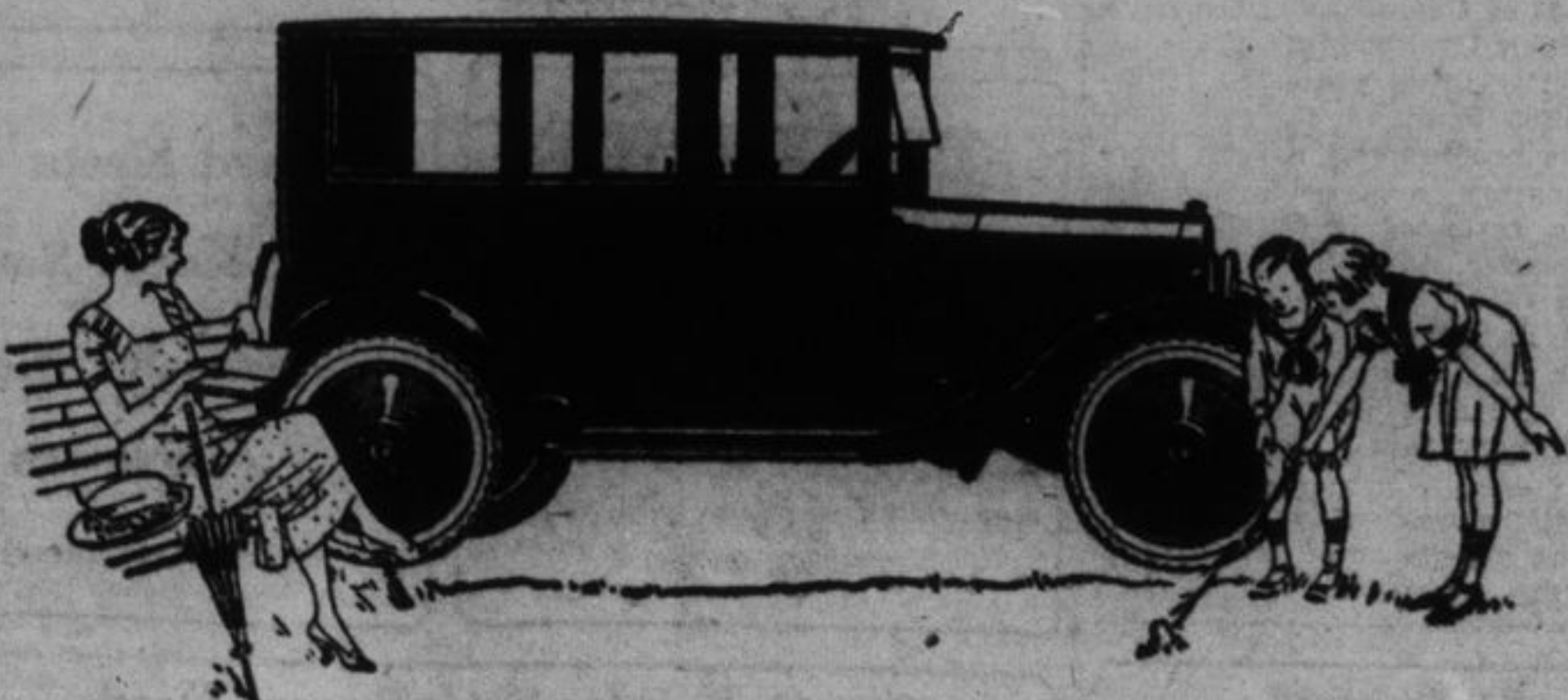
The car's usefulness is admirably in keeping with its innate goodness.

In summer it protects you from heat; in winter it protects you from cold. Day in and day out it insures you against expensive upkeep and repair costs.

Recent improvements have greatly increased its sturdiness and the trim beauty of its body lines.

The Price is \$2,840, delivered.

MARCUS OBERNDORFFER,
124-126 Clarence Street. Phone 1094.



Discover Secret Of Mystery Road

Motor cars of all kinds have long been known to gather speed in some unaccountable manner when passing over smooth asphalt or bituminous macadam roads. It is now held to be due to the abnormal profusion of vegetation usually to be found along these "mystery" roads.

Trees and plants exhale oxygen. Motors run more smoothly when there is plenty of oxygen in the air. The increased amount of oxygen diffused in the localities where vegetation is profuse makes the motor "pick up." Scientists have recently conducted experiments in several localities and along roads bordered by heavy vegetation.

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Distilled water always on hand.
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Yes Sir-e! Two plugs for 25 cts. And some tobacco too! You never chewed better! It's real chewing, sure as you're a foot high! Try it—that's all I've got to say!



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