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KING'S BATTERY SERVICE

FRED KING, PROP.
"BUSINESS AS USUAL" IN THE YELLOW SHOP, 275 BAGOT STREET.
PHONE 410V. RESIDENCE 897V.

Chevrolet Studebaker

We have a few good Used Cars which we are offering at Reduced Prices, as we need the floor space for our new cars.

The Central Garage Limited

Phone 600. Brock and Montreal Streets. WE NEVER CLOSE.

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AUTOMOBILE PAINTING

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WHITE ROSE GASOLINE

Insures a smooth running motor. Get the car overhauled NOW

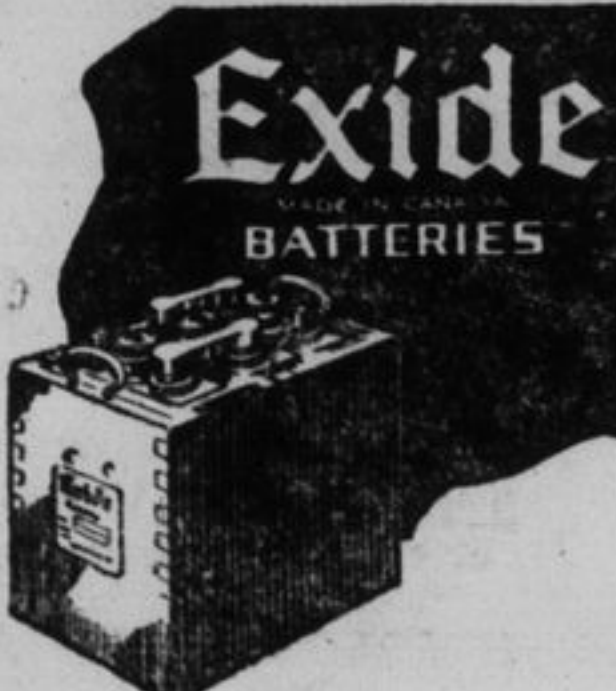
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CLARK'S GARAGE

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THERE IS AN EXIDE DEALER NEAR YOU

EXIDE BATTERIES are sold in Kingston by

VAN LUVEN BROS.

34-38 PRINCESS STREET

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH.

Liquid Fuel In The Intake System

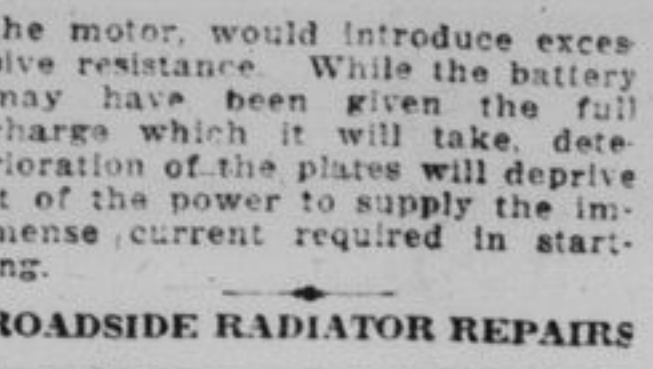
AFTER AN ENGINE has been running idle for some time or has been throttled down closely and moving its car at very slow speed, it often happens that, when the throttle is suddenly opened to accelerate, there is quite a period of missing, possibly muffler explosions and considerable black smoke in the exhaust. The engine is said to "choke and sputter" and the cause of the trouble is generally that the manifold contains a large quantity of liquid gasoline, which, when the throttle is opened is suddenly sucked into the cylinders, "flooding" them and temporarily producing a mixture too rich to explode—at least regularly, and often fouling the plugs. The reason for this collection of unevaporized gasoline is that, when an engine is closely throttled, the rate of flow of air through the carburetor is so low and the suction on the carburetor-jet is so weak, that there is no actual atomizing of fuel into fine particles and very slight mixing action, due to air motion. Gasoline simply "dribbles" out of the carburetor standpipe and settles upon the walls of the piping, collecting in puddles upon the lower surfaces of the manifold, which is often too cold to evaporate any of the liquid, except its most volatile portions. Upon the opening of the throttle, there is a sudden violent rush of air through the cylinders, producing therein an immense excess of combustible, with results as stated above. When the carburetor is mounted directly upon the cylinder-block, as in most recent engines, the manifold is within the casting, and is heated enough by the surrounding warm jacket water to reduce the loading evil, but in external, exposed manifolds loading takes place, especially when the engine is cold. The hot spot manifold, with a portion of its wall heated by exhaust gas, the combination intake and exhaust manifold, having one hot wall common to both, are expedients for preventing the collection and retention of liquid fuel in the intake. The use of a carburetor so designed that, even when throttled, the air has a high velocity past the jet and the jet has a vigorous spraying action, tends to minimize "loading". The motorist who owns a car, the engine of which suffers from loading after being run throttled, should give the intake more heat and perhaps consider a more modern carburetor.



WEAK STARTER MOTOR

B. E. writes: Of late, my starting motor will not crank the engine. It turns until the pinion meshes and then stops. If I press the starting button when the lights are on, they go out. I am sure that the battery is charged and that the starter drive is all right. What is the matter?

Answer: Either the engine turns over abnormally hard, perhaps because some of its moving parts have recently been tightened or else there is an extra high electrical resistance somewhere in the starter circuit, which prevents the motor from drawing the required torque. If the engine cranks very hard, by hand, it is not strange that the motor balks at turning it over. The best connection of the battery cables to the battery terminals, to the ground on the frame or to the starter switch, or bad connections in the switch itself or at the brushes of the motor, would introduce excessive resistance. While the battery may have been given the full charge which it will take, deterioration of the plates will deprive it of the power to supply the immense current required in starting.



ROADSIDE RADIATOR REPAIRS

S. A. W. writes: Twice, when my car was on the road the radiator commenced to leak. What is the best way to stop these leaks?

Answer: Applying thick white lead or red lead freely around the point of escape often works well and in the case of honeycomb radiators, putty pressed into the leaking cells from both front and back, generally proves effective. Plaster of Paris in the form of a thick paste can also be used and we have seen temporary repairs made with heavy cup grease.

Looping Track Of Fuel Economy

The Economical Car Is Generally The Well Conditioned Car

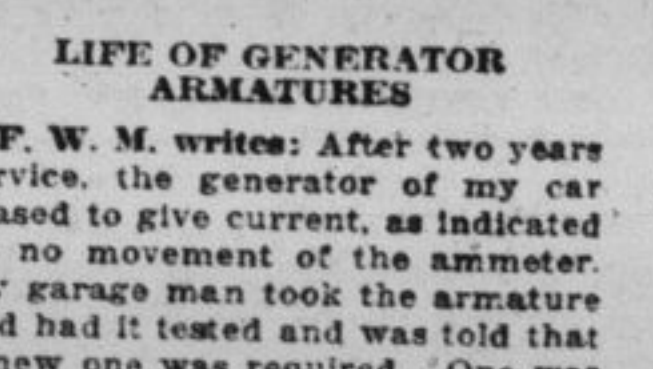
WITH THE PRESENT high price of gasoline likely to advance still further, there is an added incentive to keep track of a car's gasoline consumption, and the best way to do this is to keep an accurate record of the number of gallons added to fully replenish the tank at each filling and the odometer reading on each such occasion. To figure the miles per gallon obtained between any two fillings, it is only necessary to divide the difference between the two odometer readings by the number of gallons supplied during the period in question. For example, if on March 1st, the odometer reading was 6,325 and on May 1st 6,802, the car was run 477 miles and, if the tank was completely filled on these two dates and 31 gallons were supplied, including the filling of the last but not of the first date, the average gasoline economy during the period would be 477 divided by 31 or 15.4 miles per gallon. The longer the period of time and the more the car is run, the more accurate the results obtainable in the more the records are correct. For those motorists who object to keeping such memoranda continuously, gasoline economy can be checked up occasionally in an approximate way as follows: Just before starting upon a fairly long trip, set the car on a level floor, fill the tank exactly full and record the odometer reading and, upon returning, place the car in a level position, fill the tank exactly full, with gasoline handled in an accurate measure, read the odometer and divide the mileage run by the number of gallons required to replenish the tank. The miles per gallon thus obtained will be higher than can be obtained in average service, especially if the trip is a long one.



TROUBLE IN SHIFTING GEARS

C. C. writes: I have some trouble shifting the gears of my car, not being able to change from low to second at all times with the engine running. There is no trouble in meshing with the engine stopped. The former owner of the car says that the trouble is my own fault. Where is the difficulty? Is it in the clutch or gears?

Answer: Of course there is a knack in shifting gears some transmissions and conditions requiring a quick and some more deliberate action to secure the best results. If there is any trouble with the mechanism it may be that the clutch does not release fully and thus keeps the gears spinning and difficult to mesh smoothly. Possibly the clutch-brake which is designed to slow down the spinning gears does not act strongly enough to be effective or, on the other hand, it may work too harshly and not give them enough shifting. Possibly the lubrication of your transmission may not be such as to promote easy shifting. If some one else can make the shifts all right, you may be to blame for the trouble experienced, but, if not, one of the defects which we mentioned above, probably exists.



LIFE OF GENERATOR ARMATURES

F. W. M. writes: After two years service, the generator of my car ceased to give current, as indicated by no movement of the ammeter. My garage man took the armature and had it tested and was told that a new one was required. One was put in. I still have the old armature, which shows not the slightest external defect. Will it pay me to have it repaired? What is the average life of a generator armature?

Answer: It is not considered profitable to repair armatures, which are in serious trouble, manufacturing costs are so low that it does not pay. You better take this armature to another electrical service station and get a confirmation of the verdict that it is defective. It is pretty hard to set a life for these armatures, but 15,000 miles of service may be as good a guess as any. A great many armature defects would be indicated by outside signs, such as leads, soaked insulation and the like, but others would not be visible.

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.

LOON LAKE AS A RESORT

Cottages Are Being Reared — The Spot Is Ideal

Cloyne, April 21.—As the snow is leaving the ground and the birds are beginning to sing there will be more than fishing around Cloyne, Loon Lake this spring. E. B. Landon is adding a cottage to his camp with a radio outfit and new floating motor boat landings. Archibald Meeks, with his guide, made his first trip to inspect his new boat house and camp. Mr. Landon reports there are fifteen lots taken up. Several cottages will be under way as soon as the weather permits. He looks to see Loon Lake the coming pleasure resort in this part of the country. J. Meeks, Bon Echo and S. A. Wheeler, each brought home a fine showing of Felix

Rashotte's stock in their cars.

Mrs. S. E. Wise has re-decorated her store and ice-cream parlor. The market is steady at: Eggs, 25c; butter, 40c; potatoes, 50c per bag. Sidney Hawley finished drawing the school wood before the snow went off. Miss B. Levier left this morning for Uncle Sam's domains. Sugar making is in progress and a fairly good year is the outcome.

Mrs. J. Clarke and wee Leslie are spending a few days at Tichborne. All enjoyed themselves at the party held at D. McGregor's previous to his sale which is to come off on April 24th. The work on the new road is going on slowly; we hope to see it move soon. Mrs. W. Head, we are glad to learn, is improving. Oscar Huffman and Mr. Perry are home again not having found any work in their travels.



Four unfading colors — Blue-Black, Red, Tile-Red, or Green.
Asphalt Slates in 4-in-1 Slabs.
Tapered Slates with the heavy butts.
Arro-Lock Slates (red or green) for diagonal effects.

Let the roof lend beauty to the house

BEAUTY in a roof need no longer be linked with heavy cost.

First to introduce the Asphalt Slate to Canada: always seeking improvement in quality; ever planning for new color effects; ready from the first to make good the slightest defects should any occur, Brantford Roofing Company have made roofs at once beautiful and practical.

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Head Office and Factory: Brantford, Ontario
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Car Owners Attention

Have your Batteries Charged and Repaired before the Spring rush.
Batteries Charged—our price 75c.
Starters, Generators and Magnets—repairing done promptly.
ALL WORK GUARANTEED.

Kingston Battery Service

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113 BROCK ST. 3 DOORS BELOW W. P. PETERS

Internal and External Pains are promptly relieved by DE THOMAS' ECLECTIC OIL

THAT IT HAS BEEN SOLD FOR NEARLY FIFTY YEARS AND IS TO-DAY A GREATER SELLER THAN EVER BEFORE IS A TESTIMONIAL THAT SPEAKS FOR ITS NUMEROUS CURATIVE QUALITIES.

Gas Ranges and Plates, McClary's Sunshine Furnaces

Installing receives our careful, personal attention.

GRAVES BROS.

Plumbing, Tinsmithing, Hot Air Heating, House Furnishing.
211 PRINCESS STREET PHONE 332.

To-night at Jarvis's

Strawberries and Ice Cream
Neilson's Salad Ice Bricks, 45c.
A delicious Ice Cream Brick full of fruits and nuts.
Neilson's assorted bricks, 35c.
Ice Cream in bulk reduced to 50c. quart.
Eskimo Pie, 50c. dozen.
We don't make our own Chocolates. We represent those who know just how—Neilson's, Moir's, Ganong's and Willard's.
Quality is our motto.

J. H. JARVIS

Opp. Princess St. Methodist Church.
PHONE 2373M.
OPEN NIGHTS.
We deliver to all parts of the city.

WHY?

Try to make yourself a new Hat out of material that are as common as postage stamps. You spend from \$2 to \$5, spend hours in the making of it and what have you got when it is finished? Something your friends laugh at, a block away.

No doubt you have a Hat you used to like but are tired of the shape. Let us reblock it up-to-date. You will have a Hat when it is finished. It won't cost more than \$1.50 and probably less.

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BROCKVILLE, ONT.
Phone 663.

All who joy would win
Must share it—happiness was born a twin
—Byron.



Who is he?

- Who is this man in the private office?
- He is—the man your salesmen are afraid to stop on the street;
- the man who is always "out" or "busy" when they call;
- the man who never replies to your letters making special offers;
- the man who ignores your telegrams.

Somebody has called him on Long Distance. He does not know yet who it is, but he is as polite as if he anticipated favors!

Long Distance gets in where salesmen fear to tread. Planned Long Distance campaigns get past every barrier.

W. A. G. Spriggs, Manager.



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