

DOWN THE ROAD

By BECK



THE TRANSCONTINENTAL TOURISTS, WITH MILES OF TWISTING ROAD AHEAD, ATTEMPT A RATHER NONCHALANT ATTITUDE OVER A MOST DEPRESSING DISCOVERY THEY HAVE JUST MADE

Two Minds With But a Single Thought.

Lubricate Valve Stems. Give the valve stems a drop of oil occasionally. They are subject to severe duty and wear badly unless lubricated. Occasionally one of them squeaks, which is as plain a call for oil as could be imagined.

A judicious friend is better than a zealous.

Make this Test

Put an Ames Holden Tire on your right rear wheel—it is hardest on tires.

Put the best other tire you know of on the other rear—

Compare the Wear

See how nearly the Ames Holden Tire will come to outwearing two of the other make.



If Your Dealer Hasn't Them in Stock, He Can Get Them For You

AMES HOLDEN TIRES

Kingston Battery Service

W. MILNE, PROPRIETOR.

ALL MAKES OF STORAGE BATTERIES, STARTING MOTORS, GENERATORS AND MAGNETOS REPAIRED

OUR PRICE FOR CHARGING BATTERIES 75c.

PHONE 1925J.

118 BROCK ST.

Willard

Not a Game of Chance

The car owner who brings his storage battery here for inspection and repairs is sure of results. He can't help but win.

STANDARD BATTERY SERVICE
19 Brock Street. Phone 1340.

Free inspection of any battery at any time

ALL NIGHT SERVICE

First class Mechanics on duty at any hour.

GASOLINE - OILS

Mechanical repairs to any make of car.

STANDARD AUTO SERVICE

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19 BROCK ST.

RAILROADS ARE MOTORISTS' HAZARDS

Drivers do not Take Precaution When Crossing Railways.

In five years, 9,101 persons have been killed and 24,208 injured in automobile accidents at railroad grade crossings. A careful crossing campaign to cut down the annual and unnecessary loss of life is being carried on by the railroads and the Safety Leagues in all parts of the country.

One railroad has reported that 95 out of 199 (47 per cent) automobile accidents at railroad crossings in six months resulted from automobiles trying to cross directly in front of an approaching train. Of the remainder, 54 (27 per cent.), resulted from automobiles running into trains—not trains running into automobiles.

One large railroad reports that in one year, over 500 crossing gates lowered to protect the public were run into and broken down by automobiles. On July 15th and 16th, 1922, during the first grade crossing campaign, out of 706,305 automobiles crossing tracks at 300 crossings on 50 railroads 50 per cent. of the drivers neither looked to the right nor left while approaching or passing over the tracks.

The railroads are doing their part to prevent accidents at railroad crossings. They have spent and will continue to spend immense sums of money for track elevations, watchmen, crossing gates and alarms. It would take 600 years to eliminate the 252,022 grade level crossings at the 1921 rate of 485 separated during the year. Already the railroads have spent more than \$100,000,000 for track elevation in the State of Illinois alone; but with 17,100 crossings still in existence, and because the average cost of eliminating crossings is at least \$30,000 each, railroad crossing accidents will continue to occur, unless the public too, does its share toward preventing them.

It is advisable never to cross a railroad track in high gear. Many accidents happen because cars become stalled while on the track. It is safer to shift into intermediate or low gear a reasonable distance before crossing a track.

All crossings should be considered as dangerous, whether guarded or not; crossing bells are sometimes out of order; watchmen or gate operators may be off duty. Be especially careful at crossings where there is more than one track. Do not cross directly behind a train that has just gone by. Another train may be coming in the opposite direction on the next track. A train running 40 miles an hour goes 59 feet in one second and cannot be stopped in less than about one quarter of a mile. An automobile running 25 miles an hour can be stopped in 55 feet. Which should stop, look and listen at railroad crossings. The train or the automobile?

Accidents involving railroad trains and automobiles rarely ever kill or injure any one on the trains—it is usually the people in the automobile who are killed or injured.

Valve of Correct Assembly. Note carefully just how parts of an engine are fastened on when it is necessary to remove any of the sections. Mark these parts with a punch so that there will be no doubt as to where they belong. This applies especially to such parts as valves, valve lifters, valve caps, etc., which look alike, but should be replaced in their original places.

CO-OPERATION WITH THE TRAFFIC OFFICER

The traffic officer has a difficult job at the best and drivers should make every effort to assist him.

At times the officer's directions may seem to be contradictory or unnecessary, but we should remember that he may have excellent reasons for his action; reason which we perhaps cannot understand at the time.

He is responsible for all accidents which happen at his station. Let us treat him as we expect him to treat us. His good will is more desirable than his ill will.

If you expect the traffic officer to give you a good clear decision take pains to show him just what you want to do. The officer usually means to give clear distinct signals so watch him closely; he can't repeat for you without loss of attention to his other duties.

Don't be headstrong or overbearing. The traffic officer has all he can attend to without stopping to argue over a minor point. He has authority but seldom cares to use it to elench an argument which could have been avoided by the driver, with appreciation of modern traffic problems.

If you are a "distinguished" citizen and feel that traffic regulations are for others, by all means remember your position and set a good example. Make things easier for the officer who is there for your safety by obeying the signals without question or argument.

Automobiles rush down on the traffic cop from all directions. The strain of keeping them moving smoothly is a job the ordinary motorist would not accept as a gift. Remember this and do your part as a law abiding progressive citizen.

CHILDREN A SOURCE OF MANY ACCIDENTS

Comprise More Than a Quarter of all Automobile Fatalities.

In pointing out that approximately 28 per cent. of all persons killed by automobiles are children under 15 years of age, the National Safety Council maintains that motorists should drive slowly under the following conditions:

"Not only when children are playing in the street, but also when they are playing near the curb, or on the sidewalk.

"When passing schools or playgrounds.

"When approaching persons on bicycles, tricycles, roller skates, kiddie cars, etc.

"When approaching youngsters who are 'hitching a ride' on the vehicle ahead.

"When passing ice wagons and street sprinklers."

Many drivers are careful on congested business streets, but careless in residential and other districts where children are numerous. In spite of the danger, many children make the street their playground, or in chasing each other or a ball they may suddenly dash into the street right in front of a moving vehicle.

Drivers should assume that every child on or near the street is going to dash suddenly in front of their cars. You cannot tell by looking at a child what it is going to do. You should, therefore, drive slowly, and have absolute control of your car.

In many communities school children are being taught "safety." Automobile drivers should co-operate in this good work and take every precaution to prevent accidents to children.

If you expect other persons to avoid injuring your children, you should take care not to injure the children of others.

Drivers should remember the following:

- (a) Caution your own and other people's children about the dangers of the street.
- (b) Do not allow anyone to ride on the running-board, rear tire, or bumper of your car.
- (c) Persons on bicycles, or roller skates, or in carts should not be permitted to hitch on your car.

BIGGEST PROBLEM OF AUTO MANUFACTURER

First Winter Months Difficult—Small Production A Serious Matter.

The Canadian manufacturer, because Canada's population is small, has always labored under the disadvantage of limited production.

This has been particularly true of the automobile industry. Canadian manufacturers have had a Canadian market of only seven or eight million people. Summer production took care of this market and the motor car manufacturer was hard put to it to hold his organization together during the winter. For this reason, export business has been particularly attractive to the Canadian motor companies and most of the big companies have worked strenuously to develop it.

It is rumored that Gray-Dort Motors Limited, of Chatham, have received an order which will keep them busy well into the summer of 1924.

Questioned regarding its accuracy, Mr. William Gray, Vice-president and Assistant General Manager of the Gray-Dort interests, stated that it was correct. "While the new Gray-Dort Six and Four models have kept us very much occupied," said Mr. Gray, "we were glad to receive this order at this particular season of the year. As you know, the fall and early winter months are usually the slackest in the automobile industry and this order will help keep us more fully employed. I may say, also, that our organization is unusually compact at the present time and able to fill such an order in the most effective manner."

Added Electrical Equipment. While it is not advised to connect additional apparatus to the electrical system of a car, a parking or "stop" light is permitted, as these fixtures will not consume enough current to make a serious difference in the battery's keeping charged.

A Temporary Repair. Fastening a joint with shellac will oftentimes temporarily repair a leaky seam in a gasoline tank.

Ford

Enduring Values

THE trade-in price of a 1921 Ford is equal to the trade-in price of other 1921 cars which cost 30 to 50% more than the Ford when new.

This is proof of the Ford quality and the guarantee that the purchase of a Ford is an investment as distinguished from an expenditure.

VanLuven Bros. Kingston Ont.

FORD MOTOR COMPANY OF CANADA LIMITED, FORD, ONTARIO

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PRICES RIGHT

Make the old car look like new.

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For Auto Repairs

For all kinds of Automobile repair work, and where a real mechanic is needed, see us and have it done right.

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Angrove's Auto Sales, 146 Sydenham Street Phone 1282.

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It's as good as the best on the market.

Made here by Kingston workmen.

Boost your home town—buy the Monarch Battery and encourage home industry.

This Battery has the power, reliability, durability.

The Monarch Battery Co. Limited

275 ONTARIO STREET, KINGSTON, ONT. PHONES 886-887.

DODGE BROTHERS MOTOR COMPANY ANNOUNCE

IMPORTANT IMPROVEMENTS

Dodge Brothers have not simply brought out a complete new line of motor cars. They have done something infinitely wiser and better than that.

They have brought new beauty, new riding ease and new mechanical perfection to the product on which their reputation as builders has been founded.

They have built a better and a more desirable line of motor cars—yet basically and fundamentally the identity of their product remains the same.

The same sturdy engine is under the hood; the same dependable chassis, improved in numberless details, underlies the body.

But the rear springs—now underslung—have been materially lengthened. The wheelbase, too, is longer, and the combined result is a notable improvement in riding qualities.

Bodies of all types have been designed to give improved appearance, and greater comfort. Lower, longer, with deeper seats and more leg room, the lines of these new cars are low-slung and graceful—the interiors are comfortable and roomy.

New head lamps and fenders, especially designed by Dodge Brothers to conform with the general lines of the car—a long straight hood and cowl effect—longer and wider running boards—unusually wide doors—combination stop signal and tail lamp—and instruments attractively grouped on raised panel—are a few of the numerous body innovations common to all types.

Combining these features with important mechanical improvements too numerous and technical to enumerate here, it is not extravagant to predict a reception for these cars unprecedented in automotive annals.

MARCUS OBERNDORFFER

124 CLARENCE STREET