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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

How Smith Cut His Oil Bill

Saving At The Spigot And Wasting At The Bung

SMITH WAS A THRIFTY CHAP and a close figurer on all business and even pleasure expenditures but, one day, while cleaning up his garage, his mind began to dwell on the pile of empty five gallon Socoline cans, piled up in one corner, and he commenced to wonder if the high repute of this oil was justified, whether he was not paying for the big advertising campaign this company was putting on and for a lot of tin with loud lithographing on it and whether he wasn't a fool to buy in such small quantities. He made a resolve to apply his keen business intellect to saving money on his motor oil, in future. At the club next day, while talking "oil" to a friend, the conversation was overheard by a genial gentleman, who introduced himself as an oil salesman. "There's no use paying 30 cents for engine oil, when I can give you practically the same thing in barrel lots at 25 cents a gallon. Ours is refined from the same crude as the oil you've been using, but we don't boost our price by a lot of publicity and fancy packages," the salesman began. "Look at this," and he held to the light a bottle holding a liquid as clear and golden as "first run" Vermont maple syrup. "Let me send you over a barrel and I'll make you a discount of 5% for cash with the order." Smith gave his address and handed over his check for the required amount. The barrel arrived duly, but Smith could find no brand or manufacturer's name on it. Still it looked all right and he filled up his engine with it. For the first few days driving around town his engine ran all right, and it even performed satisfactorily during the first part of the long business trip, which he soon had to make, but after a time it got hotter than it usually did and failed to take the hills with its customary ease and silence. Soon it began to knock perceptibly and at last vehemently. Nevertheless, the car pulled through and the next morning the owner, with his suspicions of the new oil aroused, drained his crank-case. A lot of dirty, muddy sediment dripped out first, followed by a liquid about as thin as water, with some sudsy stuff following it. Smith replaced the mess with some Socoline he had left over and then went after his friend the salesman, but he could not find the business card he had given him and the directory did not contain the name. Worse than all else, Smith's engine did not run with its old-time pep and smoothness until he had it overhauled at an expense of \$54.62. That barrel of oil is still back of Smith's garage.

ENGINE POPS AND MISSES



V. A. M. writes: My engine has been sputtering and missing for the past few months and will not pull the car, in high, on grades. I have to run with the choke pulled out or it misses and will not pull and it gets "red hot" after running awhile in high. Is the trouble in the ignition timer, the carburetor or where?

Answer: If we knew the make of this car, we could answer you more helpfully. It may be that there is dirt in the spraying nozzle of your carburetor, thus reducing the gasoline feed and making it irregular; or the carburetor may be adjusted for an altogether too lean mixture. This would account for your inability to make the engine run without pulling out the choke. If your spark is set too late, the engine would spit, give very little power and become very hot. We advise you to clean out and adjust the carburetor and check up the setting of your ignition.

WHAT IS SUPERCHARGING



W. L. G. asks: What is meant by "supercharging" which I have seen mentioned in connection with a recent auto race.

Answer: It means forcing into the cylinders of an engine larger charges of gasoline vapor and air than the cylinders can draw in under the existing atmospheric conditions. Increasing the weight of the charges increases the power developed, just as opening the throttle does. It is the gaseous pressure at the carburetor air-intake, which forces the charges into engine cylinders and the higher this is, the larger the entering charges are. The operation of supercharging consists in artificially creating at the intake, a pressure above that of the atmosphere—a compressing machine, a blower or equivalent means being employed. On airplane engines, superchargers have been used for sometime to compensate for the loss of air pressure experienced at high altitudes, a supercharger of racing cars embody the same principle.

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

Kingston Markets

Friday, Nov. 9th.

Fruit

Apples, St. Lawrence, pk.	60
Apples, Wolfe River, pk.	40
Apples, Hazel, pk.	40
Apples, Duchess, pk.	40
Apples, Jelly Crab, pk.	30
Bananas, doz.	50
Grapes, Cal. lb.	25
Oranges, doz.	30 to 60
Lemons, doz.	30
Pears, Duchess, 11 qt.	\$1.25
Pears, Anjou, 11 qt.	\$1.00
Pears, Kiefer, 11 qt.	50
Dried Fruits—	
Apricots, Cal. lb.	30
Prunes, Cal. lb.	15 to 30
Peaches, Evap. lb.	25

Garden Produce

Beets, lb.	3
Carrots, lb.	3
Cauliflower, each.	15 to 25
Celery, bunch.	5 to 10
Lettuce, head.	10
Lettuce, leaf.	5
Onions, Spanish, lb.	3 to 25
Onions, Yellow Denver, pk.	80
Peppers, red, doz.	30
Peppers sweet green, doz.	40
Potatoes, new, pk.	25
Potatoes, new, bag.	\$1.75
Fresh vegetables—	
Cabbage, each.	10 to 15
Tomatoes, lb.	10

Unclassified

Sugar, granulated, lb.	12
Sugar, yellow, lb.	11 1/2
Sugar, icing, lb.	15
Flour, standard, cwt.	\$3.75 to \$4
Roller Oats lb.	5
Honey, 5-lb. pail.	75
Honey, comb.	30
Maple Sugar, lb.	25
Lard, lb.	24
Oleomargarine lb.	25

Fish

Cod, lb.	15
Filets, lb.	22
Finnan Haddock, lb.	18
Haddock fresh, lb.	12 1/2
Halibut, fresh, lb.	22 to 35
Kippers, pair.	22 to 25
Perch, lb.	12 1/2
Pike, lb.	15
Salmon, lb.	30
Fresh:	
Trout, salmon, lb.	18 to 25
White fish.	20 to 22

Dairy Produce

Butter, creamery, lb.	38 to 45
Butter, dairy, lb.	35 to 40
Cheese, new, lb.	28 to 30
Cheese, old, lb.	35
Eggs, new laid, doz.	60

Meats and Poultry

Beef:	
Steak, porterhouse, lb.	33 to 35
Steak, round, lb.	20 to 25
Boiling cuts, lb.	10
Stewing cuts, lb.	8 to 11
Beef, western, cwt.	11 to 14
Beef, local, lb.	8
Pork:	
Loin roasts, lb.	30
Shoulder, roasts.	22 to 25
Hogs, live weight, cwt.	9 to 10
Chops, lb.	25 to 35
Hogs, dressed, cwt.	13 to 16
Bacon, breakfast.	35 to 40
Ham, smoked.	35
Spring lamb:	
Carcass, lb.	30
Fronts, lb.	28
Mutton, chops, lb.	20 to 25
Mutton, carcass.	15
Poultry	
Fowl, lb.	20 to 25
Chickens, lb.	30

Hay, Straw and Grains

Barley, bus.	80
Bran, ton.	\$29 to \$30
Buckwheat, bus.	\$1.10
Corn, feed, car lots.	\$1.29
Corn, feed, bus.	1.40
Hay, baled, ton.	\$12 to \$13
Hay, loose, ton.	\$11 to \$11.50
Oats, local, bus.	35
Shorts, ton.	\$31 to \$32
Straw, baled, ton.	\$7 to \$8
Wheat, local, bus.	\$1.30

EGG MARKET REVIEW.

Ottawa, Nov. 9.—The situation in the egg market is unchanged. Dealers are working out their storage stocks, as there is a general feeling in the trade that United States refrigerators must reach lower levels. In the event of this happening importations to this country will be much larger than they are at present. Some rolling at the present reported to be costing 28¢ f.o.b. Chicago—Toronto, unchanged.

Montreal, fresh, specials, 60¢; extras, 55¢; firsts, 47 to 50¢; storage, extras, 40 to 42¢; firsts, 35¢ to 37¢; seconds, 30 to 32¢.

Western markets unchanged.

St. John, N.B., jobbing, extras, 57 to 58¢; firsts, 51 to 52¢; storage, firsts, 45¢.

Chicago, spot, fresh, firm unchanged; refrigerators, November 28 1/2¢; December, 28 1/2¢.

Anniversary Events.

Selby, Nov. 7.—Rev. Dr. Young, Toronto, preached anniversary services on Sunday to a full church. A large crowd attended the fowl supper on Monday night. Mr. and Mrs. Anderson and Mr. and Mrs. Sweetman spent a few days at the personage. Dr. and Mrs. Paul, Chicago, are visiting the doctor's parents here.

A. Rocks and I. McCutcheon left for the north country last week on a hunting trip. R. Dudgeon and C. Bradshaw spent a few days last week in Montreal. The young people are practising for a play to be given in near future. Mrs. J. Gouss spent last week visiting her son at Moscow.

Visitors: Mr. and Mrs. Barnum at A. C. Tammons'; Mr. and Mrs. Chambers at D. Fitzpatrick's; Mrs. B. Schmehorn at D. W. McKim's; Mrs. Semsmith at E. Robinson's; Mr. and Mrs. Kinney and family at H. A. Wood's; Mr. and Mrs. Gouss and

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CAR	TYPE XC	TYPE XX
Special DX type for small 4 cylinder Cars	\$18.70	
Ford, Chevrolet 490, Durant 4, Essex, Gray-Dort 4, Maxwell, McLaughlin-Buick 4, Overland, Star and others	\$23.35	\$33.40
Durant 6, Hudson, Hupmobile, McLaughlin-Buick 6, Reo, Studebaker and others	27.95	40.05
Dodge, Franklin, Maxwell and others	34.15	48.90

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