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YOUR ROOFING TROUBLES
Let us supply you with Shingles or Roofing that has a reputation for quality. "Quality" remains long after "price" is forgotten.

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You see the name, Coca-Cola, brightening the streets and corners everywhere—more familiar than the names of the streets themselves.

That's because this beverage has individuality—distinctive charm.

Drink



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The Coca-Cola Company of Canada, Ltd.

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SEMI-BUNGALOW—Solid brick, 8 rooms, 3 bedrooms, lights, gas, 3 piece bath, hot water heating, fireplace, hard wood floors, wall and floor plugs, nice verandah, extra wide lot, 210 feet deep, beautiful lawn 60 ft. from house to street. This place can be bought for much less than cost price if taken this week. One of the finest locations in city. Please enquire at office for price and location.

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Phone 704 or 2972w 270 PRINCESS STREET

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Sold in generous size bottles by all dealers. THE J. L. MATHIEU CO., Props. SHERBROOKE, P.Q. Makers also of Mathieu's Nervine Powders the best remedy for Headaches, Neuralgia and Feverish Colds.

Cut Softwood Slabs \$3.50 per load
Cut Hardwood Slabs \$4.00 per load
Small Hard Coal \$12.50 per ton
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FARMERS' NEEDS

can best be supplied at our store, for we carry a complete stock of HARVEST TOOLS, PLOW POINTS and REPAIRS, MOWER and BINDER SECTIONS, GUARDS, etc., for all makes.

Paris Green, Arsenate of Lead, and Potato Dust. Our prices are right.

LEMMON & SONS

Telephone 840 187 Princess St.

Love always gets its severest and truest test after marriage. When the rich man is taxed he howls. The poor man pays.

Auto insurance premiums for 1933 amounted to nearly \$225,000,000. Losses of \$100,000,000 were paid out.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

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Rims

They Must Be True On Their Wheels And Tight

HERE IS A BIT OF ADVICE for anyone who is just beginning to operate a car: Rehearse the operation of removing and re-applying one of your demountable rims, so as to be sure you can do it quickly and correctly, when it has to be done, which of course may be in darkness, in the rain or under other unfavorable conditions. It will pay to have had the practice this obtainable. Before starting on a long trip be sure of three things: That your jack is on board and in working order, that you have a rim-wrench and that your spare rim has a serviceable tire on it which is fully inflated. Cars with tires which do not run true are seen everywhere and it is a fact that the commonest cause of this is not untrue axles but improperly applied rims. The rim is not up against the inner flange of the felloe band, all the way around. Either the rim is not forced fully into its seat or in securing it, all the wedges on one side are tightened before the rest and the rim thereby is carried out of true and fails to come into a correct seating when the rest of the wedges are set up. The rim should be put fully on throughout its circumference, a lug on one side should be partly tightened, then the one nearest opposite it, then the ones nearly quartering from these and finally the intermediate ones. The same order should be observed in the final tightening and if the rim still is out of true with the wheel, as disclosed by spinning the wheel, the lugs should be loosened and another attempt made. The treads of wobbling tires are "scuffed" off rapidly. Before removing a rim it is advisable to oil the threads of all the bolts and after a newly applied rim has run for a few miles, all the nuts should be tried for tightness, for if a rim is run loose it "works" enough to cause squeaking and to spoil the bolt threads. Rims that have accidentally become bent or deeply dented had better be discarded at once.

PRESSURE IN THE COOLING SYSTEM



W. A. T. writes: Several times since putting my car into commission the spring, when I have started to remove the radiator-cap to see if I had water enough, there has been quite an escape of steam and I have had to wait a while to keep from getting scalded. I never had this trouble before. What causes it?

Answer: Apparently pressure develops in the cooling system when it warms up and this must be because the overflow pipe from the upper tank of the radiator has become stopped up. This is an unusual occurrence, but there may have been sediment in the pipe, when you laid the car up, which hardened and obstructed it. You better try to run a stiff wire through the pipe to open it up. If excessive steam pressure developed in the system it may start the radiator to leaking.

THE BLINDING HEADLIGHT EVIL

C. R. F. writes: In one of your articles, referring to headlights, you say that 25% of them are out

of focus. Don't you think that, of this 25% the greater proportion are Fords? The lights of these cars are the worst on the road, in my belief. What can be done about this?

Answer: We are ready to leave it to the rest of the readers of "Hints for the Motorist" as to whether you are right or wrong. What the remedy is, we do not know, but we believe that it is the duty of the "powers that be" to enforce the glaring headlight laws, against all violators, far better than they have yet been able to do. The danger from lighting is too serious to be dillyed with.

BALLOON TIRES AND SPEEDOMETER READINGS



J. E. asks: Will changing from cord tires to 32 inch balloon tires affect the accuracy of speedometer readings?

Answer: Not unless the actual diameter of the wheels is thereby altered. The casing section of the tire makes no difference in the operation of the speedometer. For instance, the change from 32 inch cord tires to 32 inch balloon tires should not affect the speedometer readings.

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Adding Electrical Equipment

Don't Spoil A Reliable Installation By Trouble Breeding Extensions

A LARGE PROPORTION of motorists sooner or later make additions to the electrical systems of their cars. Among the electrical devices most commonly installed as accessory equipment are cigar lighters, windshield wipers, traffic signals, spot lights, parking lights, backing lamps, mixture heaters and hand warmers. All these are conveniences and are capable of giving good service, if they are carefully installed and their battery capacity to operate them. However, the more complicated and extensive an electrical system becomes, the greater the likelihood of trouble with it. The entire circuit, out of service, the layout may be capable of putting the car out of service. The ignition, the horn and the head and tail lights are necessary to the operation of a car and no additional equipment of a less essential nature should ever be installed in such a manner as to jeopardize the reliability of these three vital parts of the system. Nevertheless extra equipment is often carelessly attached and by developing short-circuits, runs down the battery, throws fuses at inconvenient times and occasionally starts fires. The original system as installed at the factory is laid out as carefully as the rest of the car and is as nearly trouble proof as engineering skill and experience can make it, but when additional devices and circuits are later put in, it is often in a less safe and substantial way. Unarmored or improperly insulated wire may be used and it may not be properly supported away from possible ground contacts. Fuse protection may be disregarded or existing fused circuits may be overloaded in such a way that trouble in one of the accessory circuits may put the horn or the lights out of service. In adding electrical equipment, all the wiring should be up to the highest professional standard, the circuits should be fused independently of the original car circuits or connected to a special automatic circuit breaker. Manufacturers adjust the generators of their cars for charging rates sufficient to take care of only the devices included in the original system and if a lot more electrical apparatus is added, a higher charging rate is generally required or the battery will run down frequently. Electrical accessories are valuable adjuncts to any car but unless so installed that they cannot interfere with the operation of the original system, may prove liabilities instead of assets.

IGNITION SYSTEM IS DEAD



E. L. writes: The last time I used it, I left the ignition of my car switched on and this morning I found the battery dead. I immediately had it recharged and supposed all would be well. The starter cranked the engine all right, but firing did not take place and I found there was absolutely no spark at the plugs. What do you suppose happened and how can I get the engine running again?

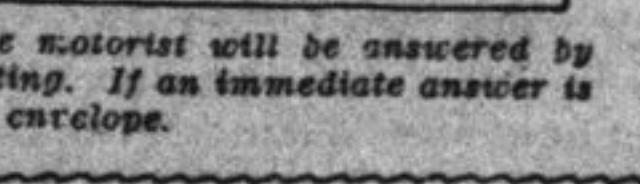
Answer: Most likely the resistance unit—the small ring shaped coil of bare wire, mounted on the side of the distributor-head—burned out and opened the primary ignition circuit, although this is an unusual occurrence. You can temporarily short-circuit around the resistance-unit, with a piece of wire, and if this establishes ignition, you will have to install a new unit. If this is not the trouble, you may find that the ignition coil was damaged by overheating. You can have it tested at any electrical service station and settle this point. These are the only ways that the

ignition system could have been discharged through it.

OIL PRESSURE FALLS OFF

B. E. T. writes: Lately I have noticed that when I first start the engine of my car, there is an oil pressure of four, when it is pulling, but this drops, after a while to about one and a half. Heretofore, it always started out at about four, but never fell below two and a half at anytime, when the engine was doing work. Is this anything to be alarmed about? I have just refilled the crankcase.

Answer: Are you using the same grade and brand of oil as formerly? If not, the natural presumption is that the oil you are at present using does not maintain its viscosity, when hot, nearly as well as the former oil did. Reduced oil gage indications result from the oil becoming thin and thus decreasing the resistance to be overcome in circulating it through the system. On general principles we suggest that you try some other kind of high grade oil and if the pressure does not hold up better, write us again.



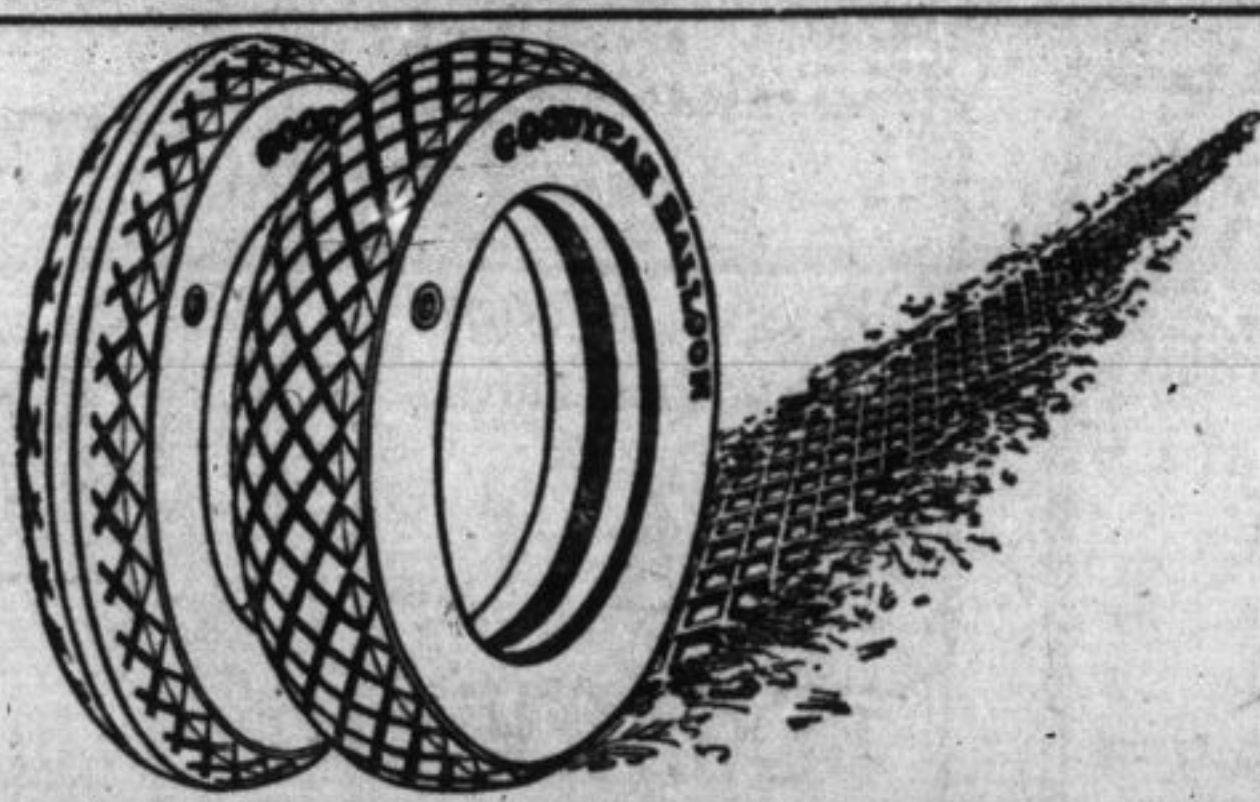
Questions of general interest to the motorists will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

Miss Gertrude Bennett, former lady superintendent, of the Brockville General Hospital, has been appointed lady superintendent of the new Ottawa Civic hospital.

Mrs. E. S. Bissell, Mallorytown, is spending a week at "Echo Lodge."

Mrs. Fred Bennett, Rockport, has been bereaved by the death of her brother, W. B. McGarvey, Watertown, N.Y.

Mrs. M. J. Littlejohn and daughter, Gananogue, have left for Earlton Jet, Ont.



Goodyear Does It Again!

The story of a sensational improvement in tire-making, of greatest economic interest to every car owner

YOU probably know that the modern, low-pressure balloon tire is made with thinner sidewalls and greater flexibility than other tires.

These characteristics involve new problems in design, and important special requirements in materials.

The most essential requirement of the successful balloon tire is a new kind of cord fabric, of extreme elasticity and endurance. No ordinary cord fabric can withstand the balloon tire's continuous and repeated flexing, and at the same time victoriously resist severe road-shocks.

In its laboratories and its own cotton mills Goodyear has solved this urgent problem—by perfecting a remarkable and exclusive cord fabric called SUPERTWIST.

Tests made with tires embodying this new material, showed that a carcass made of SUPERTWIST delivered more than 100% greater service than a carcass containing an equal number of plies of standard cord fabric.

In other words, it was demonstrated in these tests that, ply for ply, Goodyear SUPERTWIST cord fabric literally doubled the carcass life of the tire.

Certainly this justifies the belief that no greater contribution to the art of tire-building than SUPERTWIST has been recorded since the introduction of the cord tire itself.

The superiority of Goodyear SUPERTWIST is due to its greater elasticity and power to flex, with consequent wider distribution of shock and greater freedom from stone-bruise and like injuries.

This incomparable material is now used in regular Goodyear production and is built into all Goodyear Balloon Tires—to fit new wheels, or the wheels now on your car.

For Goodyear Balloon Tires to fit your present wheels, see the Goodyear Selected Dealer. Regarding new smaller wheels and rims, with Goodyear Balloon Tires, see the Goodyear Selected Dealer, your car dealer or the nearest Goodyear Branch.

Goodyear means Good Wear.



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New and Repaired CUSHIONS SLIP COVERS FORD TOPS RE-COVERED \$12.00 SEDAN TRIMMINGS

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392 Princess Street

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square with the base round and true with a heavy duty cylinder grinding machine, giving perfect work in every respect.

Automotive Grinders Limited

225 Wellington Street

UNDER PARENTAL ROOF.

Mr. and Mrs. J. Godfrey Entertained For Newly Weds. Mountain Grove, July 8.—S. Stinchcomb loaded a car of calves, pigs, etc., on Monday. D. McDonald motored to Parham on Sunday, to attend the funeral of the late G. A. Smith. Rev. and Mrs. Gall arrived on Saturday. He will take charge of the mission for the coming year. Mr. and Mrs. J. Godfrey entertained a number of friends on Wednesday evening, in honor of the newlyweds. J. Johnston took their little daughter, Winifred, to Kingston, on Monday, where she will undergo treatment for appendicitis. All are

Prompt, Courteous Service

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SELECT AUTOMOBILE PAINTING

under the parental roof. Miss Eloise Price has returned home after a visit with friends at Long Lake. Miss Ethel Cox has secured a position with E. Barker as telephone operator.

He who rests satisfied in merely defending himself against sarcasm and abuse is always a loser.



To the acknowledged supremacy of Dominion Royal Cord Tires has been added the increased dependability and mileage of the Web Cord and Sprayed Rubber processes, exclusive features at no added cost.

Dominion Tires are GOOD tires

The Dominion Cord Tire family now includes:—
—Royal Cord
—Royal Cord Ballroom
—Royal Cord Ballroom Type (to fit present rims)
—U-cord.

DOMINION TIRES

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