ADVICE

GEE. THAT'S AS

SIMPLE AS GETTING

SPEEDING

PINCHED FOR

DOCS G



lives a simple means of testing your easier to test them out on a wet out of your brakes it is necessary as quickly and as smoothly. This is satisfactory when the obser- by any other system.

In the accompanying picture Doc; ver has a keen eye, but it is much | If you are to get the best results quickly and can not come to a stop

DRIVE YOUR BUS

OVER A WET ASPHALT STREET-JAM ON THE

BRAKES-GO BACK AND

LOOK AT YOUR TRACKS AND IT WON'T TAKE A

DETECTIVE TO SOLVE

YOUR MYSTERY.

brake adjustment. The convention- street. By going back and inspect- to have them equalized. If the brake You will find that brakes exert the al way is to jack up both rear ing the tracks made by the rear bands do not exert an equal pressure greatest pull against the momentum wheels and have some one watch wheels you will be able to make a your car will skid on wet pavement of the car at a point just before they them when the brakes are applied. much more accurate adjustment than and if one wheel locks before the lock. In adjusting them you should other you will wear out tires very bear this in mind.

Bi-Monthly Report Issued by Department of Public-Highways at Toronto.

Toronto to Quebec Boundary-02 miles. Toronto to Oshawa, ex Hent paved roads. Oshawa to west undary of Durham, road closed from Oshawa to Bowmanville, De our north two miles to 5th conceson Darlington Twp., east to Hepurn, thence south to Bowmanville lest boundary of Durham to east undary Lennox and Addington ood road to Port Hope, Detou at Welcome to Gore's Landing

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road Cobourg to Trenton. Detour ford. Detours will be well marked. they have added to the comfort and to one mile south of Marysvine. Cookstown, dam. Kingston to Brockville, good Side Road. Detour half a mile north. macadam and gravel. Brockville to Truck traffic go via Port Credit and Prescott, one mile west of Maitland | Cooksville, is under construction and detour will be established August 25th, which will be plainly marked with signs and lanterns. Prescott to Cornwall, fair macadam except for Canal Bank road at Cardinal, Iroquois and Morrisburg. Cornwall to Lancaster, fair macadam. Construction proceeding two miles west of Lancaster. No detours. Lancaster to Quebec boundary, rough, Macadam construction proceeding for five miles east of Lancaster. No detours. Traffic to Montreal proceed via Coteau Junction. Ferries across the St. Lawrence River will be found at the foltowing points: Kingston, Gananoque, Brockville, Prescott, Aultsville and two miles east of Cornwall.

Whitby to Lindsay-48 miles. Good gravel road throughout. Port Hope to Peterboro-29 miles. Good gravel road north to Fraserville, thence macadam to Peterboro.

Picton to Foxboro-30 miles. One and a half miles rough road south of Crofton under construction. Drive

slowly. Remainder of road good. Kingston to Ottawa-131 miles. Kingston to Joyceville, good macadam. Joyceville to Smith's Falls, fair gravel. Smith's Falls to Carleton Place via Perth, fair macadam Grading proceeding near Innisville. No detours. Carleton Place to Ashton, fair macadam except for two miles which are under construction. No detours. Ashton to Stittsville, gravel road, good. Stittsville to Ottawa,

asphalt road, good. Prescott to Ottawa-74 miles. Prescott to Carleton county boundary, good gravel and concrete road. Carleton county boundary to Manotick, fair gravel road. Manotick to Jock River, concrete road, good. Jock River to Black Rapids under construction, take detour Merivale Road to Base line. | Base line to Ottaws, asphalt road, good.

Ottawa to Pembroke-105 miles. Fair gravel road.

Toronto to Severn-Paved from Toronto to Holland Landing, good.

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east of Trenton to Belleville. Good Balance of the road good. Through convenience of the tourists and speedmacadam road Belleville to Shan- traffic detour west at Bradford to ed up the work of preparing meals nonville. Gravel road Shannonville Bond Head, thence to Barrie via and making camp by having equip-Road under construction at Deseron- Toronto to Hamilton-43 miles. arrival of the main column of the to. Good macadam one mile south Via Lake Shore Road, concrete pave- touring caravan. of Marysville to east boundary of ment. Via Dundas street, asphaltic Lennox and Addington. Boundary of pavement. Road closed from Bloor Frontenac to Kingston, good maca- street and Dundas street to Eaton

MEMBERS OF MICHIGAN

AUTOMOBILE TOURS START ON EASTERN JOURNEY Bound for New York, with all of its shops, theatres and other points of interest, historic New England with its revolutionary battlefields, universities and its old cities and towns, and Saratoga Springs, members of the Michigan Automobile Tours started from their gathering place at Fruit Ridge, Michigan, Friday morning, Aug. 8th.

This year's tour, which is the sixth annual trip consucted by J. H. Brown, of Battle Creek, is being made for the first time under the auspices of the National Grange of the United States. Evening campfire programmes will be features of the tour.

nished by the Reo Motor Car Company, of Lansing, Mich., will make the trip as official baggage cars. At of the desert to their desired goal, no expense to the tourists these I carry those who put their trust in speed wagons carry tents, cots, and | me. other camping equipment for the individual parties, as well as general

This will be the sixth year in which the speed wagons have been furnished for this purpose. People who have made the trips have prais-

road, thence south to Cobourg. Good Road closed five miles north of Brad- ed them for the manner in which ment on the camp sites before the

I AM A FORD

I am a FORD.

existence I have In my brief been of untold service to the world. Only one force of all the forces or elements of nature has added so much to the conservation of time and distance for the human raceand that one force is electricity.

Time is the most precious thing known in the universe so precious that only one second is released from the store-house of eternity for use of all the hosts of earth, and another is not released until the present one is accounted for.

"Time is money." I save time!

I devour distance. I bring health to the weak. I paint the deep pink of the rose on the cheeks of my devotees.

I broaden the horizon of all who call me their own.

I transport them to the hill top and show them the beauty of the As usual, two-speed wagons fur- sunrise and the landscape. Through dells and dates-through forests and over the burning sands

> I am the dream come true! I bring youth and the high hopes

I am the fore-runner of I am the Ford. You may trust me.

THE

of youth.

Some Things To Look Out For

CARBLESSNESS IN CROSSING TROLLEY and steam railroad tracks the commonest causes of spring breakage, as the rails or the planking may be higher above the highway level than appears and the severely abrupt shock of striking them involves terrific strains. Drive over slowly, although the crossing looks good enough. Another "spring breaker" is the narrow, improperly filled pipe-trench across a hard surfaced road. It is these sharp-edged depressions or rises in highways that give the most destructive shocks to the running-gear. If one ever has to drive over a little transfer to the running-gear. has to drive over a little traveled woods road, with protruding stumps and stones in its surface, one should watch carefully lest the car strike these obstructions. If such an apology for a read has deep wheel ruts and abrupt knolls, there is special danger. With most cars, the front axie will strike any obstruction first and if the speed is very low indeed, there will usually be no damage, but if the rear axle housing rides onto a stone or stump and lifts a rear wheel, getting the car moving again may be difficult. The gasoline tank may also sometimes be endangered. Backing out of one of these "trails" is an ordeal which may have to be undergone and one should be cautious as to exploring these by-ways. Never let the wheels of a car strike the curb, even though it is barely moving. The destructive forces thus set up are greater than generally

TESTING CONDENSERS



radiator shell and on the ledge that supports the hood at the rear. have become so flattened or perhaps ontirely detached that the edges of the hood touch metal and rattle against it. The hood should always rest on soft material. It may be that the springs in the latches have weakened so they do not hold the hood down firmly. Sometimes, a hood is such a close fit that it touches some part of the power plant and rattles against it.

M. J. W. asks: How can I test a ndenser with a bell or test lamp? ould it pass current or not, when

Answer: A condenser should not pass current, when tested with the ordinary test lamp. If it does pass current, its insulation is broken down and it is worthless. Sometimes condenser terminals become detached, so that the condenser is not really in circuit. Under both these conditions, the ignition system to which the condenser is attached becomes inoperative. Opreak," which means that its "weak," which means that its insulation, while not atterly broken down, is sufficiently imperfect so that charges are not properly retained. Ordinary testing equipment cannot be made to indicate this condition and in case weakness is suspected, it is best to install a condenser that is known to be perfect, in place of the questionable one, noting whether burning of the contact points or other trouble is thereby removed.

INSTALLING LIGHTING A. G. writes: As there are magneto-operated headlights only on my Ford, I have bought a used enerator and a battery to install on it to operate the lights and intend to drive the generator from the fan-belt. Can you give me any hints as to how to do this Answer: You will find it cult to mount and to drive an ordi-

denser that is known to be perfect, in place of the questionable one, noting whether burning of the contact points or other trouble is thereby removed.

A RATTLING HOOD

B. L. asks: Can you tell me what makes the hood of my—car rattle so? Answer: The most probable causes are these: The strips of canvas belting or other soft material, which are fastened on the country of the results obtainable.

Questions of peneral interest to the motories will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose belf-addressed, glamped envelope.

And please re taxes-you are dollars for taxes

BOYD'S

Reo Motor Car Com WINDSOI



RATHER SPEEDY FOR A CAMEL AT THAT I Over in Nazareth, in the Holy Land, there's a sign that reads: "Speed areth 10 Miles Per Hour." Maybe it's intended for camel traffic, though pr at more speedy people from the west who come touring.

Kingston Markets

Friday, Aug. 29.

Peaches, Evap., 1b., 18 Lamb: Garden Produce. Onions 5

Potatoes (new) peck 25 to 35 Cabbage, Ib 4 for 25 Tomatoes, bush \$1.00 Sugar, granulated, Ib

Sugar, icing, 10 12% Flour, standard, cwt. ..\$3.75 to \$4 Honey, comb20 Filets, 1b 20

Pike, 1b. 15 Salmon, Ib 30 Trout, salmon, 1b 18 to 25 White Fish 20 Dairy Product.

Cheese, new, Ib 23 to 30 Cheese, old, 10 40 Eggs, new laid, doz 30 to 35 leats and Poultry

teak, porterhouse, lb. . .. 30 to 35

Butter, creamery, lb. 38 to 40

Steak, round, 1b20 to 25 Boiling cuts, Ib. Bran, ton. . . Stewing outs, 1b. to 11 Buckwheat, bus,

Grapes, Cal., Ib Shoulders, roasts, 20 to 22 Wheat (local) Hogs, dressed, cwt. 13 to 16 Apricots, Cal., lb 18 Bacon, breakfast, 28 to 32 of the township of Prunes, Cal., ib. 15 to 30 Ham, smoked, 35 passed away in the person

Mutton, chops, 1b. 20 to 25 Perhaps fat men make the best

On Tuesday a respect

Mutton, carcase 15 salesmen because they have the bulge on the slender salesmen

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