

AUTO SENSE

SAVE ON YOUR TIRES

By WILLIAMSON



Have you noticed the number of old cars which have been "shod" with the newest type of tires? Every time one of these changeovers is made four or five cord tires are traded in. The dealer allows a few dollars for the old tires, which in many cases are in good condition and have thousands of miles left in

them. Before you buy a replacement tire, go to your dealer and ask him to show you what he has in this line. You will be surprised at the value you can receive. If you are interested in this tip, you should use care in selecting used tires. You should make sure that the tire you are considering has not

been rim-cut and has no breaks in the walls. By pushing your heel into a tire and turning it around slowly, you will be able to locate such defects. Watch out for "cold patches" on the inside of the casing. They are usually put in to cover a hole or break, and it is not advisable to buy a tire of this kind.

Also examine the outside of the tire to be sure that the sides have not been scraped against curbing and ruts until the rubber is badly eaten away. If this is the case and you find that the remaining rubber on the walls is cracked, water may have gotten into the cord layers, rotting them until the tire is weakened.

THIRD COME-BACK OF W. C. DURANT

Famous Auto King Smashes Wall Street—A Wizard in High Finance.

New York, Sept. 19.—Fear, caution and suspicion—but mostly fear—that's how Wall Street viewed William C. Durant, the auto king, four years ago. Then, in 1920, the smash came.

The Du Ponts and the Morgans took over his interests in General Motors. His fabulous fortune, estimated variously from \$50,000,000 to \$100,000,000 crumbled. He was considered broke.

Wall Street smiled a self-satisfied smile. These upstarts must be kept in their places!

Four years have passed. Durant seemingly passed out of the picture. He was almost unheard of. But quietly he was mapping his campaign. Recently he considered himself ready. Then he came out in the open.

A series of smashes and assaults



W. C. DURANT.

on Wall Street followed. Durant cleaned up \$10,000,000. Again fear his rept into the marrow of Wall Street's bones. Again Wall Street is watching

him cautiously. For the rumor is that Durant has only started. And Wall Street respects his ability.

Durant has "come back" three times. He is 63 and is considered a wizard in high finance.

FORECAST APPALLING INCREASE IN AUTO DEATH RATE

Louisville, Ky., Sept. 18.—A measure to effect a national reduction in public accident fatalities by the co-operative effort of all national associations whose interests touch upon the street and highway traffic problem, will be proposed at the safety congress to be held here Sept. 29-Oct. 2, the National Safety Council announces.

Among the associations to participate are the United States Chamber of Commerce, the American Automobile Association, the United States Automobile Chamber of Commerce, the American Railway Association, the International Chief of Police Association, the National Bureau of Casualty and Surety Underwriters, the American Electric Railway Association and the American Mutual Alliance.

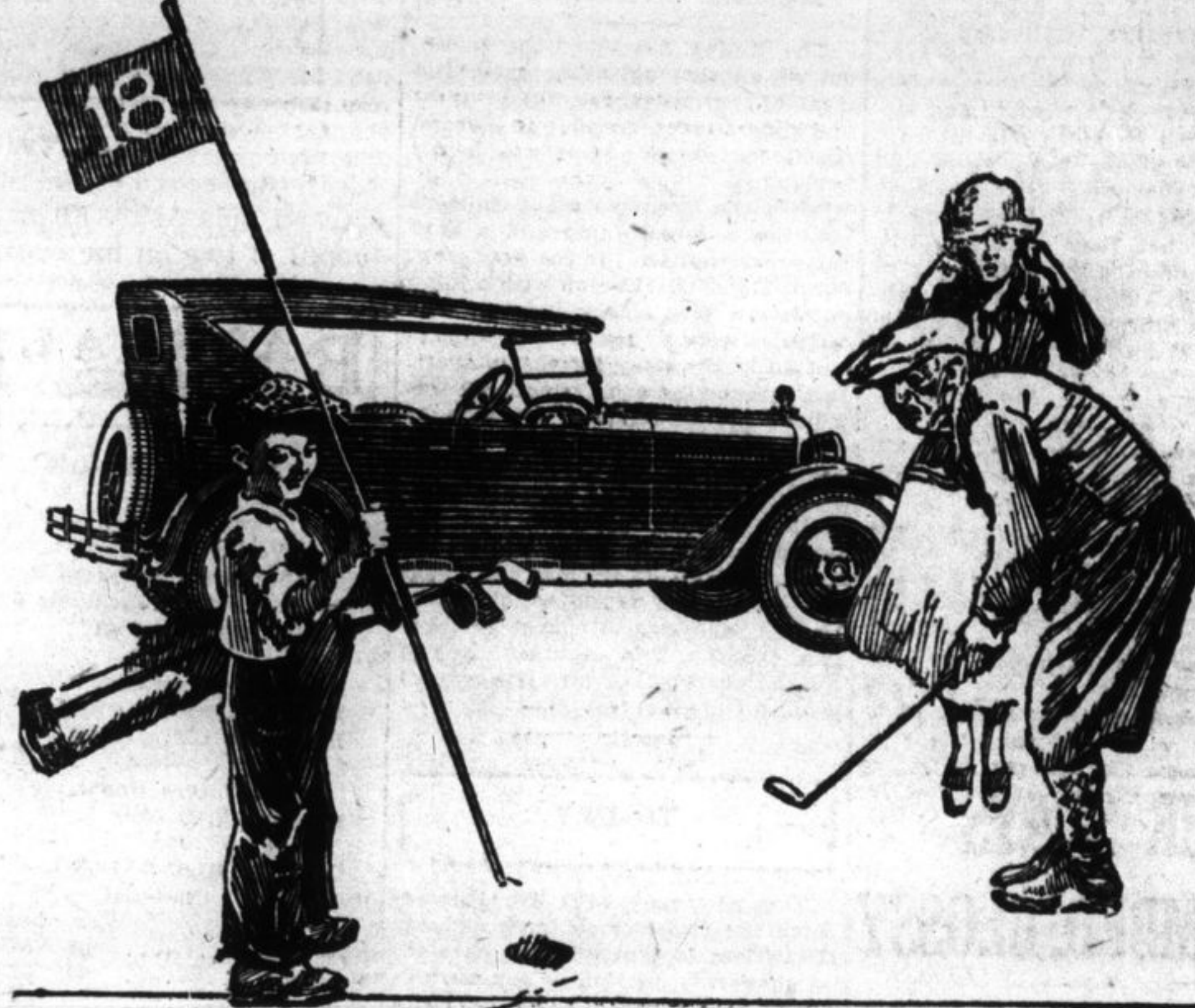
"Fifteen thousand lives are lost in automobile accidents each year

and fully 75 per cent. of these accidents are avoidable," said the announcement. "Since 1910, the death toll has been increasing at the rate of 1,000 each year, and, with the increasing registration of automobiles resulting in street and highway traffic problems which cannot easily be solved, it is probable that the annual death rate may be in the neighborhood of 30,000 in 1930.

To Remove Rust From Tools. Rust can be kept off tools by dissolving one-half ounce of camphor in one pound of melted lard, remove scum, add enough fine black lead (graphite) to give an iron color. Clean the tools and smear with this mixture. After 24 hours rub clean with soft linen cloth.

Economy in Fire Extinguishers. If the car is insured against fire, the addition of the fire extinguisher will reduce the premium on the insurance almost enough to pay for the extinguisher, sometimes during the first year.

Every sweet has its sour. Every evil its good.



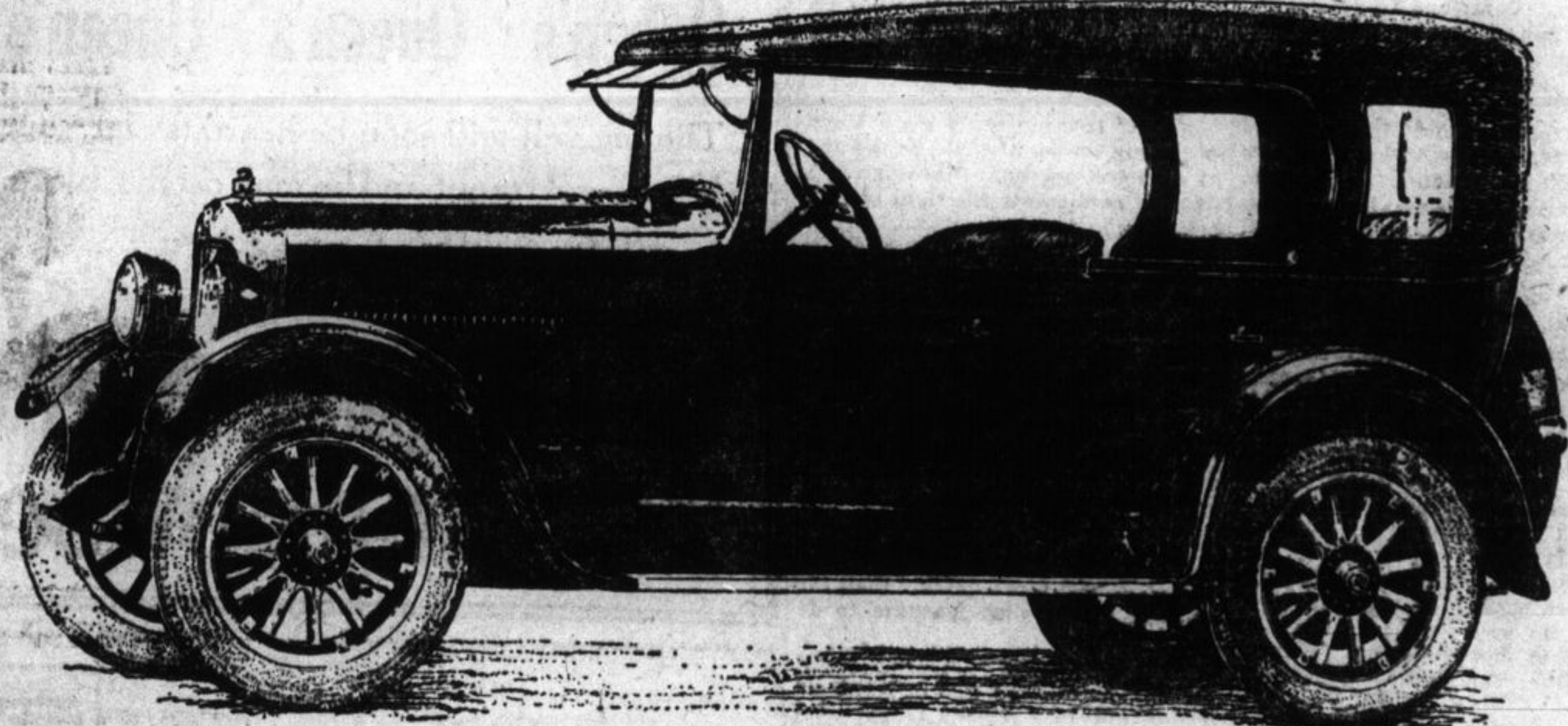
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- Real Balloon Tires.
- Famous inclined valve engine.
- Crankshaft and connecting rods machined on all surfaces for vibrationless balance.
- Genuine chrome tanned Spanish leather.
- All the usual equipment—plus a high grade clock, a dash gas gauge, automatic windshield wiper and other extras.
- New Studebaker Four-Wheel Hydraulic Brakes—optional equipment. Automatic braking power.

A WEEK ago the new Studebaker Standard Six DUPLEX-PHAETON was first announced.

Today, countless thousands of people are talking about this entirely new type of car.

One moment it is a closed car—in five seconds it can be transformed into a delightful, airy, open car. But it is always the closed car in deep soft cushions, beautiful fittings and finish and luxurious riding comforts.

When you see it and ride in it you will know why it has made so profound a sensation—you will realize then that it gives you more than the finest open car can ever give you, plus the comfort and protection of the closed car.

And all at the price of an open car!

The new Studebaker Standard Six retains all the qualities which make great reputation—to these have been added every real improvement which science and owner-service could suggest.

Even aside from the sensational new DUPLEX BODY—the Studebaker Standard Six has no superior in value in any car yet built. It was the conscientious intention of Studebaker in planning and designing the new Standard Six to make it just such a leader—to that end every resource of the great Studebaker organization has been concentrated.

Even if we had the space we could not begin to tell you of the very many new and unusual features which indicate its superiority.

In appearance it is unlike any other car—yet its long, low, broad, sweeping lines are conservative, crisply stylish and in beautifully good taste.

But to appreciate the sparkling beauty of its totally new lines you must see it. To know its perfection of operation and performance you must ride in it and drive it.

If you have not seen this NEW type car—come today!

W. T. ROGERS AT ATHENS.

Principal of Brockville Business College Delivers Temperance Address.

Athens, Sept. 17.—That temperance sentiment is strong in this community was evidenced on Sunday evening, 14th inst., when a representative congregation from town and countryside assembled in the Methodist church to listen to Principal Rogers, of the Brockville Business College discuss the prohibition problems of the day. His utterances were sane and logical, void of animosity and invective, yet delivered with a force which carried conviction. The speaker said, in effect, that, while in bygone days the temperance question was an individual matter, in these days it is of province-wide concern, in fact the eyes of all Canada and the whole world are upon Ontario in this, her crucial hour.

We cannot evade the issue—it touches art, literature, economics. It is a fight for sobriety against drunkenness, self-denial against greed, safety against danger, home against the liquor-traffic which eats like a canker against domestic happiness.

In war time, the prohibition measure was enacted because it was found that the game of death could only be played in terms of sobriety, so surely, in peace time, the game of life can best be played in terms of sobriety. Be logical! What is good for war time is good for peace time.

Familiarize yourselves with actual conditions, and be prepared to meet the arguments of the liquor interests. They say the drug habit is on the increase; granted, but the greatest increase is found in the wet provinces. They say there is much violation of the Ontario Temperance Act. True—there was also of the old license law. They say there is just as much liquor consumed. Statistics prove otherwise. They say the law cannot be enforced. Apply this principle to the Motor Vehicle Act under which eight times as many convictions are made as under the O.T.A., yet we would not think of repealing the speed-law, for booze and gasoline are a dangerous mixture. Let us retain the law, and strengthen it.

Some say, "More beer, more business." How can this be? If spent in a bar-room—even a government bar-room—how can there be as much to spend on other business?

Facts prove that there are more business failures in the province of

Quebec than in Ontario. Be not confused by the term "government control," and be induced to become partners in this nefarious traffic, but gird on the armor, enter the fight, and tell the government that we want nothing to do with the whiskey business. We must get out on Oct. 23rd, and vote it down.

CAUSES HARD STEERING.

Hard steering may be due to

wheels that are out of line, but more likely it results from tires that need inflating or from steering connections that need lubrication. Inflate the tires to normal pressure and then go thoroughly over the steering unit with an oil can or grease gun as the case may demand. This includes not only the steering gear but the ball joints at either side of the drag link, the king pin bearing and the tie rod bearing.

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5-Pass. Duplex-Phaeton \$1575	5-Pass. Duplex-Phaeton \$2050	7-Pass. Duplex-Phaeton \$2550
3-Pass. Duplex-Roadster 1550	3-Pass. Duplex-Roadster 1985	5-Pass. Coupe 3550
3-Pass. Coupe-Roadster 1925	4-Pass. Victoria 2275	7-Pass. Sedan 3750
5-Pass. Coupe 2075	5-Pass. Sedan 2925	7-Pass. Berline 3850
5-Pass. Sedan 2200	5-Pass. Berline 3025	
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