

# Plebiscite O.T.A., 1924

Electoral District of Addington

## Notice of Sittings of Revising Officers

TAKE NOTICE that sittings of the Revising Officers for the purpose of hearing complaints or appeals with regard to the Voters' Lists to be used at the taking of the Plebiscite under the Ontario Temperance Act, on October 23rd, 1924, for the Electoral District of Addington will be held at the following times and places, namely:

- TOWNSHIP OF KALADAR, ANGLESEA and EFFINGHAM**  
At the Town Hall, Flinton, on Monday, September 29th, at 11 a.m.
- TOWNSHIP OF BARRIE**  
At the Town Hall, Cloyne, on Tuesday, September 30th, at 10 a.m.
- TOWNSHIP OF KENNEBEO**  
At the Town Hall, Arden, on Thursday, October 2nd, at 11 a.m.
- TOWNSHIP OF CAMDEN**  
At the Town Hall, Centerville, on Thursday, October 2nd, at 10 a.m.
- VILLAGE OF NEWBURGH**  
At the Standard Bank Hall, on Friday, October 3rd, at 2.30 p.m.
- TOWNSHIP OF OLDEN**  
At the Town Hall, Mountain Grove, on Thursday, October 9th, at 10 a.m.
- TOWNSHIP OF OSO**  
At Buell's Hall, Sharbot Lake, on Friday, October 10th, at 9 a.m.
- TOWNSHIP OF HINCHINBROOKE**  
At the Town Hall, Parham, on Saturday, October 11th, at 9 a.m.
- TOWNSHIP OF SHEFFIELD**  
At the Town Hall, Tamworth, on Saturday, October 11th, at 10 a.m.
- TOWNSHIP OF DENBIGH, ABINGER and ASHBY**  
At Charles Both's Hall, Denbigh, on Tuesday, September 30th, at 10 a.m.
- TOWNSHIP OF CLARENDON and MILLER**  
At the Town Hall, Plevna, on Wednesday, October 1st, at 10 a.m.
- TOWNSHIP OF PALMERSTON, NORTH and SOUTH CANANTO**  
At the Palmerston Town Hall, on Thursday, October 2nd, at 10 a.m.

### REVISING OFFICERS

For the said Municipalities respectively, and Clerks respectively of the said Municipalities will be as follows, namely:

- For the Township of Kaladar, Anglesea and Effingham, Judge Madden, Revising Officer, Napanee; Moses Lessard, Clerk, Flinton.
- For the Township of Barrie, Judge Madden, Revising Officer, Napanee; Stanley Wheeler, Clerk, Cloyne.
- For the Township of Kennebeo, Judge Madden, Revising Officer, Napanee; J. A. Marshall, Clerk, Arden.
- For the Township of Camden, U. M. Wilson, Revising Officer, Napanee; T. E. McGill, Clerk, Centerville.
- For the Village of Newburgh, U. M. Wilson, Revising Officer, Napanee; Charles Webbanks, Clerk, Newburgh.
- For the Township of Olden, W. P. Deroche, Revising Officer, Napanee; W. P. Bender, Clerk, Long Lake.
- For the Township of Oso, W. P. Deroche, Revising Officer, Napanee; H. G. Lee, Clerk, Sharbot Lake.
- For the Township of Hinchinbrooke, W. P. Deroche, Revising Officer, Napanee; E. A. Beattie, Clerk, Godfrey.
- For the Township of Sheffield, G. S. Reid, Revising Officer, Napanee; John E. Parks, Clerk, Tamworth.
- For the Township of Denbigh, Abinger and Ashby, C. W. Vandervoort, Revising Officer, Napanee; Paul Stein, Clerk, Denbigh.
- For the Township of Clarendon and Miller, C. W. Vandervoort, Revising Officer, Napanee; J. F. Card, Clerk, Plevna.
- For the Township of Palmerston, North and South Cananto, C. W. Vandervoort, Revising Officer, Napanee; T. G. Burke, Clerk, Ompah.

The sittings in each Municipality will commence at the hour above stated and will continue until the appeals have been disposed of.

AND FURTHER TAKE NOTICE that any voter who desires to complain that his or her name or the name of any person entitled to be entered on said lists has been omitted from the same, or that the names of any persons who are not entitled to be voters have been entered thereon, may on or before the THIRD DAY (exclusive of Sunday) before the date fixed for the sittings as above set out, apply, complain, or appeal to his or her name or the name of any other person entered on or removed from the said list.

And further take notice that such appeals must be in writing in the prescribed form, signed by the complainant in duplicate, and given to the Clerk of the Revising Officer for the proper municipality, or left for such Clerk at his address as given above.

J. H. MADDEN,

Chairman of the Election Board for County of Addington.

Dated at Napanee, this 15th day of September, 1924.

Women May Avoid Headaches  
by the regular use of "Kkovah"—a glass of "Kkovah" acts as a mild laxative and tones up the whole system.

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# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## Detecting The Flat Tire

INEXPERIENCED MOTORISTS do not all realize that running on a flat or nearly flat tire, even for a very short distance, is almost sure to cause the rim of its inner tube, by the cutting action of the rim upon it. Nor do they know how to recognize promptly that a tire has become flat. If a front tire becomes nearly or quite deflated, from puncture, a defective inner tube or a leaky valve, the steering wheel turns harder than normally and the car tends to draw over to the side on which the soft tire is located, more power is called for, bumps in the road are sharply felt at the steering wheel, there usually is rattling at the front of the car, and some noise from the wheel carrying the deflated tire. A flat or rapidly flattening rear tire is evidenced by an unusual call for propulsive power, a bumping, especially noticeable to the rear passengers and unusual gear noise coming from the rear-end. If a tire, especially a rear one, has lost much of its air, but has not become entirely flat, there will be only occasional sharp jolts as the jar of the rim strikes the road, but the totally deflated tire transmits the jar of the small road irregularities to the car. The moment a flat tire is detected, the car should be fully slowed down and driven only until the nearest wide and level spot in the road is reached, where there is a suitably firm surface upon which to set the jack.

### ENGINE STOPS OF ITSELF



M. W. writes: After my car has been run 5 or 10 miles, the engine sometimes stops off and it is very hard to start it again. Finally, after backfiring a few times, it starts and runs well for a short time, but if a hill is encountered it begins to buck as if it were not getting enough gas. What is wrong?

Answer: We think you are right about its not getting enough gas. The instant that the engine stops in this way, next time, try the carburetor float depressor or open the drain-cock in the carburetor bowl and if you find the float is down in the bowl or if gasoline fails to run out freely for some time, you can be sure that the carburetor does not keep filled. This may be because the carburetor strainer needs cleaning or that the vacuum tank is not working right, for some of the following reasons or others: The strainer in the gasoline draft pipe is obstructed. There are leaks in the suction or draft pipe or their unions. The draft pipe is clogged. The main tank air vent is obstructed. The vacuum tank air vent is not free. Its flapper valve does not seat tightly. Unless you can draw about a pint of gasoline out of the vacuum tank, right after the engine has stopped (as above), it does not keep filled.

### ENGINE WEAK WHEN SLOWED DOWN



H. R. writes: My 1918 car runs very smoothly on level going and also on hills on which a flying start can be secured, but if it is going up a fairly steep grade and it slows down to 15 m. p. h., it develops a jerky motion and I have to shift to second speed. The valves have been ground and the ignition system gone over. Would weak valve springs cause this trouble? What else can you suggest?

Answer: It may be that one or more cylinders of your engine are weak, on account of charge leakage. Such defects are sometimes up prominently at low speeds under load. We suggest that you try the compression of each cylinder separately with the hand-crank and if you find one or more in which compression is weak or nearly lacking, this will explain the jerky action. Although the valves may be in good condition, leakage past the pistons will account for faulty compression. Should you find all cylinders practically gas tight, car-ter adjustment may explain your trouble. We had better have the settings gone over. We would advise you to have the valves and lower throttle opening adjusted. Are you sure that all your spark-plugs are sound as regards their core insulation?

## Bouncing Tires

Inflation Should Be Adjusted To The Load Being Carried

DID YOU EVER GO ON A TRIP alone, in a five passenger car, with its tires fully pumped to their recommended pressure? If you have, you know how the tires bounced, how the car rattled and how poorly it held the road. These tires were overinflated for the load they had to carry and, failing to absorb slight road irregularities, as a pneumatic tire should, bounced off them. The average conscientious motorist, if he has driven for some years, retains in his mind the old time high inflation pressure figures, which it was essential to live up to if any sort of mileage was to be obtained from the tires of former days and still pushes himself by adhering to them, unnecessarily. High inflation has always been advised in order to secure increased mileage and its resultant operative economy, but it is practiced at the sacrifice of riding comfort. Not many years ago tires cost practically twice what they do now, and the incentive for getting maximum mileage from them was correspondingly greater. Moreover the tires of that day were by no means as durable as present ones. Ordinary tires, now being marketed, are both cheaper and better than those of a few years ago, and it has become feasible to obtain greater riding comfort, without undue expense, by running them somewhat softer than would formerly have been considered justifiable. Better riding qualities are constantly being created and those obtainable by the use of balloon tires are rapidly intended as a plea for keeping tires unreasonably soft, but is merely a suggestion that comfort can be given more consideration than formerly in determining the degree of inflation, without increasing the tire bill too greatly. The time has come when there is no economic need of running with tires so hard that they bounce excessively and bring out every bit of rattle that a car is capable of, and tire manufacturers' recent inflation schedules reflect this point of view. But there are many motorists who, through habit, have not followed the trend toward more moderate inflation pressures, with their resulting riding comfort. Unquestionably the running of tires too soft is still by all odds the prevailing evil, but there is enough overinflation practiced to warrant attention being called to it. Generally speaking, a tire can hardly be considered detrimentally underinflated unless, when running under load, it shows a pronounced flattening at its point of road contact.

### FREEING LOCKED STARTER GEARS



C. F. Jr., asks: What is wrong with my car when I can neither start the engine with the starter or turn it over by means of the handcrank? Is it that the starter gears are locked?

Answer: The probabilities are that the pinion of the automatic starter drive has become locked in the flywheel gear. If this is the case, you may be able to release the gears, as follows: Engage high speed and push the car alternately backward and forward forcibly or, as an alternative, engage high speed, jack up one rear wheel and try to turn the wheel first in one direction and then in the other. If neither of these expedients prove successful, the starter motor will have to be removed from its mounting on the engine base and replaced after the gears are freed. Another possibility is that some of the pistons of your engine have stuck from lubrication failure, but if inspection shows that the pinion and gear of the starter drive remain in mesh, this is enough to

### FREEING LOCKED STARTER GEARS

show that locked gears are causing the trouble.

### HIGH GEAR TROUBLE

L. R. B. writes: My 1917 car runs fine in low and second gears, but when running in high, slowed down or coasting a hill, there is a "grabbing" in the transmission. What causes this? Answer: The direct drive clutch of this car is of the jaw type and, after so many years of service, it is quite likely that the jaws of the two engaging members may have been worn down considerably so that quite a little backlash exists. When throttled down very low or engine probably runs somewhat irregularly and this brings out the lost motion above referred to, causing the strabbling action. In the transmission, the stationary member of the high-speed clutch is backed up by thrust washers and it is likely that these have worn so that some end play exists, which may increase the faulty action of the clutch members. If you remove your transmission cover, you can examine the parts and see if the above theory is well founded.



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

Rain Spoiled School Fair.

Fallbrook, Sept. 23.—Corn cutting is the order of the day. Corn has been a bumper crop this year. Quite a number from here attended Ottawa and Kentrew exhibitions. The school fair was held on Saturday at Harper and promised to be a good one, but rain came on in the afternoon, spoiling it considerably. Mrs. Jennie Warrington has gone to visit her son at Orillia. Miss Florence Currie, Lanark, is spending a few days at Norman Darou's. Mrs. Frank Harvey and family are



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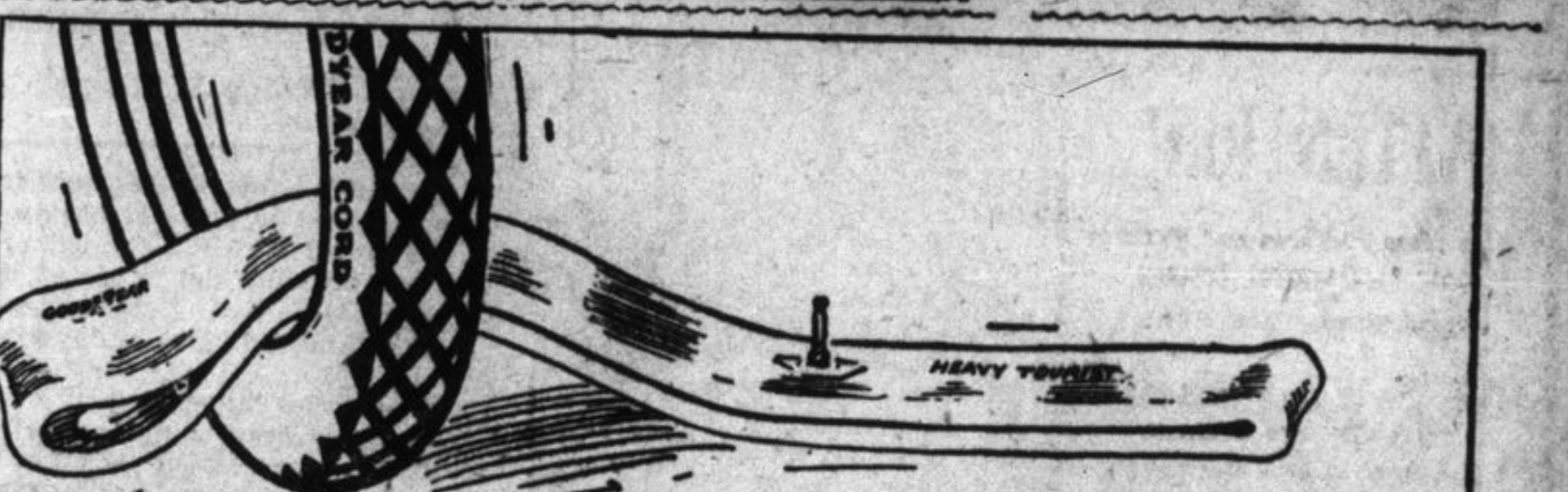
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