NOW, IF YOU ARE A

MEMBER OF AN AUTO

BE-LET'S START A

WILL REGULATE THE

FIGHT FOR A LAW THAT

HEIGHT OF BUMPERS

PROPERTY PROTECTION

CLUB-AND YOU SHOULD

'Phone 902m.

**AUTO SENSE** 

DON'T BE TOO FUSSY

of Molehills.

The old mechanic says: Whenever

I look at that fellow's car over there

Cooling System.

sign is displayed.

Insist on having it.

THE BUMPER PROBLEM

BUMPER SHOULD BE

THE SAME HEIGHT AS THE CENTER OF THE HUB CAP. THE AVERAGE

TIRE IS 32 INCHES HIGH

THE GROUND.

BE IS INCHES ABOVE



Bumpers protect your car from factory with the bumpers set so | . If you are using a single-bar bum- | of one through it. Drilling the ba parking bumps and minor collisions, high that they will pass over the per you can get more protection itself would weaken it. If you want but a bumper is not heavy enough top of even the wide double-bar out of it by clamping vertical strips the bumper to look dressed up when to afford very much protection in a type which is properly set. Drivers of steel, about the thickness of the you finish, you can have the strips real crash. When a car weighing who buy bumpers and put them on bumper, on the bar in two or three of steel nickel plated at a small more than a ton is travelling 30 themselves seem to have no idea places. Cut the strips long enough cost. miles per hour and strikes a solid of how high they should be. Unless to extend about four inches above Park your car nearest the interobject your car is going to suffer, re- some steps are taken to regulate and below the bar. gardless of the bumper. Bear this their height these bumpers will con- Drill holes through them and bolt sign and no one will back into it in in mind and do not take chances, tinue to get your fenders. These them on, one in front and one be- parking. You can not always pick with the idea that you are protected. steps will not be taken unless some- hind the bar. There should be a these places, but watch for them at There is one car which leaves the one starts the movement. Let's go. bolt above and below the bar instead you drive along.

of a molehill.

NON-FREEZING MIXTURE

A CAR-WRECKER?

The maker of your car advises against careless use

strongly recommend denatured Alcohol for your

Maple Leaf denatured Alcohol is of highest

standard quality. It will keep your car from

freezing at all temperatures,-It will keep the entire

cooling system clean, permitting freest possible

circulation,-It will protect you from having to pay

and water can be tested for correct freezing

resistance at any time, where the "Maple Leaf"

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Sold by

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129 BROCK STREET

Auto Batteries Made and Repaired

When you need your Battery repaired or one made to order, al-

bills for repair of damage caused by corrosion.

Is economical and easy to use.

of non-freeze mixtures of unknown ingredients. They

says to me, "Maybe it's just a little thing of the sort. There's some sort

cold in your ear. Why don't you rest of noise in the valve gear that

up for a day and keep a hot water sounds like a slap, but I can't seem handle, fan, valve-rocker arm bottle on it when you go to bed?" to convince the owner that it pays wheel hubs. Sounded like quack advice to me, to take it easy and wait.

I was just makin' a mountain out if he doesn't take it easy this'll cost brake and gear-shift levers, an him a lot of money. One day he rocker shafts, water pump, torsio A lot of people do that with their got a notion that a valve had bro- and radius rods. Clean forced-feed in the corner I think of old Doc car troubles. That car over there's ken. I happened to be off on a tow- oil system. Smith and the advice he once gave supposed to have a piston slap, but in job and when I got back here Every 500 miles—Inspect trans a moment, but the owner wouldn't and circulating splash systems.

> ter you've told 'im your tale of woe. es. things sometime improve with use. mission and differential cases and I've cleaned carbon out of many an renew lubricant; clean wheel bearengine only to have the owner com- ings and repack hubs with grease. plain, and imagine that I had spoil- | Give all bearings a careful inspeced ft. A few weeks later-if he tion and take up all play. takes it easy-the chances are that he'll have the finest performance TIRES DO NOT PICK

Lubrication Time-Table.

two or three turns. lubricated: Steering apparatus, and luggage he stops to read the clutch, spring-shackle bolts, crank pressure, only to find it higher than

section, fire plug or "No Parking"

Every 250 miles Give same car some Drivers Make Mountains Out but I took his advice and it worked. He's let his imagination loose and to braking apparatus, emergence

me when I came to him with the I'll bet all I own that if I was to was my man takin' the head off the mission and differential cases and complaint that I was goin' deaf. Doc tear it down I wouldn't find any- engine on a wild goose chase. All refill if necessary; pack steering they found was everythin' in A1 or- worm housing; apply neatsfoot of der. I imagine a valve stuck for to cone clutch facing; clean gravity

wait until the trouble remedied it- Every 1,000 miles-Pack univer sal joints, ball and socket boots, hul You can save a lot of money on caps; oil magneto, electric genera repairs by lettin' things take care of tor; clean disc clutch; clean splash themselves. Of course you've got to system; lubricate leaves by jackknow what's what, but a good rule ing up frame of car, spreading to go by is to take things easy when leaves apart, and putting graphite a repairer fails to get excited af mixed with gasoline between leav-

Remember the old rule that Every 5,000 miles Drain trans-

UP AIR PRESSURE Tires do not pick up air pressure in riding. What happens is this: A Every 100 miles-Use oil can motorist inflates his tires at the gafreely; turn all grease cups down rage before he starts out. There is no one in his car. Later on when Be sure that these parts are well the car is loaded with passengers

THE ALBERT L. CLOUGH

How Transmissions Wear Out Brutal Handling Hastens The Process

IF ALWAYS KEPT WELL LUBRICATED and handled considerately the transmission should give very little trouble and prove one of the longest lived parts of a car. But carelessness in meshing gears will sooner or later seriously damage their teeth. The clashing that occurs upon attempting to engage low, without fully throwing out the clutch, especially if the engine is running fast and that which takes place when reverse gears are jammed together with the car moving forward being almost certain to break chips off the teeth, if the gears are of very hard steel or to round off and deform them if they are not properly heat treated. If this destructive action goes far enough, the effective width of the teeth is reduced, noisy operation results, and there is a tendency unintended toward demeshing and increased liability of stripping. Habitual heavy clashing is very likely to make premature replacement necessary.

Second And High Speeds The great proportion of shifts being between these two speeds, their engaging members usually suffer most rapid deterioration, particularly as so few operators can change down from third to second without severe clashing or are careful about throwing from second to high; the result often being that second speed early becomes very noisy.

Worn Bearings And Noise Accuracy of fit of transmission shafts in their bearings is essential to keep the teeth of gears meshing to exactly the correct depth and if bearings become worn and loose teeth no longer engage properly and become noisy and inefficient. The countershaft usually being located near the bottom of the housing, its bearings are rather more copiously oiled from the splash than are the others, but the bearing of that chaft from the clutch and that of the final drive shaft that transmits to the universal joint may be inadequately lubricated if the lubricant is low or so viscous as not to splanh.

The Pilot Bearing But the bearing within the rear end of the clutch shaft, upon which the front end of the final drive shaft rotates when "high" is not in use—known as the pilot bearing—is usually the first one to show wear, especially because it is not so likely as others to receive splash lubrication when over viscous or scanty lubricant is in use. This hearing is so close to the second speed sliding gear, that when it gets loose, the mesh of this gear is scriously disturbed and second speed

comes very noisy. TIRE INPLATION AND



duces to its "holding power" and thus increases maximum braking effect and resistance to nide slip, this being one of the arguments in favor of balloon tires, which have very large contact area. The same suddenly on a very steep up grade.

argument might be invoked to show that the tires inflated to 60 pounds would be more likely to skid than would be more likely to skid than those with 45 pounds inflation, because of reduced contact area. If tires are inflated so high that they bounce badly, there is undoubtedly some loss of braking power and some increase of skidding tendency on hubbly roads, but we doubt if you would find any very noticeable difference between tires payment to difference between tires pumped to the two pressures that you specify, so far as skidding is concerned. WEIGHT DISTRIBUTION

H. C. W. saks: Is the weight of an automobile equally distributed on all four wheels? ks: Will the brakes Answer: No, the intent is to load pounds?

Answer: We cannot answer this question with assurance, but the excess weight on the rear wheels belief is becoming quite general to the road, so that they can transtween the tire and the road continued to the road, so that they can transmit driving and braking forces addition to the road continued to the road country.

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

By Williamson it was back at the garage. It figures that he has "picked up air," wheras it is simply increased air pressure as a result of squeezing the tire by making it support more

A low speed engine can be made to wear out just as quickly as a high speed one. It depends upon the use to which the driver puts his car. If a lower speed motor is made to deliver a car speed of forty miles an hour too frequently there is every reason why it should wear out as quickly as a high speed motor that is cafled upon to deliver only thirty miles per hour as a steady diet.

Even a novice knows that radiators, piping, jackets, etc., are injured and made inefficient through incrustations resulting from mineral substances inherent in all of nature's aqua pura products, save, perhaps, rain water. The only safe thing to use, therefore, is distilled water. This is not always obtainable, but few indeed are places nowadays where artificial ice cannot be found. That's the answer; melt the ice and you have the purest water.

Kingston Markets

	Friday, Dec. 26.
9	Fruit,
	Bananas, doz 25 to 40
	Grapes, Cal., 1b.,
и	Uranges, dos
1	Lamons doz
1	Apricots. Cal., Ib 18
1	Prines Cal th 15 to 30
1	Peaches, Evan. Ib 18
1	Apples, peck
1	
J	Vometables

Datatons	hab		des.					9
Potatoes.	pec	k .						1
Cabbage,	ib.		 		. 4	to	r	2
Cabbage, Carrots, p	eck		 				-	3
THERDIDE.			 					- 63
Turning				1.		1.	-	2
Beets			 					3
Onions, 1b					. 6	fe	or	2

1	The second secon
•	
-	Unclussified.
3	Sugar, granulated, Ib 8 to
9	Sugar, yellow, Ib 7 to
-	Sugar, icing, lb 125
	Flour, standard, cwt \$3.75 to \$
-	Rolled Oats ,lb
1	Rolled Oats ,lb
	Honey, comb 2
-	Fish.
	Cod., 10

1	
1	Fish.
-	COd,   ID
1	Filets, 1b 22
1	Finnan Haddie, Ib 18
	Haddock fresh 1b12 %
	Halibut, fresh, Ib 27 to 32
1	Kippers, pair 20 to 22
	Perch. 1b
	Pike, lb 18
	Salmon, ID 27 to 30
	Fresh:
d	Trout solmon th 10 to 95

	out.	
	Dairy Produce.	
Butter,	creamery, Ib38	to 40
Butter,	dairy, 1b	38
Cheese,	new, Ib	to 30

Cheese, old, Ib ...... 40

Eggs, new laid, doz.... .....70

Meats and Poultry

1	Beef:
1	Steak, porterhouse, lb 22 to 30
1	
1	Steak, round, lb
্র	Boiling cuts, Ib 8
	Stewing cuts, lb
9	Beef, western
September 1	Beef, local, lb 8 to 10 Pork:
ij	Loin, roasts, 10 24
ĕ	Shoulders, roasts,
	Hoge, live weight, cwf
	Chops, 1b
	Hogs, dressed, cwt13 to 16
8	Bacon, breakfast, 28 to 32
	Ham, smoked, 36
	Lamb:
Š,	Hinds, 1b 25
녆	Fronts Ib
	Wutton, chops, 1b 20 to 21
ħ	Mutton, carcase 16
	Poultry
	rowl, 10
	Goose th 3
	Chickens, Ib
	Turkey
	Turkey3
	The same design
	Hay and Grains.
	Barley 80 to 8
ĒS.	Bran, ton \$32 to \$3

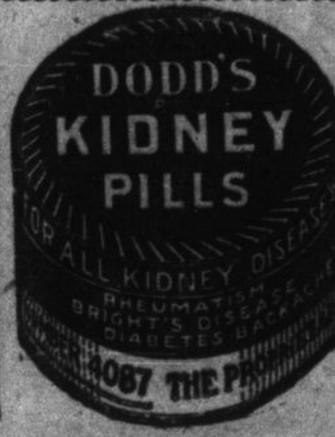
	34124Thmm 4mm / 840 4m 841
	Middlings, ton 4 \$40 to \$41
9	Shorts, ton \$31 to \$33
8	Wheat, local \$1.25 to \$1.30
8	Corn, imported \$1.35
	Hides, etc.
8	Deacon skins, each80 to \$1
8	Horse hides up to \$3
8	Beef hides, 1b 10
Ġ	Bulls, over 60 lbs 07
9	Veal skins, 10
	Veal kips, 10
ES	Sheep skins, fresh up to \$2.50
	Tallow, rendered in cakes, Ib 06
	Ginseng, wild, 10\$10
	Bees wax, clear, Ib 26
	Wool, unwashed, Ib 25 to 30
	Wool, washed, Ib up to 38
	<b>国的和地区</b> 次的国际重要方面自然 <b>和图像的电视</b> 图像部
	To the control of the

Buckwheat, bus .. .... 80 to 85

Hay, baled, ton ... . ... \$11 to \$12

Hay, loose, ton ......\$10 to \$11

Oats, local, bus



32x4 Dunlop Traction Cords . \$17.30 31x4 Dunlop Ribbed Cords . \$14.95 A few 30x3½ Cords at . .

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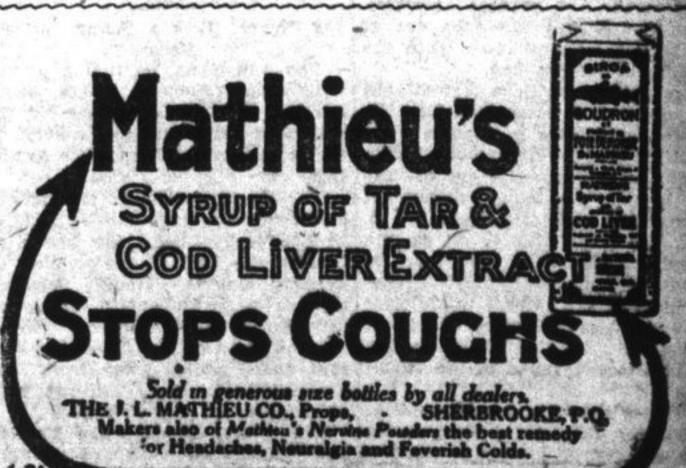
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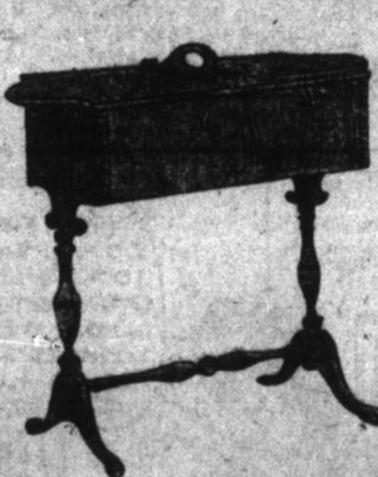
PHONES 886-887.



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gift. Robt. J. Reid

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