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ed by automobile manufacturers the world ever. Beware of the Car-Wrecking chemical non-freeze mixtures that will cause choking, scaling, rusting of Cooling System, and big repair bills in the spring.

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Try our Pocahontas Smokeless Coal. Proving very satisfactory-\$11.00 delivered. We also sell all sizes best grade -Scranton Anthracite, Egg, Stove and Chesnut, \$15.50; Standard Pea, \$12.50; Split Pea, \$8.75, delivered.

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400 ALBERT STREET HONES 2267F---928W.

Transmission Derangements They Frequently Arise From Lock Of Adequate Splash Lubrication

WHEN EXTREME FORCE is required to shift gears from one speed position to another, it is generally because lubrication is lacking. Lubricant may not only be absent from the fluted-shaft upon which the gears slide, but the tooth faces themselves may have become dry and the resulting friction makes movement very difficult—the permanent bending of the shifting forks being a possibility.

Lubrication Requirements The constantly meshed countershaft gear, being a very large one and running lowest in the housing is generally depended upon to do most of the oil splashing and there should always be enough fluid lubricant present fully to cover its rim. If the lubricant used is non-fluid or ever becomes so when very cold, all parts of the transmission will eventually run dry, wear out and give other trouble.

Faulty Locking Of Gears Ordinarily the "jumping out" of gears is due to weak action of the locking plungers, which position the shifting-fork slides and increasing the spring pressure which actuates them often stope such trouble. Inadequate spissh of lubricant hastens wear of these parts and causes their premature failure. If a shifting fork becomes bent, one of the gears which it controls may not shift into complete mesh and thus may tend to disengage or in extreme cases it may not be possible to move a gear far enough so that locking takes place in which case it may fly out of mesh as soon as it begins to transmit power. Other Causes Of "Jumping Out"

When the engaging faces of gears become badly battered, a ten-dency to push apart may be created, which a weak gear-lock cannot resist and unintentional disengagement becomes likely. Excessive wear of the high-and-second-speed sliding gear pair on its shaft may cause the direct drive clutch members to mesh unsymmetrically and slip apart under load and end play in the shaft from the clutch sometimes causes uncertainty of high-gear engagement.

THICK OIL MAKES CLUTCH



T. C. K. asks: Why is it that plugs in cylinders 1, 2, 5 and 6 of when I have just started my my car become city, after I

when I have just started my seems on recent cold mornings, the engine will speed up very fast without the car's increasing in speed? This condition lasts but a very short time and only when the dar is started when very cold.

Answer: The clutch of this car is exposed to the oil-splash from the crankcase and when the oil is cold and thick, it probably is not sufficiently squeezed out from between the members, when the clutch is first let in. This allows the clutch to slip, until the heas of friction thins the oil enough so that it is squeezed out and the members come into positive engagement. Unless you have more serious trouble from this cause than you have been experiencing, you can safely disregard it, but if the difficulty increases, you may have to use an oil of more salisfactory cold test or possibly adjust the clutch for increased spring pressure.

Throttling Vs. Braking

The Chief Speed Control Device Is The Throttle THE MORE THE SERVICE BRAKES are used, the faster their linings wear and the sooner they become weak and undependable. Very many operators make an unnecessarily large number of brake applications, many of which could be dispensed with it full advantage

were taken of the retarding power of the engine when in gear and fully throttled. Speed Under Closed Throttle The throttle stop of the average car is so set that when the accelerator is let up, a car speed of from three to five miles per hour on high gear is attained on level going and proportionally higher

speeds on down grades. In other words, the engine itself will promptly and gently slow a car down nearly to a walking pace unless it is going down hill, just as soon as foot pressure is removed from the accelerator. Uncalled For Declutching

The above is perfectly obvious, but how many novice motorists declutch and apply the brakes when they wish merely to slow down! Faulty instruction is often responsible for this. Another widely held fallacy is that brakes should not be applied with the ciutch engaged. but the fact is that they may be and should be used, without declutching, but with gas all off, until the car is slowed down to a speed corresponding to the lowest idling speed of the engine and thus full advantage of the decelerative effects of close throttling enjoyed.

Rely Upon The Accelerator

In practice a great part of all slowing-down can be accomplished by the engine and the brakes need be used only to supplement its retarding action and to bring the car fully to rest, but full utilisation of the engine for slowing down purposes is realised only when its idling speed is adjusted very low and when the hand throttle is kept closed, leaving the accelerator to control the engine's entire speed

CAUSES KNOCKING?



this knocking ceases when high-test or "doped" fuel is used. For-haps lowering the compression would prove a remedy, but might defeat the purpose for which the special head was installed. GEAR-RATIO CHANGES

R. T. writes: I am told that some greater power, due to a difference in the gearing in the rear-end. Could this change be made in the transmission by substituting differ-Answers No change that could be made in the transmission would

W. M. M. writes: My Ford engine, which is equipped with a conserved result, as it would not affect the power on high gear, which is a direct-driven speed, is when the throttie is suddenly opened at our speeds below 10 m. p. h., but stops knocking when the carreaches a good rate of speed and also ruins quietly on a hard pull. What causes this knocking and how can it be prevented?

Answer: We believe that this speed uses and, although we are not sure, we think that it is designed especially for racing and other high speed uses and, although we are not sure, we think that it is designed for higher compression than the standard and head. The very large iniet-valve area obviously permits very large charges to enter, the instant the throttle is opened and causes full compression pressures to be fealised. Quite possibly the came shaft setting is somewhat different from standard practice, to secure maximum speeds. If the above conditions prevail, smooth operation at very low speeds would hardly be expected and, with ordinary gasoline, some knocking might be expected during acceleration. It would be interesting to know if

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

THE NEWS FROM BATH.

Friends From All Parts There for Claude Thompson and family spent Millfeed—Bran. in box car lets. Christmas. Christmas at D. H. Robinson's, Miss \$35.25; shorts, \$27.25; middlings,

and Erfe Holt, Mr. and Mrs. John with her father, W. J. Calver. Holt, and Miss Dorothy Holt, To- Ivan Armstrong, Picton, spent \$3.75 to \$3.85 per 90-1b. jute bag. ronto, spent the Christmas holidays Christmas with his parents, Mr. and Potatoes N.B. Green Mts., 70c to

Mrs. H. D. Wemp. Mr. and Mrs. \$5.05. Bath, Dec. 29 .- Messrs. Nichols Lorna Calver is spending some time \$43.25.

with Mr. and Mrs. G. W. Cuppage. Mrs. John Armstrong. Mr. and Mrs. 75c per 90 lbs.

Grant Wemp, London, Onto, spent Frederick Baker, Gueloh, are spend. Hay Quebes, \$14 to \$14.50; No. make experience a dear teacher,

ing the holidays with Mr. and Mrs. Max Robinson, Charles B. Davey is quite ill at time of writing. Mesers. Swayne spent the Ohristmas holidays with their parents, Rev. and Mrs. W. G. Swayne, at St. John's

Clarence Young, Renfrew, spent Christmas with his parents, Mr. and Mrs. W. G. Young. Mr. and Mrs. Frank Mellon and baby, Napanes, spent a day recently at George Davey's. Mr. and Mrs. Ronald Stevenson and family, Napanes, spent Christmas at Robert Calver's.

Mrs. Walter Rikley, Kingston, spent Christmas at Donald White's. Miss Carrie Doyle, Kingston, spent Christmas at B. B. Muille's. Mr. and Mrs. Ralph Sexsmith and son spent Christmas at E. J. Sexsmith's, Napanee.

PRODUCE MARKETS

LIVE STOCK MARKETS.

Toronto, Dec. 30 .- Export steers, choice, \$7.50 to \$8.40; do., fair, \$7 to \$7.25; do., bulls, \$4 to \$5.25; store, \$5 to \$5.50; heifers, export, \$5.50 to \$6.25; butchers, choice, \$6.75 to \$7.25; de., medium, \$5.75 to \$6.26; do. common, \$3.50 to \$4; cows, fat, choice, \$4 to \$5.50; do. canners and cutters, \$1.50 to \$2.50; bulls, butcher, good, \$2.50 to \$4.50; do. export, \$4.50 to \$5; do. medium, \$3 to \$3.50; do, common, \$2.50 to \$5.50; feeders, fair, \$4.25 to \$4.75; stockers, \$3 to \$4; western stockers, \$3.50 to \$4.50; calves, choice, \$18 to \$18; do, medium, \$6 to \$6.-50; do. grassers, \$8 to \$4.50; springers, choice, \$65 to \$75; milkers, choice, \$60 to \$75; lambs, choice, \$14 to \$15; do. medium, \$9.50 to \$10; 40. culls, \$7 to \$7.50; buck lambs, \$11 to \$13; sheep, choice, \$7 to \$8; do. heavy, \$4.50 to \$6; do. yearlings, \$7 to \$8; hogs, f.o.b., \$9.-75 to \$10.25; do. thick smooth, off cars, \$11; do, selects, off cars, \$12.-

Montreal, Dec. 30,-Cattle, butcher steers, \$6.25 to \$6.60; butcher heifers, \$5.50 to \$6.25; medium, \$4 to \$4,50; butcher cows, good, \$4.25 to \$5; medium, \$8 to \$4; good veal \$8.80 to \$10; grassers, \$3.75 to \$4; ewes, \$4 to \$6; lambs, good, \$11.50 to \$11.75; common, \$10.50 to \$11; hogs, mixed lots, \$10.75 to \$11; bulk of sales, \$10.85 or better; selects, \$11 per hundredweight; sows, \$8 to \$8.25,

Buffalo, N.Y., Dec. 30.-Cattle, shipping steers, \$9 to \$11.50; butchers, \$8 to \$9.50; yearlings, \$10 to \$15; helfers, \$4.50 to \$8.25; fair to choice cows, \$2.75 to \$6.25; canners and cutters, \$2 to \$2.75; bulls, \$3 to \$6.80; stockers and feeders, \$4 to \$7; fresh cowe and springers, active and strong, \$30 to \$115 per head. Calves, choice, \$17 to \$17.50; fair to good, \$12.50 to \$16.50; culls, \$8 to \$12; heavy, \$6 to \$8; grassers, \$3 to \$5. Hogs, heavy, \$11 to \$11.-\$5; mixed, \$14 to \$11.15; yorkers, \$10.65 to \$11; light porkers, \$10.-\$5 to \$10.50; pigs, \$9.25 to \$10.25; roughs, \$9 to \$9.50; stags, \$4 to \$6. Sheep and lambs-Lambs, \$10 to \$19; yearlings, \$10 to \$16.50; wethers, \$10.50 to \$11; swes, \$4 to

\$10; mixed sheep, \$10 to \$10.50.

Chicago, Dec. 30 .- Cattle, top avy steers, early, \$11.25; some 1,602 pound average, \$11; best yearlings, \$12.50; bulk fed steers and yearlings, \$8.50 to \$10.50; fat she stock, largely 15 to 25c higher; closing slow at advance; canners, steady to strong; bulls, strong to 25c higher; weighty bolognas, \$4.75; vealers, in active demand both on shipping and local killer account; outsiders paying \$13.50 to \$15.50; packers, \$10.50 to \$12.50 mostly; stockers and feeders, scarce; unevenly higher. Hoge, good and choice weighty butchers, \$10.70 to \$10.95; top, \$11; desirable, 200 to 240-pound-weight, \$10.25 to \$10.80; 160 to 180 pound kind, mostly \$10 to \$10.40; 140 to 160 pound weight, \$9.65 to \$10; strong weight slaugh-ter pigs, largely \$9 to \$9.50; bulk packing sows, \$10 to \$10.25; esti-mated holdover, 20,000. Sheep, \$18.25 to \$18.75; top, \$19; good elipped, \$14.25; fat sheep, 25 to 50c higher; top, ewes, \$10; feeding lambs, 50c higher; bulk, \$16 to \$16.\$0; top, 60 pound weight, \$17.

GENERAL TRADE.

Montreal, Dec. 30,-Butter-Creamery, solids, 37c per lb.; prints, 38c per lb.; cooking, 30c to 31c per Lard-20-1b. pails, 19e; prints,

Eggs-Fresh special, 75c; fresh extras, 70c; storage extras, 48c;

Bacon-Windsor boneless, 35c per 1b.; breakfasts, 24c to 80c per 1b.;

moked ham, 26e to 28c. Dressed poultry-Milkfed chick-ens, 38c to 38c per lb.; broilers, 38c to 43c; selected chickens, 28c to \$2c; turkeys, 38c to 40c; ducks, 25c to 35c; green ducks, 30c to 38c per storage firsts, 440;storage seconds b.; geese, 21c to 25c.

toir stock, \$15 to \$14.50. Flour-First patents, \$9.80 bl.; per 98-1b, bag, \$4.90; second patents, \$9.20; strong bakers, \$5.-Christmas with his parents, Mr. and | 05; broken lots, in cotton half bags,

Dressed hogs-Fresh killed abat-

## GOOD SPRUCE LUMBER

is used for so many purposes it would be hard for us to enumerate them all here, but whatever your needs may be along this line just give us the message and your wants will be attended to promptly.

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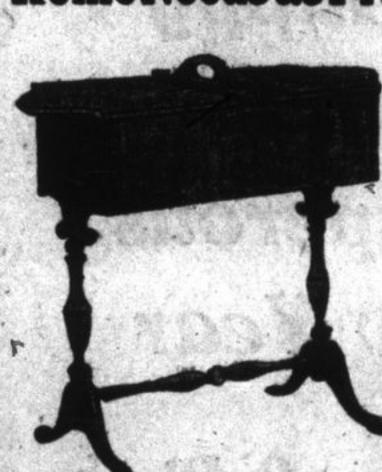
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Rolled oats Standard grades, 3 timothy, \$12.50 to \$13.50; deliver-

There is such a thing as londing up with more resolutions than you can properly keep in force. Poor judgment always helps to Prograstination is always the slo-

man of those who do not went