

In the Automobile World

FIND THREE-SPEED LAW QUITE SATISFACTORY

Range in Maryland 15, 20 and 35 M.P.H. According to Congestion.

Ontario motorists will be interested in the working out of the new three-speed law which has been inaugurated in the State of Maryland, and which is said to be operating with much satisfaction to all concerned.

If the motorist enters the State in a country section, a sign announces that the speed limit is thirty-five miles an hour. As he approaches a town or city there is another sign limiting the speed to twenty miles an hour. Entering the thickly settled or business part of the city he is directed to reduce the speed to fifteen miles an hour. Having passed through the thickly populated section, he picks up a sign authorizing him to increase to twenty miles an hour, and as he approaches the outskirts he passes the thirty-five mile sign, permitting him to maintain that speed until he approaches

the next town. The signs are the same throughout the State. There is nothing to confuse the motorist. He has no excuse for violating the law.

In carrying out the law the Roads Commission exercised the greatest care in posting the signs. It was appreciated that uniformity was essential and that there should be no single exception to confuse the motorist. Tests since last spring have been most satisfactory. Despite the increased use of automobiles, accidents have been reduced in number and there have been fewer arrests. The signs have been a decided benefit to the travelling public in that they definitely establish the different speed zones and do not leave it to the opinion of the driver of the car or the law enforcement officer in each locality. In erecting these signs the officials have leaned toward the maximum speed in the belief that far more accidents occur from slow rather than fast moving vehicles. The signs have been placed throughout the entire state.

"It is no longer necessary to operate the so-called speed traps in any city or town in the State of Maryland or on any other highway in the state," recently declared Commissioner Baughman, of the motor vehicles department.

Insurance Against Car Damage.
Because of the daily increasing congestion of motor traffic, great numbers of mudguards, lamps, radiators, gasoline tanks and spare rims are constantly damaged or destroyed. These parts will escape injury if full bumper equipment is carried. Not only does the bumper greatly reduce or even entirely prevent property damage resulting from collisions, but it materially lessens the

liability of injury to passengers, by cushioning the severity of impact. Insurance companies recognize the value of bumpers in minimizing the extent of collision damage and reduce the rates charges on bumper-equipped cars.

Dealing in Futures.
The engineering division of the Cadillac Motor Car Company occupies four floors of an entire wing of one of the company's manufacturing buildings. It includes a dynamometer test room, extensive laboratories, experimental shops, drafting rooms and executive offices. It employs 126 men. Their work is creative and is always concerned with the future.

Loose Connections.
If light globes burn out often, it is sometimes caused by loose connections at the ammeter or the battery. It may also be caused by a loose ground at the lamps or lamp base. When fuses blow out repeatedly, install a little heavier one, as an extra load, such as larger globes in lights or a stop signal on same circuit, will draw more amperes through the fuse.

Desert Fleet.
A fleet of V-83 Cadillac cars is operated across the Syrian Desert by the Nairn Transportation Company of Beirut, Syria. The route from Beirut to Bagdad covers 603 miles and for 425 miles of the journey the cars are out of touch with any base of supplies. Passenger cars are accompanied by baggage cars which carry water and provisions.

Farther South.
Tourists may now be free to enter Lower California without undergoing the pains of learning Spanish to find their way out. The Automobile Club of Southern California has just completed signposting more than 400 miles of roads in the upper part of the narrow peninsula in English.

Speed Gains Little.
It's hardly worth while to speed, finds the Automobile Club of Southern California, after several tests. Tests were made in trying to gain time and in complying with speed laws. The former method gained only five minutes in an hour's driving.

Speedometer Troubles.
If the speed indicator of the speedometer vibrates or jumps, look for loose couplings or connections, too sharp a bend in the flexible shaft, lack of lubrication, or gears that do not mesh properly.

Loads on running boards should not extend beyond the hub caps on the left side nor more than six inches on the right side.
Never change the oil in an engine on a very cold day.

TOO MUCH CONTROL INSUFFICIENT AID

Require Constructive Not Repressive Remedies For Traffic Ills.

"Our cities are placing the chief burden of traffic on our already overworked police force instead of making studies of transportation needs, and planning traffic routing and improvements on the basis of these studies," declared C. C. Hanch, second vice-president of the National Automobile Chamber of Commerce, who contends that too many prohibitions are the chief cause of traffic difficulties in cities.

"Speed is a relative matter, depending upon the time of day, the place, and the conditions of road and weather," he asserts. "What we need most is not the clamping down of an arbitrary speed law, but the quick and safe despatching of traffic at rates of speed suitable to the conditions."

"We need more parking, not 'no parking.' Facilities at cost should be provided for the all-day parker, and everyone should be permitted to leave his machine at a given place long enough to attend to reasonable errands. Constructive rather than repressive programmes should be the goal."

Treatment For Rusted Springs.
When a spring is rusted to the extent that it becomes "frozen" in a rigid mass, it should be taken apart, each leaf washed with kerosene, and replaced, inserting a heavy piece of wrapping paper thoroughly saturated with a good grade of graphite grease between each leaf. Apply engine oil freely—it is a good plan to paint the spring leaves with oil. The oil will work down between the leaves.

Spark Plug Intelligence.
Folled spark plugs are caused by the accumulation of carbon deposits in a way to short-circuit them. The reason is generally found in the excessive use of lubricating oil getting into the combustion chamber. This is either caused by carrying the oil level in the engine too high, or else the engine is badly worn, or rings are in poor condition.

The storage battery should be securely clamped in its cradle or bracket.

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HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH

The Leaking Battery

Destructive Effects Come From Escaped Acid
IF IN FILLING THE BATTERY CELLS one finds that one or two of them regularly require considerably more liquid than the others, the bring the level up to normal, the cause had better be investigated. Looseness of a battery upon its supports, careless handling, when out of the car and also freezing, not infrequently cause the hard rubber jars to crack and the liquid to escape into the wooden containing case, which is soon eaten away by the acid. If there is an excessive amount of refilling demanded by some of the cells and liquid can be seen seeping down from the battery box, jars are doubtless cracked and the battery will have to be taken apart and replacements made.

Insecure Sealing
Another common cause of unequal refilling requirements among the cells is the escape of liquid most often from the two end-cells, past imperfect sealing where the positive and negative terminal-posts pass through the cell covers. Soft rubber gaskets or fusible compound are generally used to form these seals, but as the cables connected to the terminal posts are heavy and stiff, they cause considerable strain on the posts and may loosen or break these seals, especially if the battery is not held down firmly, resulting in splashing out of electrolyte when the car jolts and in creeping out of the liquid through capillary action.

Corrosion From Escaped Acid
When electrolyte has been escaping in this way, the ends of the copper cables show heavy accumulations of a bluish-green corrosion product, the tops of the end cells are usually damp and the containing corrodé rapidly, should have their terminal posts resealed, or ultimately the contacts will become so faulty as to prevent the starter from working.

Liquid Lost Through Overflowing
Battery liquid is sometimes lost through filling the cells so full that, when charging is taking place and the electrolyte is very warm, the solution rises above the lower gas-hole in the filler caps and when the cells are gassing heavily, liquid foams out with it and is lost. Cells should never be filled as full as this, one-half inch of liquid above the plates being enough.

Be Sure To Replace Vent Plugs
If one neglects to screw the filler caps back into place and runs the car with the battery in this condition there will be serious slopping out of the electrolyte and the acid which it contains is ruinous to nearly everything it touches.

THE COST OF HIGH SPEED
I've got to save on gas somehow!!

the square of the speed, unless at velocities well above those permissible on highways. Operative expense, due to other factors than fuel consumption, increases very rapidly if speed is increased from 20 to 40 m. p. h. for instance repairs and tire replacements.
SECURING LOWER GEAR RATIO
W. E. H. writes: The ring-gear of my sedan has 33 teeth and the pinion-gear 10 teeth. Would it be all right to change to a 45 tooth gear and a 9 tooth pinion and would it pay me to do this, on account of the additional power I should obtain?
Answer: It does not seem possible that a 45 tooth ring-gear could be accommodated in the standard axle-housing, as the clearance is rather small for the 33 and more so for the 45 tooth gear. A 45 tooth pinion is rather small for the best results and the ratio obtainable by this 45 to 9 combination would be 5 to 1, which we believe is lower than would be advantageous to use on this car. A 40 tooth gear and a 10 tooth pinion we believe are standard for a special low ratio on this model and it seems as if this should give you the best results and extra pulling power. However, you better consult your service station, as they may have a lower ratio than we know of.
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.

Kingston Markets

Friday, Feb. 27.

Fruit.

Bananas, doz.	50-70
Grapes, Cal., lb.	25-30
Oranges, doz.	25-70
Lemons, doz.	30
Prunes, Cal., lb.	15-25
Peaches, Evap., lb.	20
Apples, peck.	40-50

Vegetables.

Potatoes, bag.	\$1.00-\$1.10
Potatoes, peck.	25
Cabbage, lb.	4 for 25
Carrots, peck.	30
Parsnips.	35
Turnips.	25
Beets.	35
Onions, lb.	6 for 25

Unclassified.

Sugar, granulated, lb.	9
Sugar, yellow, lb.	8 1/2
Sugar, icing, lb.	13 1/2
Flour, standard, cwt.	\$5.50-\$5.75
Roller Oats, lb.	5
Honey, 5-lb. pail.	75
Honey, comb.	30

Fish.

Cod, lb.	15
Filets, lb.	22-25
Finnan Haddock, lb.	18
Haddock, fresh, lb.	15
Halibut, fresh, lb.	32
Kippers, pair.	20-25
Perch, lb.	12 1/2
Pike, lb.	15
Salmon, lb.	25-35

Dairy Produce.

Butter, creamery, lb.	35-40
Butter, dairy, lb.	35
Cheese, new, lb.	25
Cheese, old, lb.	30
Eggs, new laid, doz.	60

Meats and Poultry.

Beef:	
Steak, porterhouse, lb.	25-30
Steak, round, lb.	25
Boning cuts, lb.	12
Stewing cuts, lb.	8
Beef, western, lb.	12 1/2
Beef, local, lb.	8-10
Pork:	
Loin, roasts, lb.	20
Shoulders, roasts, lb.	20
Hogs, live weight, cwt.	9
Chops, lb.	25-35
Hogs, dressed, cwt.	13-16
Bacon, breakfast, lb.	23-32
Ham, smoked.	35
Lamb:	
Hinds, lb.	20
Fronks, lb.	20
Mutton, chops, lb.	20-25
Mutton, carcass.	30
Poultry:	
Fowl, lb.	25
Goose, lb.	25

Chickens, lb. 20-30
Turkey 30-35

Hay and Grains.

Cream of the West	\$3.50
Household	\$3.50
Straw	\$5.00-\$6.00
Barley	\$1.00
Bran, ton	\$26.00
Buckwheat, bus.	\$30.00
Corn, imported	\$1.45
Hay, baled, ton	\$11-\$12
Hay, loose, ton	\$10
Oats, local, bus.	75
Middlings, ton	\$47.00
Shorts, ton	\$37.00
Wheat, local	\$1.25-\$1.50

Hides, etc.

Deacon skins, each	20-31
Horse hides	up to 52
Beef hides, lb.	10
Bulls, over 60 lbs.	07
Veal skins, lb.	15
Yeast kips, lb.	12
Sheep skins, fresh	up to \$3.50
Tallow, rendered in cakes, lb.	06
Ghee, wild, lb.	\$10
Bees wax, clear, lb.	25
Wool, unwashed lb.	25-30
Wool, washed, lb.	up to 25

The checking of an engine is one of the most dangerous things that threaten a driver of a car.
The first pneumatic tire ever put into practical use was made 30 years ago.

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