#### **OUT OUR WAY**

#### HOW MANY LICKS DOES HE GIT BOYS WAIT'LLI GIT FER TELLIN'US T' FAN IM! GO'N BUY OUR' A DIFFERENT FORE HE OWN CIGARETTES? HOLT ON IM MY HEADS LOOSE. TOO CLOSE TO TH' TARGE GO AHAID! DO ORE WUST. IM THRU FEEDIN CIGARETTES TUH YOU BUMS. J.R.Williams

NATIONAL CAMPAIGN

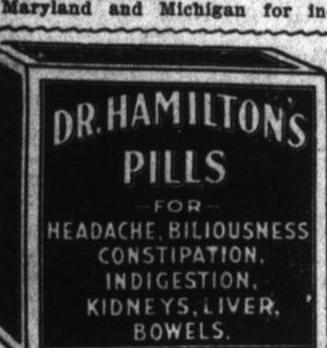
tures in the country this year will of the law. inaugurate a national campaign for legislation to eliminate the auto thief.

the American Automobile Associa- when a car is bought or sold," says tion. All of its resources through its member clubs in every state, are lative board of the A.A.A. being organized for the purpose.

What is wanted is a universal state certificate of title law to help reduce automobile thefts.

Twelve states which have already cient co-operation between adopted such legislation will support states in executing such laws and the A.A.A. in its campaign with proof that this law has cut down the of their provisions." number of stolen cars considerably, has placed many auto thieves behind the bars and has also brought about a reduction in automobile theft insurance rates.

Maryland and Michigan for in-



stance, report a 50 per cent. reduc- a burned-out bearing at the end AGAINST AUTO THIEF | tion in theft losses while the recov- of this oil line. Washington, March 6 .- Meeting ery of stolen cars in these states of 42 out of the 48 state legisla- was 95 per cent, since the passage

CHAP COURT MARTIAL

"Automobile thieves are able to carry on their practices with impunity because in most states it is un-At the head of this campaign is necessary to prove or register title Roy Britton, chairman of the legis-

> "We cannot expect to stop organized automobile thievery until all the states adopt a uniform anti-theft law. After that there must be effi-

The law sponsored by the A.A.A. mits them. has these provisions: 1. Compulsory issuance of cer-

tificate of title and evidence of registration. 2. Regulation of purchase and sale or other transfer of auto own-

3. Regulation and licensing of dealers in used cars.

4. Provisions to facilitate recovery of stolen autos.

Importance of Clean Oil. A fine fire strainer should be a part of the inside of the oil reservoir of every car. Occasionally dirt or lint which has worked its way into the oil reservoir will eventually get into one of the oil lines and plug it. This means that there will be the top of a hill.

Victoria Marks New Steamer's Arrival by Dinner

PEDESTRIANS ARE OWN TRAFFIC COPS Los Angeles, March 7 .- Pedestrians in Los Angeles are their own

Whenever a pedestrian wants cross a street corner where there is no traffic policeman, all he has to do is to hold up his hand, palm out, Motorists have to stop at this sig-

new ordinance. On the other hand, pedestrians never failing punishment for breach must comply with traffic signals and most cross only when the signal per-

nal. That's the law, according to the

The new ordinance also makes it unlawful to pass a street car within 100 feet of a street intersection. This, and a rule that motorists must stop when a street car stops, even at safety zones, although they may

go ahead through the zones without waiting for the car to start, are being observed carefully by authorities to see what effect it has on traffic. Traffic authorities, however, expect it to result in a more regulated traffic system than has prevailed in

the city. When putting chains on tires, the shiny side of the links go outside. for more than 24 hours.

No car should be left unwashed Always sound horn upon nearing OF \$20,000,000 GRANT

By Williams TO PRESS FOR RENEWAL

A Strong Delegation Is Going to Present the Case at Ottawa.

Montreal, March 6 .- The Canadian Good Roads Association is marshaling its forces to press its application to the Dominion Government for a renewal of the federal grant of \$20,000,000 to assist the various provincial governments in carrying out their programmes of construction of main roads designed to be linked up interprovincially and finally nationally. The decision to make the application was approved by unanimous resolution from every province in the Dominion, including several premiers and numerous ministers, deputy ministers and highway executives, at the annual convention of the association held in June last at St. Andrew's-by-the-Sea, N.B., and was reaffirmed at the interprovincial conference of ministers and highway officials held at Toronto in November. A strong delegation is being assembled, headed by Hon. P. J. Ventot, premier of New Brunswick and president of the association, and including representatives of each provincial government and many influential citizens, to go to Ottawa, at a date during the current session to be fixed by Hon. Mr. Veniot, to urge upon the cabinet the advantages accruing from the proposal and the consideration which should insure a favorable answer to their appeal. Premier Veniot has addressed to

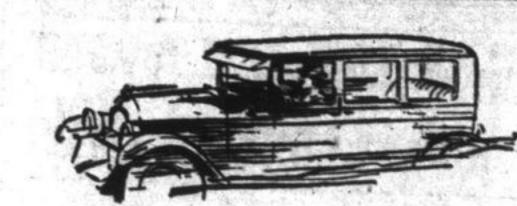
each member of the Senate and the House of Commons a personal letter, in which he presents the arguments in favor of the grant, stressing the fact that the Dominion Government is one of the chief beneficiaries of the network of improved highways made possible by the previous grant in 1919 of \$20,000,000 and designed to be extended should the grant be renewed. After saying that good roads come under the definition of projects undertaken "in the general interests of Canada," and quoting the axiom that those who benefit should pay, Premier Veniot goes on to point out that to date the Dominion has collected as customs and excise duties on automobiles, accessories and parts a total revenue of approximately \$105,-000,000, the greater part of which is due to improved roads. The federal post office department, moreover, makes use of 55 per cent. of all provincial roads for mail transportation, delivery or collection,

FOR

THE

vibration.





### Results as Different and Desirable Today as They Were a Year Ago

When the Chrysler Six was introduced early in 1924 it was apparent at once that its engineers had advanced far beyond conventional conceptions of performance and riding qualities.

The results were not only so different, but so desirable that it took more than 32,000 cars in the effort to satisfy the first year demand—a record.

Chrysler results are acknowledged to be as different and as desirable today as they were in 1924 and the public is as eager to possess them. For where else can you find a 3-inch motor that develops 68 horsepower. better than 70 miles an hour. with a gasoline economy of fully 24 miles to the gallon? Where else can you find the complete absence of vibration and the elimination of sidesway and roadweaving? Where can you find all these things and many more, such as the oil-filter that cleanses the oil as the car runs, the air-cleaner for the carburetor, the Chrysler-Lockheed hydraulic four-wheel brakes that assure perfect control at all speeds?

Only in the Chrysler Six.

We are eager to give you a practical demonstration of these remarkable results and thereby establish to your satisfaction that the Chrysler Six is the best built car the industry has yet produced.

We are pleased to extend the convenience of time-payments. Ach about Chrysler's attractive plan. Dealers everywhere.

CLARK BROS. 371 King Street.

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## CHRYSLERSIX

attracting settlers to any district C.N.R. and other Canadian railways and are imperative if the policies of of unprofitable short hauls, are serv- easily than one which is overinflatwhich would be impossible or much colonization and immigration, vita- ing increasingly as feeders of long- ed. more costly were it not for highway ly necessary for Canada's welfare, haul freight to the rallways. Mr. Veimprovements. Good roads are one are to be carried out. Highway niot's final argument is the general

ALBERT L. CLOUGH

motor, thinking that the gears

might have locked, but still the en-ging cannot be cranked. Are the bearings burned out or what do you think is the matter?

Answer: We fear that the cylinder became so overheated that they expanded and scored the cylinder

walls, which were imperfectly lubri-

of the overheated oil. When this

occurs the metal of the pistons and

the cylinders usually interpene-trate somewhat, locking these parts

Preventable Engine Vibration

herent in design and construction-due to unbalanced or unduly heavy

or springy moving parts-and this is the fact so far as unavoidable

tween two identical engines, one of them "well tuned" and the other

not in good order, at once realizes that vibration is also dependent upon

Weak And Strong Cylinders

of operation and may be due to inequalities in fueling, to differences in

charge retention, to inaccuracies in spark timing and other factors.

Differences in operation among the cylinders is fatal to smoothness

More complete atomization at the carburetor, a judicious application

of intake heat, the elimination of air-leakage and the provision of super-

for manifolding, together with the securing of gas tightness on the part

of valves and pistons will often do wonders in suppressing preventable

Ignition Discrepancies

tribution system is involved but it is very commonly so with the multiple vibrator coll system, such as used on Ford engines. Frequently

the difference between a "smooth" and a rough engine is found to lie

in inequalities of vibrator condition and in irregularities of timer con-

Incorrect ignition timing is seldom a factor when the single-coil dis-

engine condition that is perhaps partially remediable.

But whoever has noticed the difference in steadiness of running be-

ENGINE VIBRATION is generally considered solely as something in-

of the strongest inducements for transportation, while relieving the benefit to Canada from the tourist traffic, which has grown so amazingly in recent years and which brings not only benefits in the expenditure of millions of money within the Dominion, but also serves as

> for Canada's beauties, its resources and its investment opportunities. The date of the delegation's visit to Ottawa will be announced as soon as it is definitely set.

an invaluable advertising medium

Electrical Efficiency.

The electrical efficiency in a car should be perfect at all times. Regular inspection should be made, and whenever a wire or cable is frayed or cracked wrap it with tape but if there is a break or near-break, it should be replaced by a new wire. A strand of wire that has worked through the insulation may be making contacts and draining the current, with irregular light and ignition. Be sure that every wire is fastened so that it cannot swing and chafe, and install flexible metal conduits where these are needed.

Balloon Tires.

Care should be exercised to prevent scraping the sides of balloon tires against the curb. The walls are thin and their flexibility is not protected against scraping and chafing. Jacks should be capable of giving the car the extra lift necessary for removing a flat balloon tire. It may be well to carry a small block of wood in the tool kit to fit under the jack in event of a tire change in soft ground.

The reason that most cars wear out sooner than they should is usually due to improper lubrication.

Mathieson

## & Wilder

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We absolutely guarantee all work

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**ELLIOTT & WILLIAMSON** 

Universal Tire and Battery Service, 184 Ontario Street (Corner Queen Street)

Avoid it by purchasing a new

EMPLOYED.

R. W. P. writes: The engine of my — car knocks badly on hills and also on the level, when I feed gas suddenly. It seems to be but one cylinder that produces the knock. My mechanic advises reboring and new pistons, but this car has been run only 7,000 miles and always has been well cared for trace somewhat, locking these parts together. You better put this car in the shop, have the cylinder-head removed and see if the pistons can be freed. When this is accomplished, the extent of damage to cylinder walls, if any can be determined. and always has been well cared for. ENGINE HAS BECOME "SET" Carbon has been removed, the CART START THE ENvalves ground and all bearings ad-Answer: Find out which cylinder the knock is in, by shortening each plug successively, when the angine is running somewhat loaded. When the knocking cylinder is identified, inject a quantity of very heavy oil into it through the plughole and run the engine again, partly loaded. If the knock disappears, its piston is probably slap-ping and reboring and refitting is the remedy. If the knock still per-

to make further suggestions. SIEZED PISTONS?

sists; write us again and we will try

ONE CYLINDER KNOCKS



valve engine froze and then the en- haps you can do so by having the gine ran hot. I thawed the ice out car towed and, while it is in of the system, but cannot turn the motion, with high gear engaged, engine over. Removed the starting gently letting in the clutch.

over, even with the handcrank, but I am sure it has not frozen, as I drained out all the water before jacking up. What shall I do?

Answer: Take out the sparkplugs and inject kerosene or rust remover into each cylinder, then, with one rear wheel jacked up and the engine in high gear, try turning the free rear wheel by hand, first in one direction and then in the other. After a little time and effort, the pistons, which have perhaps susted to the cylinder walls, should work free. Before starting the engine cylinder oil should be injected into each cylinder through the plug holes. If you represent

D. J. J. writes: My car has been

jacked up for about two months and now I cannot turn the engine over, even with the handcrank, but

A. B. writes: The water in the the plug holes. If you cannot free cooling system of my —— sieeve- the engine as above described, per-

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

to Pioneer of Coast Shipping

Group of Canadian Pacific Officials photographed on board the S.S. Princess Kathleen at Victoria, B.C.—Left to right, top row : W. H. Saell, general passenger agent, Vancouver; Charles Hurphy, general manager western port at Victoria; J. J. Scully, general manager, castern lines, and Captain C. D. Neroutses, marine superintendent B.C. Coast Services.—Seated: Captain J. W. Troup, manager of the company's B. O. Coast Services; Grant Hall, vice-president of the Canadian Pacific Railway, Montreal; and C. H. Temple, chief of motive power, Montreal; Above, Princess Kathleen in action, and the Canadian Pacific Marine Terminal Building, Victoria, B.C., a handsome new building which does not detract from the beauty of the water front.

The arrival of the new Canadian Pacific coastal steamer Princess Kathleen" at Victoria, B.C., at the end of her lengthy trip from the Clyde, Scotland, where she was built, was made a public event by the residents of that city. Crowds met the ship when she steamed into the harbor, and the occasion was marked by a civic linner to Captain J. W. Troup, manager of the Canadian statended by two hundred citizens. The Mayor and alder must of the city were present, as well as representatives of the Provincial Government. The company was represented by Vice-Predicent Grant Hall. J. Scully general manager eastern lines, and C. H. Temple, chied from Montreal to be present, and Charles Murphy general manager western lines, and C. H. Temple, chied from Montreal to be present, and Charles Murphy general manager western lines, and C. H. Temple, chied from Montreal to be present, and Charles Murphy general manager western lines, and C. H. Temple, chied from Montreal to be present, and Charles Murphy general manager western lines, and charles Murphy general manager western lines, and contributing to the aphiliding of Victoria, Captain Troup was presented with a mussiv alliver tray suitably engraved.

In returning thanks, Captain Troup told the history of the company's coastal steamship services since 1901, when he had taken over its management. At that time it represented an investment of about \$250,000, whereas, he maid, if now amounted to \$45,000 monthly and Victoria's abure of the monthly pay roll was \$65,000. He told of the warranted. Captain Troup concluded by remarking that the officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were like officers and men of the Canadian Pacific were