

NEWS IN THE AUTOMOBILE WORLD

New Six Latest Overland Model

The six cylinder Overland just announced, gives the Willys-Overland Company the third car in its selling combination. In June the Overland announced a four cylinder touring car to sell for \$1050. Four weeks ago the Willys-Knight car was announced. With the announcement of the Six Overland, the Overland completes a trio of models which to all intents and purposes practically blanket the moderate price market.

The latest addition to the Overland family is known as Model 58. The low price for so big a seven passenger touring car is the result of the quantity production methods at the Overland factory.

The wheel base of 125 inches adds much to the easy riding qualities of the car. The roomy body has two extra seats and can easily accommodate seven adults. The seats have high backs and the seat cushions are built on deep coiled springs. The upholstery throughout is of genuine leather.

The cylinders of the motor are cast en bloc. With a bore of 3 1/2 inches and a stroke of 5 1/4 inches, the motor will develop 45 horsepower at normal engine speeds. The oiling system is a combination of force feed and constant level splash. The oil is fed under pressure to the crank shaft and cam shaft bearings and to the three helical timing gears.

The vacuum gasoline tank under the hood insures positive flow of gasoline to the carburetor, which is of an improved type, with hot air attachment. Ignition is furnished by high tension magneto as in last year's model.

No batteries are required. The magneto is entirely independent of the electric starting and lighting system, which is of the two unit type.

The transmission is of the selective sliding gear type with three speeds forward and reverse. The gears themselves are sintered steel, double heat treated and of the stub tooth type. The front and rear axles remain the same as last season—the one beam section type in front and full-floating type in rear. The front springs are semi-elliptic, 38 inches long by 2 inches wide. The rear springs are three-quarter elliptic, 53 inches by 2 inches, and are slung under the axle in swivel seats.

Left hand drive and centre control facilitates driving. The electric control buttons are on the steering column, most convenient for use. All indicating devices are on the cowl dash instrument board. Pedals are adjustable for reach and the foot pads, being hinged, conform to the position of the foot. The tires are 35 inches by 4 1/2 inches, with non-skid in rear.

The complete equipment includes a two unit volt electric starting and lighting system with head, tail and dash lamps and headlight dimmers, ammeter to register electric current, one man top, rain vision, ventilating type windshield with universal adjustment, magnetic speedometer, electric horn, muffler cutout, combined tail light and license plate bracket, hinged robe rail, foot rest, tire carriers in rear, extra demountable rim, full set of tools, tire repair kit, jack and pump.

HOW ONE MANUFACTURER MAKES SERVICE CERTAIN

One way of giving service to motor car owners is to place service stations all over the country, or in more populated districts and "put it up to the agent himself."

But a better plan has been adopted by the Willard Storage Battery Company. They have gone a step farther towards giving their battery Owners service. Direct factory representatives are placed at strategic points throughout the country. These men not only supervise the service work of Willard Service Stations, (more than 400 in number), but make suggestions to the service stations of manufacturers whose cars are equipped with Willard starting and lighting batteries.

This system keeps everybody on his toes and gives the car owner the kind of service he is really entitled to.

Factory trained men who act as supervisors are stationed at New York, Boston, Philadelphia, Atlanta, Cleveland, Indianapolis, Detroit, Chicago, Minneapolis, Omaha, Kansas City, Dallas, San Francisco and Seattle.

Heat Does Not Cause Blow-Outs

"One often hears the argument that heat causes expansion of the air sufficient to produce a blow-out," says Walter Bliss, Boston manager of the Goodyear Tire & Rubber Company. "Many motorists thus excuse their habit of running tires under-inflated. Even experienced garage men advise that tires be run at fifteen to twenty pounds lower pressure in hot weather. We have to admit, of course, that heat does expand air and raises the pressure in a tire, but in its practical effect the rise in temperature is insufficient to cause even the slightest danger."

"To satisfy ourselves on this point we recently made an unusually severe test, using a runabout equipped with 32x4 tires. We selected a day, which according to local records was the hottest June day ever recorded. The tires were pumped up to eighty pounds with the car standing in the cool of the garage. It was driven intermittently for about an hour, and when not running was allowed to stand in the sun. Then it was taken for a spin at forty miles an hour over brick and tar-red-block pavements. On measuring the pressure we found it had increased just four pounds.

"As far as the welfare of the tire is

concerned a difference of four pounds is really no difference at all. Tires are built with such a high factor of safety that an increase in pressure of many times four pounds would not cause a blowout, unless already ruined by overloading and under-inflation. We have often inflated up to three hundred pounds without any damage to the tire.

"The most serious variation in tire pressure is caused by leakage. Rubber is to a small degree porous and will allow air under pressure to leak through it. A certain amount of leakage through both tube and valve is normal and to be expected. Your pressure may maintain itself for a considerable time, but it is never safe to count on it. You cannot put it too strong that under-inflation, not over-inflation, is the condition to guard against."

AUTO EXPORTS DOUBLED

Great Increase in Foreign Trade of Industry Largely Due to War Orders for Motor Trucks.

Motor cars and motor trucks valued at \$60,254,635 were exported from the United States during the year ending June 30, according to figures from Washington. The cars were valued at \$21,113,953 and the trucks, a large proportion of which were on war orders, were valued at \$39,140,682. In addition parts were exported to the value of \$7,853,153. The cars exported numbered 23,380 and the trucks 13,996, a total of 37,376 vehicles. The value of the exports of cars and trucks was more than twice that of the previous year in which \$26,574,574 worth were sent to foreign countries.

The most striking feature of the increase is in trucks. In the year that ended June 30, 1914, only 754 trucks were exported against the 13,996 in

the last fiscal year. In other words, eighteen times as many trucks were sent out of the country in the year ending with last June as in the previous year. Exports of cars, on the other hand, fell off from 28,306 to 23,380.

The export figures for June, 1915, show 2990 motor trucks valued at \$8,572,803 and the export of passenger cars 4418, valued at \$4,735,998. Contrasting the business in June, 1915, with June, 1914, great export gains are noticed. June, 1914 recorded 90 motor trucks exported at a value of \$120,267, in other words the exportation of motor trucks was thirty-three times greater in June, a year ago. In June, 1914, 1922 passenger automobiles were exported, valued at \$1,807,822; whereas in June, 1915 there was 4418 automobiles exported, valued at \$4,735,998.



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"MADE IN CANADA"

Ford Touring Car
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Ford Runabout
Price \$480

Ford Town Car
Price \$780

The above prices E. J. Ford, Ont., effective Aug. 2, 1915. No speedometer included in this year's equipment, other than cars fully equipped. Cars on display and sale at St. John Branch, Main 2808.

ADDITIONS TO THE OVERLAND FACTORY

Additions more than equaling the size of the average American automobile plant are being started at the Overland factory in Toledo. The additions to the factory alone will be equivalent to almost twenty-three acres of floor space. In addition to the factory extensions there will be a new office building, 63x373 feet.

One of the new factory structures will contain twenty acres of floor space and will be nearly three times the size of the original Pope plant, when taken over by John N. Willys, president of the Willys-Overland Company. This building will be five stories high, 400 feet wide, and 400 feet deep. It will be used for final testing, body assembling and finishing and will contain 800,000 square feet of floor space.

This building will contain even more floor space than the one recently completed for the Overland, which was 1,000 feet long, 200 feet wide and three stories high, and said to be the largest single factory building in the world. The new assembling and finishing building, when completed, will give the Toledo plant the distinction of having two of the largest single factory buildings ever constructed.

NEW CARS FOR NEW YORK FIRE CHIEFS

Another step in the motorizing of the New York city fire department will soon be taken when the battalion chiefs receive their new auto runabouts which have recently been contracted for by Commission Adamson. Twenty of these cars are called for in the contract and their initial cost will be \$423 each. It is estimated that it will not cost less than \$200 to maintain each of these cars for a year, whereas at the present time each battalion chief requires two horses which cost the city about \$300 each per year.

Motorization of other parts of the department is also going on rapidly. Many of the horse-drawn fire engines have been converted into motor driven engines by equipping them with tractor engines. In December, 1914, there were 1167 fire horses. The previous year there were 1341 horses. The department is now getting rid of them at the rate of 200 a month. If the necessary funds are provided the completion of motorization will be accomplished by the end of 1917. Last year the city appropriated \$380,000 for motor fire apparatus.

Much work has already been done in the way of motorization. Stalls have been removed from many firehouses, gasoline storage tanks have been installed, and floors strengthened. Firehouses which were illuminated with gas have now been electrified. This extensive work has been done without an interruption to the service of any of the companies.

The department is well equipped with three classes of motor apparatus. These are: Tractor engines, high pressure automobile hose wagons, each of which will save the department \$280 a year, and gasoline motor-driven engines with a pumping equipment.

The automobile training school which the department has established in its repair shops at Fifty-sixth street and Twelfth avenue, is a busy place. Young firemen with a mechanical bent are sent to the school, where they receive a six weeks' course of instruction in the working parts of motors. The school is in charge of Battalion Chief James Henry. Chief Henry takes his charges out daily in a motor truck, and gives them practical instruction in auto-driving. In this way the department is training and developing chauffeurs.

Fire officials assert that the superiority of the motor apparatus to the horse has been clearly proven. The motors have been found to be much faster than the horses. Then it has been estimated that the motorization of the department will save the city thousands of dollars.

BUYS AUTOCARS FOR BOSTON

One of the Largest Baking Companies to Enlarge Its Motor Delivery Equipment.

The Loose-Wiles Biscuit Company has just placed an order with the Autocar Company of Ardmore, Pa. for motor delivery vehicles which will be used in the Boston territory. Autocars are already in the service of the Loose-Wiles Company in Boston and New York.

The baking companies, large and small, are very generally putting on motor delivery equipment, and the Autocar Company numbers more than fifty bakers among the users of its trucks. This condition points to two things, that there is considerable activity in the baking business, and that where perishable goods must be delivered quickly the motor truck is the efficient solution of the delivery problem.

Prizes Won at Picnic.

In connection with the St. Peter's picnic Thursday, the following prize announcements were made: Fish pond—Pipe, J. F. Mahoney, 384 Main street, ticket 45; watch, Daniel McLaughlin, Millidgeville avenue, ticket 706; winner of Junco, Louis McDonald, Fairville, ticket 26; prize box, J. B. O'Connor, 112 Queen street; bean board contest, Thomas Phillips, first, James Flannagan, second.

For an Aeroplane.

Some time ago Mayor Frink addressed a communication to the Provincial Government asking for their public approval of the plan to raise a fund in New Brunswick for the purchase of an aeroplane. Yesterday His Worship received a letter from Premier Clarke stating that the government would gladly give public approval and sanction to the plan.

OTTIE S. McINTYRE, Agent.
Service Station, 54 Sydney Street.



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