

# MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

## HERE IS ONE WAY TO STOP FIRE IN CAR

When the car catches fire—then what? The first thing to do is to try and keep calm and not throw a lot of water where it will do the most harm. Water in the generator will do a lot more harm than good and will damage this part of the electric system permanently.

If the electrical system is short-circuited and fire arises from this source, the first thing to do is to disconnect the battery terminals so that no current will flow through the system.

If the fire is on the carburetor side of the motor, stop and throw sand in. Do not use water. If you do the fire will spread all over the car in no time at all.

If the fire starts in the dirty, oily drip pan under the car, then throw sand or dirt into the blaze. Again, do not use water.

Of course the best solution of the problem is to have a good fire extinguisher in the car and to use it in case of fire. Then you know that nothing can happen that you cannot control.

Backfiring in the carburetor is sometimes a cause of fire, but not nearly so often as most motorists think. If this happens, the way to fight it is to throw sand in and then try and smother the fire with a blanket, robe or coat.

The main thing is to act quickly and decisively and beat the fire before it gets big enough to beat you.

## WATER IN CRANK CASE

Not all truck operators realize how much water collects in the crankcase especially at this time of the year. This water mixes with the oil, forming an emulsion, which has a low lubricating value. All this to emphasize the importance of refilling the crank case with fresh oil every 1,000 miles or oftener, if possible, after the crank case has been thoroughly flushed out with kerosene.

Difficult grades can be made with greater speed and less fuel in intermediate than if the engine is permitted to labor in high to the point of stalling. Contrary to popular supposition the engine will cool better if it is not obliged to labor excessively.

## CARBURETOR TROUBLE

Many cars have no provision aside from a strainer in the tank for keeping out dirt from the carburetor. Owners of such vehicles will do well to fit a trap in the fuel line. All the big carburetor makers offer these traps, which are to be placed in the line near the carburetor or in the bottom of the tank. The trap catches all the dirt and water and should be cleaned out regularly once a month.

TORONTO.—Advice received by Willys-Overland, Limited, states that an economy record has been established by one of their stock cars. Across the United States, 3,442 miles from New York to San Francisco, with an average of 32.6 miles to the Imperial gallon of gasoline, is the new transcontinental economy record.

The run was started from New York, eleven States being crossed with all their variety of rough country roads, broken mountain trails, stretches of mud and weary wastes of desert-land. Yet the car arrived in San Francisco ready and fit to make a return trip.

This great record is all the more remarkable because of the conditions of this economy test. Spanning the continent has usually been a contest against time. The Overland run was directed against high costs of gas, oil, tires and upkeep.

In these days of increasing talk about the scarcity of gasoline, the Overland record of 32.6 miles to the Imperial gallon of gas in a continuous night-and-day punishing drive of 3,442 miles cannot fail to have a pocket-deep interest for every man and woman who drives a motor car.

Neither was the record established by experienced drivers. In crossing the eleven States on the route this car was driven by 25 different men, none of whom had ever seen or handled the car before it arrived in the town where they were told to meet it.

The object of the run was to determine a national standard of economy and stamina for the light-weight car, a class in which the Overland has created a sensation because of its many new features, including the Triplex Springs, designed to ward off the jars and jolts of the roughest roads, and thus prolong the life of the car while protecting passengers from the usual road discomforts.

## MAY RATION GAS IN UNITED STATES

A gasoline rationing system to be applied throughout the entire United States is being considered by big refiners. Before adopting the rationing system refiners plan to issue a nation-wide appeal to the country to cut down joy-riding.

Consumption is reported as 13,000,000 gallons a day. Production is 11,000,000 gallons a day.

Refiners say it is impossible to increase production. They say oil now is being produced faster than ever before. In June, for instance, 11,087 wells were being drilled.

## THIS REALLY HAPPENED

Franklin Freeman, who lives on Franklin Street, in the village of Franklinton, in the county of Franklin, has just purchased a new Franklin car through the Franklin sub-dealer in Franklin county, North Carolina.

The present demand for automobiles in Sweden is 300 per cent. greater than that prevailing in 1914.

Did you ever look at your fan belt when you found your engine overheating? A slipping belt means the fan is going at a slower speed and does little cooling for the engine. Tighten up the belt every once in a while or ask a harness man to do it for you.

## THE ENGLISH LANGUAGE

"There isn't much I don't know about the English language," boasted the long-haired man in the club.

"I'll test you," a friend picked him up sharply. "I'll dictate a paragraph to you."

With an assured air the boaster seized his pencil, but his jaw dropped as he heard:

"As Hugh Hughes was hewing a yule log from a yew tree a man dressed in clothes of a dark hue came up to Hugh and said: 'Have you seen my ewes?'"

"If you will wait until I hew this yew tree I will go with you anywhere in Europe to look for your ewes," said Hugh."

## Empire Press Delegates in Evangeline's Land



(1) Delegates taking a bucket of water from Evangeline's well.

(2) The Statue of Evangeline just after the unveiling by Lady Burnham.

Five continents were represented at the unveiling of the statue of Evangeline, Grand Pre, Nova Scotia. Nearly all those present belonged to the Imperial Press Conference party, and the unveiling ceremony was performed by Lady Burnham, who said:

"Evangeline is the beautiful conception of an American poet whose verses we learnt to read on both sides of the Atlantic when we were children. History has shed another light on the Acadian story. We see today that British policy was not as black as it was painted. Whatever may be the truth of this story, as a woman, and an English woman, I shall always regard it as one of the most painful episodes in our annals. Thank God those cruel old days lie behind us forever, and from the fate of Evangeline has sprung a great wave of sympathy which has been carried on the healing hand of time. It is a good omen that the beautiful sun, God's healing hand, should be resting upon us all today, who are here to do honor to that sweet woman. Under those rays in your wonderful land so full of beauty and promise the old hatred is dead. I have now the great honor and privilege of unveiling the statue of



Evangeline." The statue, which is of bronze, is the work of Henri Hebert, from a model by his father the late Philippe Hebert, a descendant of the Ac-

dians of whom Evangeline was one. It is a magnificent work of art, and was presented to the Park at Grand Pre by the Dominion Atlantic Railway, which is now part of the C. P. R.

## BATTERY DETERIORATION

Knowledge of the reasons which cause batteries to become discharged will insure the length of service to the battery almost indefinitely.

Here are 14 reasons for battery deterioration:

Frequent starts with but short runs. Insufficient input to battery on account of short runs at low speed.

Use of headlights while standing at the curb.

Ignition switch left on battery over night.

Unnecessarily high candlepower lights, including spotlights.

Lamps left burning over night.

Moving car in garage or elsewhere on the power from battery.

Prolonged attempt to start in cold weather without priming, and without warm water in radiator.

Prolonged attempt to start without investigating engine troubles such as poorly adjusted carburetor, dirty or cracked spark plugs, gummed and sticky valves, carbon.

Starting and lighting system, worn-out generator brushes. Sticking of points in automatic cutout. Loose belt (leather). Loose connections.

Loose connections, generator motor or battery terminals, fuse box, ground wire, switch or spark plugs.

Ground, due to loss of wire insulation through chafing.

Corroded battery terminals.

Inrequent testing and water filling of battery.

## RECKLESS USE OF BRAKE IS COSTLY

An authority on tires says that a motorist cannot jam on his brakes without affecting his purse. Locked wheels are immediately responsible for tire bills. To prove this he demonstrated a new casing which had been driven only a few miles, yet the rubber was scrawled away, exposing the fabric. At the very moment the wheels were locked by the brakes, the tire was passing over a stone, which was dragged along with the tire. This stone sawed right through the fabric in one spot and punctured the inner tube. This careless customer, obviously the author of his own misfortune, complained that there was a "weak spot in his tire!" Yet all his trouble, delay and disappointment were caused by smashing on his brakes when he should have applied them gently. As a matter of fact, a car will stop more quickly in almost every case if the brakes are applied gently.

## AUTOMOBILES FOR SALE!

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