

WIDE VARIETY OF CARS AT WESTERN ONTARIO'S NATIONAL MOTOR SHOW

Greatest Number of Different Makes and Styles of Automobiles Ever Seen in London Will Be Shown At the Armories in February, Declares T. C. Kirby.

T. C. KIRBY says that the National Automobile Show, which opens at the local armories, Feb. 6, will present the greatest variety of machines ever shown in the city, including new makes, and manufacturers' representatives are calmly sanguine of a steady revival of trade.

The time when automobile salesmen were merely order-takers, and when purchasers were asked to take their turn on manufacturers' waiting lists, passed more than a year ago.

At last year's show all manufacturers were frankly hustling for business. In the 1922 exhibition the automobile men expect a considerable replacement trade—that is, the purchase of new cars by owners who in 1921, decided for various reasons to make the old one do for another year.

Reports of the Christmas sales support the expectation that many veteran passenger machines which have been in service for two years will now be placed in the "used" market and succeeded by new models.

One of the most interesting features of the exhibit to the purchaser, especially the one who has bought continuously for a number of years, is the comparison of this season's prices with those of a year ago and automobiles and accessory trades paid

the government \$115,456,000 in sales taxes. This indicates a total trade of \$2,440,125,000.

Passenger cars paid by far the largest share of the sales taxes, \$64,388,000, and the payments indicated that the trade was well distributed over the country.

Improvements in the 1922 models were designed first with a view to increasing the comfort of the passenger.

Thus inclosed models will predominate. Manufacturers also have attempted to give more leg room.

Fittings are neater than ever before and windows are larger. The manufacturers believe they have increased the strength of their products by building "closer to the road," having seen it demonstrated that a low-hung machine suffers less from vibration and therefore "stands up" longer.

Changes also have been made in several of the motors to permit easier access to obscure parts.

HINTS FOR MOTORISTS
By T. C. Kirby, Manager of the 1922 London Motor Show.

Do not under-inflate and do not over-inflate your tires. If too soft they will heat up too much and wear out all the sooner. If they are too hard they make riding and require more gasoline consumption as the soft tire wraps itself around an obstacle, whereas a hard tire does not yield but must be pushed over the obstruction.

When ball-bearings become warm it is not always necessary to have complete new bearings installed. The old ones can be repaired and be almost as good as new. This can be done by turning up the ball races and using larger balls of the proper size.

It is a good plan to start the engine when filling the radiator of a car, using a pump system. In some cases there are places which fill with air which can only be dislodged by running the engine. The system may seem full but after the engine has started the level will be found too low. Running the engine while filling will do away with this.

Present-day self-starting and electric lighting systems require efficient batteries. For this reason the battery should receive careful attention. It should be inspected frequently and the plates of the cells kept covered with electrolyte. A little distilled water added at frequent intervals may obviate the necessity of a new battery.

A little oil and graphite injected between the spring leaves will make the spring more flexible and prevent squeaks, due to rusting. The easy riding qualities of the car will be much improved as well.

PLAN AUTO INSURANCE

New York is contemplating passage of a bill for compulsory automobile liability insurance, resembling the workmen's compensation act. Besides providing for the insurance, the bill also would cause cancellation of insurance carried by reckless drivers. The insurance would cover pedestrians and persons in the car.

DESERT LIFE DICTATES CHARACTER OF NOMADS

Arab Herdsmen Are Frank and Hospitable, While Jungle Dwellers Suspect Strangers.

It must be a rather wonderful experience to live on the desert under gliding of remote suns; to see night after night the stars group themselves into those strange shapes we call constellations; to see, day after day, the sun rise, climb to the zenith, and in a fog of golden dust; to look out on the broad highway of the treeless expanse. Rarely does the rain fall—no clouds dim and decorate the shapeless sky. This is all that deserts have in common; they may vary otherwise—indeed, few deserts are alike; there are mud deserts, sandy deserts, rocky deserts, but water they all lack, so that by far the greater part of the year they are without vegetation.

But it is the silt flats of Mesopotamia which, despite their monotony, in some moods beguile us to song and laughter. That hard line which bounds the horizon of the wandering Arab which the dome of the sky fits closely as a lid; the ash grey mud scorched by the sun; the whine of the jackal at night—these things indeed repel us. But what shall we say of the bright carpet of spring flowers—brief, shy, hugging the ground so closely, yet lovely while they last! What of the satin sky by night, powdered with jewels and the silver segment of the moon, glittering like a semitar! And again, what of that profound hush just before the sun rises; when the touch of the air is a caress; and of the afterglow, when a sheet of glowing haze, tied in a knot under the horizon, guide us to the hidden sun which is just rising half the world away!

Sheep Chocolate-Colored.
Thus, when we see the dark hair tents of the Arab herdsmen with their flocks of chocolate-colored sheep, and their shaggy, long-tailed ponies, their curs and their donkeys, we see the product of this mode of life, so utterly different is it from the lot of those

MOTOR TRUCK AIDS IN REDUCING COSTS

Proves Value To Shipper, Consignee and Consumer Alike.

At least half of every \$100 you spend for food and goods is sunk in the present cost of getting them to you. Instead of worrying in a vague way about the high cost of living, we ought to put our brains on the high cost of distribution.

The motor truck, only five years old as an economic factor, is doing much to save and make money for everybody—shipper, consignee, and ultimate consumer. In its rapid development and road improvement it is a hopeful and promising sign of lessening living costs.

It is going to have a rather prompt part in making life more worth while for everyone.

The road situation in relation to trucks will probably work itself out satisfactorily. Better distribution of weight and the use of trailers will enable the power plant to carry a heavier tonnage. This does not refer to overloading, which damages the road, places the truck relatively out of control of its driver, and is consequently hazardous to the public. It is merely suggesting one avenue of possible future economy in the distribution of goods through better designed trucks and more economical handling of goods.

Improvements can be made also in the fuel consumption of commercial vehicles, and much work is now being done along this line. Better designing, metallurgy, carburetion, and improved roads will consistently lower the ton-mile cost of truck operation.

Demountable bodies, which can be loaded while the truck is on other business, are being used by railroads to save the expensive handling of freight at terminals. The coming of the motor truck is doing for railroad economy, and consequently for public economy, what the rail lines hitherto had to do at great expense, namely, developing spur-line roads. Wherever the long steel arm of a railroad penetrates, the motor truck is there available to develop contributory business.

The automobile is bringing about one of the greatest steps the world has ever taken toward making life happy and comfortable for the poor as well as the rich—which is the best measure of the progress of civilization. It will alleviate the evils of the modern city, which are due to congestion, and of the country, which are caused by isolation. It will distribute the good things of life far more equitably than ever before. It will bring a cleaner, closer-knit, healthier, less expensive, and more comfortable world. This is the real miracle which the automotive industry has ordered for the future.

he cares nothing. They are fat, these babies, soft brown pickaninnies; but anon they will grow lean and hard, as befits the people of the desert. For that, too, is lean and hard.

The men are away on their ponies; perhaps they have ridden far to the city, or to some neighboring encampment; perhaps they are caring for their flocks. They roam far afield, these restless tribes, for they have not yet settled down to agriculture. But they are not quite Bedouin, true. Some of the Bedouins of the desert, of high Arabia, despise the Arabs of Mesopotamia who have settled down to a sedentary life of peace, tilling the soil by the river; they despise, too, these half-wandering tribes who with their flocks hover around the outskirts of cultivation, not wandering very far from cities. Nevertheless all these desert tribes have overflowed from Arabia, and are sprung from the Bedouin. They are simple, pastoral people, who have scarcely changed since the days of the Old Testament.

Tribes Are Very Poor.
Glance inside the humble home. There is not much there, for these Arab tribes are very poor. A few rugs, a copper vessel for water, and cooking pots; a gun and harness—may, it is not much, surely.

But at least these children are happy; they laugh as they play in the dirt. There is a jingle of bells, and the men return, centering up on their ponies. They throw themselves out of the deep saddles, and walk across to us, leading their ponies, their long guns on their backs. With flashing teeth they smile a greeting, their fierce dark eyes searching ours. The ponies toss their heads and the bells jingle pleasantly.

Dusk is falling over the desert, and the flocks of sheep and goats, driven in by small children, are wending their way home; already the jackals are beginning to howl. Before they disappear behind the flap of the tent, the babies whom we saw asleep in the sunshine stare at us quizzically, finger in mouth; then, assured that we are their friends, smile a good-night. From within comes the voice of a mother crooning to sleep these children of the desert.

CLAIMS CANADA ON FIRM BASIS

MONTREAL, Jan. 12.—The importance of economy both in public and private life was emphasized by Sir Herbert Holt, president of the Royal Bank, at an annual meeting of its shareholders here today.

Canada, he said, after accepting every obligation arising out of the war, is stronger materially than before the war. She had her debt and railway and shipping problems, but on the other side must be placed the growth of towns and cities, industrial expansion, the increase in savings and the fact that most of her bonds were held in the Dominion. Compared with conditions in Europe, said Sir Herb, Canada was fortunate indeed.

Sir Herbert Holt said that the scope and character of the existing depression in world trade forbade the hope of an early or easy return to prosperity. However, he did not think that Canada need feel any great apprehension as to the future.

Turn down, grease cups every time you take the car out. Keep your hands off the horn except when necessary.

Char-a-banc, or motor bus, in England is gaining in popularity. A medium priced car in Germany costs about 150,000 marks. Chains only lessen the chances of skidding.

The New, Dignified Models
of the

LONDON SIX

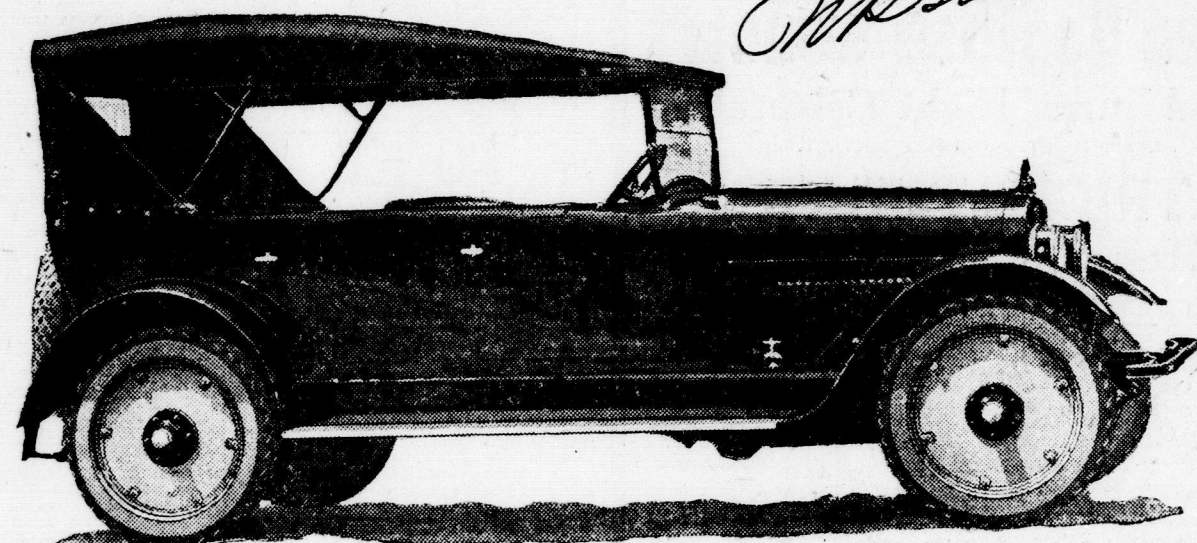
"CANADA'S QUALITY CAR"

WILL BE THE FEATURE OF THE
LONDON MOTOR SHOW

The London Six is made in Canada, at London, Ontario.

The plant is equipped to produce from 10 to 15 cars daily, and is at present employing a staff of 50 (all residents of London), with a total payroll of well over one thousand dollars per week.

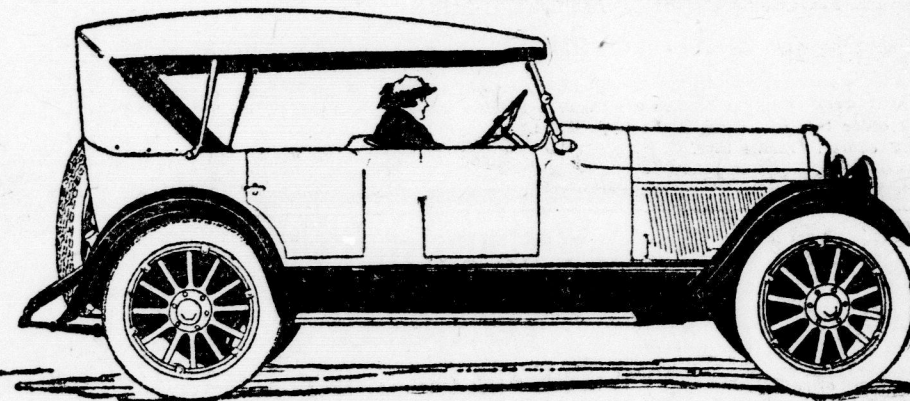
The London Six is built just right;
Not too heavy, not too light.



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Sweeping price reductions on Paige motor cars place the New Series 6-44 Models in competition with cars which have been considered as being in a much lower class.

The 6-44 Touring Car, always a leader among sixes because of its exceptional quality and value, when just placed on the market sold for well over \$3,000. The very latest improved edition of this model now costs you little more than \$2,000. This saving is sensational.

Astonishing as this may seem, it by no means tells the whole story of what Paige has accomplished under new manufacturing conditions. The New Series 6-44 represents not alone finer and more luxurious equipment, but a power plant that has been highly perfected and refined—with more power, more speed and greater flexibility.

The New Series 6-44 is a vastly better car than the one that sold for over \$3,000. Consequently there is an amazing increase in dollar-for-dollar value. Inspect and test this car and prove these facts for yourself.

THE NEW 6-66 PRICES.		THE NEW 6-44 PRICES.	
6-66 Lakewood, 7-Passenger Touring	\$3,325	6-44 Touring, 5-Passenger	\$2,210
6-66 Larchmont II, Sport Type	\$3,415	6-44 Sport Type, 4-Passenger	\$2,400
6-66 Daytonia, 3-Passenger Roadster	\$3,740	6-44 Roadster, 3-Passenger	\$2,210
6-66 Sedan, 7-Passenger	\$4,750	6-44 Sedan, 5-Passenger	\$3,325
6-66 Limousine, 7-Passenger	\$5,030	6-44 Coupe, 4-Passenger	\$3,025
6-66 Coupe, 5-Passenger	\$4,640		

All Prices f.o.b., Windsor.

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The old, reliable firm of J. W. McLaughlin, Ford Dealers, beg to announce that at the present time they are the only Ford dealers in the city of London. For ten years this firm has been selling Ford Cars in this city. A large staff of courteous salesmen and competent repairmen always on hand to serve the public. Now booking orders for spring delivery. All models in stock. Turn in your old car on a new one.

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J. W. McLaughlin

THE FORD MAN.

OPPOSITE THE CITY HALL.