

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

COMPARISON DOLLAR FOR DOLLAR TO PURCHASER BETWEEN DODGE BROTHERS MOTOR VEHICLE, A MANUFACTURED CAR, AND CARS THAT ARE ASSEMBLED JOBS.

Dodge Brothers

1. One rail haul on raw material from suppliers to Dodge Brothers Factory.
2. Material tested in laboratories and metallurgical department. Only such as pass test accepted.
3. Material made into components to own formulas.
4. Changes can be made from day to day, from car to car, as considered necessary.
5. Parts tested and graded; no possibility, for instance, of getting a hard and soft gear in a transmission. Because of grading, always same consistency.
6. Over 800 inspectors watching making and testing of parts, assembly and final test.
7. Dodge Brothers pay dealers smallest commission of any manufacturers except Ford.
8. Dealers pay half all literature and newspaper advertising.
9. Dodge Brothers car so well known that there is no big national advertising campaign. No Saturday Evening Post at \$6,000 per week, etc.
10. No trading allowance to dealers for used cars taken in trade.
11. Being quantity production of, say, 1,000 cars per day, are satisfied with smaller profit per unit than manufacturer building only 30 or 40 cars per day.

Assembled Cars

1. One rail haul of raw material to 30 or 40 factories making the parts. Then second haul of these components to assembly plant. Buyer pays for this.
2. 30 or 40 scattered factories making components to blueprints. No possibility of making changes from day to day, no matter how important or necessary.
3. Each maker of parts adds his overhead, advertising and profit to each component he makes.
4. Practically none of these makers of parts have facilities to test raw material. Many of them are so fixed financially that they are glad to get any material at any price.
5. When these components finally arrive to assembly plant they are finished parts and cannot be tested.
6. The car is assembled, and then the assembler adds his overhead, expensive advertising, large commission to dealers, trading allowance for used cars, and on top of everything, his profit.
7. Dealers can get their literature, etc., free, and, like everything else that costs him nothing, thousands of dollars worth is wasted or lost, for which car buyer pays.

CAR NOTES

Never turn the steering wheel while the car is standing still.

There is little danger of battery freezing except when it is almost discharged.

Placing skid chains on only one of the rear wheels is inviting trouble.

John B. Dunlop, a Dublin dentist, invented the pneumatic tire in 1890.

Underinflated tire shows better mileage than one pumped up hard.

To prevent rain or snow from sticking to the windshield, mix about two ounces of glycerine with one ounce of water and a dram of salt. Apply this to the glass with a cheese cloth. Wipe in a vertical direction only, so that the mixture will allow the rain to flow down and off the glass.

CARELESSNESS

Do not leave the switch key turned in the switch lock when the engine is not running. This will reduce the power of the storage battery and is liable to injure the ignition unit.

PROTECTION FOR WIRES

Whenever there is danger of rubbing insulation off wires which causes short circuits, take a piece of rubber tubing and cover the active wire. To do this the tubing should be spliced lengthwise and then firmly taped.

FITS

Stinson's home treatment for epilepsy. Twenty years' success. Thousands of testimonials. No case should be considered hopeless. Write immediately for free booklet.

Wm. Stinson Remedy Co., of Canada

2611 Yonge Street, Toronto, Ontario

Plumbing and Furnace Work

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PREPARING FOR THE FISHING SEASON



A scene at Lunenburg, N. S. where over 100 fishing schooners are preparing for their season's activity. The photo shows three dories being taken to the docks after being painted. Within a few weeks they will be in operation on the Grand Banks. The ox is in very common use as a draught animal in parts of Nova Scotia and is invariably a sleek, beautiful creature.

TIRE CHAINS

Some Helpful Pointers on Their Use and Upkeep

"Safety first" should be the motto of every motorist. One of the most important applications of this principle is in the matter of tire chains. The chain acts like a gear that grips the road, preventing skidding. It digs down through the soft mud and holds to the solid ground underneath.

The side pieces of a chain are made of soft iron, very tough, and they will wear for several years as there is very little strain on them. The heavy duty comes upon the cross links or "grips," which are case hardened. This prevents excessive wear, so that a cross link will last several months. Once the case hardening is worn away, the link wears rapidly and finally breaks. This is soon remedied by the careful driver who always carries an extra supply of links and chain tools for replacement. The new link may be inserted and the old one removed without taking the chain from the wheel.

Overhaul the old chains and prepare them for use. Starting with the fasteners at the ends, take out every other grip and put in a new one. This gives you virtually a new chain. To be sure the links in between are weak, but when one of them breaks the strain comes on the next link, which is new and strong. I have seen a car come back from a trip with five links broken on one chain. Fortunately, the links between were new ones and the chain was still serviceable. But where all the links are old and one breaks, a greater strain is placed on the next.

If this is weak it will soon give way and so bring all the more strain on the next one. Soon enough links are broken to allow the chain to catch in the brake mechanism and it is ruined or lost.

To apply a chain properly it is not necessary to jack up the wheel. Lay the chain over the top of the rear wheel with the fasteners to the rear. Tuck the surplus chain in under the wheel and push

the car forward. The ends may now be fastened without trouble.

There are several chain tools on the market. Inspect the various types until you find one which opens the link easily, or at least more easily than the others. The links are difficult to bend, so do not look for a tool that will open a link without effort.

The question is frequently asked, how many chains a car should carry and where they should be placed. Each wheel should have a chain in icy weather, but some drivers carry less. Where one chain is used it should be on the right rear, so as to avoid damage at the curb. If two are used they should be on both rear wheels to insure traction and reduce differential action.

Do not fasten chains so tightly that they cannot creep, nor fasten them to a spoke. This will bring all the wear under each cross link and so go through the rubber and injure the fabric.

Some folks pay their bills with cash, some with checks, and some with reluctance.

Use Minard's Liniment for the Flu.

SS "DIGBY" and SS "SACHEM"

HALIFAX TO LIVERPOOL via St. John's, Newfoundland Passage or freight arranged.

SS "Fort St. George"

Summer Cruises to Quebec. Watch for Dates.

Furness, Withy & Co., Ltd. Halifax, N. S.

Montreal, Sydney, N.S. St. John, N.B. New York. Boston.

REPLACING TIRES

Many motorists are ignorant as to how to figure out the different sizes of tires that will fit their car. Because a car is equipped with a particular size of tire does not necessarily mean that a tire of that particular demension is the only one that will fit it.

Take, for instance, a tire marked 37 x 4 1/2. The overall diameter of this tire from tip of tread to the top on the opposite side of the thread is 37 inches. The 4 1/2 means that the diameter of the tire from the tip of tread to where it fits the rim is 4 1/2 inches. To ascertain the size of the rim all that is necessary is to subtract 2 x 1 1/2 from 37 to get the answer. Thus 37 - 2 x 4 1/2 is 28 inches, the size of the rim. To find the sizes of other tires that will fit this rim you will have to find a size that, when worked out by this method will give you 28 inches. As an example, a 36 x 4 will fit on a rim that has been carrying a 37 x 4 1/2.

THE MAGNETO

To keep the magneto in perfect running order the only attention necessary is to see that it is kept free from dust, oil and water, and properly lubricated—a few drops of very thin oil every 500 miles. The contact points of the timer and distributor should be carefully adjusted.

Most folks prefer to do their shopping where they are invited to shop. Do you invite them through your advs., Mr. Merchant.

NOTICE

PROVINCIAL HIGHWAYS BOARD

The attention of the Public is called to the following extract from "The Road Vehicles Act" for the year 1919, Chapter 1, Par. 7 and 8.

Par. 7. "No person shall operate a Motor Vehicle that is subject to the provisions of the Motor Vehicle Act of 1918, on any Highways in any Municipality, after the twentieth-day of March, and before the first day of May following, without the permission of the Engineer of Highways, or any such other officer as may be appointed by the Provincial Highways Board, for that purpose, first had and obtained.

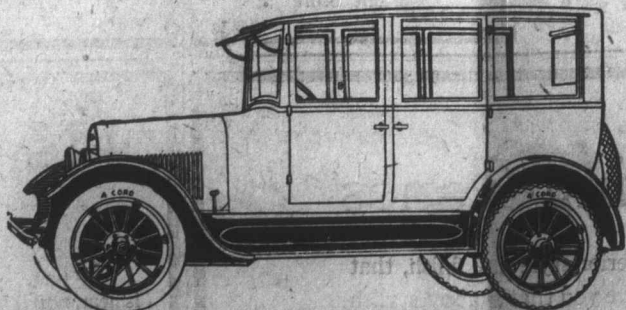
Par. 8. Any person who contravenes any of the provisions of this Act, or any permit granted under the authority thereof shall incur a penalty of not more than One Hundred Dollars recoverable under the "Nova Scotia Summary Convictions Act" which shall, when collected, form part of the Highways Tax of the Municipality in which such cases arise."

Permits for the necessary operation of Motor Vehicles in the Counties of Annapolis, Kings and Digby during the closed period may be obtained from the office of the Division Engineer of the Provincial Highways Board, Kentville, N. S. MACINTOSH MILLER, Division Engineer, Provincial Highways Board, Kentville, N. S., March 13, 1922.



Master Fours

Master Sixes



McLAUGHLIN-BUICK MASTER FOUR

The enjoyment of possessing a car which lacks nothing in the way of attractiveness, refinement or mechanical ability—and at a reasonable price—can be realized completely in this Five Passenger Sedan.

Canada's Standard Car—Built, not merely assembled in Canada.

Show Room and Service Station, Wolfville

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Ask About Extended Payment Plan

Acadia Auto Agencies,
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I have a few new 1921-22 Touring Model cars I am offering to responsible parties on the following Terms.—

Price of Car Delivered \$1300.00

\$100.00 DOWN

\$100.00 per month until paid; with Interest at 7%

Also offer you several cars used very little last season at bargains, same terms as above.

C. A. PORTER
Wolfville, N. S.

D. B.

A Carload of Dodge Brothers Cars have arrived (2 Carloads on order)

Come in and look them over before buying
It will be to your advantage

Demonstration Gladly Given

J. S. LAMONT, KINGS COUNTY DEALER
THOMPSON BROS., Canning, Sub Dealers

Every dealer is obliged to carry a stock of parts.

THIS WILL BE ANOTHER

Studebaker Year

Its the car everybody wants because it is the best.

The unusual popularity of STUDEBAKER CARS is attended by the fact that the corporation enjoyed the biggest business in its history in 1921.

Notwithstanding the fact that the total number of all automobiles sold (except Ford) was 40 per cent. less than in 1920, the total aggregate of sales for the Studebaker cars was 20 per cent. greater than in 1920—and in Canada 64 per cent. greater than in 1920.

QUALITY COUNTS!

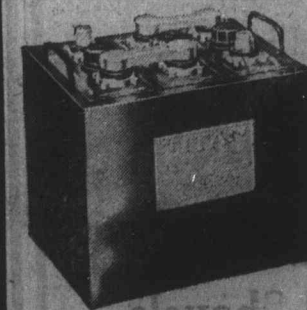
Get into the procession and drive a Studebaker in 1922.

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