

# NEWS IN THE AUTOMOBILE WORLD

## NOTES FOR THE AUTOMOBILISTS

An irregular brake action, or uneven adjustment of brakes, will cause rapid tire wear.

A white-tinted solution of ordinary whitening and water will show the location of radiator leaks better than clear water.

When low gear must be used for any considerable time, overheating may be avoided by reducing the mixture to a very lean condition.

Fenders for motor trucks and buses have become an issue in several cities of late, the front end or cow-catcher type having been required by law in Detroit and Chicago.

After drawing the parted edges of a tear in the top together with woolen yarn, apply a patch of similar material as the top, using rubber cement and the vulcanizer.

Carbonate of soda (not bicarbonate) dissolved in soft water, one pound to one gallon, will dissolve the sediment that accumulates and clogs up the tubes of the radiator.

When the ammeter that indicates charge or discharge shows a much higher rate of charging than is usual it indicates that there is some cross, and that the battery is not getting the current intended for it.

If the clutch takes hold too fiercely, and does not have a slight slip when let in suddenly, the transmission of power from engine to drive wheels gives destructive strains to pinions, universal joints and gear teeth.

The Willys-Overland Co. is issuing an excellent Willys-Knight instruction book, which includes instruction for operating and adjusting the car, and also chapters on maintenance, driving and the care of the car in winter.

The Maxwell Motor Co. of Detroit, is issuing an attractive little folder catalogue of its 1916 model, containing complete descriptions of the vehicle with numerous photos showing finished cars and the salient parts of the mechanism.

The gum and grease that accumulates upon the rear axle may be cleaned easily with a cloth wet in kerosene. A stiff brush will reach the grooves and corners, and the cleaning will be easier if the kerosene is warm.

Great care should be taken when using liquid carbon removers that none of the liquid gets past the piston rings, into the crankcase with the lubricating oil. It takes only a small amount to destroy the lubricating quality of cylinder oil.

In the varnishing room freshly varnished or enameled parts should be suspended finished side to side to avoid collection of dust. Perfect freedom from dust can be secured by washed air being forced into the room to drive out the dust.

As a general rule pleasure cars are overloaded. For this reason alone the oversized tires give more value as a return than the extra money which they cost. A slightly overloaded tire will depreciate much faster than most people would suppose.

In descending long and steep hills if brakes are applied so that the wheels can not turn, the car is apt to slide in a most precarious manner. Under such conditions tire chains with cross chains on every link, and a transmission brake, form the best method of descent.

### GOODYEAR SMALL CAR TIRES

"We cannot help bragging a little about the success that has greeted our new tire in the 30x3 and 30x3 1/2 sizes," branch manager of the Goodyear Tire & Rubber Company. "The owners of cars using those sizes and that type tires are just as much entitled to freedom from tire trouble as users of larger tires, and Goodyear has spared no pains in working out an ideal tire for the particular service in mind. Before putting out our 1915 type 30x3 and 30x3 1/2 tires we gave them the severest possible tests in jitney bus and similar service and had been overcome."

"The new 30x3 is twenty per cent larger than formerly and the 30x3 1/2 tire is eighteen per cent larger. There is an extra ply of fabric around the bead, and extra rubber above the bead, to prevent water from working into the tire fabric. We use four plies of fabric—the strong, enduring kind that goes into our larger tires—whereas many other makers use only three plies. And our tubes for these tires are a triumph, too. We said we would have the very best tire that money and skill and workmanship could produce, for the small car users, and the rapid increase in sales and the satisfaction given the 1915 product seem to prove that we were right in that prediction."

### C. P. R. SUBURBAN SERVICE

On Saturday, Sept. 18th, and Sunday, Sept. 19th, Canadian Pacific will operate extra suburban train St. John to Welsford and return. Going leave City 1:10 p. m. local time, returning leave Welsford 8:40 p. m. All suburban stops.

## STEFANSSON DISCOVERS NEW NORTH LAND

### Message From Arctic Explorer Dispels Fears For His Safety.

### SEVEN MONTHS ON ICE, NONE WORSE FOR IT

### Subsisted for seven months on three months' rations, yet never missed a meal.

Nome, Alaska, Sept. 17.—Vilhjalmur Stefansson, the Canadian explorer, who was believed to be lost in the Arctic not only is alive and well, but has discovered a new land in the North and accomplished practically every purpose for which his hazardous journey was undertaken, according to word brought here by the power schooner Ruby, which arrived yesterday from Herschel Island.

Stefansson, with two companions, Storkey Stokerson and Ole Anderson, set out from Martin Point, Alaska, March 28, 1914, over the frozen Polar ocean to search for supposed new lands in the Beaufort Sea.

Captain S. F. Cottle, master of the Ruby, says that Stefansson is now on Bank's Land, east of the MacKenzie, outfitting for continuance of the explorations to the westward to ascertain the full extent of the new land he has discovered southwest of Prince Patrick Island.

Stefansson discovered a continuance of the continental shelf several degrees west of Bank's Land and even determined its southern limits, but was unable to continue his explorations to the north and west.

Stefansson told Captain Cottle that after leaving the supporting party on the ice north of Martin Point, he and his party companions set their faces to the north, but after continuing their journey ninety days they decided to come back. They turned about and landed on the mainland at a point near which the power boat Mary Sachs of the Stefansson expedition, was wintering. Here the three men outfitted for another three months' trip. They again went upon the ice, going north and west, and discovering the continental shelf.

Seven Months on the Ice. Stefansson spent some time exploring his new find, but at length, owing to scarcity of provisions, was compelled to set out on the return journey. The men had been on the ice for nearly seven months.

The return to shore was accomplished with great difficulty. The men subsisted on the most meagre rations, but kept moving day after day. The dogs were almost famished. Finally the party arrived at Bank's Land thoroughly worn out. For months they had been on scanty rations, travelling almost continuously.

Stefansson and his companions made their way from Bank's Land, which is uninhabited, to Bailey Island, which is visited by whalers. Capt. Louis Lane, cruising on his power schooner found Stefansson and his companions making their way along the southwestern coast of Bailey Island. They were in excellent health and spirits and eager to reach the southern wing of the expedition that they might obtain supplies and continue their explorations.

Stefansson had expected to fall in with the Polar Bear just as he did. He immediately chartered the schooner and with Capt. Lane proceeded northward in the hope of making further discoveries while the sea was open and free of ice. The season was too far advanced, however, and the explorers steered for Herschel Island. The Polar Bear was at Herschel Island when the power schooner Ruby, which had been trying for two years to reach the island, arrived there from Port Clarence with supplies to the Hudson Bay Company.

Immediately upon arriving at Herschel Island Stefansson began preparations for continuance of his explorations. He purchased the Polar Bear for \$20,000 from Captain Lane, and bought also the power boat Gladstier, a small vessel engaged in trading along the coast. After fully equipping these vessels, Stefansson sailed with them for Bank's Land, where he probably is now.

Continuing Exploring With Bank's Land As His Base. It is the intention of Stefansson to establish a base on Bank's Land and

continue his exploration from that point. The time of the return of the expedition cannot be foretold, as Stefansson intends to continue until he has fully ascertained the limits of the new land he has discovered. He will also seek new lands.

Stefansson told Captain Cottle he and his two companions suffered no particular hardships. Although on very short rations during the entire seven months on the ice, they always had enough food to keep hunger away. They did not miss a meal during the whole journey, yet they lived seven months on food designed to last three months.

Captain Cottle reports that the southern party, of which Dr. Rudolph Anderson, of Iowa, is commander, were all well at last accounts. The only misfortune experienced by the Anderson party was the death of Hjalmer D. Blue of the power boat Alaska, which occurred at Bailey Island in early spring. Blue was one of the original members of the expedition.

Before departing from Herschel Island for Bank's Land with the Polar Bear and Gladstier, Stefansson established communication with the southern party and also sent a man east with the power boat Mary Sachs for future operations of the southern party.

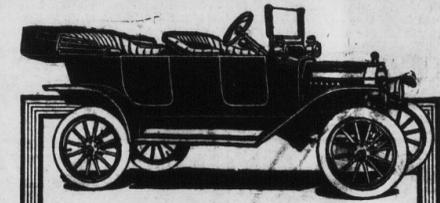
Jack Hadley, a member of the Karluk party, rescued from Wrangell Island last year, has again joined Stefansson.

The southern wing, commanded by Anderson, is engaged in surveying the islands and mainland about the mouth of the MacKenzie, charting channels, studying the natives and prospecting for minerals, especially copper. Stefansson, whose despatch indicates that he will take the Polar Bear into high northern latitudes, is devoting himself to exploration, seeking the Polar continent, which nearly all Arctic explorers say will yet be found.

### OVERLAND RECORD.

Possibly never before in the history of the automobile industry has any manufacturer of medium or high-priced cars equalled the record made in June by The Willys-Overland Co. Over 9,000 Overlands were shipped during the month.

The June shipments, amounting to 9,010 cars, show an increase of 163 per cent. over those of June, 1914, when 3,298 cars left the Toledo factory. In



"MADE IN CANADA"  
**Ford Touring Car**  
Price \$530  
**Ford Runabout**  
Price \$480  
**Ford Town Car**  
Price \$780

The above prices are for Ford, Ont., effective Aug. 2, 1915. No speedometer included in this year's equipment. Other optional cars fully equipped. Cars on display and sale at St. John Branch, Main St.



the first six months of the calendar year the company has shipped almost as many cars as they did during the entire twelve months of 1914, or practically doubled their last year's output.

### STORAGE BATTERY CAPACITY

Every little point in the construction of a storage battery counts for something and good construction is very important in insuring long life. Most of these things, however, can be properly handled, by almost any manufacturer, provided he is willing to pay the price, or has a sufficient volume of business and factory equipment to make it possible for him to produce real quality on a paying basis.

There is one thing, however, which can't possibly be put into a storage battery without brains and experience of the highest order, and that is the capacity which depends on the quality of the plates.

The Willard Storage Battery Company not only uses extreme care in the specification of oxides for their plates, but tests them, both chemically and by microscopic examination.

Thus they are able to secure oxides in which the granular formation is rough and irregular, rather than smooth, causing the individual grains to hold together much more closely and make a longer-lived plate.

This is a small detail which shows how far this large battery manufacturer goes in protecting his customers' interests.

### HOTEL ARRIVALS.

Royal.  
C. S. Fiske, G. M. Stillwell, C. Pierce, B. N. Hyde and wife, D. Miller, R. G. Venn, Montreal; Major R. E. Johnson, Quebec; J. Hutchinson, Halifax; T. Mortimore, Toronto; Dr. Gass and wife, Tatamagouche, N. S.; H. A. Flanders and wife, F. S. Adams, A. R. Kents, G. C. Nickerson, B. G. Purdy and wife, B. A. Smalley, Boston; C. R. Belt, Chicago; J. F. Ross and wife, Halifax; J.

Wetzer, Norfolk, Va.; J. Adams, Detroit; V. H. Ockersland, J. C. Coppins, Montreal; H. D. Lyman, W. H. Harts, New York; J. Craig, Sherbrooke; A. D. Gagnon and wife, Miss C. Gagnon, St. Stephen; Mr. and Mrs. E. N. Lightner, New York; E. W. Verner, Montreal; Mr. and Mrs. J. E. Masters, Moncton; Mr. and Mrs. W. R. Russell, Cape Tormentine; Mr. and Mrs. L. Mead, Brighthampton; Mr. and Mrs. W. S. Simmickson, Salem; W. R. Norman, Halifax; Mrs. Trites, Moncton; Mrs. Brown, Mrs. Barker, Mrs. Coates, Amherst; Mr. and Mrs. R. G. Inge and child, Boston.

Victoria.  
R. B. Cunningham and wife, Pt. du Chene; H. H. Woodworth, Sackville; C. W. McDougall, Sussex; Chas. C. Osgood, Boston; H. Hallman, Digby; J. P. Prescott, Sussex; W. W. Wright and wife, Taunton, Mass.; J. C. Gillespie, Truro, N. S.; Chas. R. Fox, New York; G. L. Prouse, Charlottetown, P. E. I.; D. M. McMartin, Ottawa; Mrs. A. Bowler, Glasgow, Scot.; Capt. A. G. McLaughlin, Sussex; P. Lester, McAdam Jct.; J. E. McAuley, Lower Millstream; G. P. Bolton, Sussex; J. D. Isaacs, Ford, Ont.; H. R. Gunter, Fredericton; R. Richey, Boston, Mass.; M. A. McIntosh, Duck Cove; Mr. and Mrs. W. J. Nagle, Sand Point; J. S. Boyes, St. John; Jas. Peter,

Moncton; Robt. Smith, Sussex; Mr. and Mrs. A. M. Gardner, Portland, Me.; Mrs. A. Thibodeau, Sackville, Mass.; Mrs. P. Thibodeau, do; Sergt. Maj. Ellis, Fredericton; Z. Gornau, Quebec; W. A. Willey, Chipman; L. R. Rattle and wife, Moncton; R. J. Lutz, St. John.

Dufferin.  
L. F. Whitmore, Concord, N. H.; Mrs. T. Gorman, Salem, Mass.; E. T. Gorman, do; D. A. Douglas, East Orange, N. J.; J. Nary, do; Mr. and Mrs. Thomas Master, Boston, Mass.; Mr. and Mrs. J. A. Clisbee, Melrose, Mass.; Fred G. Sharpe, Westboro; H. I. Hustis, Hali-

fax; M. B. McKenzie, Cambridge, Mass.; Mr. and Mrs. J. Murray Ogilvie, Truro; W. Olsen, do; Miss Cady, Machias, Me.; Mrs. Boque, St. Stephen; Jas. M. Dempsey, Chicago; S. Wallace, St. Stephen; Paul O'Neill, Sydney; N. McLean, do; R. McKenzie, do; John Haydonhouse, Fall River, Mass.; E. G. Higginson, Montreal; E. B. Dakin, Montreal; H. H. Smith, capt., Montreal; C. E. Tansey, London; Mrs. J. W. Digney, Kentville; J. J. Munaghan, Charlottetown; Henry Lewis, Yarmouth; Alvin E. Berry and wife, Walkham, Mass.; Mrs. T. William Barnes, Hampton; Miss Barnes, do.

Willard Storage Battery Co. Agents: OTTIE S. MCINTYRE, Agent, Service Station, 54 Sydney Street.



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