

SEES ADVANTAGES IN TRUCK HIGHWAY

**Motor Transportation Would
Relieve Congestion of
Freight on Railroads.**

Various times in the last few years speakers have held out in glowing terms the promise that the future held for the motor truck. Frequently these speakers had the magic quality of silver-tongued oratory, which they could and did launch unhampered by a knowledge of the facts pertaining to their subject.

This has brought the subject of highway transportation into disrepute in many quarters because different people, charmed either by the glittering generalities of the orator or the seductiveness of the smooth-talking motor truck salesman, have been led to embark in the motor transportation field without sufficient technical or mechanical knowledge of their machine, without business experience or judgment in this particular line.

Vast possibilities are opened up by the plans of motor truck highways. There can be no question but that the country would be better served if and when highways are laid out and constructed solely for the use of motor trucks, motor truck trains consisting of trains of trailers as well as convoys of trucks.

The motor truck will then be in a position to realize the promise of its future, that of picking up and delivering to main distributing centers the bulk of farm products with but one handling and no delays—thus obviating the present methods of many handlings and frequent and long delays. Secretary of Commerce Hoover has said that 10 per cent of the perishable foodstuffs never reach the consumers because the farms on which they are raised are too remote from the market at which they are sold.

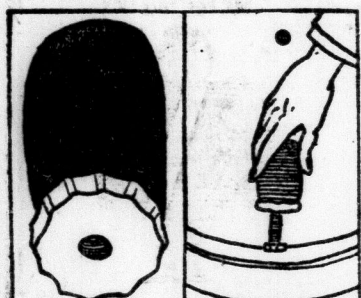
"By motor trucks," he adds, "the farmer will be able to reach better markets farther away than by horse and wagon. He will be able to spend more time actually producing on his farm and be able to sell food more cheaply by eliminating the present tremendous waste. By use of motor trucks the farmer will be able to produce more and sell at less cost."

In addition to this, it will serve greatly to relieve the railroads of their terminal expense in handling less than carload freight over distances up to 75 miles perhaps. This is the most expensive freight which the railroads haul, and nearly every pound of it represents a loss to them.

By a series of motor truck trunk line highways this congestion can be avoided in the large centers, for it is near and between such centers that the need for them exists, and there the greatest number of motor trucks is concentrated. These trunk line highways will have many centers, for feeder highways, which will tap all the adjacent territory. The day may well come when we shall see a multitude of trucks rolling across the land headed for these main lines, where they will be organized into trains or convoys and moved under a rigid traffic control by the block system of signaling, with gasoline and emergency repair stations at intervals all along the routes.

CARRY OWN AIR SUPPLY.

Motorists will soon be carrying their own air supply if an invention just being marketed proves successful. The



device is a steel container holding dry carbon dioxide gas under pressure. It is placed over the valve stem, the barrel turned, and the gas released into the tube. Each of these holds enough gas to inflate a 30x3 1/2 tire to 65 pounds pressure. It can be refilled. It is said the gas is not harmful to rubber.

Tells How To Keep Down Expenses

BY F. A. CUFFE.

You have all seen the motorist who has that uncanny faculty of always having his car ready when it is wanted. He is the fellow who really enjoys motoring. I have merely stolen his method of working, which amounts to this—the man who anticipates trouble is better off than the man who simply remedies it after it occurs.

The following ideas will show you why my car is ready to go on a long trip any day of the year.

The first place to look for fuel wastes is at the carburetor. I adjust the carburetor to give the leanest possible mixture consistent with satisfactory operation.

Again, if the ignition system is not right, fuel will be wasted. Many a driver decides that his battery doesn't need additional water after he has examined the first cell he happens to look into. But I examine all cells, for it very often happens that one cell will be in bad condition or that it may be cracked so that it will require more water than the rest. And after cleaning and adjusting the spark plugs I use a jeweler's eyeglass to inspect the porcelain for elusive cracks that often escape unnoticed with the naked eye.

The valve system must also be carefully watched or it will be a prolific source of fuel waste when the valves are not seating properly.

The only way to make sure about tire mileage is to record it. I do this on a card or a slip of paper or write on the wall of the garage. When I put on a tire, I set down its number and the mileage record when it goes into service. If it comes off for a time, I make a record of the mileage to date and a new record when it goes on again.

I keep the rubber hose connection between the radiator and the cylinder jacket outlet and the pump connections covered with shellac to keep them waterproof and impervious to oil and grease. I never let the tires stand in pools of oil on the garage floor. Oil rots the rubber.

Often mud and small stones will get into the air spaces between the cells of the radiator. I remove this mud and tightly wedged stones by directing the stream of my hose through the cells from the inside.

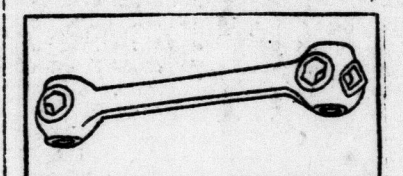
To clean the inside of the radiator of rust and deposits, I pour through a hot solution of soda and water, instead of scraping.

I have found that by removing stained and dirty running boards the covering can be made to look like new simply by wiping with a clean rag saturated with kerosene. Floor boards also can be cleaned in this way.

My friend next door invariably greets his car when he opens his garage door with: "Well, how are you this morning, old boy?" Somehow the spirit of that man gets into his car, for he has the least trouble with wear and tear. Car kindness means car service and car service means dollar saving.

UNIVERSAL WRENCH.

A wrench that will fit all the nuts on a popular car and 98 per cent of the nuts on all others is the advantage suggested by its Providence, R. I. proprietor.



ducers. Five different sized sockets in a ball shape at each end are intended to satisfy all purposes for which such a wrench would be needed.

In Paris there is no speed limit on the highways, and it is believed restrictions are unnecessary if the motor vehicles are always "under control."

Scattered throughout 32 states in the Union there are 106 factories manufacturing passenger automobiles and 140 factories producing motor trucks.

F. H. Gillet, the present speaker of the House of Representatives at Washington, not only uses an automobile, but though more than 70 years of age, drives himself.

Read This If You Have A "LAME" BACK

Mrs. Roper, of Brooklin, Ont. writes:—"My husband tried Gin Pills a year ago, after having had a lame back for months. The first dose relieved him and before taking two boxes he was made entirely well."

Gin Pills can relieve you, too!

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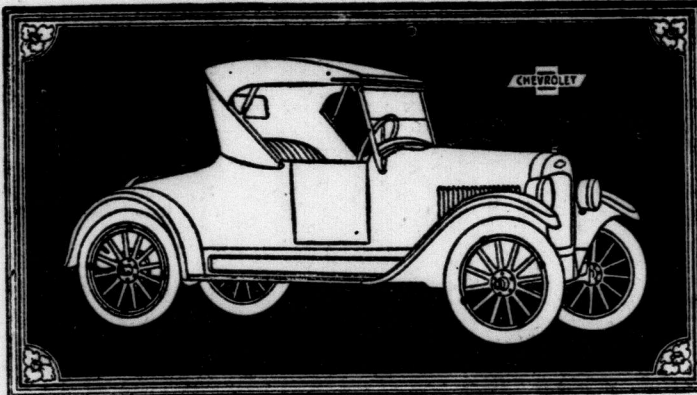
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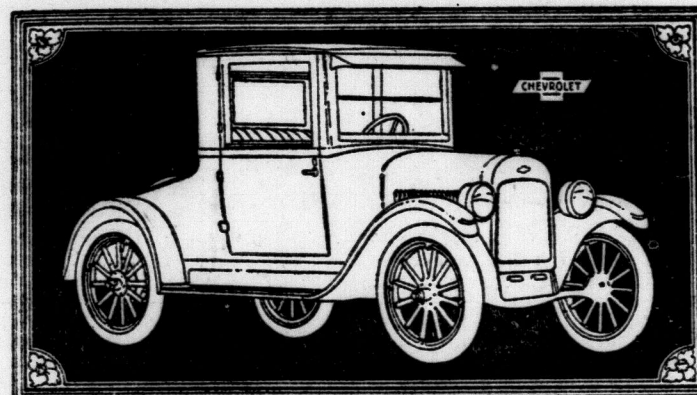
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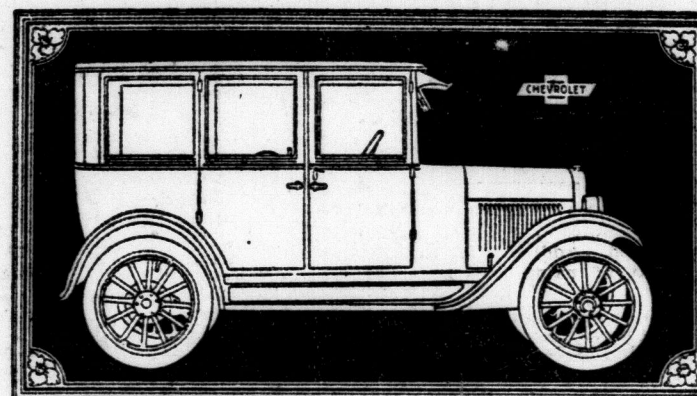
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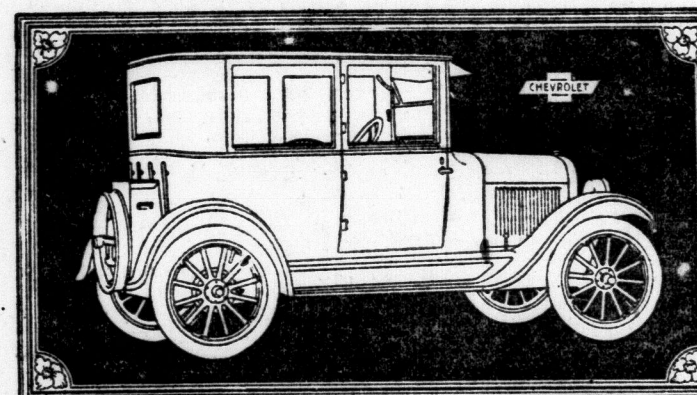
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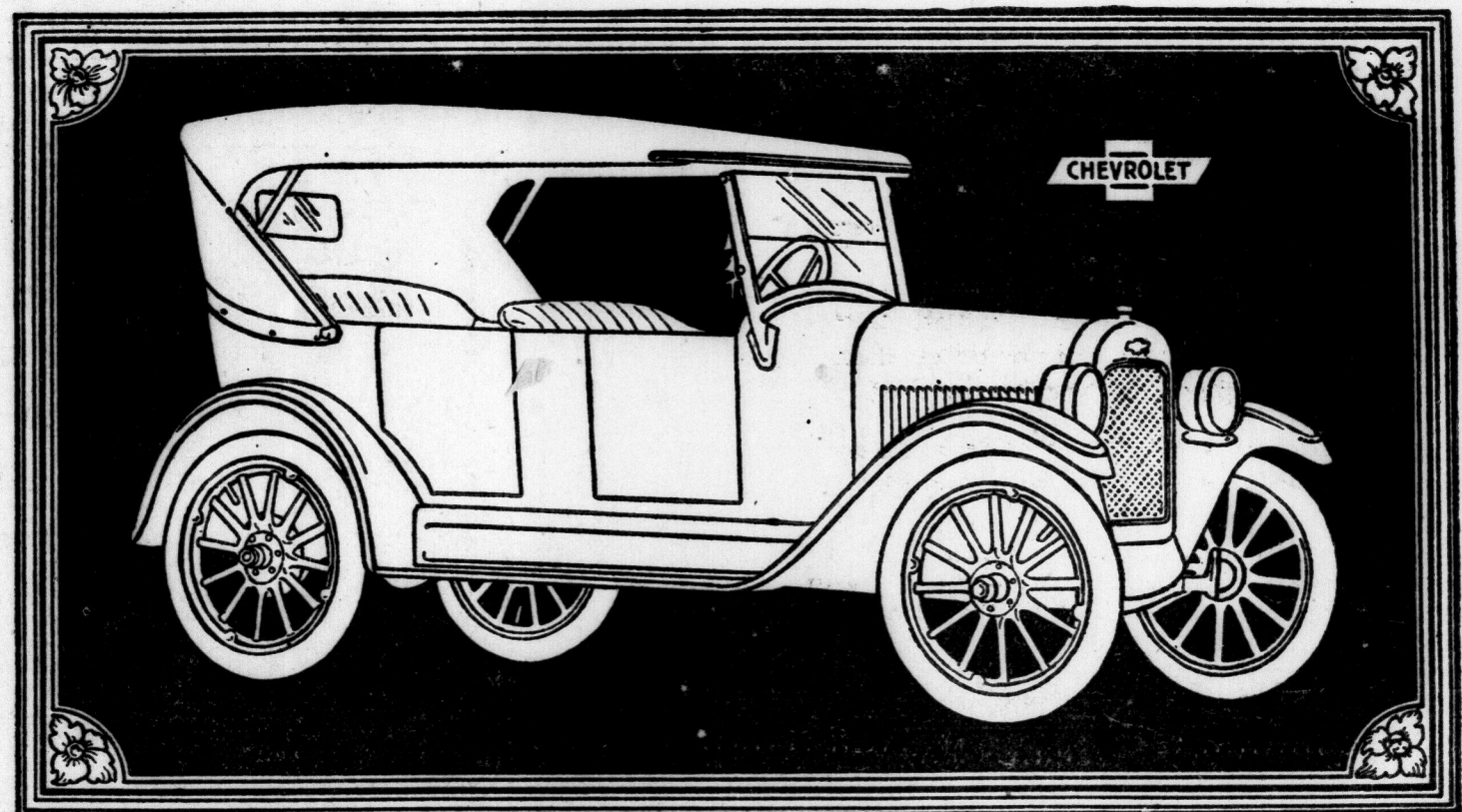
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Some Distinctive Features

Streamline body design with high hood, vacuum feed and rear gasoline tank on all models; drum type hand lamps with lens lenses. Curtains open with door of open models. Closed models have plate glass. Tinted regulated windows, cord tires, sun visor, windshield wiper and dash light. Touring Coupe is equipped with auto trunk on rear.

All closed bodies are built by Fisher.

GRAY-DORT Owners Know the Truth

When Gray-Dort owners get a new car, they get a new Gray-Dort. And they find each Gray-Dort a finer car and greater value.

C. H. Gunn, of Chatham, says: "This is the third season for the Gray-Dort Sedan I purchased from you in 1920, and I am still running it. It has given me good satisfaction, and has cost me very little for upkeep."

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