

Open a Record Breaking Season in Canadian Motoring

Recent Buffalo Auto Show Was Record Breaking Success

Buffalo Automobile Trade Association Deserve Credit—Large Attendance and Many Sales Made.

BUFFALO, Feb. 19.—(Special).—The Buffalo Automobile Show, which closed here to-night, has been a great success. For the first time the show was under the control of the Buffalo Automobile Trade Association, and to this body should go much of the credit for the success of the exhibition.

The decorations of the interior, where the show was held, were brilliant and tasteful. The three ceiling fans, each star and stripe of which was outlined by electric lights. It required eight thousand 16 c.p. lamps to do this. The walls were artistically draped, and shield shaped signs indicated the different exhibits.

The cars represented all the best makers in America. The medium priced cars were the outstanding feature of the show. Nearly every manufacturer had a useful model that could be had for a very reasonable sum. Many firms made a car of this kind their leading line. There was a great similarity in chassis design, but the body showed a wide range of individuality. The torpedo body and the toy-tonneau seemed to be favorites.

Some of the exhibits were unique. The Thomas Motor Car Company, besides several handsome and powerful roadsters, town and touring cars had a huge striped chassis, mounted so that it revolved slowly, showing every detail of the firm's knowledge that goes to make up the Thomas car. The White Company no longer known in Toronto has several models of their streamer, an a beautiful stripped chassis with a very efficient gasoline car.

The Buick people were one of the largest exhibitors. Twelve Buicks were sold the first day of the show. The handsome Welch-Detroit was also to be seen here. One of the most important roadsters in the show was the Standard-Dayton. The number of the sales by this company attest to the popularity of their car. That the electric auto is an important feature of the motor world was proved by the fine exhibit of the Fairbank Electric Co. The Patrol Electric Co., which has the Edison storage battery, also showed some very handsome cars.

A beautiful and powerful six cylinder touring car, at the amazingly low price of \$2,500, was the feature of the

Mitchell exhibit. The Packard people showed a standard touring car, and a very tasteful roadster on their eighteen chassis. The body was dark yellow with rich brown upholstery and trimmings. The Cadillac Company want their customers to know how good their car is all thru. Their exhibition of beautifully machined parts attracted much attention. The Pope Company showed several models. Their cars are stylish and powerful, and sold at a reasonable price hank with the best cars in America. The Winton Company had several types of their big self starting six which they have been specializing on. This is another high-class car at a reasonable price.

The Peerless limousine shows the last word in enclosed car luxury. Their powerful and roomy touring car is also on exhibition. The wonderful Humphreys was always the centre of interested crowds. The trip that these cars made from Detroit to New York over the worst roads in the dead of winter has given them a firm standing with the motoring public. The well designed, little Brush car, which sells at a very low price, will enable people of small incomes to enjoy all the pleasures of motoring.

The high state of efficiency that air cooled motors have reached was demonstrated by the Franklin car. The Franklin people defy anyone to overheat their engine even by abuse. The crowds at the Buffalo show was record breaking, and the sales corresponded. And now for the same thing in Toronto.

AUTO STATISTICS

Estimated Production of Cars in American Cities.

Cities	Cars	Value
Detroit, Mich.	80,000	\$100,000,000
Pitts., Mich.	40,000	50,000,000
Cleveland, O.	35,000	45,000,000
Indianapolis, Ind.	30,000	40,000,000
Buffalo, N. Y.	6,000	24,000,000
Lansing, Mich.	12,000	18,000,000
St. Louis, Mo.	4,000	10,000,000
Racine, Wis.	6,000	8,000,000
Yor., Pa.	4,000	7,000,000
Dayton, O.	3,000	6,000,000
Toledo, O.	5,000	6,000,000
Springfield, Mass.	2,000	5,000,000
Jackson, Mich.	3,000	5,000,000
Scattered	27,000	73,000,000
Total	280,000	\$418,000,000

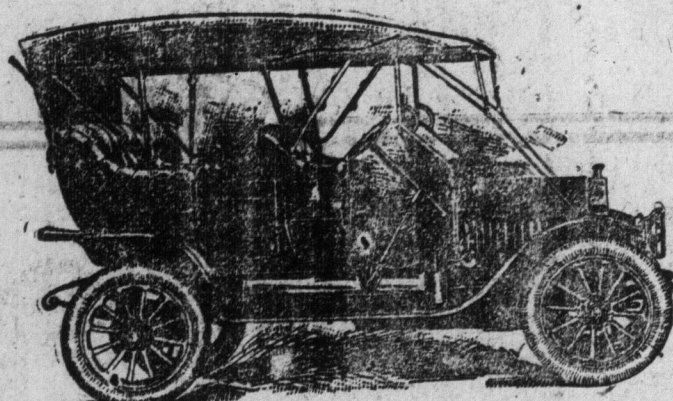
The motorist can reduce very greatly the rate of wear of his coil vibrator points by periodically reversing the direction of current flow thru the system.

THERE'S QUALITY GOES WITH THE NAME DUNLOP AUTOMOBILE TIRES

Every user of an automobile should carry in his car at all times one or more repair bandages. To apply the bandage buckle one end around a spoke, then wrap the bandage securely around the deflated tire, letting it overlap itself scale fashion each time the tire is encircled. Buckle the loose end tightly in place.

A good cylinder cleaning mixture to keep in the garage is made by adding a packet of soft soap to a gallon of soft boiling water. Pour a little of this from an oil can into the auxiliary air valve (a small stream but not sufficient to stop the engine) for the last two minutes before stopping. This will clean the cylinder of carbon and save taking apart.

Price \$2,375.00
F.O.B. Oshawa
Top or Front
Extra



The Cars of 1910 Include No Other Line That is Quite so Comprehensive or so Full of Real Value as the McLaughlin-Buick

SPRING time—which is automobile time—is fast approaching.

We are doing all we can to enable you to enjoy its balmy days in a motor car. McLaughlin-Buick cars are designed to suit the various motorists' tastes. We have placed powerful engines in these cars, fitted them with every modern convenience, richly upholstered them, and given each car the thorough testing necessary to insure absolute satisfaction to every purchaser.

Now it is "up to you." We can make all sorts of claims for these cars, but we cannot expect to convince you, except by an actual demonstration—let us give you one.

You need feel in no way committed, nor will you be bothered to buy until you are quite ready.

But we do want you to know just how splendid are these 1910 cars of ours. Call at the nearest McLaughlin-Buick Garage or Agency, and arrangements will be promptly made to take you for a ride.

McLaughlin-Buick, Model 17, above pictured, is only one of many, but it bids fair to be one of the most popular in the entire line. It has power, quietness, comfort and safety. Its medium weight, powerful engine, and beauty of design, make it "the ideal car for the man who has not money to burn."

You cannot know the McLaughlin-Buick product from one model—you must take into consideration the full line, which comprises every type of car known to motordom—from the shaft-driven Runabout to the big six-cylinder Touring cars and Limousines; all with magneto ignition. If interested, write for catalogue.

We are sole Canadian Agents for Welch Cars and Reliance Motor Trucks.

McLAUGHLIN MOTOR CAR CO., Ltd.
HEAD OFFICE AND FACTORY OSHAWA
Toronto Garage and Showroom---128 Church Street

Motor Bus Schedules and Good Roads.

The general acceptance of the good roads principle in Canada and the United States finds expression in the efforts that are being made by the various provinces and commonwealths to secure the effective results from the expenditures which are being made for improved highways.

Take for instance the state of Washington, which has been giving some attention to state and inter-state highway construction projects. Governor Hay of Washington has made the suggestion that the entire proceeds of the state tax levy of one mill for road purposes be devoted to the construction of two main highways to connect the principal cities of the state. By this means a sum of \$850,000 would in 1910 be available for main roads to reach from Bellingham on the north to Vancouver, Washington, on the south—from Seattle on the west—and towards Spokane on the east.

These trunk roads would pass thru eleven cities and serve to a large degree 75 per cent. of the population. In this idea may be found the same elements of argument which prompt leading men in the good roads agitation to support The World in its advocacy of a central administration in the building of public highways. It will be seen that one of the first works of a public highway's commission would be the bringing of the main trunk highways of the province to a high state of perfection, the improvements gradually extending until they cover all the ramifications of the road-way system in a net work covering the entire province.

In Great Britain motor buses are now running on schedule on many rural highways, making close connection with the trains on the main lines running into the cities.

In Ontario under the present conditions this is not feasible for the most powerful motor bus would hardly stand the wear and tear of the very bad roads that are encountered even in the County of York up to the very limits of the most enlightened and progressive city in the province.

The roads in York County are inexpressably bad. The roads in scores of other counties are slightly better. There is no unity of purpose in the matter of road building in this province. It is something to look forward to that in this era of the high development of motor vehicles that when good roads do come, as they inevitably will, these motors will become as valuable in the transportation systems of the province as they are now to the people of Great Britain.

How to Use a Soldering Iron

In view of the number of joints about the engine of a motor car, the radiator and gasoline tank, that depend on soft solder for their union, it is advisable for every motorist to acquire knowledge of how to properly reunite them, as well as to include the necessary details in his outfit as a precaution against being stranded miles from anywhere, says a writer in The Autocar. It is imperative that the surfaces to be united should be thoroughly clean and bright, devoid of dirt, grease and scale, and the true surface of the metal exposed to the action of the flux. Unless the nose of the "iron," which, by the way, is not iron but copper, is thoroughly clean and well tinned, it is impossible to get solder to run properly and unite, however clean the surface of the work may be.

The reason why a soldering "iron" is often discovered in a lambskin and useless condition is owing to the want of a little care in heating up, and the absence of the necessary accessories which would ensure its being maintained in perfect working condition despite its size or the number of times it may be found necessary to reheat it. Directly the temperature of the iron is raised to approach red heat, the tin is burned off its nose, and the copper scales and carbonizes; it is therefore essential that, while maintaining a high degree of heat to enable the best results to be arrived at, the temperature must not be carried to such a degree so as to necessitate the frequent re-heating and re-tinning. Heavy-weight "irons" retain their heat longer, and give better satisfaction.

The first point to aim at towards becoming a competent manipulator of the soldering iron is to put the latter in order. There are two methods that can be employed—one by contact with a sal-ammoniac block and the other by spraying. Procure a fair-sized block of sal ammoniac and embed it partially in a block of wood as a rigid base and to protect it from breakage; then scoop a shallow hole in the centre, which latter is to contain a globule of solder. Now heat the soldering iron to a dull red heat, quickly grin it in a vice, and file up all four sides of the nose, and slightly round the corners and point (any old file will answer for the purpose), and then insert it in the hole in the sal-ammoniac block, giving it a few twists, simultaneously feeding a little solder against the nose, which will result in the copper bit being cleansed or fluxed and tinned at the same time.

With regard to the flux, this, for ordinary work, consists of what is generally termed spirits of salts, but more correctly is hydrochloric acid "used" by or saturated with zinc, which it is usually termed "Zinc Dip." It is for this use a size of No. 100 is the best type of Peenapic in which both to cut it and use it, especially when using it also as a dip. The copper bit of the iron, in the centre, be about one-third full of held, carried out into the open, and sufficient strips of zinc added until all chemical action has ceased. The acid always bubbles and gives off noxious fumes and vapor, with the natural result that if the acid is "cut" inside the workshop any tools or machinery will be ruined by it. All work to be soldered must be thoroughly cleaned or painted, a little of the flux applied, and a hot bit used to melt and run the solder, remembering all the time that a neat joint is stronger and more work-

manlike than a thick, clumsy deposit. Of course, in electrical work, especially when soldering wire joints, powdered resin must be substituted for the acid flux, otherwise chemical action insulation destroyed very quickly. In soldering zinc the clean or "anhydrous" acid is the correct flux to use, and it is well in all cases where acid flux is employed to wash or wipe the parts after soldering.

It is said that cast-iron cannot be soldered. Quite a mistake. Cast-iron can be soldered as easily as any other metal, provided the breakage or joint is filed down to a true surface, cleaned and slightly heated. It must be heated until the joint is made.

We now come to another aspect of soft soldering, termed "sweating." This is performed partly with or entirely without the aid of the soldering iron. The former case, chiefly in coating the joint surfaces of bearing brasses as a preliminary to securing them together, preparatory to boring and turning them.

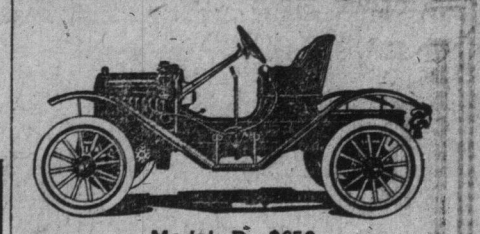
CADILLAC STEERING GEAR

Important Feature of Popular Car Shown Here Next Week.

Something quite unique in mechanical detail is shown on the Cadillac "Thirty." A steering gear capable of being adjusted and provided with means for taking up wear is something which the motor car manufacturers have long sought. By a very ingenious but simple design, this has been accomplished in the Cadillac "Thirty." The steering gear is of the worm and sector type. Inasmuch as more than 90 per cent. of the time a car is driven straight ahead or practically so, the teeth in the middle of the sector and in mesh with the worm most of the time and naturally there is more wear on them than on the upper and lower teeth. In the same Cadillac gear, the middle teeth are cut on a slightly less pitch radius than the others, consequently it is a simple matter to take up any slight wear that may occur after long use without causing the upper or lower teeth of the sector to bind when turning corners.

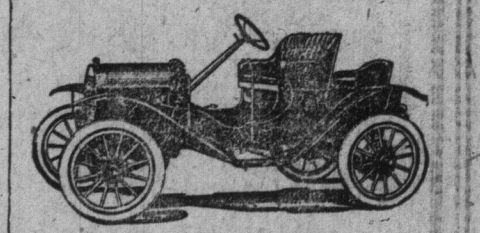
THE BRUSH EVERYMAN'S CAR AT LAST THINK OF IT \$650.00

For the best built, most thoroughly proven, easiest riding, most economical, handiest small automobile in the world. SEE IT AT THE SHOW



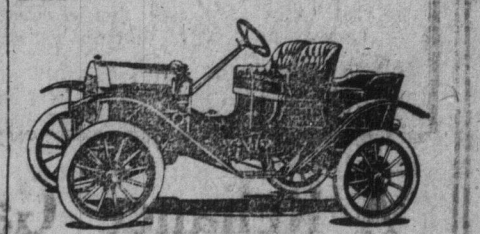
Model D, \$650

A classy Runabout for the Business Man. Fitted with Tool Box on rear platform, \$15.00 extra, or with Steel Compartment of considerable carrying capacity, \$20.00 extra.



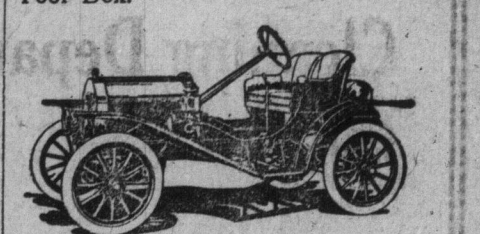
Model D, \$680

With Single Rumble Seat and Tool Box.



Model D, \$690

With Double Rumble Seat and Tool Box.



Model D, \$800

Equipped with Bosch Magneto, Gas Lamps and Forks, Generator, Three Oil Lamps and Horn.

A rakish, racy looking car. Larger gasoline carrying capacity and considerably more speed.



Model D, Coupe, \$1100

A classy inside driven Coupe. Body is properly mounted on chassis and finish is equal to any \$5000 car.

THE BRUSH BALANCED MOTOR is a marvel. Theoretically it is in more perfect balance than a four cylinder motor.

The result is single cylinder simplicity, reliability, and four cylinder power and smoothness.

BRUSH SIMPLICITY makes it possible to build the car right and sell it at this wonderful price.

It saves trouble and expense for you, and for reliability there is no comparison between the Brush and any of the small imitations of multi-cylinder cars.

No matter whether you want a car for business or pleasure, or both, you cannot afford not to investigate the Brush.

AGENTS THE BRUSH-FISHER CO.

PARKVIEW GARAGE
193-195 RONCESVALLES AVE.
PHONE PARK 1049

Toronto Must Have An Auto Contest

Toronto is a first-class automobile town. It is a question whether any other city on this continent of equal population can surpass it in regard to the number and value of the machines in use here.

But there is one feature of the motoring game in which Toronto has no standing at all; we have no annual competitive event for automobiles.

All thru the States every small city and town has its reliability run or hill climbing contest. In Western Canada it is the same.

Of all the things that have helped to bring the auto to its present state of perfection these annual contests have been the most potent. Builders, dealers and buyers alike have profited by them. They make for better cars, better driving, and better feeling towards the motorist. Therefore, we must have one here.

Toronto people always give ample support to such a sporting event as this would be; witness the success of the Hunt Club Gymkhana and all the other events that take place in the summer.

The League, the dealers, and all the prominent motorists should get together and promote an annual event that will be fit to rank with the other big things that we do in Toronto.