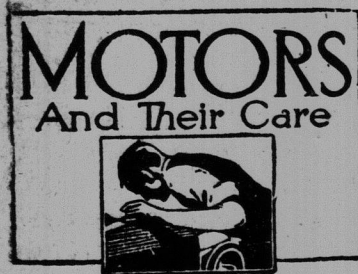


THE EVENING TIMES-STAR, ST. JOHN, N. B., SATURDAY, AUGUST 18, 1923



MOTORS And Their Care

Practical Suggestions for Insuring the Longevity of the Car.

An Accessory Worth While.
A handy device to be carried along with the equipment of a car is a clip for emergency use in case of a broken spring leaf. The clip consists of two small oblong pieces of steel, wide enough to use over and under the spring. These steel blocks are held in place by two bolts, thereby holding the leaves securely together. To adjust this clip to any part of the broken spring, the bolts should be not less than four inches in length and threaded all the way. The use of lock nuts on the bolts secures the clip against vibration and keeps it from working loose. This makes an excellent temporary repair, and will assure additional protection against having the entire spring collapse.

Economy in Good Tubes.

"Bargain" tubes will ruin a high-grade casing. With a standard make of tire, it is wise to use a standard make of tube. A standard make inner tube is built of almost pure rubber and has a strength of one to one and a half tons per square inch cross section. This means that if the tube block were built up to a square test piece one inch thick and one inch wide, it would be strong enough to lift from 2,000 to 3,000 pounds. Inferior tubes do not have this strength and are highly compounded.

For Better Batteries.

Do not use starter unnecessarily.



LOOK FOR THIS SIGN

STRIPPING THE
GEARS WON'T COOL
A HOT MOTOR

BY comparison White
Rose Gasoline will
PROVE its superiority.
Give it the opportunity.
Test it. Put En-er-co
Motor Oil in your engine.
Canadian Oil Companies,
Limited
Canada's Largest and Oldest
Independent Refiners
of Gasoline and
Lubricants.

White Rose Gasoline



What is True Tire Economy?

30 x 3 1/2 Fabric 30 x 3 1/2 Cord (Universal Tread) 30 x 3 1/2 Cord (Non Skid Tread)	\$13.00 \$15.50 \$18.50
31 x 4 Cord	\$31.75
33 x 4 Cord	\$36.15
33 x 5 Cord	\$56.40
35 x 5 Cord	\$59.15

Firestone makes tires of but
one quality—the Best

Firestone Tire & Rubber Company
of Canada, Limited
Hamilton Ontario

Most Miles Per Dollar Firestone

CORD TIRES

FIRESTONE TIRES ARE SOLD IN ST. JOHN
By
J. CLARK & SON, 17 GERMAIN STREET
and
SERVICE TIRE CO., 77 UNION STREET

In case electrolyte is spilled, have a battery expert replace it.
Test with hydrometer every week; 1900 shows a full battery.
Fill with distilled water every week in summer, every two weeks in winter.
Watch ammeter to make sure the battery is receiving current whenever driving at 20 miles or over.

Efficiency of Reground Blocks.

Not every job of having the engine equipped with new piston rings or new pistons and rings will work successfully. A badly scored cylinder or a cylinder that lacks uniformity of diameter must be rebored by a competent auto mechanic to be sufficiently free from ovalization and devoid of scores, before any new replacements in the cylinder will work perfectly.

Value of Correct Assembly.

Note carefully just how parts of an engine are fastened on when it is necessary to remove any of the sections. Mark these parts with a punch so that there will be no doubt as to where they belong. This applies especially to such parts as valves, valve lifters, valve caps, etc., which look alike, but should be replaced in their original places.

Color Tests for "Gas" Mixture.

When testing different gasoline mixtures by the color of the flame at the compression cocks, a rich mixture gives a red or yellow flame, while a weak mixture shows a light blue flame, almost invisible. The correct mixture is a reddish blue. These colors are best studied at night or in a dark garage; they are lost in bright daylight.

Added Electrical Equipment.

While it is not advised to connect additional apparatus to the electrical system of a car, a parking or "stop" light is permitted, as these fixtures will not consume enough current to make a serious difference in the battery's keeping charged.

Lubricate Valve Stems.

Give the valve stems a drop of oil occasionally. They are subject to severe

duty and wear badly unless lubricated. Occasionally one of them squeaks, which is as plain a call for oil as could be imagined.

A Temporary Repair.

Painting a joint with schellac will sometimes temporarily repair a leaky seam in a gasoline tank.

A clean rag saturated with kerosene will make running boards look like new.

Shock absorbers can be rejuvenated by using a few drops of oil from time to time.

A little grease on the driving gear will save wear and permit easy running at all times.

An engine can readily be cleaned by spraying it with a mixture of gasoline and kerosene.

The spraying of water between the brake lining surfaces will temporarily stop squeaking at this point.

When filling the radiator allow enough water to pass in to bring the level over the end of the vent pipe.

A tube that fails to hold air is worthless.

Never allow the engine to labor in high gear.

A car should be revarnished twice a year—spring and autumn.

MAN DELIGHTS IN COLORS AS IN DAYS OF SAVAGE

Vivid Tints Compared With Soft
Shades Worn by Women at Henley

"Man is a savage in his delight in brilliant hues. It is considered that he is well content to make a dark background for wonderful woman, to be a foil for her fiery, but this is very far from the truth."

A visit to Henley is responsible for these reflections, which appear in this week's Tailor and Cutter, according to The London Daily News.

"At Henley woman was flimsy and cool and dressed in soft shades, but it was man's time for splashing the palette with gay tints and bold colors."

Among the crowds the writer of the article says he noted a club group "clad in scarlet" jackets of the "deep purple of Tyre," blazers as "black as Erebus with edges of flame," pink caps and pink socks, cream coats with jazz edgings.

The reason? Just that Henley gives man a chance to indulge his fancy for color without being conspicuous among his fellows.

"Whenever possible," continues the article, "man's fancy takes bold forms. In the privacy of his home the erstwhile sober citizen will wear a rich broadcrown gown or a sumptuous smoking jacket, while in his bedroom he flirts from the dawn and the sunset for gorgeous stripes for his pajamas."

"Man is timid individually, but as bold as brass in company. Give man the assurance that he will not be conspicuously alone, and he will riot in such a manner that woman will pale her ineffectual fires."

BOOTLEGGERS IN STIRRING FIGHT

Rivals Engage in 3-Hour Contest Over Thirty Cases of Liquor.

New York, Aug. 17.—C. Walker, second mate of the steamship Paria, will be questioned by Edward Barnes, assistant solicitor in the Custom House. The Paria is operated by the Columbian Steamship Company, a subsidiary of the Clyde Line, and operates between the Caribbean and this port. The Paria was originally a United States Shipping Board boat. Mr. Walker will be asked to explain how he was able to sleep through a fight that took place on board his ship last Saturday morning between two rival bands of bootleggers. Hostilities opened at 3 o'clock and at 5 a decision was reached and one of the groups withdrew with thirty cases of liquor in their boat, part of a shipment of benedictine, creme de cacao and old Scotch whiskeys later discovered by customs agents.

At 2 o'clock on Saturday morning the business of bootlegging was being peacefully conducted on board the Paria as she lay at her pier, 69 North River. About eight men had taken launch alongside and had agreed to buy thirty cases of liquor. The liquor was about to be lugged over the side when a larger launch with at least a dozen men aboard put in an appearance. These were "hijacks" who hold up the usual type of bootlegger.

With energy, these twelve assaulted the original eight and the battle waged furiously. Through it all the second mate, whose watch it was, slept undisturbed, he said. In the end the smaller party was defeated and the twelve got the thirty cases aboard their boat.

They headed for the open water, but became frightened because of certain suspicious sounds and they put the

thirty cases on board a lighter that was near. The man who commands the lighter crept quietly out to the thirty cases and appropriated one. The customs officers later recovered it. After a few minutes the twelve returned and took their twenty-nine cases.

The boatswain, called E. Olsen, went with the twelve, it was reported.

All this would have remained mere gossip in the circles of those who trade in rum, but one of the defeated party told the Custom House about the affair. Seven men were sent to the Paria and there in the mail room, which is between decks, ninety-seven cases of outlawed drink was discovered. Captain L. L. Haywood was greatly surprised when he saw the liquor and said that he had searched the ship about three days before she docked and that the room at that time was devoid of any beverage. He said that he was not on board when the fighting took place. The Paria carries a crew of thirty.

PEER, JAILED AS FRAUD, PROVES MODEL PRISONER

Duke of Leicester Ends Fortnight in Prison as Ordinary Remand Inmate.

London, July 18.—(By mail).—Edward Fitzgibbon, Duke of Leicester and premier peer of Ireland, will shortly end his imprisonment in Brixton gaol, according to a news-item in The London Daily News.

He was convicted at the last Old Bailey Sessions of obtaining credit without disclosing that he was an undischarged bankrupt, and Sir Ernest Wild, the recorder, without passing sentence, ordered him to be kept in custody until next sessions.

The duke has spent a fortnight in Brixton under the same conditions as a prisoner on remand. He will drive to the Old Bailey not in the prison van, but in a taxicab with a warder. He has lived in a light, fairly well-furnished cell—as prison furniture goes. He has worn his own clothes

and has had his meals supplied from a restaurant at his own expense. He has been permitted to have newspapers and books, and to receive visits from friends and his solicitors.

No special privileges have been given to him. He is a duke outside Brixton, but in prison he is an ordinary inmate in the remand grade, known by a number. He keeps the prison hours, early to rise and early to bed. He takes exercise twice a day round a court-yard under the observation of warders. He has attended the prison chapel services on Sunday.

He has done no prison work. Neither does any other prisoner on remand. The cleaning of his cell is done by another prisoner on small payment. Any prisoner on remand, with funds, can

secure similar service. The duke has been a model prisoner.

NOBLES OF MIDDLE AGES LICKED PLATES AT DINNER

"How Our English Ancestors Lived" formed the subject of an interesting lecture delivered recently at McGill University, Montreal, by Professor Waugh, according to "The Cleveland Plain Dealer."

Noble families in the Middle Ages, he asserted, shared common plates and cups, used fingers instead of forks, licked their plates, wiped their teeth on the tablecloth and scrambled for the largest portion. Books on etiquette issued in the fifteenth century pointed

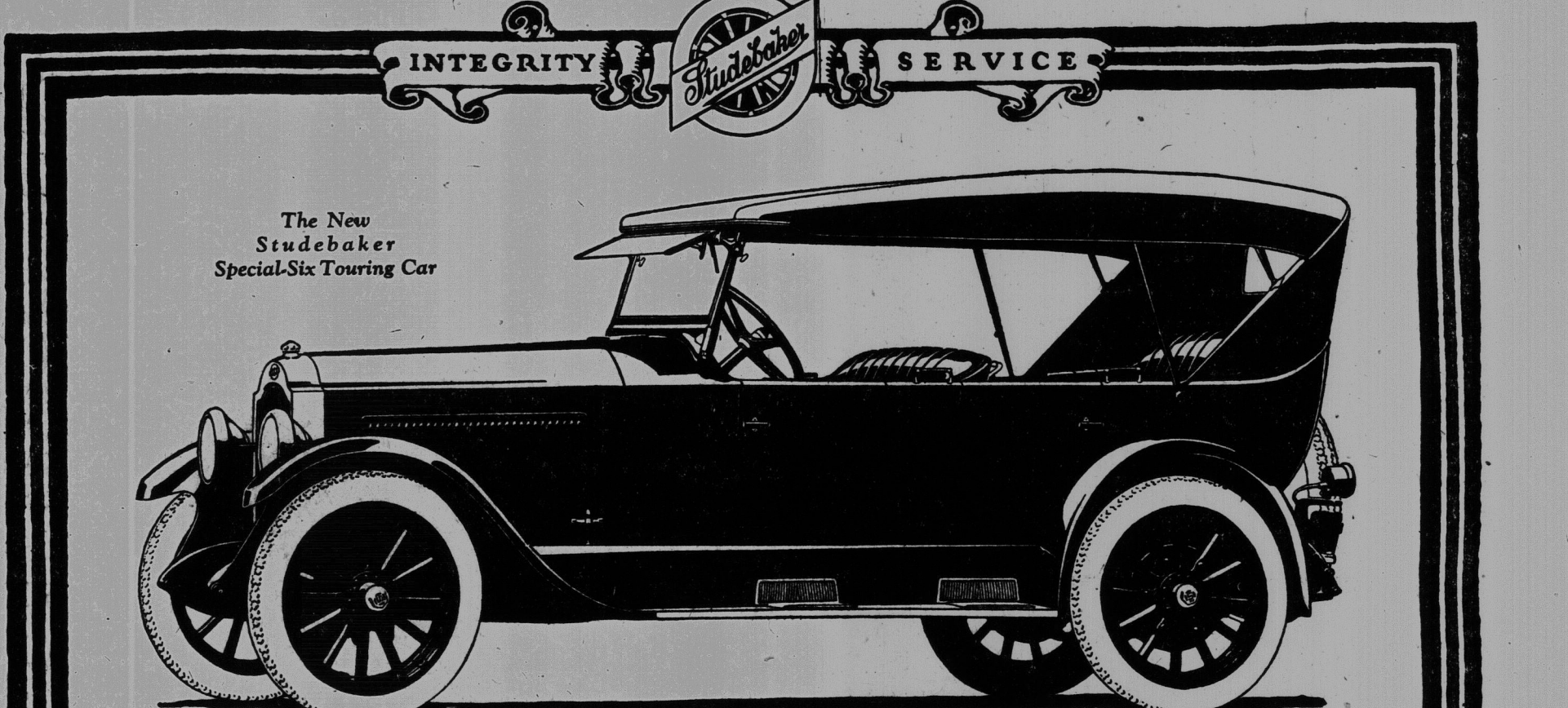
out that these things were not good manners. The art of cooking in the Middle Ages flourished, however, cooks excelling at artistic and rich confectionery.

Dancing in medieval times was true to its name. Dancers really moved with nimbleness and agility instead of slowly posturing round the room in a manner of modern dancers. The noble and his family and servants lived and slept in the great hall of the castle, with next to no privacy.

The labor shortage has become so acute that you seldom see more than a dozen idle men watching a sign-painter.—Birmingham News.



SMOKE OLD CHUM TOBACCO



Before you buy any car, see the STUDEBAKER 1924 Models

Studebaker presents its complete line of 1924 models, with the conviction that they will increase the prestige of the name Studebaker which, for 71 years, has stood for the best in transportation, quality and value of product.

Into these 1924 cars are built every proved feature in design that makes for the comfort, convenience and safety of passengers, and many refinements that further enhance the value of a line of cars already highly perfected.

It is common knowledge in the steel industry that Studebaker uses only the highest grades of the finest

steels. And the same is true of the electrical equipment, instruments, bearings, batteries, upholstery, finishing paints, tires and accessories used in Studebaker cars.

It is equally well known that Studebaker, with \$90,000,000 of actual net assets, including \$45,000,000 of plant facilities, is unsurpassed in ability and resources to manufacture economically and give maximum intrinsic value for a given price.

Produced under these favorable conditions, the 1924 Studebakers are distinctly the finest cars and greatest values Studebaker ever offered.

These are not careless statements.

They are facts that reflect the honesty and integrity of the manufacturer and its product just as they do the truth of Studebaker advertising.

The public has placed its confidence in Studebaker by accepting these facts, supported by the performance of Studebaker cars in owners' use. That's why Studebaker sales for the past six years have increased progressively each year and sales for the first six months of 1923 of 81,880 cars broke all six months' records.

Studebaker never cheapens quality to meet competition. The name Studebaker stands for satisfaction and service.

Power to satisfy the most exacting owner

MODELS AND PRICES—f. o. b. Walkerville, Ont.—Exclusive of taxes			
LIGHT-SIX		SPECIAL-SIX	
5-Pass., 112" W. B., 40 H. P.	5-Pass., 119" W. B., 50 H. P.	7-Pass., 126" W. B., 60 H. P.	
Touring.....\$1895	Touring.....\$1895	Touring.....\$2425	
Coupe-Road (2-Pass.).....1775	Coupe (2-Pass.).....1865	Spreader (5-Pass.).....2550	
Spreader (5-Pass.).....2550	Coupe (5-Pass.).....2475	Coupe (5-Pass.).....2475	
Sedan.....2225	Sedan.....2250	Sedan.....2750	

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