

# MOTORS AND MOTORING:

A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

## THE "BROADENING OUT" CONTROVERSY



Premier Drury of Ontario, who has declared for a "broadening out" policy on the part of the United Farmers of Ontario is shown in his office. Inset is J. J. Morrison, Secretary of the U. F. O. who is in favor of the organization retaining its class distinctiveness. He is publicly taking sharp issue with the Premier.

### CLOSED CARS ARE GAINING IN POPULARITY WITH OWNERS

With the coming of cooling weather car owners are beginning to give some serious consideration to the preparation of their cars for winter use. This leads back to the question of closed vs. open cars and the trend of times would point to the growth in number of closed cars in use throughout the country.

Bringing limousine comfort and protection within the reach of the average citizen and giving them, a range equal to that of a touring car, is the double problem automobile engineers and body builders are successfully solving. From the coddled darling of the boulevards, the enclosed car has become the familiar acquaintance of the country highways and byways.

An owner driver who has put touring car behind him and makes all his shorter business and pleasure journeys in an enclosed car, reviewing his experience in five months of early season driving, was outspoken in his approval of recent developments in the latter type of car.

"I have owned and worn out two high priced touring cars," he said, "but for economy and comfort, the closed car I'm driving now is beyond comparison with either. It has covered 3,000 miles already and I've yet to find the road or hill on which it will not do everything that my former car would do."

"I've come to expect that kind of economy and reliability from my car. But I'm really enthusiastic about it because of the convenience and protection it gives. A recent trip, for instance was made on a very hot day. With the windows all open we were as comfortable as in any touring car. When we ran into two or three dust squalls on the road, up went the windows in two minutes and we sailed through without any discomfort.

"That ability to change from an open car to a closed carriage in a couple of minutes is a great advantage. Not long ago in Wisconsin we ran into a sudden wind and rain storm. We were snug and safe in a jiffy without slackening our pace. Yet we passed at least 20 touring cars in the next 10 minutes whose drivers were battling with their curtains, trying to adjust them, in half a gale. Wind, rain, dust, snow, sleet, all weathers look alike to the man who drives a good closed car like mine."

### BRUSHES FOR CLEANING PARTS

While cleaning the gear set or differential, a long-handled paint brush will be found useful for reaching grease and dirt which have stuck to the sides of the case and are not reached by the kerosene. Get what the painters call a sash tool. It can also be used in cleaning dust and dirt out of corners, around the springs and other places.

Minard's Liniment used by Physicians.

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### KEEP TO THE LEFT AFTER DARK

Pedestrians Should be Careful When Walking on Country Roads

Pedestrians along country roads and those who walk in the streets at night in preference to using the sidewalks can contribute materially towards the reduction of automobile accidents by walking on the left side of the road facing oncoming traffic.

"Courtesy on the part of the automobile driver demands the use of dimmed lights at night," said an autoist "and this factor, while it contributes to the safety of passing motorists, makes it exceedingly difficult for the automobile driver to see a pedestrian walking along the edge of the road in the same direction the car is travelling. This difficulty is increased if the pedestrian happens to be wearing dark clothing. The result is that the driver is practically on top of the pedestrian before the latter becomes visible.

"Walking on the left hand side of the road is just as good for the pedestrian and enables him to see the approaching automobile in time to step aside if the motorist does not see him in time to swerve.

"The pedestrian should remember that the rules of the road require the autoist to keep to the right and should contribute to the factor of safety by keeping to that side of the road which best enables him to escape the oncoming car and especially the occasional speed fiend or "flivverboob" who cares nothing for consequences and speeds regardless of the rights of others, for it has been truly said that whether you

were in the right or not does not matter after you are in the hands of the undertaker."

### "FOOL STUNTS"

Every automobile operator has his pet "fool trick", even though he may pride himself on his careful driving. While a large percentage start their cars with the emergency brake on, others try to shift gears without throwing out the clutch. Some drivers are known to throw the gears into a forward speed while the car is moving backward or vice versa. Starting from a standstill on high, and racing the motor when cold, are also classed as "fool tricks".

### BUMPS BETTER THAN WRECKS

Highway engineers in a certain part of the United States are reported to be trying to devise a means to prevent some portion of the wrecks that result from motorists trying to beat trains to level crossings. They will endeavor to force the incautious chauffeur to slow up and think twice before taking a chance. The means suggested is to construct "bumps" on each side of the railway track. These will consist of a six inch elevation rising quite perceptibly though not perpendicularly from the road level and about a hundred feet from the track. Various experiences and sensations may result from this bump, but it is thought that the fatalities will be fewer than the crashes of the past few years through collisions at crossings. The motorist will doubtless "sit up and take notice" after the first such spill or warning and the experiment is not likely to be repeated.

### CURE TIRE CUTS QUICKLY

A barefoot boy appreciates the need of quick attention to his surface cuts and bruises which, given temporary protection are self-healing. Tire tread cuts are also self-healing if promptly treated with a heal-a-cut material. If not thus treated the elasticity of the rubber allows the cut to expand under load compression with every turn of the wheel. Dirt, glass, sand, and pebbles wear and tear away the rubber until the cut has reached the first layer of the tire fabric where foreign material creeps along the piles up between the tread rubber and the carcass, forming sand lumps.

Most cuts are avoidable and the result of tire contact with sharp edges of railway tracks and crossings, with old horse-shoes, broken glass, of wheels spinning on wet pavements and in mud holes, and by skidding the tire by sudden brake applications.

The remedy is to examine the tires at regular intervals, with the object of removing all penetrating objects, such as nails and tacks, to wash out the holes and cuts and close them by properly prepared healing preparations. Investment in tires does not end with the original purchase. To the first payment should be added a relatively much smaller but important care investment.

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## "I Was Run Down"

"Body was completely covered with Boils"

"If you have ever had boils, you know how painful and annoying even one or two can be. But imagine having your whole body almost entirely covered with them! I am a watchmaker by trade, making a specialty of repairing the highest grade movements. This is probably the most trying of any mechanical work, particularly for a nervous individual like me. Working under great strain both day and night for three months, brought me almost to a state of collapse. I was so irritable and nervous that the slightest thing would 'send me up in the air.' If I managed to get a few hours of sleep at night I was lucky. I had no appetite for food. I certainly was miserable. During this time boils began to appear on different parts of my body and the pain from them made life a misery. My suffering was so great at times that I felt there was nothing left for me to do but to end it all. I consulted doctors but they all told me that if I didn't give up my work and live out of doors, I would go into a decline. As I had no money I couldn't do this. In fact paying doctors' bills and buying medicines

used up all the money I made. Finally in desperation, I decided that I would either kill or cure myself, so I began to study my case. I realized that I was completely run down as any one could possibly be with a bad case of nerves. What I needed was building up. After reading descriptions of different preparations, the one which appeared to be the best for me was Carnol. It has simply performed miracles for me. Four bottles have done more than months of travel abroad. I feel like a two-year old. I sleep eight hours every night and eat three good meals a day. My skin is like a baby's, free from blemishes of any kind and I have now almost forgotten that I have ever had such things as nerves. I want everybody who is ailing to know about Carnol, because I have such faith in it I believe it will cure any human ill."

Mr. J. H. Mc. C. Carnol is sold by your druggist, and if you can conscientiously say, after you have tried it, that it hasn't done you any good, return the empty bottle to him and he will refund your money.

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