

FAR EAST LOOMS AS MOTOR MK'T OF THE FUTURE

Japan Rapidly Waking up to Benefits of This Form of Transportation.

TOKIO GOING IN FOR TAXI CAB SERVICE

Over Four Thousand Pleasure Cars in Tokio Alone and Numbers Growing All the Time.

(By Clarence E. Bosworth.)
Some indication of the great market for American motor trucks in the Far East is furnished by the operations of the Tokyo Street Motor Car Company, which was organized in August, 1918, and now has in operation 150 motor buses, 16 passenger capacity; 57 commercial trucks, 43 touring cars and limousines for hire, 19 extra passenger cars for training purposes and 10 light trucks for the company's own use. This makes a total purchase of 270 American motor vehicles by one concern since late in 1918.

The buses are composed of fleets of 100 Republic and 50 Clydesdale chassis, upon which the company has built its own bodies. In the truck fleet for general service are 29 Republics and 28 Fords. The passenger cars for taxi service and rental are all Studebakers. The ten trucks for the company's own use are divided among Overlands, Fords, Kissels and Overlands.

When this company began business urban transportation in Tokio was in a deplorable state. The surface car lines were as inadequate as they are now and the only supplementary services were the rickshaws, which are too slow and have become too expensive for the use of the masses, and a fairly large number of Ford taxis, which are also too expensive for the masses.

The motor buses came as a ready relief and helped materially in a temporary solution of Tokio's transportation problem, but even now the demand for street transportation is so great that in crowded districts it is not unusual to see two of the new large trolley cars and two street buses taking on passengers at a single corner and then finding it necessary to leave a considerable number of people to wait for the coming of other vehicles.

Wider Streets the Great Need.
Urban transportation is the great problem in all cities of the Far East. Class distinction is so much a part of the social attitude of the people that foreigners and the upper classes cannot ride in street railway cars without losing prestige except in one or two cities, and districts where so great that they are tremendous consumers of time.

Streets are usually narrow and crowded, so that the extension of trolley lines into the byways is almost impossible. It has often been said that there will not be a great market for American motor cars in Japan or any other part of the Far East until the streets and roads are widened, paved and straightened, but the fact stands that the operations of the Tokyo Street Motor Car Company have necessitated the purchase of 270 American motor vehicles of one kind and another, and the Tajima Hotel at Miyazochi operates a fleet of forty-two Hudsons and Buicks, and about 4,000 pleasure automobiles are used in Tokio alone. Unquestionably cars are selling.

With regard to the adoption of motor trucks Tokio indicates what may be expected from other cities. Motor chandises is usually carried on poles by coolies, in antiquated horse drawn wagons and in small carts pulled by men and even young boys. The new consciousness of the people of the East has brought a realization that any city employing such means of freight transfer cannot live up to its dignity as a world city, nor can the best interests of its industries and inhabitants be served by such transportation.

The transportation offered by the Tokyo Street Motor Car Company has

MUFFLER IS IMPORTANT PART OF CAR

Should be Inspected at Regular Intervals Same as Other Parts.

The muffler is usually the most neglected part of the car, writes P. Clifford Brokaw, director West side Y. M. C. A. Automobile School, in New York Times. It should not be so. The muffler has a distinct and beneficial purpose and is worthy of careful regard. Its purpose is to muffle the great noise and give a comparatively silent exhaust, at the same time providing for a free escape of the burned gases. Without it there would be no pleasure in riding, and the pedestrian and dweller by the roadside would need Maxims silencers on their ears.

In the operation of the engine the exhaust valve opens while the burned gas is yet under a pressure of 25 to 30 pounds per square inch. Let directly into the air the report would be deafening. The muffler provides a chamber where the exhaust gases may expand and likewise cool, thereby lessening the pressure, and by permitting the gases to pass off slowly through the multiplicity of small passages the exhaust reaches the air quietly instead of with a rush and big noise.

Early mufflers were rather crude, and while they did quite the exhaust, often it was at a great loss of power because of back pressure. Because of this a cut-out was devised, which permitted an exhaust direct into the air, for use in starting or on steep grades, or when extra power was necessary. It was almost as much of a nuisance as the open exhaust and speedily cities enacted ordinances forbidding the use of the cut-out. Meanwhile manufacturers perfected the muffler to obviate the defects and there was no longer need of the cut-out. That is why it no longer is furnished as a part of the regular equipment. There is no longer back pressure.

But it does not follow that back pressure is impossible, for if the muffler be not kept clean the small openings will clog with carbon-soot from the exhaust. This may become so severe that the engine will be stopped or lose most of its power. The poor grades of gasoline have a tendency to give off more carbon than the better grades. Particularly would this be true if the carburetor were out of adjustment, permitting an excess of gasoline to enter the cylinders. It is not burned perfectly and causes extra carbon to clog the muffler.

Clogging of the muffler holes and the back pressure of unescaped gas prevent the cylinders from being emptied of burned gases; this prevents drawing in a full charge of mixture on the intake stroke, the explosion is weak and power lessened.

In one particular case a car in which the writer was riding could scarcely make headway up a slight grade; often second speed was necessary to

come popular at once and has steadily grown in popularity. During the six months period ending November 31 last the company's revenue return was \$240,033. The total mileage of the buses was 238,839. The freight trucks travelled 165,211 miles and brought in a revenue of \$54,699, and the mileage covered by the taxis totalled 155,795, with a revenue of \$47,713.

Aside from its cars the company maintains large, well equipped repair shops and did a business of \$53,869 in them during the same period. The net profits for the period were \$45,839. The company also adds 5 per cent. of its profits for bonuses to employees. An increasing phase of the company's business has been the employment recently of women "conductors."

Considering these motor activities in Tokio, the advent of similar street buses into Manila and the constantly increasing number of motor trucks throughout the islands, the new taxi service in Singapore, the large number of American cars in use on the fine roads in Java and the adoption of motor travel and goods transport even in China across the Gobi Desert, the Far East begins to look up as a real market to attract our manufacturers. A further development along special lines is the motorizing of fire departments in the cities of the Orient.

ESSEX MOTOR CAR IN GRUELLING TEST

Made Journey of Over Thousand Miles in Zero Weather in Thirty-Six Hours.

From Boston to Fort Kent, Me., on the Canadian border, and back again, a distance of 1013 miles, in 32 hours actual running time, as recorded by observers from Boston, Bangor and Houlton, was 36 hours and 23 minutes. Temperatures ranging from 15 degrees above to 20 degrees below zero, and roads deeply rutted, snow and

ice-covered, made the run the most severe test of endurance, to both the car and its occupants, ever undertaken in New England.

Storm lashed and pelted with gale driven torrents of snow during part of the journey, the fact that one driver from his entire hand and another three fingers gives only a faint idea of the weather handicap against which the car contended.

It was crisp and cold when the Essex, a standard car taken from the salesroom floor of the Hanley-Kimball Company, departed from Boston at eight o'clock at night. It was driven to Portsmouth, through Stoneham and Haverill. Beyond Portsmouth there was ice and snow all the way.

There was only one stop to Bangor, in spite of the heavy going due to frozen ruts six to eight inches deep. At Portland four heavy chains were put on and from Bangor on the roads grew worse and the cold more intense.

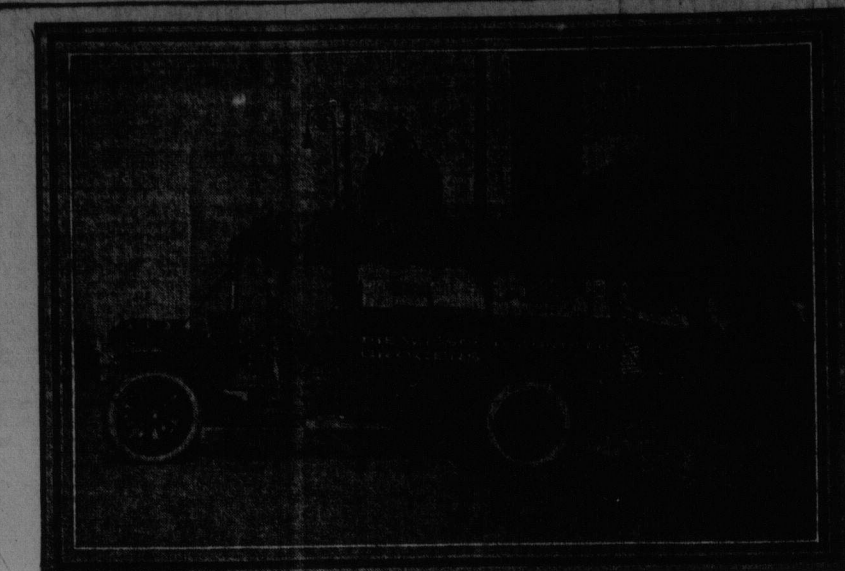
The hardest stretch of the journey was through the Maine woods with the thermometer at 20 below, to Fort Kent. Leaving Fort Kent at 2.05 in the afternoon, the Essex was driven through drifted drifts of snow to Houlton, thence to Mattawamkeag and on to Bangor.

Only one stop, to change a tire, was made before reaching Portland. At Portland the four chains were removed, although it turned out that there was a light snow all the way to Boston.

At 5.33 the second morning following its departure and just thirty-six hours and twenty-three minutes after the start, the Essex arrived back in Boston, after having triumphed in the hardest road endurance test to which a car was ever subjected in the history of New England motoring.

OLDEST ACTRESS IN AMERICA.
Los Angeles, April 12.—Senora Maria Moreno, 104, is making a bow on the silver screen in a picture called "For the Soul of Rafael." Senora Moreno is said to possess considerable histrionic ability and enjoys the work. She has lived 100 years in Los Angeles, speaks no English and is the oldest movie actor in America.

Truck Runs 300,000 Miles in Grocery Service



The White Company frequently has said, in its advertising, that the life of White trucks has not yet been determined, and this statement seems to be borne out by the performance of Truck "A," down of the delivery fleet of the W. P. Southworth Company, grocers, of Cleveland, which has entered upon its tenth year of daily service and bids fair to emulate the example of Mr. Tennyson's well-known brook and run on forever.

While not the oldest White truck in operation today, a number of trucks antedating it in delivery, Truck "A" is unquestionably the veteran to remain continuously in the service of its original owner.

It was in May, 1910, that this two-ton truck was delivered to the purchasers by the White Company, and immediately put into commission with John Jedlicka as driver. John, or "Jerry" as the boys at the store know him, was a lover of fine machinery, and the truck at once became his pride. So carefully did he care for the truck, and so carefully was it driven, that in a little more than nine years but one slight mishap marred the record of truck and driver, though all of the work was performed in the midst of constantly increasing traffic perils in the growing city of Cleveland—a wonderful record which, unfortunately, was ended by the death of the veteran driver a few weeks ago.

James Duffy has succeeded Jedlicka as driver of the truck, and bears for it much of the affection of the driver so long associated with it.

Originally the truck was used to transport goods between the Southworth Company's three stores in Cleveland, in general hauling from the depot, and in delivery service. When it was four and a half years of age, Mr. C. S. Southworth, since that time a portion of the burden once borne by Truck "A" has been transferred to heavier trucks which have been added to the fleet, but it has easily added an additional 100,000 miles to its record, and is today, according to the superintendent of delivery for the Southworth Company, "in good shape, and doing about forty-five miles per day."

White trucks are distributed in the territory by

J. A. PUGSLEY CO., LTD., Rothesay Ave.

LET us see what grounds we have for believing the Hupmobile to be the best car of its class in the world.

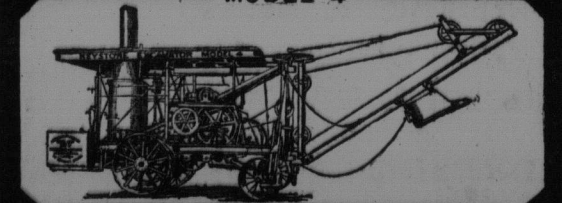
Well, take the matter of long life alone: Isn't it a conspicuous fact that it is almost impossible to "kill" a Hupmobile?

And, when you stop to think of it, isn't long life---which means, of course, long-continued, satisfactory service---a matter of prime importance?

Here, undoubtedly, you have one very good reason why our belief has now become practically a public conviction.

J. A. Pugsley & Co., Limited
Rothesay Ave.
Maritime Province Distributors

KEYSTONE EXLAVATOR MODEL 4



A 12 ton steam traction shovel that tackles anything and makes big money for its owner.

JUST see what a big range of work the Keystone Excavator Model 4 will do—
It's splendid for road work. It has 14 ft. of horizontal working travel on its 18 ft. boom. Its capacity is 250 to 500 cubic yards per day. It works fast. It is very easily handled.
It's great for ditching, for trenching and for back filling. Excavates to a depth of 20 ft. Travels under its own power—32 H.P. steam engine. Side hill excavating—it walks through a hill "while you wait." Callor digging—always shows the Keystone at its best. Stays on the level. "Takes cellar with it." No teams in excavation. This means clean, fast work.

ENGINEERING & MACHINE WORKS OF CANADA LIMITED
Send for Bulletin St. Catharines, Ont.

THE OLDS IS REAL ECONOMY MOTOR TRUCK

Chassis is Built Especially for Carrying Heavy Loads on All Roads.

ENGINE BEARINGS ARE EXCEPTIONALLY LARGE

No Weight on Rear Axle — Carried on One Beam — Low Consumption of Gas and Oil.

The Olds Motor Works, Lansing, Michigan, have been building motor cars for 23 years. Recently, by becoming affiliated with Canadian General Motors, they have come over into Canada and a large factory has been erected at Oshawa, Ontario. Therefore, in buying an Oldsmobile this year, you are actually purchasing an automobile which has been manufactured by Canadians in a Canadian factory.

The Oldsmobile is an eight cylinder car with all the speed and flexibility of an 8; but, unlike most eight cylinder motors, it is extremely economical on gasoline. The engine is equipped with a Ball and Ball Carburetor. This carburetor is a two-stage type, only the primary or economy jet spraying up to around 36 miles an hour, when by advancing the control-throttle a shoulder on the carburetor is tripped and the secondary or auxiliary jet flares giving maximum speed or power. For reasonable driving, at regulation speed or for the ordinary hills the primary jet is amply sufficient, hence the economy in fuel. The owner can safely count on getting from 18 to 20 miles to the gallon of gasoline under normal conditions.

Although the Oldsmobile weighs but 2150 lbs. fully equipped, the construction is unusually strong. The frame is pressed steel, channel section seven inches deep (with five cross members) width 42 inches rear, 50 inches in front. Rear axle is full floating type, spiral bevel driving gear with driving pinion and differential in detachable carrier. The front springs are semi-elliptic, 2 1/4 inches wide, 30 inches long. The rear springs are underslung, 2 1/4 inches wide and 16 inches long.

There are Timken bearings throughout and the ignition system is Delco. The Oldsmobile is a beautiful car in appearance, the lines and finish being such as to attract as much notice on the streets as the first automobile did on its initial appearance. The interior is a dark green Spanish leather and the inside of the fenders is gray woodgrain.

One gathers from the above short description that the Oldsmobile provides everything that the motorist hopes for—appearance, speed, power, flexibility, economy and comfortable riding.

But the whole has not been told. The equipment that comes with an Oldsmobile is one that makes even the biased automobilist sit up and take notice, 33 x 4 1/2 Cord Tires, front bumper, Gabriel snubbers, front power horn pump, clock, speedometer, tonneau light, trouble lamp and spare rim, seem to suggest that the last word in "completeness" has been said.

All the above naturally brings out the question "What does all this cost? Five or six thousand dollars?" No such figure. The Oldsmobile 7-passenger car costs \$3,300 and the 5-passenger \$2,200 f.o.b. St. John.

These cars can be inspected and demonstrations arranged by telephoning The Victory Garage and Supply Co., Ltd., 92 Duke Street. Phone Main 4100.

CARE OF THE CAR IS A NECESSITY

If the Most is to be Gotten Out of it by the Owner.

Motor car trouble usually results from putting off adjustments that should be regularly attended to. In most cases the cause can be traced to the carelessness of the owner and could easily have been prevented.

Proper care begins with the purchase. A car should be chosen whose weight is so nicely balanced that there is no undue strain on any vital part. The materials should be light but strong. Springs should have ample play to protect all mechanical units from the shock of the road.

Above all it is important that the motor has ample power to move any load that may be put in the body and to take it wherever necessary.

Such a car as this is easy to take care of because he who uses it does not affect it. But even so it should have regular and intelligent attention from those who depend upon its service.

Just as a rider runs his eye and hand over his animal before he mounts so the automobile driver should inspect his machine. A glance under the hood with the motor running, attention to any sound that is not in tune, a measurement of gas, water and oil, and a test of wiring and even tires, should all become a matter of habit.

These are just just a few high spots the careful owner takes into consideration. He always gives them his attention at the start. Making sure that they are right in the beginning soon becomes second nature.

The practice of a rapid inspection of vital units costs nothing and saves all unnecessary annoyance and expense in the end.

How to Time Distributor.

The following is the correct method of setting or timing the distributor. Fully retard the spark and set the distributor gear contact or segment so that it is just about to leave No. 1 cylinder carbon brush, then mesh the gears, being careful to see that the breaker points are just at the point of opening.