

HOW OFTEN SHOULD CARS BE VARNISHED?

By S. D. Conboy.

Primarily, this depends upon the amount and sort of care given the car, providing, of course, that a first quality durable varnish has been employed in finishing it.

The finish of the average car exposed to the exceptionally hard class of service prevailing at this time, will not properly protect the under coats, unless varnished at least twice a year. If the car were thus taken care of, it would prolong the day of repainting, and really give the owner far more value for his money than he gets when he forces the finish to wear a year or longer, and thereby weaken the whole paint and varnish structure, and brings close to hand the day when it is necessary to burn off all the paint and repaint the complete car from the foundation to the finish.

It is a fact, conceded alike by chemists and practical painters, that the durability of paints and varnishes along, be determined by actual weather exposure test. Chemical analysis and working under the brush, and certain other paint shop tests will disclose it as true, valuable information concerning the merits and demerits of paint or varnish, but knowledge of the actual durability or wearing capacity of such materials is to be had only by actual service in the varying condition of weather, naturally the painter with the longest experience by these practical tests.

The value of good varnish to the automobile painter, and, indirectly, to the car owner, cannot very well be overestimated; good varnish has greater brilliancy, fewer mean streaks and specks, and more durability than the inferior sort.

The question of whether a varnish is good or not, depends some on what the varnish is, and some on what the painter is; the varnish won't put itself on, while the painter serves as a watch-dog over the operation. It not only requires a high degree of skill to do good varnish, but an equal amount of experience, foresight, and painstaking attention.

In looking for satisfactory results, we must not lose sight of the fact that the efficiency of the varnish and the varnisher go for naught, if not applied to a properly prepared surface in a modern equipped paint shop, with proper facilities for doing first-class work.

S. D. Conboy of the Conboy Carriage Co.

SASKATCHEWAN WINS IN FAMOUS DUNLOP PICTURE CONTEST

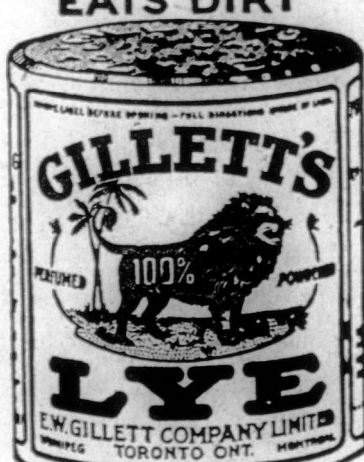
The Dunlop "Famous Pictures" Contest is over and Saskatchewan has swept the boards capturing first, second and fourth places.

The first five winners were as follows: First, Mary Hunt, Abernethy, Sask., \$25; second, E. Edmundson, Langman, Sask., \$15; third, S. Rivers, Goderich, Ont., \$5; fourth, N. Crowe, Archibald, Sask., \$3; and fifth, H. E. Brandon, Midland, Ont., \$2.

As the contest was confined to children under fifteen years of age, this is especially a splendid tribute to the youngsters of the Province of Saskatchewan.

Some very apt remarks were made in various contributions and in others the reasoning takes on a humorous flavor. For instance, the winner of the first prize—Mary Hunt—in her story, No. 1, said that "the strange 'V' tracks look so much like geese in flight." This comparison has just been used in a folder, but said folder was sent to every automobile owner.

GILLETT'S LYE EATS DIRT



er last year. No words appeared in connection with the comparison; it was purely pictorial. So that "the discovery" speaks well for the observing qualities of the youngster in question. The same little girl from Abernethy, in story No. 5, made use of this phrase: "Like Canada's brave soldiers you are 'British to the core.'" In tire-making "core" is a technical term. Another one of the contestants, in writing story No. 2, exclaimed: "And very often when the umpire hollers 'safe,' they are not as safe as the little girl is in front of this car."

A youngster in writing on picture No. 4—the tire and trash standing together with the lake in the background—concludes: "The tire has come through the water and up the slippery bank." In story No. 5, this same prize winner reaches the verdict: "It only takes two hands to make the tire." Here, of course, we get a sort of play on the bicycle phrase, "These are the only tools you'll need." Later on a contestant of twelve notes, "Handy Andy has a very small body for the size of his head, but I guess he has got a swelled head with the praise he has got for making good tires."

Still another winner wrote that, "As I traveled across the continent I inspected the Dunlop factories at the many cities and towns." As Dunlop factories and head office are located in Toronto only—branches being in all the leading cities—the above statement was only fanciful. In story No. 6, a western Ontario boy says: "The leadership of the tires is also shown by the tread of the tire which is seen around the world, everywhere you go." If "Canada" had been substituted for "the world" this statement might have been considered O.K. The same boy in writing a story about the two hands unburdened himself of this thought: "For twenty-seven years he has acted as guarantee and never had to give himself up, even though the output of the factory is growing larger and larger year by year; that's why Handy Andy is the best man in the factories." Of course, Handy Andy is just a figurative character working out from the two hands trade mark.

Another Saskatchewan idea relative to story No. 4 was, "People with your tires on their auto arrive just as soon as the train does."

MOTORISTS WILL PAY \$3,200,000 EXTRA FOR GAS
Gasoline has again soared to twenty-five cents a gallon in Toronto. Thanks to the keenness of competition here, the Toronto motorists buy their gasoline at the Dominion's rock-bottom price. In Winnipeg and the west, for instance, where competition is but des-



MOTORS and MOTORING

ultory, gasoline commands from thirty-three cents per gallon up.

In less than four months the retail price of gasoline has increased thirty-six-and-two-thirds per cent a gallon in Toronto. In outside points the increase has been as great or greater.

In August last gasoline could be purchased in Toronto in gallon lots at fifteen cents per gallon at the supply stations, and at many of the garages. Since the end of August, the price has advanced cent by cent till it reached twenty cents per gallon. During the past two weeks it has advanced by two leaps, each measuring two-and-one-half cents till today the minimum gallon lot price in the Dominion is twenty-five cents.

Will there be another increase? Probably; but John D. et al. alone know positively, and they won't tell. The increase is of no trifling economic moment to Canadian motorists. Consider: Registration returns indicate that there are over eighty thousand motor cars in Canada. These

TEN SAFETY FIRST RULES LAID DOWN FOR AUTOISTS

A little pamphlet containing ten good rules of "safety first" has been issued for the benefit of motorists and travelers by T. J. Ehrhart, secretary of the state highway commission. If observed, the rules would be beneficial to the state department in keeping roads in good condition. They are as follows:

Excessive speed is very destructive to good roads. Drive moderately and steadily.

There is no speed limit, but remember the danger of fast driving. Keep to the right on all curves.

Distribute the travel. Don't follow the rules.

Let anyone pass that wants to.

Don't race—disaster may follow.

Don't neglect your brakes. It is

HOW TO RUN AN AUTO AN KEEP OUT OF COURT

Do you want to keep out of the Police Court?

Do you want to avoid accidents, especially those, with possible serious result, both to yourself and to others? Then obey Judge Joseph Sabath's enlarged "decologue" for automobile drivers. Judge Sabath occupies the bench in Chicago's Automobile Court.

The judge recently made public the "decologue," which he describes as a sure basis for "safety first."

Please Don't

Don't drink intoxicating liquor or permit your chauffeur to do so while operating an automobile.

Don't drive faster than the law allows.

Don't permit your exhaust to smoke.

Don't cross a boulevard until you come to a fullstop.

Don't pass a street car on the left side.

LONDON SCOTTISH COMING FROM THE TRENCHES



As soon as the troops are out of the firing zone on the way to rest after being relieved from trench duty they are escorted to the rear by regimental bands playing the popular airs on their favorite instruments.

cars each consume an average of, to be conservative, say 400 gallons of gasoline per year. That means that over \$2,000,000 gallons of gasoline are consumed by the motor cars of Canada in a year. It also means that the increase of ten cents a gallon, if sustained, will cost the motorists of Canada \$3,200,000 more annually to operate their cars.

Important that they be in perfect condition always. Any moment they may be called upon to prevent collision or accident.

Don't speed down one hill to make another on high. Its dangerous. What are your gears for?

Be cautious at all railroad crossings. Be sure it is safe—then go ahead.

After night use dimmer and care on all hills and at bridges.

Farmers, when you buy your new wagon, specify not less than four and one-half-inch tires. Help to make good roads better and increase your tonnage.

Remember there are others on the road.

\$1,000,000 PLANT SOLD TO HUP COMPANY

The American Gear and Manufacturing company of Jackson, Mich., has been purchased by the Hupp Motor Car company, according to an announcement of J. Walter Drake, president of the Hupp concern. The purchase price of the Jackson plant was approximately \$1,000,000. The acquisition of the American factories gives the Hupp plant 65,000 additional square feet of machine shops. Preparations already are being made to add between 150,000 and 200,000 square feet to the Detroit plant.

HAVE DARK HAIR AND LOOK YOUNG

Nobody Can Tell When You Darken Gray, Faded Hair With Sage Tea

Grandmother kept her hair beautifully darkened, glossy and abundant with a brew of Sage Tea and Sulphur. Whenever her hair fell out or took on that dull, faded, or streaked appearance, this simple mixture was applied with wonderful effect. By asking at any drug store for "Wyeth's Sage and Sulphur Hair Remedy," you will get a large bottle of this old-time recipe, ready to use, for about 50 cents. This simple mixture can be depended upon to restore natural color and beauty to the hair and is splendid for dandruff, dry, itchy scalp and falling hair.

A well-known downtown druggist says everybody uses Wyeth's Sage and Sulphur, because it darkens so naturally and evenly that nobody can tell it has been applied—it's so easy to use, too. You simply dampen a sponge or soft brush and draw it through your hair, taking one strand at a time. By morning the gray hair disappears; after another application or two, it is restored to its natural color and looks glossy, soft and abundant.

The Helping Hand

(Continued from Page Nineteen)

us every day in the year, only we hear of only a few cases, of course. But more than that, once one of us does come back he works to pass on the good word to others. He's watching always for a chance to give a hand to somebody who needs it. It's sort of an endless chain. Now, I can give you a case in point."

Kent resumed his seat and accepted the cigar which Pop proffered.

"During the first year I was managing the plantation," he went on, "I went into the town—two hundred miles away—to straighten out some shipping mix-up. And down at the waterfront I ran into a young man from the States. I knew he was an American the minute I saw him. He was in a bad way, what with booze and the harsh treatment he had received as a stowaway from New York on one of the fruit steamers. And he was crazy to jump in the bay.

house, and presently he began to listen to me. He had a whole lot better education than I ever dreamed of having—and I wasn't kicked out of college until my second year, at that. But he was weak. The long and short of it was that I took him home with me. And just as my employer had helped me fight, so I helped him. He won, too.

"Now, he's my assistant and while I'm up here he's running the whole works. You couldn't make him take a drink at the point of a thin and has the lightest hair I

gun. He's got a pretty healthy ever saw on any man in my life, sum saved up, and next year he's coming back to the States for good this is his home town—"

and let his parents know that he's still alive. But more than that, "Why," he gasped, "why, old he's a genius. Why he writes man, he's my brother!"

stories for the magazines—and

you'll find his first story in the January issue of Nobody's Magazine. His name's Vernon Proctor, so look for—"

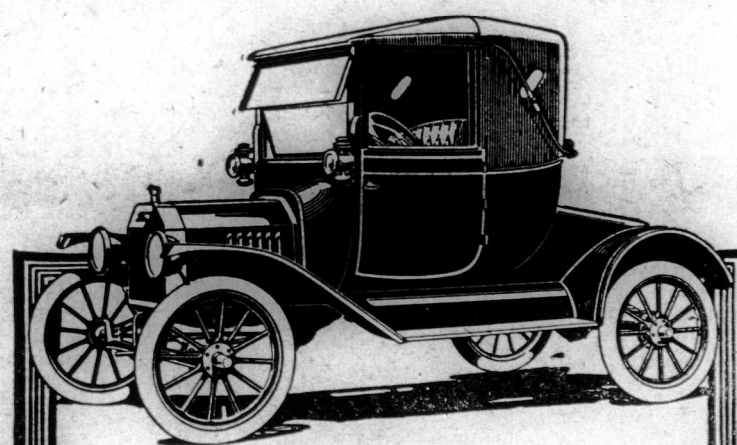
Proctor sprang to his feet, sending his chair crashing against the wall. "Vernon Proctor!" he cried. "Did you say Vernon Proctor?"

Kent stared at him in amazement. Then, recovering, he nodded affirmatively. "You don't mean that you know him, do you?" he asked eagerly. "He's tall and

He's told me, by the way, that coming back to the States for good this is his home town—"

Proctor reached out his hand. "Why," he gasped, "why, old he's a genius. Why he writes man, he's my brother!"

Proctor had his Christmas story!



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The Ford Coupelet Price \$730

As a winter car, with top up—as a summer car, with top down—this handsome two-passenger Ford is easily and instantly adaptable to all seasons. And it has all the good qualities of the more than million other Fords now in service.

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