

MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

THE MOTOR TRUCK IS INDISPENSIBLE

How Marketing Problems Have Been Solved

From a questionnaire sent out to farmers asking if the truck were a profitable investment, 31 replies were received. Of these, 29 answered "yes", the other two claiming the bad state of the roads in their districts prevented its use. That the truck is adapted to every type of farm is shown by the wide range of answers—fruit, mixed, creamery, wheat, truck and cattle farmers.

The average distance from market of the thirty-one answering the questionnaire was eighteen miles. The average load their trucks carried on the road was 2340 pounds, while on the farm it worked out to 2016 pounds.

The average mileage a day gave a showing of twenty-seven, and the average number of months the truck worked during the year was slightly over nine.

To a question as to the truck's chief advantage over the horse, all replied that it was a time and labor saver, and many of them entered into interesting detail.

One enthusiast declared that he could make five trips with a truck to one with a horse; another, that it was six times quicker in hauling; another, that it gave him the pick of three markets while all appreciated that the truck required nothing to eat and neither care nor attention when not in use.

The types of roads which the truck users travelled embraced all kinds—plain mud, stone and clay, and sand, sand and gravel, down to macadam and asphalt.

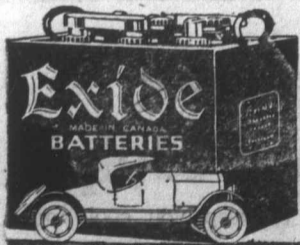
The acreage under cultivation ranged from thirteen up to eight hundred acres, thus proving that the truck pays no matter the size of the farm.

The motor truck on the farm is a paying investment in every way—in every operation—in every use. So say its many users who have actual and practical experience, who have had opportunity and inclination to investigate, and who, by these tokens, KNOW.

A farmer's motor truck is like his telephone—he thinks he can get along without it until he has one and then it becomes indispensable.

GOOD LOCK, GOOD PROTECTION

"Use a lock on your motor car if you want it thief-proof", is the advice of a former car thief who has reformed after spending three years in a prison cell, and is now out to put car owners wise to the tricks of auto stealing. This ex-thief admits that possibly a lot of auto thieves can pick any lock ever devised. We are told that no thief in his senses will bother with a locked car, however, when right around the corner is one without the sign of a lock, for thieves don't like extra work any more than honest men do. Another piece of advice handed out by this former crook is directed to legislators who are urged to pass a law requiring the verification of requests for transfers of automobile licenses.



When reliable power is combined with exceptionally long life, as in the Exide, then your battery is not merely a comfort but a genuine economy

G. K. COLDWELL
Located at McLaughlin Service Station
Wolfville, N. S.

A VALVE GRINDING TIP

When grinding valves, be careful not to let particles of emery get into the cylinders. These particles are harder than cast iron, and if some of the emery is caught between the cylinder walls and the piston, they never stop grinding. When completing the job carefully wipe all the emery from the valve and seat and finish with kerosene or gasoline on a cloth as an extra precaution.

CARE OF UNIVERSAL JOINT

The universal joint should never be neglected because it is not easy of access. It does a terrific amount of work, and must be lubricated properly to stand the strain and also to transmit power without absorbing a great deal of it through friction. As it begins to wear it develops a peculiar thump, which gets worse very rapidly.

THE EMPTY RADIATOR

When refilling an empty radiator with water, open the petcock at the bottom of the radiator or the one located at the water pump. Pour water into the cooling system until it runs freely from the open petcock. Close the cock and proceed with the filling. This plan eliminates the possible chance of an air lock in the system.

Keep Minard's Liniment in the house.

RELATIVE PENALTIES

The Buffalo News asks its readers to supply their own comment on this: "An automobilist ran wild the other day. He struck a young woman, left her lying in the street with a broken leg—and sped on. Fleeing from pursuing motorists, he drove his car into two other machines—and sped on. He was found at the police station later, but had not reported the accident. This was last Wednesday. On Saturday he was fined \$50 in city court. He was able to pay it, and walked debonairly from court. Not long ago an orphan girl was arrested on the charge of stealing a pair of stockings from a store. She was held in jail for several days for investigation. In spite of a probation officer's report that the theft was her first offence, she was sentenced to 60 days in a reformatory."

These anomalies in the name of justice, do appear from time to time, not only in the United States but in Canada as well. The breaking of a woman's leg by careless driving of an automobile should, at a minimum, bring a penalty of one hundred times as many days as the penalty for the theft of a pair of stockings.

CAR FOR HIRE

New Car. Careful Driver. Day or Night Service. Satisfaction guaranteed.

BRUCE SPENCER
Phone 236 or 138

THE POSITION OF CANADA AS A TAXPAYER

The citizen of Canada is carrying a tax burden sufficiently heavy in his own opinion, which opinion is justified by a comparison of that burden with the similar load on the shoulders of the citizens of the United States.

There the taxation per capita is \$26.12, while in the Dominion it is about \$45.00.

They also have the advantage of us in the matter of the per capita debt, which amounts to \$275 in Canada and about \$110 there.

But there is another and more cheering side. Contrast our lot with that of the people of the United Kingdom, whose taxation

per capita is 17 pounds, or about double our own, with a per capita debt of 181 pounds, nearly three times that of the Dominion.

And the French have a per capita tax of 516 francs, with a debt of 162 pounds per capita. In Germany the taxation is 2245 marks per capita, which does not include the forced loan amounting to 1167 marks.

At today's exchange every inhabitant of France has a debt of \$720.90 hanging over his head, and the United Kingdom \$805.45, which makes our own \$275 look small.

The philosopher will observe: It might be worse!

Ask for Minard's and take no other.

DRIVING WITHOUT FAN BELT

When the fan belt breaks at a time when another cannot be procured, it will be possible to run the engine with safety if the speed of the car is kept above 20 miles an hour. At this speed the movement of the car will usually insure sufficient air circulation to keep the temperature below the danger point.

CAR FOR HIRE

PHONE 230
D. F. JOHNSON

A BUSINESS COUPE OF STEEL

Dodge Brothers offer to the business public of America an entirely new principle in Coupe body construction.

From framework to window mouldings the body is built of steel. It is the first all-steel closed car ever marketed. This design anticipates every possible requirement of commercial travel. It insures unusual quietness—unusual grace—unusual stamina. It has made it possible to give the Coupe that same lustrous baked-on enamel finish for which Dodge Brothers open cars have long been famous.

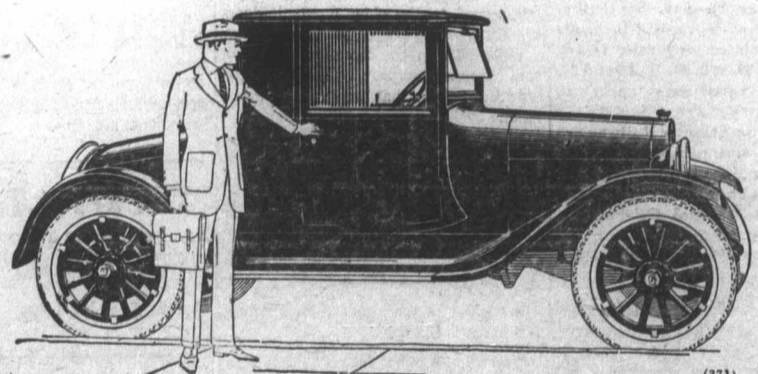
The upholstery is of genuine leather—leather that will wash and wear. The seat is wide and comfortable. Carrying compartments are accessible and spacious. The car is equipped with a heater, dome light, window levers, windshield cleaner, cord tires, Yale door locks, and every other appointment necessary to the owner's comfort and protection.

Built inside and out to withstand the wear and tear of everyday use, it retains the same lightness and beauty of line which you are accustomed to look for in Dodge Brothers cars.

It is the Business Coupe which business people the world over have been expecting—from Dodge Brothers.

The price is \$1610.00 delivered.

J. S. LAMONT,
Kentville, N. S.



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Service With a Smile

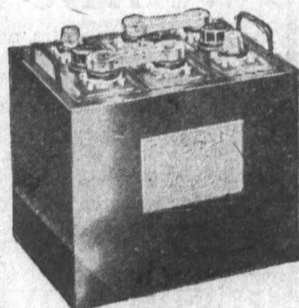
We try to give the Motorist Real Service in a Courteous Way. Come to us with your troubles.

Queen and Premier Gasoline, Mobile and Polarine Oils, Tires, McLaughlin and Ford Parts.

E. J. WESTCOTT

Wolfville, N. S.

TITAN BATTERIES



PHONE 184.

J. F. Calkin

Distributor for Nova Scotia

Batteries Repaired and Charged

ACETYLENE WELDING

WOLFVILLE

THIS WILL BE ANOTHER Studebaker Year

It's the car everybody wants because it is the best.

The unusual popularity of STUDEBAKER CARS is attested by the fact that the corporation enjoyed the biggest business in its history in 1921.

Notwithstanding the fact that the total number of all automobiles sold (except Ford) was 40 per cent. less than in 1920, the total aggregate of sales for the Studebaker cars was 20 per cent. greater than in 1920—and in Canada 64 per cent. greater than in 1920.

QUALITY COUNTS!

Get into the procession and drive a Studebaker in 1922.

Full information on application. Let us tell you about the Studebaker.

W. A. REID

WOLFVILLE, N. S.

THE FINAL TEST

The steadily increasing percentage of satisfied Imperial Polarine users is convincing proof that the right grade of Imperial Polarine is giving the greatest degree of lubricating service and satisfaction to Canadian automobile and truck owners.

Check up your car on the Imperial Chart of Recommendations. Use the grade of Imperial Polarine Motor Oils recommended exclusively.

IMPERIAL OIL LIMITED

Manufacturers and Marketers of Imperial Polarine Motor Oils and Marketers in Canada of Gargoyle Mobiloil.

IMPERIAL

Polarine
MADE IN CANADA

MOTOR OILS

