increase was in little children, 18 of

whom were killed during the month, as compared with 12 last year". It is added as one explanation of the increase in fatalities that up to June 1, 81,492

more motor vehicles had been registered

than at the same time last year. merely means that the number of killers has been increased. When one thinks of those forty-six deaths, eighteen of them

ly used it becomes a public menace

Studebake

LIGHT-SIX

\$1375

MOTORS AND MOTORING:

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

perfect coffee.

GREASING THE UNIVERSALS

Try Doing it Each Time You Change the Engine

The mechanical universal joint is here tention, in the way of lubrication, be cause it is often so woefully neglected in this regard. It is out of sight and seemingly out of mind, so far as many motor-ists are concerned and its inaccessible location works adversely to its lubrica-tion needs. Unlike those of the trahsmission and rear axle, the housing which encloses it cannot be made strictly tight so that grease, instead of a more reliable lubricant, generally has to be used upon it and still there is some escape of grease from it and doubtless some entrance of grit. Despite the slight consideration given it, the universal joint is a very important car unit, carrying the full stresses which are given the drive shaft by the transmission. Not only so, but the universals take the first brunt of the inequalities in rotative effect which the severe bumps of rough roads impose upon the transmission line. Sometimes this is not realized until the universals are badly worn, when annoying clatter-ing noises develop on bumpy roads as well as snapping sounds at starting and when the brakes are applied. Many manufacturers, discouraged by the short useful life of the mechanical universal practical service, have adopted the oric type of joint, which requires no lubrication, but still a majority of the 20 unavoidable, cars have either one or two of the former 90 Skidding. type. The usual recommendation is that the universal joint housing should be given sufficient grease to fill it through its plugged opening, after each 500 miles service, but 1,000 mile intervals are considered sufficiently frequent by some manufacturers. A light grease should be used, especially in cold weather. The housing usually comprises a joint formed between two spherical shels, one inside the other and the grease tightness of this depends upon a spring and sometimes a felt packing. Unless this protection against loss of lubricant and entrance of dirt is properly adjusted, abnormal wear of the parts will result.

CLEANING SPARK PLUGS

The only part of a spark-plug which it essential to keep clean is the surface of the porcelain, lava or mica core that insulates the centre or live terminal from the shell or grounded portion. It is necessary to clean the sparking points. emselves, despite the general belief to the contrary, although any deposits that bridge between the points should

Plugs will not become dirty except in engines using over-rich mixtures or which allow loose oil to collect above the pistons. Even when these conditions exist for a short time and then cease, plugs will clean themselves automaticallythe electrical discharges and the com-bustion disposing of soot and oil deposited on the insulation. In an engine that is run on a correct mixture and has a properly working oiling system it should never be necessary to remove the plugs to clean them, and they should run thousands of miles without attention.

Plugs, the insulation of which around the live spark-point is exposed, can us-ually be cleaned sufficiently merely by brushing off the deposit from the of the bushing, but to do a thorough job the plug may have to be taken apart Plugs, the end insulated of which is not exposed, usually have to be taken apart to enable the porcelain to be wiped

NEW NON-SKID DEVICE INVENTED BY WOMAN

automobile non-skid device which the circumferential members of the ordinary tire chains are replaced by fabric bands and the cross members have circumferentially grooved cups inserted in three of their links has been invented by a woman. The cups, which are turned from the solid bar, are intended to increase the gripping power of the device, whereas, the fabric circumferential members are intended to protect the sides of the tire against punctures and at the same time to serve as anchorage for the cross members. The cups have a flat bottom resting against the tire case and

Minard's Liniment for sale every-

minimize wear of the tires.

considerable area of contact should



CAUSES OF AUTO ACCIDENTS

reports filed with automobile clubs of Southern California: P. C.

As tabulated from an average of 1,000

- singled out as the object of special at- 25 per cent. at street or road intersec-
 - 40 Overturnings.
 - 28 Failure to give "arm signal."
 12 Abuse of "right of way" when technically it may be yours.
 - 12 Abuse of "right of way" endeavor to usurp it.
 - Cutting corners.

 19 per cent. between intersections or in

 - 19 per cent. between intersections or in open country driving.
 30 Turning in middle of block.
 25 Misjudging of distance when passing other vehicles.
 20 Excessive speed.
 15 Failure to look for approaching traffic or give proper signal leaving curb or roadside.
 10 Attention distance intersections.
 - or roadside.

 10 Attention diverted from street or
 - highway.
 - 10 per cent. cars struck while parked. Faulty brakes.
 - in handling car Incompetency close quartesr.
 - Cars left improperly parked. 9 per cent. faulty brakes.
 - Lack of proper attention to inefficient brakes.
 - 6 per cent. skidding. 40 imprudent attempts to stop or turn
 - too quickly
 - 40 overspeedin
 - 90 Skidding. 10 Mechanical breakage.
 - 4 per cent, on curves (country driving), 70 out of position—on wrong side of
 - road. 30 Overspeeding (entering curves too
 - - fast),
 2 per cent. with street cars.
 40 Street cars at fault.

 - 60 Motorists at fault 30 Automobiles not under control.
 - 28 Failure to observe approaching street
 - 15 Motorists endeavor to "beat" street car across intersection.

 12 Misjudgment of speed of approaching
 - street car.
 - 12 Stopping too close to turning street car and being "side-swiped."
 - 3 Stalling motor on street car tracks 2 per cent. glaring headlights.
 - 1 per cent. collision involving bicycle or motorcyclist.
 - 50 Cyclist at fault. 50 Motorist at fault
 - 1 per cent. pedestrians involved. Lack of proper warning signal by motorist
 - or his failure to see pedestrian.
 "Jay-walking" by foot traffic.
 20 4-5 per cent. miscellaneous carclessne

THE KILLERS

An unobtrusive news item in the Boston Herald says:—"Forty-six per-sons were killed in Massachusetts by motor vehicles during May, an increase of six over the 1922 record. The entire



Brakes which do not hold make business for the undertaker. If a child darts in front of you, and your brakes fail to work, you are sure to pay dearly for injuring the child or else wreck your car and possibly another. Test your brakes often!

Even properly adjusted brakes fail at times and cause accidents Insurance will make good your loss, both for damage to your car and to the persons or property of others if involved in a mixup.

Get automobile insurance here covering fire, theft, collision liability and property damage.

H. P. DAVIDSON

WOLFVILLE, N. S.

Phone 217

P. O. Box 462





Kent

King

King



m.

m.

m.

AUTO NOTES

Wood disc wheels are being made. Bumping into the curb injures the

Carry spare headlight bulbs with you ver let the car rest on a deflated

regular pace saves gasoline and

The least knock in an engine means

the deaths of children, in one month, it is difficult to restrain a feeling that the death penalty ought to be meted out to some of the killers, as a warning not Don't try to drive the car with the

to be disregarded by other reckless motorists. Of course a child or an adult may get in the way of a moving car, and Trouble lamp is a valuable aid for accidents at night. Keep the

a reckless motorist may by accident kill himself along with others, but the Water, oil, great Water, oil, grease and light are th tire's worse enemies

number of deaths is too large to be ac-counted for in that way. There is also to be taken into account the far greater Car of the future will have no carburetor, says an auto expert.

to be taken into account the far greater number who are injured, perhaps in some cases maimed for life. Henry Ford about 2700 pounds and cost \$1,800.

Don't fill the cooling system with cold water when the engine is very hot. number of motor cars in use increases the more stringent should be the regula-

A single stray strand of wire may pro duce a ground which will stall the engine tions as to who may operate one, and the more severe the penalties for those Oil which drains into the gear com-partment can be filtered and used again for lubricating spring leaves and brake who recklessly maim and kill. A motor car is not a harmless toy. When improper- | connections.

"DUNLOP"

The World's Most

Envied Tire

Record Mileage—Faultless Anti-skid

27 world-wide tests establish proof of Studebaker Light-Six economy

The fuel economy of the Studebaker Light-Six has been positively proved by 27 world-wide tests, which estab-

lished an average of 26.9 miles to the gallon of gasoline.

mileage runs high. And its low repair cost will be at-

tested to by Studebaker's limited volume of repair parts

sales, which in 1922, averaged only \$13 per car for all

When you consider that the cost of the Light-Six'is

but \$1375, and that your purchase will enable you to

enjoy the economy, smoothness of operation, and the

flexibility of a perfected six-cylinder engine, isn't it

sound business to invest in a Studebaker Light-Six-

MODELS AND PRICES-1. o. b. Walkerville, Ont.

W. A. REID

just as thousands of other buyers have done?

Studebaker automobiles in operation.

Light-Six consumption of gasoline and oil is low. Tire

OXY-ACETYLENE

For particular people-

the qualities of superfine

coffee roasted to a turn, crushed

to small, clean grains every can

Steel, Iron, Aluminum, etc. at the I. X. L. Vulcanizing Plant.

WELDING and BRAZING

Tires are advancing in price. Better have your old tires repaired. Try New Tread on Worn Cord Tires and save money.

GAS - OIL - AIR

I. X. L. VULCANIZING PLANT

WOLFVILLE, N. S.

Hutchinson's Bus Service

EFFECTIVE JUNE 1st

Wolfville and Kentville Route

Lea	ive	Via	Arrive
Wolfville	7.00 a. m.	Main Road	Kentville 7,30 a. m.
Kentville	7.45 a. m.	Main Road	Wolfville 8.15 a. m.
Wolfville	9,30 a. m.	Main Road	Kentville 10,00 a. m.
Kentville	11.15 a. m.	Pt. Williams	Wolfville 12.00 noon
Wolfville	1.30 p. m.	Pt. Williams	Kentville 2.15 p. m.
Kentville	2.30 p, m.	Main Road	Wolfville 3.00 p. m.
Wolfville	3.30 p. m	Main Road	Kentville 4.00 p. m.
Kentville	4.15 p. m.	Main Road	Wolfville 4.45 p. m.
Wolfville	5.45 p. m.	Main Road	Kentville 6.15 p. m.
Kentville	6.45 p. m.	Main Road	Wolfville 7.15 p. m.
Wolfville	7.30 p. m.	Main Road	Kentville 8.00 p. m.
Kentville	9.00 p. m.	Main Road	Wolfville 9.30 p. m.
Wolfville	9.45 p. m.	Main Road	Kentville 10.15 p. m.
Kentville	10.30 p. m.	Main Road	Wolfville 11.00 p. m.

SUNDAY SCHEDULE

Leave	Via	Arrive
Wolfville 10.00 a. m.	Main Road	Kentville 10.30 a. m.
Kentville 12.15 p. m.	Main Road	Wolfville 12.45 p. m.*
Wolfville 2.00 p. m.	Main Road	Kentville. 2.30 p. m.
Kentville 3.00 p. m.	Pt. Williams	Wolfville 3.30 p. m.
Wolfville 4,00 p. m.	Main Road	Kentville 4,30 p. m.
Kentville 5.00 p. m.	Main Road	Wolfville 5.30 p. m.
Wolfville 6.30 p. m.	Main Road	Kentville 7.00 p. m.
Kentville 7.30 p. m.	Main Road	Wolfville 8.00 p. m.
Wolfville 9.00 p. m.	Main Road	Kentville 9.30 p. m.
Kentville 10.00 p. m.	Main Road	Wolfville 10.30 p. m.

Kingsport and Canning Route

Leave	Via	Arrive
Kingsport 7.00 a. m.	Pt. Williams	Wolfville 8.00 a. m.
Wolfville 8.30 a. m.	Pt. Williams	Kentville 9.00 a. m.
Kentville 10.00 a. m.	Canard St.	Kingsport11.00 a. m.
Kingsport 1.00 p. m.	Canard St.	Kentville 2.00 p. m.
Kentville 3.00 p. m.	· Canard St.	Kingsport 4.00 p. m.
Kingsport 5.00 p. m.	Pt. Williams	Wolfville 6.00 p. m.
Wolfville 6.20 p. m.	Pt. Williams	Kingsport 7.20 p. m.
Kingsport 7.30 p. m.	Canard St.	Kentville 8.30 p. m
Kentville 10.30 p. m.	Canard St.	Kingsport 11.30 p. m.

	SUNDAY SCHEDUL	E	
Leave	Via	Arrive	
port 10,00 a. m.	. Canard St.	Kentville 11.00 a.	
ville 12.00 noon	Canard St.	Kingsport 1.00 p.	
port 1.45 p. m.	Pt. Wms. & Bel. St.	Kentville 2.45 p.	
ville 3.00 p. m.	Canard St.	Kingsport 4.00 p.	
port 5.00 p. m.	Canard St.	Kentville 6.00 p.	
ville 6.30 p. m.	Bel. St. & Pt. Wms.	Kingsport 7.30 p.	
port 8.30 p. m.	Canard St.	Kentville 9.30 p.	
ville 10.00 p. m.	Canard St.	Kingsport 11.00 p.	

THIS IS A STUDEBAKER YEAR