

Autos Passing Street Cars

The question of autos passing street cars is still to the fore. A gentleman signing himself "Pedestrian" writes to The Evening Star advocating that the dead stop rule be put in force. As usual with communications of this kind, his is an unnecessarily bitter and somewhat illogical arraignment of motorists in general.

In taking this question into consideration there is an important feature of it that must be ignored. A Toronto street car during the rush hours is a most uncomfortable place. One's arms are stepped on, and an unpleasant crushing and buffeting, added to the fatigue of standing, is the portion of every passenger.

Now, poor human nature is such that under these circumstances the sight of another human rolling comfortably home, softly seated in a luxurious car, is peculiarly aggravating. The motorist who passes a crowded street car, tho he does not in any way molest any of its passengers, is bound to engender a strong feeling of resentment among a great number of them.

Should he thru carelessness run too close to a passenger getting on or off, his offence is thus magnified a hundred-fold; whereas the same thing done by a horse-drawn vehicle would pass unnoticed.

The average Toronto chauffeur is a thousand times more careful than the average Toronto teamster. He must be, for he has no intelligent horse to rely on to keep him out of danger. Considering the number of cars used here, motor accidents in Toronto are few and far between. The motor-cycle police are efficient, and moderate and careful driving is the rule.

It would be absurd to make every motor car stop when passing a street car loading or unloading. At corners like King and Yonge the traffic would be held up for blocks on each side.

Of course, there are a few reckless, inconsiderate auto drivers, but if these are brought to time by enforcing the four mile an hour limit, and if a certain percentage of the citizens who are careless will consent to use their eyes and ears in getting on and off cars, the accidents from this cause will be reduced to a minimum.

Second-Hand Car Buyers

Look Out For Trade Tricks

Used Car Will Be Good Investment, but be Careful What You Buy—What to Look For and What to Shun.

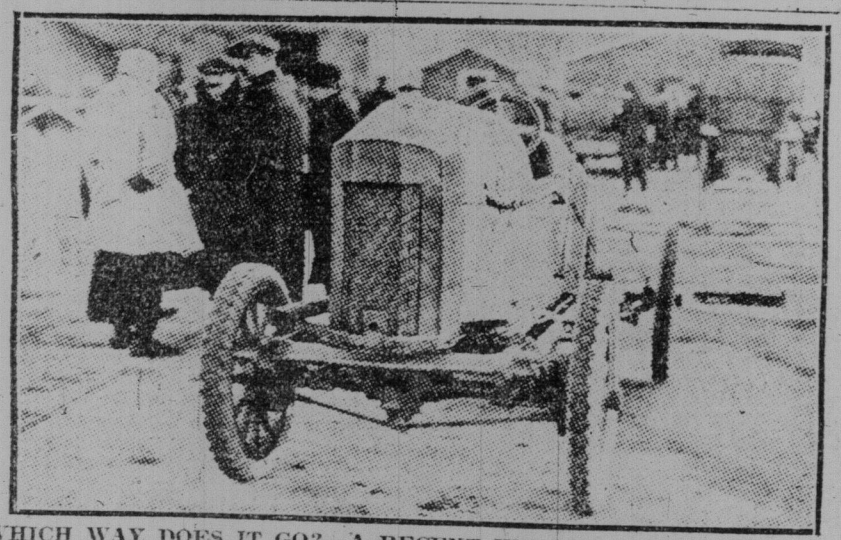
An article on the above subject, that was prepared with particular care, is printed in The Automobile. It deals with the selling phases of the subject as well as the buying ones. The writer insists that, in either case, a layman should seek the advice of some competent person who can advise him of he is not conversant with the proposition before him. Buyers should always be "prepared to spend time and money before actually making a purchase."

They will find it unwise to seek advice from a friend "because if the car breaks down, so does friendship. Probably the first question one should ask is why the previous owner disposed of his car. Many are the reasons which are likely to be given in answer as one goes about making a tour of second-hand dealers. These reasons are seldom of much help as to the condition and value of a car. In the advice which this writer gives, are the following points:

Something For Nothing. "If the buyer starts on his peregrinations with the car in New York, or any other city for that matter, is hiding gold dust in the shape of automobiles that can be had for the price of silver, he is better off than a native state, and have another guess. There are no doubt reputable firms selling second-hand cars who will not place on their books anything they do not consider, after examination, to be in good condition; but, sad to relate, they are few and far between. One has to be prepared in the second-hand car hunt to come in contact with the unscrupulous class of dealers.

A golden rule, and one that will never fail, is to hold on tight to any money until the car is out in the street, throwing ready for delivery. Deposits are not to be considered under any circumstances; if one else comes along and buys the car over one's head, be thankful that he got it. If a car is being offered at a low price, there is a dealer there is something the matter with it. He is not a philanthropist and usually exacts his pound of flesh. Business is business with him and if he can buy a car for \$500 and it is worth \$1000, \$200 would not tempt him very much. The first price quoted is invariably the price of the dealer, to feel the pulse of the buyer. A counter offer, always expected and on this account the first price may seem somewhat high.

"Never be in a hurry about the purchase of a second-hand car; it may have been on the floor for months, although the salesman says 'It came in yesterday.' Unless the buyer is experienced in cars, in which case few of these remarks will apply to him, it is cheaper to employ a competent, reliable engineer to look the car over and pay him a fee for so doing.



WHICH WAY DOES IT GO?—A RECENT WINNER AT BROOKLANDS. Curious radiator location on a 20.1 h.p. Brenna with "wind splitter" racing body. The radiator is placed at the rear and draft is induced thru it by a pair of large louvers, one on each side.

HAMILTON FIRE TRUCK SOON IN COMMISSION

Mountain City Will Have The First Motor Driven Fire Apparatus in Ontario.

HAMILTON, June 17.—The "Red Devil," the big new 80-horse-power auto fire truck which is to be added to the equipment of the Hamilton Fire Department, is expected here at any time. It will be given test runs on the steepest hills in the city, and the first one the firemen will attempt to climb with it will be the Jolly Cut, it being the most difficult grade in the city for autos.

The car will be placed at the King William-street station, and will respond to all alarms in the outlying and central parts of the city. It is likely that the establishment of the company will be increased, and it is the present intention to have Assistant Chief James and Second Assistant Chief Aitchison ride on it to fires.

Fireman George Gimblett and K. Kassel will probably be the regular chauffeurs. For the past few weeks they have been taking a special course in driving and repairing at a garage. Men from the factory where the car was made will accompany it and give the men their final instructions.

The car is the first motor-driven piece of apparatus to be added to an Ontario department. If it is a success, it is likely that several of the present pieces of apparatus will be replaced by auto fire trucks.

Chief TenEyck believes the cost of maintenance will be cheaper than horses, and that the car will be a great assistance to the department, especially in reaching fires in the outlying districts, without any waste of time.

To Blacken Brass

A good paint enamel can be secured from almost any of the larger paint dealers and manufacturers. These materials are applied in the same way as is ordinary paint, and would have to be applied with extreme care in order to avoid brush marks in the surfaces. Anything of this latter nature would be very unslightly if present on the metal. In our opinion it would be better and much neater in the result if the metal were polished to a blacken itself, rather than painted.

A good dead black, that, in fact, used on optical instruments, can be had by brushing the cleaned brass surfaces with a solution of platinum chloride. This solution is prepared by mixing two parts hydrochloric acid with one part nitric acid, and dissolving in this mixture as much platinum foil as possible. It will be found that one-half ounce of nitric mixed with one ounce of hydrochloric acid will dissolve about thirty grains of the platinum foil. In order to surely neutralize the acid it is best to have a surplus of the platinum. The articles when brushed evenly with this solution will become a beautiful dead black, which will wear well if polished and cleaned only with a soft cloth.

Another and somewhat cheaper method is to immerse the parts in a fifty per cent. solution of copper nitrate, and then heat them slowly until they dry. They are then immersed in or brushed with a solution of potassium sulphide 10 parts, water 100 parts, and hydrochloric acid 5 parts. They are then again heated until dry. This process produces much better results than does brushing. The latter heating process must not be continued longer than is necessary to reduce the whiteness of the black copper oxide. This latter finish is very durable.—Motor.

UNIQUE ELMORE PHOTO.

A unique testimonial has been received by the Elmore Manufacturing Company, consisting of a large photograph showing A. H. Kemmerley of Carey, Ohio, in an earnest discussion with himself over the purchase of a new car. One of the Messrs. Kemmerley explained to the other that he is in the market because he has finally been persuaded by a neighbor to sell him his Elmore. The question then is, with what car he shall replace it. The other likeness of Mr. Kemmerley seems much surprised at the question and is shown as reminding his counterpart of the fact that after five years' experience in driving an Elmore he must be very certain that no other car could suit him so well.

The photograph is a very clever piece of trick work, and is highly prized by the Elmore Company. Mr. Kemmerley is a banker and has been an enthusiastic Elmore booster for years.

SKILLED LABOR IN DEMAND.

Representatives of the Packard Motor Car Company at Detroit are making a systematic canvass of neighboring states in search of skilled mechanics. Among the Ohio cities visited thus far are Cleveland, Erie, Youngstown, Warren, Akron, Columbus, Springfield, Dayton, Hamilton and Cincinnati. Other cities in the vicinity are Indianapolis, Milwaukee, Michigan City, South Bend, Lansing and Flint.

The Packard shops are working up to their capacity of over five thousand men, and are endeavoring to increase the night force to about one thousand. Most of the night work is in the machine shops and the forge. Thus far the factory has been unable to keep up with sales, the orders for 1917 exceeding those of any previous year. Sales of trucks in May were the largest in the history of the company, and if the present rate is maintained another new record will be established for June.

Science at Long Range.

Ald has been asked of the French Academy of Sciences for a novel experiment. In the Department of Lot there has been found a subterranean river which seems to find its only exit in a number of springs in the surrounding country. It has been proposed that the river be utilized for the reproduction of aquatic animals during many generations out of the reach of sunlight. The animals would be taken originally from surface streams, and study would be made of the progressive effects of the deprivation of light.

Recognizing the fact that one human life, or several in succession would not cover a sufficient span of time to afford definite results, the scientist who has put forward the novel suggestion wishes to organize a society for this investigation which shall be perpetual. The work of observation to pass from generation to generation until, in some future time, it has been completed.—Harper's Weekly.

Protection for Wood Bison.

With the object of preserving to Canada the last herd of wood bison in the world, G. A. Malloy and another employee of the forestry branch of the interior department will shortly set forth on a mission to the banks of the Great Slave River, over 500 miles north of Edmonton.

The herd of wood bison numbers from 150 to 200, an exact count being almost impossible to obtain on account of the thickly-wooded country in which they live. They are heavier and darker than the plains bison, and, as stated, are the last of their species. At one time numerous, like their cousins of the prairies, they have been killed off until now only this remnant is left, and even this is being slowly depleted by the wolves, which hang on its flanks and kill the young calves.

It will be their duty to count the herd, arrange for the trapping of the wolves which prey upon it, and look into the general question of its protection. It is not the intention of the department to remove the bison to a park, but simply to make it easy for them to grow in numbers in their own wild retreats.

AVIATOR'S ESCAPE.

A remarkable flying incident which occurred at Brooklands is described in The Aero. H. J. D. Astley when descending at some 300 feet in his Blériot was caught up by a gust and heeled over onto his left wing tip. He switched off his engine to remove the propeller torque, and let the machine dive, so as to get her back on an even keel. Accidentally he switched on when the machine was diving and the sudden jerk of the big engine swung him out of his seat onto the fuselage.

His weight shifting aft, luckily forced the tail of the machine down, and at about 100 feet from the ground she dropped her tail and shot upward for another 150 feet or 200 feet at an exceedingly steep angle. Astley managed to get hold of the control with one hand, so that he could work the elevator and wing warping, but could not reach the rudder lever with his feet. Altho thus handicapped, he

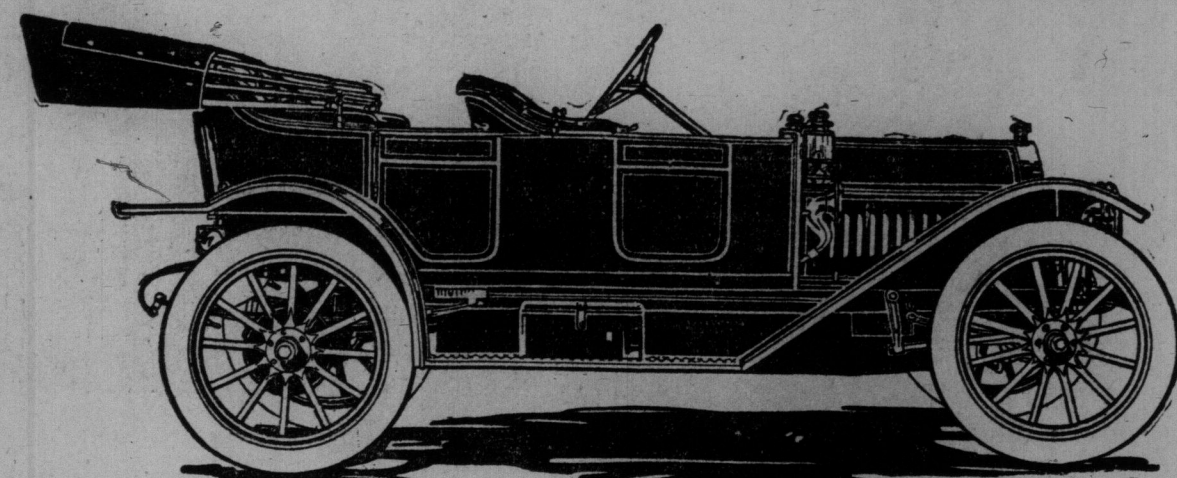
managed to bring the machine to the ground in the Sewage Farm. The machine stood on its head and threw the aviator into the mud, but he was unhurt.—London Globe.

HORTICULTURE.

I care not for the rubber tree That decorates the hall. The blossoming rose displays for me Attractions very small.

The spreading oak soothes not my care. Despite its shade profound. Oh, gentle guide, conduct me where The ice plant may be found.

While others seek the cheer that grows Upon the lemon tree. And quaff the sparkling draft that flows So copiously free, I shall not join in their pursuit. Elsewhere my hopes I lift. The ice plant with its cooling fruit Is summer's rarest gift.



Warren "30" Fordor Touring Car—5 Passengers—one of the smartest, swiftest, classiest cars of the year. Price includes two separate and distinct sets of ignition, Bosch high tension magneto, high grade coil, gas tank and gas lamps—oil side and tail lamps, horn and complete tool equipment—34 x 3 1/2-inch tires—110-inch wheel base, 4 x 4 1/4-inch motor. FULLY EQUIPPED WITH TOP, SHIELD AND SPEEDOMETER.

\$1925, F.O.B.

TORONTO

ANNOUNCEMENT

We are glad to announce that we have opened a downtown salesroom for the famous Warren "30"—made in Detroit.

This is the car that made such a marvelous record in the 24-hour race at Los Angeles, April 9th, establishing a new world's record for mileage and speed in the 161 to 230 cubic inch piston displacement class; it covered 1167 miles—averaging over 48 1/2 miles per hour, and went through the entire race without a single motor adjustment or tire change. This remarkable record was made by a stripped demonstrator.

If the Warren "30" had never won another race, this achievement in itself is sufficient evidence of its wonderful strength, power and reliability.

Think a few moments about the tremendous vitality for such an astonishing performance. Think of the continuous strain upon the motor, the cylinders—the test on the cooling system—the bearings—the clutch—the transmission—the springs—the axles—the strain on every part. Re-

call again the speed—over 48 miles an hour and kept up from four o'clock on Saturday until four o'clock on Sunday.

But, besides this event, the Warren "30" has to its credit the American record for five-mile straight-away at Pablo Beach, March 29th, time 4.24.12; and the 10-mile class event, March 30th, time 9.10.52. Besides many other notable events.

Among Detroiters, whose reputation as judges of automobiles is as famous as that of Kentuckians on horse flesh, the Warren "30" has a record of outselling every car of its price class during the first four months of 1917.

We are proud to announce that we have the Warren Agency established in Ontario, and we will be glad to demonstrate any one of the nine distinguished Warren "30" models to you.

Back of the Warren cars is the high-grade factory service—the service you have a right to expect back of

The Best Built Medium Priced Car in America
Demonstration by Appointment
City Sales Room, Adelaide West, Next Grand Opera House

North Garage
West Garage

Yonge and St. Clair
Queen and Abell

WARREN "30"
Ontario Distributors:
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