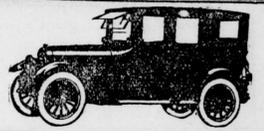




AUTOMOTIVE SECTION



Ontario Provincial Highway

CONDITIONS AS REPORTED BY THE DEPARTMENT OF PUBLIC HIGHWAYS.

Toronto to Kingston (161 miles)—Toronto to Pickering townline, use Kingston road, one short detour during the day, as marked; road open at night. Asphalt being laid between Pickering and Whitby; detour on base line 14 miles south; road open at night. Concrete base being laid between Oshawa and Whitby; detour on base line 14 miles south. Oshawa to Port Hope, good. Port Hope to Belleville, gravel road in good condition; detour over culverts under construction two miles east of Trenton; detour in good condition. Belleville to Kingston, good; rough through Deseronto.

Kingston to Quebec boundary (194 miles)—Kingston to Gananoque, road

in excellent condition except half mile stretch two miles west of Gananoque, which is now under construction. Gananoque to Prescott, good. Construction work in Lansdowne completed except for a quarter of a mile at Mitchell Bros. Highways may be used all the way; small detour outside shoulder west of Mallorytown. Prescott to Aultsville, good except quarter mile two miles west of Aultsville, which is under construction. Aultsville to Dickenson's Landing under construction. Dickenson's Landing to Moulmette, good. Moulmette to Milles Roches, under construction; one roadside culvert detour in Dickenson's Landing. Milles Roches to Cornwall, good. Road under construction between Glen Water and Summers town. Summers town to Lancaster, fair. Lancaster to Quebec boundary, fair.

Whitby to Lindsay—Good. Culverts under construction between Greenbank and Saintfield; overhead detours. Grading between Manchester and Greenbank.

Pictou to Peterboro (29 miles)—Gravel road Port Hope to Fraserville, good, macadam. Fraserville to Peterboro, good. Construction at Rice Lake; drive carefully.

Welcome to Dale (3 miles)—Gravel road new construction with graveling in process; no detours.

Pictou to Foxboro (29 miles)—Pictou to Belleville, fair. Construction at Massasauga, Bloomfield Bridge and Bloomfield; no detours. Belleville to Foxboro, good road.

Kingston to Ottawa, via Smith's Falls (171 miles)—Kingston to Smith's Falls, from Barrieffield seven miles north road closed. From this point to Hoyceville grading and macadam construction; road rough but passable. Joyceville to Morton, good gravel road. Morton to Ottawa, gravel road; traffic advised to drive slowly. Elgin Station four miles north grading and culvert construction. From this point to Smith's Falls good gravel road. Smith's Falls road under construction. Pike's Falls to Perth, good. Perth to Carleton Place, constant construction; traffic carried on for a distance of four miles from Perth and also in the vicinity of Innesville; the remainder of road good. Carleton Place to Ashton Station, road under construction, but passable; no detours. Ashton Station to Stittsville, good. Stittsville to Bell's Corners, road closed for construction purposes; traffic will detour from Stanley's Corners east to the Richmond road. Bell's Corners to Ottawa, under construction; traffic to take the suburban area road to Ottawa.

Ottawa to Prescott (74 miles)—Ottawa to Manotick, road good. Use road east of the Rideau. Manotick to Beckett's Landing, good. Follow road signs south of Beckett's Landing. Turn east and thence south across the river west of Kempsville. Beckett's to Prescott, good. At Beckett's turn east to the station.

Ottawa to Point Fortune (74 miles)—Ottawa to Green's Creek, asphaltic concrete pavement in excellent condition. Macadam base course being laid at Green's Creek; no detours are necessary. Green's Creek to Cardinal, good macadam road. Macadam base course completed on Cardinal Hill. Cardinal-Clarence macadam pavement in good condition. Clarence-L'Original macadam base is being built just west of Wendover. Clay from Wendover to Plantagenet is fair in dry weather, but impassable in wet. Grading operations in progress just west of Plantagenet. Plantagenet to Alfred, sand is heavy, but passable. Plantagenet to L'Original, clay is good in dry weather, but impassable in wet. Macadam base is being constructed just west of L'Original. L'Original to Hawkesbury, grading operations in progress and culverts under construction. Hawkesbury to Chute au Blendeau, gravel road in excellent condition, good in any weather. Chute au Blendeau to Ft. Fortune, gravel road under construction; no detours.

Ottawa to Pembroke (108 miles)—Ottawa to Arnprior, good. Construction going on at Connaught Rifle Ranges and between South March and Carp. Arnprior to Renfrew, good. Renfrew to Cobden, use county roads. Cobden to Pembroke, via Beachburg, good. Toronto to Severn (94 miles)—Toronto

What Every Motorist Should Do

The Ontario Motor League's standing committee on safety commends the following 15 commandments to motorists:

1. Put yourself behind the other man's steering wheel.
2. Don't latch at timid passengers. They're your guests. Make them comfortable.
3. Don't expect children to look out for themselves. The fact that it was the child's "fault" doesn't make death less terrible.
4. When a man in the wrong insists on the right-of-way, let him have it. You can't argue with fool.
5. Get the hand-signal habit. It protects you as well as others.
6. When the man behind wants to pass, slow down and draw over. It's safer to have him speeding past you than to stop.
7. Don't dash by street cars if they are about to stop.
8. Don't dispute the crossing with a railroad train. You'll be busy.
9. Slow down and keep to the right as you come to the crest of a hill.
10. Don't dispute the crossing with a railroad train. You'll be busy.
11. Think of the other road users when you have to splash through mud or water.
12. Remember that the pedestrian at the crossing has a right to cross.
13. Don't drive jerkily. It keeps the man behind you worried.
14. When your brakes aren't working, the time to get them fixed is NOW.
15. If you forget the Rules of the Road you can safely fall back on the Golden Rule.

way, and traffic is advised to proceed slowly and carefully, particularly at night. Preston to Kitchener, road closed to traffic immediately west of Preston between Preston and Freeport. Detour along Preston-Breakfast road about one mile, then back to highway; this detour is clearly marked with signs and lanterns. Balance of road to Kitchener good.

Kitchener to Goderich (73 miles)—Kitchener to Stratford, detour on to Bloems road via three miles out Mill street and Shoemaker avenue; return to highway, thence west to within three and three-quarter miles east of Stratford; detour south one and one-quarter miles and return to highway one and one-quarter miles east of Stratford. Highway in very fair shape. Stratford to Goderich, from Stratford to Dublin in good condition. Dublin to Stratford, newly graded, but quite passable. From Stratford to Goderich, road under grading and is difficult for motor traffic in wet weather.

Stratford to London (43 miles)—Very good except couple of miles east of St. Marys now being graded. Drive slowly where teams are working.

Stratford to Sarnia (95 miles)—Very good. Drive slowly where teams are working and through Warwick Township, where culverts are under construction.

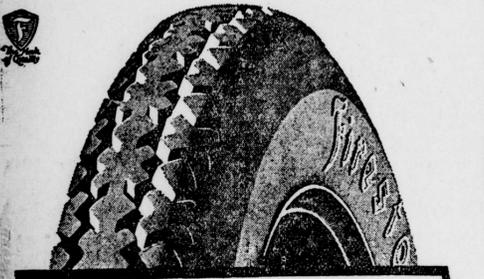
Port Arthur and vicinity—Scott highway in first-class shape from here to the International boundary. Kakabeka Falls, Hymers and Whitefish Valley in very good shape by going on the Oliver road, which leads out of Port Arthur. Leona Lake road, Port Arthur to Birch Beach is in good condition. Birch Beach to Leona Lake in fair condition. Dawson road to Kamulitiquia and Trout Lake in very good condition.

USE NORTH DETOUR

Motorists using the provincial highway between London and Thamesford report that the detour where paving operations are under way at Crumlin is better to the north than to the south. The southern detour is at the present time rough, especially on the road running east and west. The northern detour is in fair condition. It is expected that the highway will be open in a couple of weeks or so.

RAPID TREAD WEAR OF TIRES.

The causes most often responsible for too rapid tread wear are the various forms of wheel irregularities, such as misalignment, improper camber, wobblers, and unevenly adjusted brakes. These conditions can be brought about by such things as bent axles, bent steering knuckles, a loose bearing, a broken spring, a bent spindle, or anything which prevents the wheels from tracking properly. Excessive brake application, spinning of the wheels, or a rim unevenly placed on a wheel will also cause undue tread wear. A tire which does not run true drags, wash a side motion as it revolves. This has about the same effect as rubbing the tread with a rasp file—the rubber is worn away very rapidly.



A Firestone Cord purchased now is protection against winter tire trouble.

The rugged Firestone carcass has extra strength for harder going. The cross and square tread grips the road better and has a wear resistance that keeps cost at a minimum.

The Firestone reliability that makes the Firestone user satisfied with no other tire is your insurance against tire changes in disagreeable weather.

Firestone dealers sell a quality product at an economy price and give you tire service equal to the product they sell.

MOST MILES PER DOLLAR

Firestone

Cord Tires

to Newmarket, pavement under construction south of Richmond Hill. Traffic to Aurora and Newmarket take either Yonge street north to Thornhill, then west to Concord, or Dufferin street and Vaughan road north to Concord, then north to King City, then east to Carleton Place, constant construction; turn east at Maple, Newmarket-Bradford, good. Bradford to Barrie, fair, two-concessions north of Bradford, which is under construction; detour to the first road west of Bradford through three concessions. Barrie to Orillia, good. Orillia to Andree, good. Andree to Severn, fair, under construction, but passable.

Port Credit to Owen Sound (103 miles)—Toronto to Grangeville, pavement. Grading south of Brampton, rough but passable. Two bridges south of Brampton under construction with roadside detours. Brampton to Grangeville under construction. Orangeville to Shelburne, asphaltic gravel road. Shelburne to Chateaufort, culvert construction throughout and grading three miles south of Chateaufort; very fair gravel road. Detour township boundary and five mile road Caledon Township one concession. Detour to Thornhill, of Holland at Arnot easterly one mile, thence one mile, joining the provincial highway.

Toronto to Hamilton, via Lake Shore road (43 miles)—Concrete pavement. Via Dundas street—Toronto to Cooksville, paved. Cooksville to west boundary of Toronto Township paved; working on ditches. Closed from Toronto Township boundary to 16-Mile Creek. Open from 16-Mile Creek to 12-Mile Creek. Closed from 12-Mile Creek to Nelson Mountain. Detour in all cases one concession south. Open Nelson Mountain to Clappison's Corners.

Hamilton to Brantford, excellent pavement. Brantford to Paris, closed to traffic for paving operations. Traffic for Brantford, traffic for Paris and vicinity follow detour signs throughout. Local detour narrow with two grade railway crossings, heavy in wet weather. Motorists should drive carefully. Paris to Woodstock, gravel and macadam road. Woodstock to Ingersoll, Woodstock to Beachville, gravel road, pavement, construction work of shoudering not completed, may be traveled at a person's own risk. Beachville to Ingersoll, closed owing to narrow, motorists drive carefully and watch for narrow culverts. Ingersoll to London, fair gravel road and good concrete pavement. This section is closed five miles east of London owing to paving operations, and will be opened to traffic on October 8. Through traffic for London and west, Ingersoll and east, should take county provincial road, Dorchester and Nilestown, commonly called the Hamilton road. From London to Ingersoll, local traffic follow detour signs and direction arrows. Detour fair with one short strip of clay surface, which is bad in wet weather.

London to Windsor, via Chatham (124 miles)—London to Louisville, gravel road in fair condition except one-quarter mile of clay east of Thamesville; poor in wet weather. One-half mile sand west of Thamesville, poor in dry weather. Culvert construction east and west of Melbourne and east of Wardsville. New gravel west from Melbourne and east and west of Wardsville rather rough, poor in wet weather. Fresh gravel at intervals from Delaware to Kent Bridge, gravel to Chatham, paved. Chatham to Tilbury, fair gravel road.

road except mile of clay in Tilbury East Township, poor in wet weather. Tilbury to Woodside, good gravel road paved. Woodside to Maitland, fair gravel road except new grade east from Maitland, poor in wet weather. Woodside to Chatham, fair gravel road. Traffic from Chatham to Windsor will detour north to 3rd concession following red arrows. Traffic from Windsor to Chatham will detour south to 5th concession following black arrows. These one-way detours, being clay and quite narrow, are bad in wet weather. Through traffic is advised to take county road from Chatham through Charing Cross to provincial highway, Talbot road, or from Springs, following main road to or from Windsor in wet weather.

London to St. Thomas (16 miles)—London to Sandwich, concrete. Sandwich to St. Thomas, gravel fair. Short detour around bridge two miles north of Talbotville.

Hamilton to Jarvis (28 miles)—Under construction. Detours between Hamilton and Caledonia. Grading from Caledonia to Jarvis.

Hamilton to Niagara Falls (48 miles)—Road good throughout. No detours. St. David's to Queenston, detour, fair gravel and macadam road. Burlington Beach road closed to all traffic. Niagara Falls to St. Thomas (131 miles)—Niagara Falls to Welland, good stone road. Welland to Beckett's Bridge, gravel road. Traffic should go via South on canal bank to Fork's road to Dunville and Cayuga, good road. Bridge under construction at Cayuga and Cayuga to Welland, gravel. Corners; short detour east of Nelles' Corners. Good stone and gravel road to Simcoe. Simcoe to St. Thomas, gravel road in good condition, except newly graded section east of Aylmer. Detour between Aylmer and St. Thomas, fair gravel road.

St. Thomas to Windsor (125 miles)—St. Thomas to Clearville, good gravel road. Clearville westerly road being graded, fairly good when dry, but will be fairly good in wet weather. Blenheim gravel road good; some fresh gravel being applied, but kept well graded. Blenheim to Wheatley, gravel road, fairly good, but kept well graded. Culverts being built; traffic should watch for detours. Wheatley to Paris, gravel road, with fresh gravel applied. Culverts being built; traffic should watch for detours. Wheatley to Essex, gravel road hard, but rough in places. Essex to Maitland, being paved; detour to north fair when dry, but slippery in wet weather. Traffic can avoid this detour in wet weather by turning north at the canning factory in Essex and entering the miller road about four miles east of Maitland. Maitland to Jackson's Corner, paved. Jackson's Corner to Windsor, closed on account of paving. Traffic should enter and leave Windsor by Howard avenue pavement.

Windsor to Guelph (33 miles)—All under grading construction. New grading being followed by gravel. Drive carefully where new gravel has been applied. Bridge being replaced westerly limits of Norval Village; roadside detour.

Guelph to Owen Sound (84 miles)—Guelph to Fergus, good except for Marquette north where gravel, over gravel grading is proceeding; no detours. Fergus to Arthur, five miles of good gravel road, balance in fair condition. Road closed at southern limits of Arthur, detour along Arthur-Kincairdine highway to first street, thence into the village, but plainly marked. Arthur to Kenilworth, fair road except for one mile, which is rough and muddy in wet weather. Kenilworth to Mount Forest, gravel road, three miles of fresh gravel, balance in good condition. Mount Forest to Durham, good gravel road except for section Durham south-east where gravel operations and culvert construction are in progress; graveling is proceeding. Durham to Dornoch, good gravel road. Dornoch to Chateaufort, gravel road, gravel, balance in good condition. Chateaufort to Owen Sound, good; culvert construction and grading operations are in progress; overhead and roadside detours at culverts.

Arthur to Kincairdine (67 miles)—Arthur to Walkerton highway is in good condition throughout except quarter mile at 11th concession Arthur Township and about half mile Minto Township (three miles west of Harrison), where grading is in progress; these sections will be heavy in wet weather. Culvert construction one mile west of Arthur, two miles west of Clifford and two miles north-west and two miles southeast of Mldmay; good roadside detours or overhead bridges, but traffic should proceed slowly. Bridges under construction at Mldmay. Thence and three miles south of Walkerton, good temporary crossings. Walkerton Kincairdine, to Brant-Greenock Township line in fair condition. Lower gravel Brant-Greenock Township line to one and one-quarter miles west of Greenock Village rough and heavy in wet weather. Advise taking North Durham road one and one-quarter miles north of hie, way for this section. Grading from Kinross Village west eight miles, fair condition except in wet weather. Road gravel Kincairdine east two miles. Culvert construction half mile east of Millerton; drive slowly.

Hamilton to Guelph (29 miles)—Approaches to high level entrance to Hamilton under paving construction. Part of the pavement being laid at a time; drive slowly. Hamilton to Clappison's Corners to 7th concession West Plamboro open detour to creek road, thence northerly to Freelon. Closed from Freelon to County of Wentworth line; detour west one concession.

Guelph to Kitchener (37 miles)—Road in fair condition throughout. Hamilton to Kitchener (37 miles)—Hamilton to Preston, road is paved throughout and in good condition with the exception of a 200-foot roadside detour on the Dundas Mountain, at which point construction is still under

TIGHTENING A LOOSE BULB.

Flacking headlights are sometimes caused by a too great clearance between the bulb sockets and the base of the bulb. The vibration can be stopped by applying a drop of solder on the end of the bulb, thereby forcing the projection of the bulb base more tightly into the socket slot. Other methods are to slightly press in the slot openings to give the socket a tighter grasp on the bulb base, or to insert a brass wedge between the socket wall and the bulb base.

TEN RULES FOR TAXI DRIVERS

Here are the rules which William Patrick Flaherty says helped make him the world's perfect taxi driver:

1. Smile.
2. Don't talk back to a policeman.
3. Be polite to passengers.
4. Keep your head.
5. Study the traffic rules.
6. Look straight ahead.
7. What you see and hear keep to your self.
8. Learn your city.
9. Remember pedestrians always have the right-of-way.
10. Don't yell or blow your horn when anyone is crossing in front.

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Heed such danger signals. Consult your own comfort. Get a package of Bon-Opto, a harmless, helpful, soothing, cleansing medicine for the eyes. Its composition is not secret. It contains agents which the best eye specialists, as well as many everyday doctors, prescribe for their patients. Bon-Opto is known by many doctors and is endorsed, praised by many experienced and well-known medical men. Bon-Opto relieves inflammation, soothes smarting or burning, stops "watering" of the eyes, clears the vision, overcomes blurring, and by removing irritation helps to strengthen the eyesight.

Get a bottle of Bon-Opto tablets at any drug store. Dissolve one tablet in one-fourth of a glass of water. Use the one provided in the Bon-Opto package to enable your brain to see.

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DODGE BROTHERS TOURING CAR

In city traffic or on the open road, this new touring car impresses you instantly with its exceptional riding comfort.

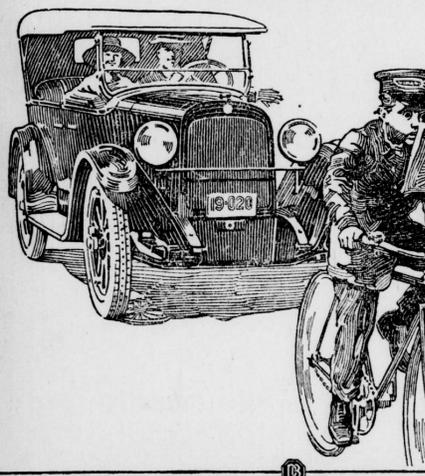
The seats are deeper and lower. The body has been lengthened to afford more leg-room. Its low-slung design reduces side sway and increases the car's stability at all speeds.

The front springs are wider, and built of more, and thinner leaves; the rear springs—now underslung—have been materially increased in length.

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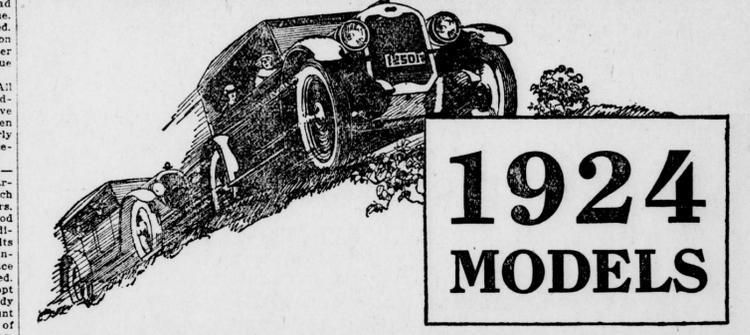
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