

Grain
Motor Trucks

the grain supply for this saving is have Automobile Chamber there were 300,000 last week. "Each the average, of three horses. Each horse of land from raising of twenty acres a provender. There 3,000,000 acres from the acres are required of 2,000,000 men and to feed horses to

like his tool kit hold a lot of tools, including driving materials, so the will be permanent, but a tourist will depend more on the folding of the cooling system if hydrometer and fire lamp, and any number of things which come in, but may not be about. One thing to do not forget to put the jack on the road or sandy place. It is not the man who plans maximum each day run who gets of the tour; he makes pleasure in keeping up. It is better to allow the runs, and then if a schedule to lay out and see the sights and in condition.

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what it means ne that the o Bosch High row, Marmon, and the Mer- Chandler car minimum crank and giving out; that if driving the all bearings in rear wheels. at these items many others, ch-grade cars.

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CHANDLER IS IN
ENVIABLE CLASS

So Declares Thos. Fudge in
Discussing General Increased
Price Tendency.

"Never before in the history of the automobile industry have there been so many price changes," said Mr. Fudge of Fudge Motor Sales, Chandler distributor. "With material prices changing every night, and with the cost of labor constantly going up and greatly upsetting well-defined plans, many motor car builders have been compelled to readjust their prices. It is safe to predict that prices will be unsettled and have a decided upward tendency just as long as the present material and labor situation exists."

"There have been so many price changes in the past few months that we and some motorists who are rather concerned as to just what price class each car belongs. So far as the Chandler is concerned, we hope to continue to sell the Chandler at the present price, for judging from the number of orders we have received during the past month, buyers are quick to appreciate that a Chandler at its present price is in a very enviable position in the automobile industry. The Chandler factory, however, will be governed by the material market and labor conditions, as a long-established policy would not permit reducing the quality nor the least change in the strict methods of inspection."

"In the way of prices and classes, automobiles can be divided into groups

Is Work to Be Stopped
on T. H. Highway?

The railroad embargo on stone, if sustained, will result in the immediate suspension of work on the Toronto-Hamilton Highway for the rest of the all-too-short concrete laying season. In view of the fact that concrete has been laid from the Etobicoke Creek to New Toronto, that the roads that link Toronto with the completed section of the highway are atrocious at best and all but impossible to travel in inclement weather, and that a west road is of the greatest importance, the Toronto City Council should forthwith bring every pressure to bear on the federal government to have the supply of stone for the completion of the highway this year delivered to the Toronto-Hamilton Highway Commission.

and levels, just like people. There are the few expensive cars, and lots of low and middle class cars, and about the first thing the man who buys does is to choose his level, and then look around inside that group. Even then it is often hard to decide, for most motor cars in a given group are very much alike.

"We claim that the Chandler isn't in any group. While the Chandler builders have always made high-grade cars, they are not what you call extravagant. The Chandler is for the man who does not want to overpay unwisely or under-spend unwisely. It is for the man who is not satisfied with the commonplace."

MAXWELL ECLIPSES TRANSPROVINCIAL RECORD

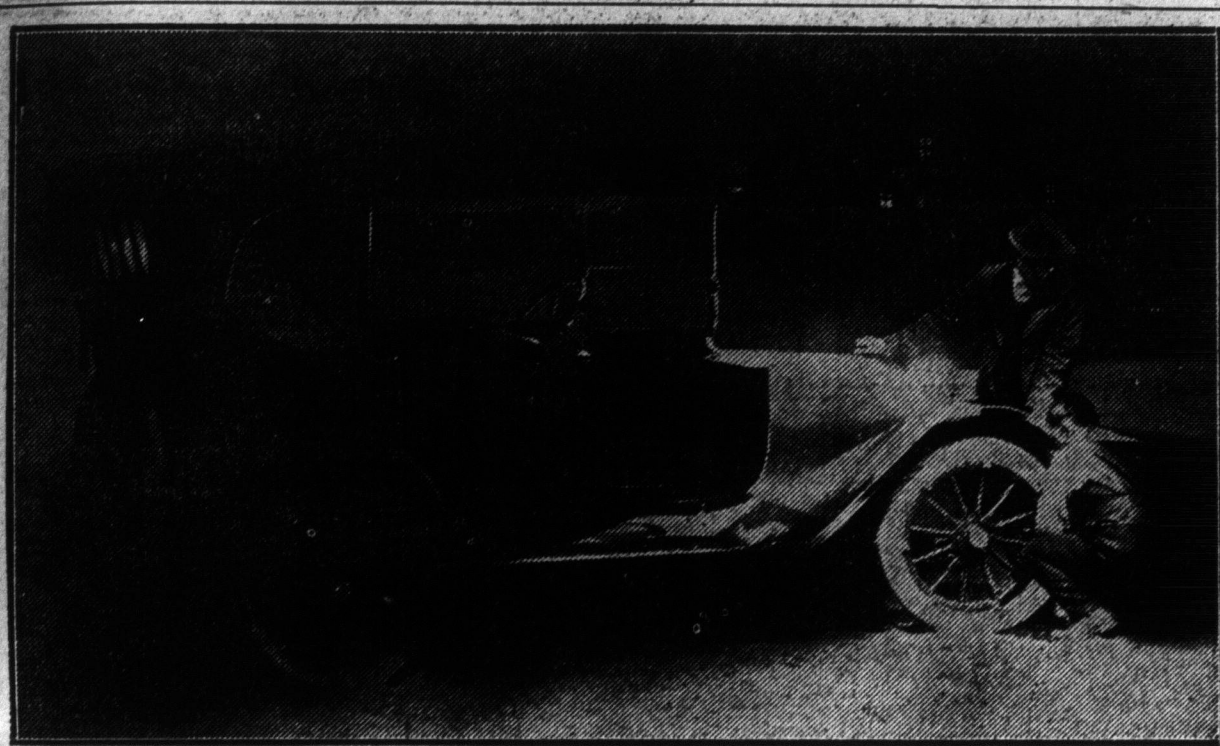


Ray MacNamara at the wheel of the Maxwell record-breaker that made the Windsor-Montreal all-red run in 17 hours 45 minutes running time, shattering not only all trans-provincial records, but the records between all important points in the proposed route of Ontario's prospective trans-provincial highway. The Windsor-

Toronto leg of the trip was made in seven hours, forty-four minutes elapsed time (including stops for two tire changes) and the Toronto-Montreal leg was run in 11 hours 4 minutes (including time taken to replenish oil and gasoline, two ferry delays, and tire changes). The car carried four adult passengers with luggage, auxiliary gasoline and oil tanks, two spare tires, and two auxiliary head-

lights in addition to the regular standard equipment (the top alone being removed). The car was a standard Model touring car and was checked out and in by Ontario Motor League officials. The above illustration was snapped at the end of the run in Montreal and was forwarded to United Motor Sales, 740-742 Yonge street, Maxwell distributors, by Ray MacNamara.

REVERSIBLE HEADLIGHTS A GREAT CONVENIENCE



The discomfort and inconvenience of interrupting a pleasant tour to make tire repairs or minor adjustments on the road at night is reduced to a minimum by the adjustable headlights on Dodge Brothers' motor car. Merely by loosening the lock nut, the head lamp can be reversed and trained directly on the rear wheel, flooding it with light and throwing every detail into relief. By using the exterior of the highly polished front door as a reflector and turning the front wheels at an angle the light can be thrown upon the front wheel. The reversibility of the head lamps also enables the motorist to illuminate the engine from both sides.

Allen \$1235
Buy an Allen Now

As dealers we are in close touch with the trend of automobile prices.

It is our sincere opinion that present buyers will profit by saving the amount of increases which seem inevitable.

Many cars have already advanced prices.

It is noteworthy that the price of a car of such bountiful worth as the Allen has remained until now at \$1235—for touring and roadster models.

Our allotment of Allen cars to sell at present prices may last a week or a month. It may last only a few days.

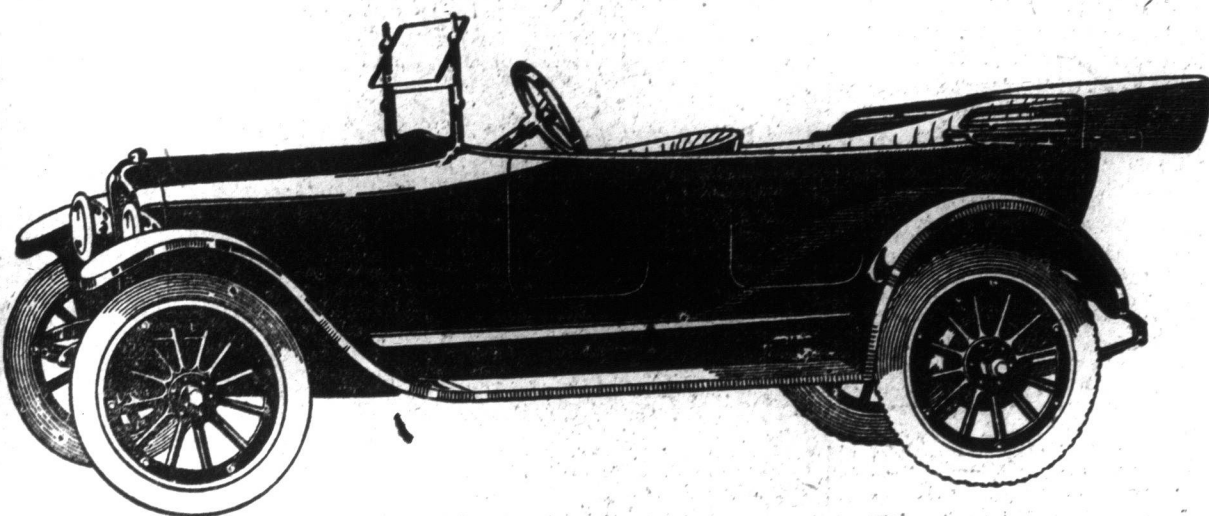
The present is a brief opportunity for your money to secure super purchasing power.

You must act soon.

Five-passenger touring or four-passenger roadster, \$1235

Open Sedan, \$1675.00

F.O.B. Toronto.



SAWYER MASSEY 6 CYLINDER TRUCKS

R. C. TODD & CO.

YONGE @ ALEXANDER STREETS.

Phone North 6061.

Service Station Rear of 254-6-8 Sherbourne St.

Phone Main 3128.

ALSO DISTRIBUTORS OF STROMBERG CARBURETORS.

Fine Anomaly In Our Traffic
Laws Exposed In Appeal Case

A fine anomaly in our traffic laws has come to light thru an appeal case conducted by Mr. Thos. Phelan, solicitor for the Ontario Motor League, in which he was upheld by the presiding judge in his claim that there is no law that made the "neglect to keep to the right of the centre line of the roadway while driving an automobile" an offence; that it is therefore not an offence to pass a street car on the left side (commonly termed the wrong side) while technically it is an offence, under the act, to pass a street car on the right side. "By this revelation a new local color is lent to the lines of the old song, 'a policeman's lot is not a happy one, happy one.' The whole story is told in the following letter:

The Ontario Motor League,
Lumsden Building,
Toronto.

REX V. ANDREWS

Dear Sirs:
On January last one of our members, H. V. Andrews, was convicted in the police court for passing a street car on the left-hand side. The charge as set forth in his summons was:

"Neglect to keep to the right of the centre line of the roadway while driving an automobile."

I have pointed out to the league on previous occasions that in my opinion there was no law which made this act an offence, and while it is a dangerous course, there is no reason why a person should be improperly convicted.

An appeal was thereupon taken from the conviction in the police court and we are advised today that the appeal has been allowed with costs, and the conviction quashed. The reasons for this decision may be interesting.

The city solicitor first sought to uphold the conviction under the Traffic Bylaw now in force. It was pointed out, on behalf of the appellant, that there was no such bylaw which directly or indirectly stated that it was an offence to pass a street car on the left-hand side, and that motorists who endeavored to comply with the bylaw were often innocent of wrongdoing when they did on occasions pass a street car on the wrong side. The city solicitor finally admitted that the conviction could not be supported under the present bylaw. After an industrious effort on his part he resubmitted an old bylaw passed in 1904 and entitled "A Bylaw to Regulate Bicycle Traffic."

One of the provisions of this bylaw was that vehicles must "keep to the right of the centre line of the roadway." Later on, however, the legislature enacted a provision now contained in the Municipal Act, whereby municipalities may regulate the highway bicycles and other vehicles not drawn by horses, "but not including motor vehicles."

It was argued for the appellant that if the old bicycle bylaw could possibly be applied to automobiles it was repealed by the subsequent act of the legislature. With this view the judge agrees, and he accordingly holds that there is no bylaw or regulation in existence which makes the passing of a street car on the wrong side an offence.

The learned judge further points out that the Highway Act, which applies to automobiles as well as other vehicles, requires a vehicle, when overtaking another vehicle to pass to the left, proceeding to the left of the centre line of the street if necessary, and while a street car does not expressly come within the definition of "vehicle" in the bylaw, it is, nevertheless, one to which the Highway Act must apply.

The conviction was therefore quashed and the appeal allowed.

Yours truly,
(Sgd.) Thos. N. Phelan.

STUDEBAKER MAKES
TRIP TO ROCKIES

Calgary Writer Collects Data for Motorist Invading Canadian Rockies.

"As Mecca is to the Mohammedans and Jerusalem to the Christians, so have the glorious peaks of our Canadian Rockies become to these 'motorists'." says J. E. Gredy, salesmanager of the Studebaker Corporation, Walkerville, and since the opening of the Rocky Mountain park to motor cars, it has rapidly become a Mecca to all tourists. "There is probably no spot in Canada that offers such wonderful scenery and such excellent road and touring conditions as does the great playground of over 2000 square miles, just at Canada's back door."

The driver has but to turn the wheels

of his car to the westward (properly equipped for the tour, of course), and he may enjoy a wonderful drive to beautiful Banff, the centre from which all mountain drives radiate.

To provide first-hand information about the trip after the tourist has reached Calgary—the gateway to the Rockies, Eugene Crandall, writer and prominent automobile authority, made the run last week, logging the road from Calgary to the Banff Springs Hotel.

In writing of his trip Mr. Crandall says: "To map this trip for touring motorists our pathfinding party used a Canadian built Studebaker Six, comfortably furnished and driven by D. L.

McQuarrie, manager of the Studebaker Company's factory branch in Calgary.

"It was repeatedly proven to me that with such a powerful and easy riding car as the Studebaker the trip from Calgary to Banff may be made in five hours, with perfect comfort and speed. If a smaller car is used, however, the running time would be nearer six hours."

Those who know the Studebaker appreciate its exceptional riding qualities—its power, and rugged, yet lightweight construction.

"Under the car rolled 'Nobby-Treads'—its standard equipment—and these tires made a perfect score. Another perfect score was made by the car itself and not one of the many cars encountered on the road passed the Studebaker. In order that log of this trip might be accurate, a tested Stewart-Warner speedometer was used."

The road leading westward from Banff was followed by the Studebaker pathfinder as far as a motor car travel, at the present time, to a point a few yards

from Eldon or only about 10.3 miles short of Lake Louise Station.

The plea of Franco to the United States to speed up on the program for the great aerial offensive and the statement that the war will be won in the air made by Pierre Bienne, and the recent information about the giant Italian triplane, is a strong reminder of the prediction made in this column by William H. McCulla, aircraft engineer of the Willys-Cordell Company, after one of his earliest trips abroad. The remarks of Mr. McCulla that the great war would be won in the air were not received with acclaim at the time they were made, and little attention was paid to them. Mr. McCulla claimed that the country would win which held supremacy in the air. For years he has been making his remarks, and for various reasons he was unable at the time to make his statements any stronger. Now Mr. McCulla naturally feels elated over the manner in which his views and predictions of the earlier days have come true in every way.

FEDERAL TIRES

Rugged Tread Double Cable Base Traffic Tread

Tread design perhaps has little influence on your choice of tires. Yet efficient skid prevention is a big advantage. Federal Rugged (white) and Traffic (black) non-skid treads were not designed for good looks, but for good traction and safety. And they are genuinely efficient.

They embody the best tire construction that a great plant and years of experience can produce. Equip your car with these "Extra Service" Tires. They cost much less per season.

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THE ONTARIO RUBBER CO.

44 YONGE ST., TORONTO. Main 455

The Federal Rubber Co.

of Illinois

Factories: Cudahy, Wis.



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MAXWELL

Most Miles
per Gallon

Most Miles
on Tires

The Maxwell is mechanically right.

All the world knows that today.

Why?

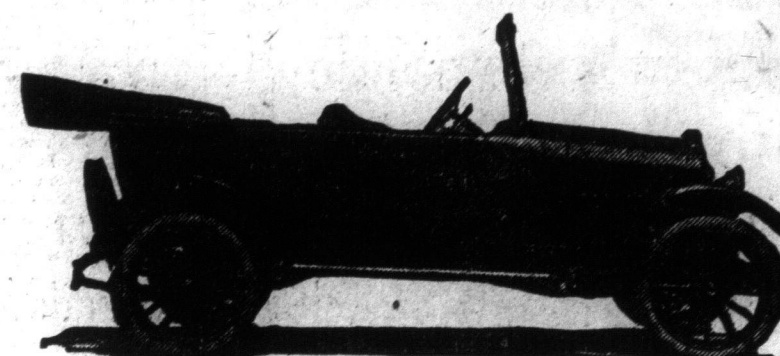
A Maxwell stock car went 22,022 miles without stopping the motor

—1092 Maxwells in our May gasoline economy contest averaged 27.15 miles on one gallon each.

2040 Maxwells in our June contest averaged 29.04 miles on one gallon each.

If the standardized, one model Maxwell were not mechanically right these achievements would have been impossible.

Isn't that the kind of efficiency—the kind of economy—you want in YOUR car?



Touring Car \$1045

Roadster \$1045; Berlin \$1540; Sedan \$1540. All prices F.O.B. Windsor

United Auto Sales Co.

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