

MOTORS AND MOTORING:

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

WE LIVE IN A FAST AGE ALL RIGHT.



Even the scissor grinder demands a more rapid means of locomotion than pushing the old familiar cart with a couple of grindstones mounted on it. This ingenious scissor grinder mounted a spindle with two carborundum wheels on the front of his bicycle frame and supplies the power by means of a small belt from the rear wheel which he cranks while the machine is on a stand. This device enables him to move from one job to another in considerably less time than if he were walking and pushing a cart.

DON'T OVERWORK ENGINE IF BEST RESULTS WANTED

Use Accelerator Gently and Avoid Unnecessary Use of Clutch and Brake

To get the best results out of your automobile, first of all make the work of the engine as easy as possible. It is not fair, for instance, to travel with the hand-brake on, either left on carelessly or with its shoes rubbing because of bad adjustment. Nor should the footbrake shoes rub in their drums or the front hubs be left without sufficient grease. When you approach a hill, speed up before you reach it, so that the momentum of the car will lessen the work of the engine instead of "opening up" when some distance up the hill.

At all times use the accelerator gently, so that no jerks are given either to engine or transmission. One of the greatest temptations is to "hang on" to high gear too long on a hill. It is true that the modern car will climb every ordinary hill, and many extraordinary ones, on top gear, but it is only thoughtless bravado to continue on top when a lower gear would lighten the task of the engine and also give more speed. When the engine begins to run slower on a hill, do not forget to retard the spark, but advance it again when you have changed gear.

The good driver uses clutch and brakes as little as possible, working almost entirely on accelerator pedal. The very fact that he does so tends to make his control easy and gradual and to cut out any jerkiness. Do not keep your foot on clutch or brake pedals. The weight of the foot on the clutch pedal may cause a slip which is not noticeable but will, nevertheless, cause serious wear of the friction surfaces. Driving on the throttle as far as possible that a motorist keeps his car well under control, with very little use of the brakes, which should be used as sparingly as possible, being reserved, broadly speaking, for hills and when coming to a standstill.

Care of the front wheels are worth attention, and wheels include tires. If front tires wear rapidly it betokens the need of adjustment to make them parallel. Front wheels may be relieved of strain by driving on the crown of the road, but, of course, that does not mean crowding other people off. If you have any thought for your steering gear, never try to turn the handwheel when the car is stationary. If you must then move a front wheel, do it directly with the hand on the road wheel.

The foregoing advice will strike many old hands as superfluous, but it is of moment to new motorists who value their property and may also refresh the memories of the older ones.

During the hot weather, it is advisable to inspect the fan belt occasionally, for if it is loose the engine will heat. If the fan moves easily or spins if it is given a start, the belt is too loose and should be tightened immediately. This, however, does not apply to belts which have an automatic take-up device.

AUTO MANUFACTURERS URGE CRANKCASE CLEANING

It is safe to say that few things are more important for the efficiency and life of the motor than maintaining clean oil in the crankcase. Inevitably crankcase oil becomes contaminated in various ways—engine operation causes steady accumulation of road dust, carbon, fine metal particles and other impurities. A point is eventually reached at which the lubricating efficiency of this contaminated oil is seriously impaired. Before this happens it is highly important that the used lubricant be cleaned out and replaced with fresh oil. Otherwise, serious damage may result.

Automobile manufacturers recommend that the crankcase be given a thorough cleaning at frequent intervals—at least once every 170 miles is the usual recommendation. Truck manufacturers recommend that this operation should be performed at intervals of from 250 to 500 miles.

FRUIT COMMISSIONER TO VISIT NOVA SCOTIA

Mr. J. Forsythe Smith, Canadian Fruit Trade Commissioner, Liverpool, England, is now in Canada, and about to begin a tour of the fruit growing districts of British Columbia, Ontario, and Nova Scotia, where he will address meetings on "The British and Continental Fruit Markets". His itinerary has not yet been fully decided upon, but it is expected that from July 10 to 28 will be devoted to British Columbia, from August 5 to 20 to Ontario, and from September 11 to 22 to Nova Scotia.

SCORE OF WINDSOR-WOLFVILLE GAME

Following is the scoring of the cricket match between Windsor and Wolfville played last week:

Wolfville	
Schurman, b Weatherbed	9
Cox, b Mounce	0
Bauld, b Mounce	5
Spittal, run out	2
Herbin, Jr., b Anslow	4
Lavelle, b Anslow	1
Smith, b Anslow	0
Herbin, Sr., b Anslow	3
Mackenson, b Mounce	1
Copeland, not out	0
Robinson, b Anslow, c Mounce	7
Bye	1
Total	33
Windsor	
Shaw, b Spittal, c Herbin	6
K. Tremain, b & c Schurman	27
J. Weatherbed, lb w, b Spittal	2
Mounce, b Spittal	8
F. Caudle, b Robinson, c Lavelle	4
Anslow, b Schurman	12
McElhiney, c Herbin, b Bauld	3
Mosher, b Schurman	13
C. Dill, c Herbin, b Schurman	2
C. L. Smith, not out	5
W. Smith, c Robinson, b Bauld	3
Byes	2
Total	87

If your engine runs badly on a level, but picks up and runs fine on a down grade, it is likely that the gasoline supply is at fault. Examine the carburetor and the feed pipe for dirt. Test the jet which may be choked and be sure your mixture of gasoline is right.

End play in a crankshaft is apt to be noticed first when the car is throttled down to five miles an hour. So called bucking will then take place, accompanied by knocking. If the play is excessive, the knocking will be more clearly heard as the speed is increased.

IT MIGHT BE DISCOURAGED

A female salmon yields about 3,500 eggs per year. This sort of thing we hush up for fear our Wyandottes should give up trying.—London Opinion.

Tell me not in mournful numbers Business has gone all to pot, For the firm is dead that slumbers. Advertise! and stop the rot.

Minard's Liniment for sale everywhere.

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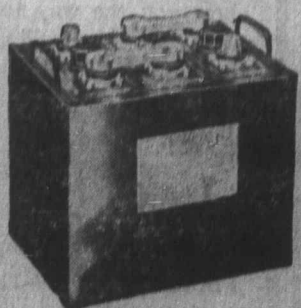
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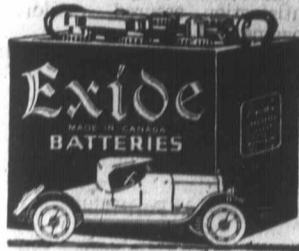
WOLFVILLE

THE TELEPHONE GIRL

The telephone girl sits in her chair, and listens to voices from everywhere. She knows all the gossip, she hears all the news, she knows who is happy and who has the blues, she knows all our sorrows, she hears all our joys; she knows every time we are out with the boys; she knows all our trouble she knows all our strife, she knows every man who is mean to his wife; she hears the excuses each fellow employs, she knows every girl who is chasing the boys. She knows every woman who has a dark past, she knows every man who's inclined to be fast. In fact, there's a secret 'neath each saucy curl of that quiet demure-looking telephone girl.

If the telephone girl would tell all she knows it would turn all our friends into bitterest foes. She'd start a small breeze that would soon be a gale, and engulf us in trouble and land us in jail. She would let go a story which, gaining in force, would cause half our wives to sue for divorce. She would get all the churches mixed up in a fight and turn all our days into sorrowing nights. In fact, she could keep all the world in a stew if she told the tenth part of the things that she knew. Now doesn't it set your head in a whirl when you think what you owe to the telephone girl.

Advertise in "The Acadian".



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.

NOT LIKELY

Mrs. Johnson was all excitement; her husband was a Gordon Highlander, and she had received an invitation to visit him in barracks in Scotland.

"You'll soon see daddy now," she said to her six-year-old daughter, as the express bore them to their destination. On arrival at the barracks, Mrs. Johnson was informed that her husband was on sentry duty and one of the soldiers pointed him out to her, but, of course, they could not approach him.

The child eyed her daddy with big round eyes full of wonder, as he paced up and down the square, rifle on shoulder, in his

regimental kilt.

"There, that's daddy," cried the mother.

Momentarily the child was too lost in this amazing spectacle to answer. But at last it came out.

"Mumma," she said in a childish treble, but with a strictly confidential air, "if daddy finds the man who stole his trousers will he give me that lickie frock?"

Carry a list of accessories of the car that should always be taken on a tour, and check up on it occasionally. Such articles as—jack, chains, tow rope, fire extinguisher, tire repair kit, cotton waste, etc., should be mentioned. Replace missing articles and avoid delays when they are needed.

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.

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.

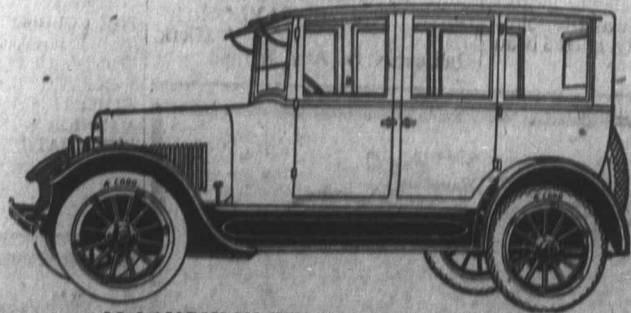
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WOLFVILLE, N. S.



Master Fours

Master Sixes



McLAUGHLIN-BUICK MASTER FOUR

The enjoyment of possessing a car which lacks nothing in the way of attractiveness, refinement or mechanical ability—and at a reasonable price—can be realized completely in this Five Passenger Sedan.

Canada's Standard Car—Built, not merely assembled in Canada.

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