

Dope From the Realm of the Motor Wise

YARDS OF ADVICE FOR MOTOR OWNERS

Read This Over, You Chauffeurs, and Keep Your Car Better.

SOME EXCELLENT DOPE

Ways and Means of Meeting All Troubles You Meet and Some You Never Do.

Owing to the construction of some brands of car, a leak in some certain part of the water system may permit water to drip on the lower end of the steering column. If the temperature is below the freezing point it is not unlikely that the drippings will freeze and cause an unusual stiffness in the steering gear. Such leaks should be stopped or not only frost, but rust will interfere.

One of the best means of identification of an old car is by the amount of noise issuing from the gear case. To make old gears run more silently, put about half a cupful of fine cedar sawdust and about as much flaked graphite into the gear case with the usual amount of grease. This will not harm the gears in the least, while effectively curbing the evil.

Abolishing "Cut-Outs."
The far-reaching effect of the campaign inaugurated a year and a half ago by the Touring Club of America against the use of the muffler cut-out on motor cars, is evidenced in an order recently issued by the local government board in London, which will end the cut-out nuisance in the world's metropolises on the 31st.

It used to be that a salesman at the show looked upon his position as a mere or less pedagogue, one to be considered his role more or less that of an entertainer. This is all changed. Before the doors were opened many of the exhibitors had schooled their salesmen. They had been to the conferences. Where a salesman had poor arguments he was coached on the more convincing ones. He was asked every question that a buyer might ask, and if his answers were not up to par, he was given better ones. In some cases a dozen or more typewritten pages of arguments were written out and given to the salesman. This preliminary work has been a case of some one who came to look, remaining to buy. This is an excellent sign of the times. It means that salesmanship is developing.

Worth Your Time.
Don't run on a flat tire just because it is something of a job to make a roadside repair. Ten miles of flat running will foot up the price of a tube and a casing, even a single block may be a sufficient distance to bruise the fabric beyond repair.

Don't dispute the right-of-way with a fire engine, besides being a very able rival it may be on its way to put out a fire at your house or place of business.

Don't be a road hog; you are only one road for yourself, build one in your own back yard.

With a large number of electric alarm signals now fitted to cars, it is not surprising that the joy of driving is being lost in the excitement of the button-pressing fiddle, much nerve-racking sound would be stopped.

Cause of Blowouts.
Tire blowouts frequently are caused by the effect of iron rust on the inner tubes as a result of permitting the rims to become heavily corroded. Even when the flames appear to be in good condition, the rim may be badly rusted, especially if an old and leaky shoe has been used for any length of time, or if the tire has not been removed for a period of many weeks, or even months, with the precaution of scraping all rust from the rims which so frequently has been repeated, is well worth carrying out.

When cars are used during the winter, it is well to see that their carburetors, if fitted for hot water circulation, are connected up and the water turned on and flowing properly. The extra heat is not usually required in summer and it is quite easy to forget it in winter.

Take a Look at Yours.
Cooling fans, the blades of which are riveted to a metal hub, should be examined occasionally to see that they are securely fastened. The high speed at which they revolve may in a blade working loose and in time bring a hurried exit through the radiator or bonnet with accompanying disastrous effects.

Excessive wear of front tires can, in most cases, be traced to the front wheels not being parallel when pointed ahead. Whether the cause is a bent knuckle or steering arm or a rod or drag link of the wrong length or even a sprung axle, it should be found and corrected at once or tire bills will be costly.

Before using a hose on a radiator to remove any mud, which may have collected thereon, it is a good plan to place a tarpaulin, or some similar object across the rear seat of the apparatus. This will prevent the water from squirting through the tubes and becoming splashed on the carburetor or magneto.

Advice to Ladies.
For garments that can be laundered, wet all spots of automobile grease with kerosene or turpentine, roll garment tightly and let stand several hours before laundering. On woolen clothing clean spotting with gasoline, rub with gasoline then with toilet soap and finish with clean gasoline.

Don't get the impression that a gallon of good lubricating oil in the "sump" in the lower half of the crank case will be of any value in keeping a main bearing from freezing. Better results will come from a drop of oil on the bearing surface—look after the circulation.

If the chains are so loose that they are apt to fall off, there is a great advantage in using the tightening devices. On the other hand, chains

should not be so tight that they are not free to creep about the tires, or else they will greatly shorten the life of the casing.

Sticks, stones and the various inequalities of the road should be avoided by the driver, as they are liable to damage tires. Street-car tracks should be given a wide leeway, as the fine particles of steel will play havoc with the tires if given half a chance.

Oil Self-Starters.
If one would start his motor on the spark he should speed his motor up just before stopping it by opening the throttle. Then if the spark is cut off, a full charge is left in a cylinder to be ignited when another start is to be made.

There are over 350 companies engaged in the manufacture of automobile and truck accessories in the United States, whose combined capital amounts to almost \$300,000,000. The value of their output in 1911 was \$225,202,000.

A good practice is to lubricate and clean the wheel bearings differential and gear-set at the same time that the two universal joints are attended to, so that the whole work may be done at once with a saving of labor and material.

Do It Always.
When the wheels are not jacked up and the car is allowed to stand on any length of time, the tires should be kept well inflated and the car moved occasionally, so that the tires do not flatten from standing too long on one spot.

Women have abandoned the use of petticoats for long trips, finding the tightness of wool, or silk ones, flannelled, a much warmer protection and pleasanter to ride in.

SOME GOOD ADVICE ON CARE OF TIRES

Retreading Is Sometimes Worth Money, But Not In All Instances.

USE OF VULCANIZERS

Efficient Repairs Are Not Always Made by Inexperienced Private Owners.

An American tire company contributes the following regarding tire retreading: "In considering the advisability of retreading, it should be determined whether or not the tire will justify the expense."

"The age and mileage a tire has given will, to a large extent, decide this. A tire may outwardly have the appearance of being in good condition, while a careful examination of its interior will disclose a general weakness."

"The carcass is the life and strength of a tire, and unless it is in very good condition it will outwear a tread. Weaknesses are sometimes even invisible on the inside."

"The carcass is composed of a number of plies of fabric impregnated with rubber, which is cured together. The carcass absorbs the shocks and bumps a tire gets in service, and is more or less weakened as a result. The extent of this weakness decides the advisability of repairs or retreading."

"If the carcass is not a live-for-ever. "Again, all rubber goods deteriorate with age, which must always be considered."

"One might say that one safe rule to follow is not to retread a tire that has been driven more than 3,500 miles. To get the maximum service from a retreaded tire, it should be put into immediate use."

"Constant care of small cuts and blisters that expose the fabric is a good practice. In this connection, we might add that a number of small vulcanizers are used with good effect, and there are also a number used with good intentions but with bad effect."

"This applies solely where the individual overestimates the power of the small vulcanizer or underestimates the seriousness of the injury he attempts to repair."

"For illustration, the fabric is a good returned to us that showed plainly that an attempt had been made to vulcanize the cut which penetrated the fabric."

INEFFICIENT REPAIRING
"The fabric was primarily injured very slightly, but the weakness grew with the continued strain until the tire finally gave out at this point. It does not signify that the tire was a fault, but rather its owner, as the tire was rendered entirely useless from the result of the inefficient repair."

"Any injury penetrating or weakening the fabric or carcass should be reinforced with fabric, which cannot be efficiently cured with a small individual vulcanizer."

"Reasonable knowledge must be had to use the individual vulcanizer to good advantage. Too often the manufacturer is blamed and called upon to pay the penalty for someone experimenting with his own tires."

"Retreading does pay, and so does the use of small individual vulcanizers, when the work is consistently and properly done."

AN EXCELLENT WAY TO AVOID THE POLICE
Keep Your Tail Lamp Burning and You Won't Be Bothered on That Score.

Though a tail lamp may be blamed for its tendency to go out periodically, not infrequently the trouble may be traced to the carelessness of the person who lights it in turning the wick up too high. While the assumption that a large flame is harder to extinguish than a smaller one, is correct in most cases, it is wrong in this one, for the reason that the size of the flame governs the amount of foul gases which are given off.

BETTER THAN SPANKING
Spanking does not cure children of bad habits. There is a constitutional cause for this trouble. Mrs. M. Summers, Box W. 12, Windsor, Ont., will send free to any mother her successful home treatment, with full instructions. Send no money, but write her today if your children trouble you in this way. Don't blame the child, the chances are it can't help it. This treatment also cures adults and aged people troubled with urine difficulties by day or night.

WOMEN EASILY LEARN TO DRIVE

A Technical Instructor Declares Members of Fair Sex Prove More Apt Than Men.

KNOW FOR ECONOMY

Driver, Who Is Familiar With Generation of Power and Its Use, Gets Along Best.

"Women, contrary to the general impression, learn the operation of a motor car much more readily than men," says Prof. I. O. Hoffman, instructor in the technical school maintained by the manufacturers of the Franklin automobile, at Syracuse, N. Y.

"I have found that women are more susceptible to suggestion than men, and their minds are more capable of receiving and retaining instructions."

"Someone has truthfully said that women will admit the mechanical details of the car. They take the subject up free from prejudice. It is often the case with men that they pretend that their knowledge covers the whole subject, and it is hard to bring them down to first principles."

"In this advanced day of the automobile industry practically every family has one or more members who are proficient automobile drivers, and it is not considered at all difficult for ANY PERSON MAY DRIVE PROFICIENTLY."

However, as necessary as ever for the driver who would operate his car properly, and with the greatest success from the viewpoint of safety, comfort and economy, to know something about the fundamental principles of his car; that is, in a general way, how the power is generated and how it is delivered to the transmission and through the transmission to the rear axle.

"Many green drivers have their greatest difficulty in judging distance, time and speed, and perfection in this line can come through practice. If the driver understands his car thoroughly, and is able to apply his mind entirely to the exercise or his judgment, he will soon become an adept operator."

"It is not absolutely necessary for a would-be driver to go to a school to learn how to run a car. The principles can be learned by a conscientious study of the instruction book issued by various manufacturers, automobile manufacturers and experienced drivers to instruct novices."

"I have observed that the fewer the controls the more readily the driver learns how to handle his car. The automatic control of the spark and mechanism of greatest assistance to drivers. It always keeps the spark working in proper relation to the speed of the engine."

LEARN TO DRIVE FROM DEALER'S INSTRUCTIONS. automobile manufacturers and experienced drivers to instruct novices.

AUTOMATIC STARTERS PREVENT BACKFIRING

Broken Arms Are Listed in Dozens in Some Cases, But That's From Using a Crank.

Although the motor starter, the development of which has been the most conspicuous feature of the motor car improvement during the last year, was designed solely as a substitute for the starting crank and human muscle, it is startlingly likely to prove to be something more than a device for mechanically lighting the "white man's burden."

As an effective and almost infallible preventive of certain classes of accidents, the motor starter is being sung. For in the motor starter is the best preventive that has been developed for preventing accidents from "back kicks" and from the starting of the engine while the gears are in mesh and the "clutch engaged."

Ever since men began cranking motors they have been "forgetting" to retard the clutch, and the resulting personal injuries have run all the way from sprained wrists to fractured skulls and even death.

Ingenuous Devices.
There are more or less ingenious devices intended for the starting crank and the ignition regulating mechanism, as to prevent such accidents; but for the most part these are dispensed with and memory relied upon—often with untoward results. The elimination of the crank includes the elimination of all possibility of such results. While the results that follow the "back kick" sometimes are serious and usually are more or less painful, the consequences of following the starting of the motor while the gears are meshed usually are far more disastrous. All the conditions are favorable for making trouble.

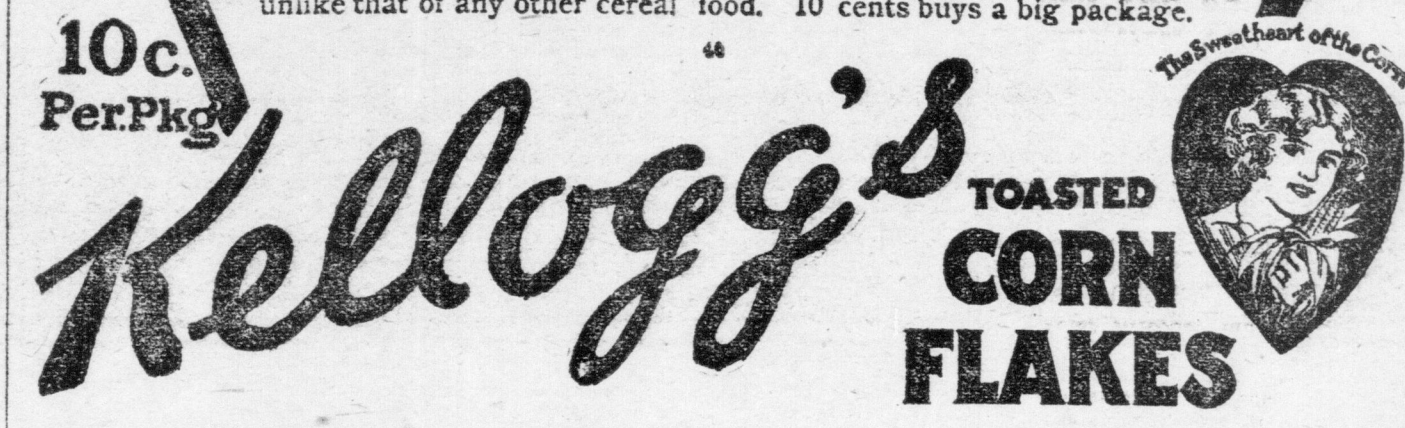
A Real Safeguard.
The motor starter is the most effective sort of a safeguard against these accidents, for the motor usually is started in mesh no harm would be done by result, for the driver would be out of harm's way, in the first place, and 99 chances out of 100 he would notice the state of affairs before setting his engine in motion. Even if the starter was put in operation by reaching over while standing beside the car, the danger would be infinitely less than if standing directly in front. In many cars it would not be difficult to place the starter control so that it could not be reached—or at least not without great inconvenience—from considering.

RUSSIAN "MOUSETRAPS"
(Continued from Page Twenty-one.)

more are often made in a single night, and in the houses or apartments of the prisoners half the prisoners' mousetraps are set to catch all comers. The police in charge of the traps are strictly enjoined to send to the nearest precinct station house every mouse caught, no matter what he may look like, and no matter what plausible account he may give of himself. Revolutionists and terrorists often wear uniforms, and a man who declares that he is a colonel of gendarmes or even a general of division may really be a dangerous conspirator in disguise. The instructions given to the trap tenders are always implicitly obeyed and they sometimes bring about results of an extraordinary and wholly unforeseen character.



People who eat Kellogg's
People in all walks of life eat Kellogg's daily.
The doctor, because he has a scientific knowledge of its great food value.
The millionaire, because money cannot buy a more delicious breakfast cereal.
The athlete, because it is a 90 per cent energy food.
Most people eat Kellogg's because of its delectable flavor—altogether unlike that of any other cereal food. 10 cents buys a big package.



Latest Fads for Spring Motorists

The large square Victoria bags fitted for toilet use seem to be very popular for short journeys. They are fitted with celluloid or ebony fittings and have in addition to the toilet articles a writing pad, sewing case and good sized glass. There is also room for night clothing and kimonos as well.

The advance showing of dust coats has many novelties to offer. The plain linen are made smart by the addition of colored linen collars and cuffs, in green, blue and other favorite colors, and the models are the loose ones with the drop sleeves so popular last winter.

A bronze linen, in the hosiery, weaves is a very swaggar garment; it has cuffs and collar of a darker shade and big bronze metal buttons. It fastens full double breasted and has the cross-attached seams in the back.

One of the new hats has a square crown of Tuscan straw, with a tan veil having a brown border folded across the hat so that as it falls in front and at the back the arms may be slipped through the sides to keep it from blowing. The parts are caught together by big brown silk cabochons.

Folded silk bonnets, with velvet silk facings are among the newcomers and are very fetching, as are the pointed styles trimmed with puffings of silk to match the straw.

The new Egyptian bonnet, fitting close to the head, has two shades of gray veiling folded over it. The veil is held in place by a Persian ornament of silk embroidery. The veils are folded in such a way that they form a shoulder cape with long ends finished with flowerlike tassels.

Among the small handy pocket cases are those containing just a nail brush and nail cleaner in ivory. Another contains a small shaving outfit. The cases are both in pigskin and very convenient.

THE INTERNATIONAL SUNDAY SCHOOL LESSON

March 17, 1912.
[Copyright, 1911, by Rev. T. S. Linscott, D.D.]

The Parable of the Lost Sheep.
Mark, 11, 1-12.
Bless the Lord, O my soul, and forget not all his benefits, who forgiveth all thine iniquities, who healeth all thine diseases—Psalms, ciii, 2-5.

1. Verse 1—How long will an earnest Christian be in a shop, store or community before it is "noised that he is in the house?"

2. Verse 2—What is Christ's person, his teaching or his miracles that attracted the crowd?

3. Verse 3—If a preacher lives in close contact with God, will he be certain in a populous community to attract the crowd? Why or why not?

4. Verse 4—If we are fully determined to have the members of our families saved by Jesus what can we prevent?

5. Verse 5—Which is the more calamitous and why, a palsied body or a palsied soul?

6. Verse 6—What relation had the faith of the four men with the forgiveness of the sins of the sick man?

7. Verse 7—Does Jesus here state that he forgave this man's sins or that God had forgiven him?

8. Verse 8—Was mind reading peculiar to Jesus, or have others a similar gift? Give your reasons.

9. Verse 9—The healing of the sick man was clearly a miracle. Was the forgiveness of his sins also a miracle?

Lesson for Sunday, March 24, 1912.
Feasting and Fasting, Mark, 11, 13-22.
March 24, 1912.
[Copyright, 1911, by Rev. T. S. Linscott, D.D.]
Feasting and Fasting, Mark 11, 13-22.
22. Golden Text—I came not to call the righteous, but sinners. Mark, 11, 17.
1. Verse 13—Why is it not the duty of every Christian to be like Jesus,

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.
Arrive from the East—7:37 a.m., 10:56 a.m., 11:12 a.m., 11:28 a.m., 6:30 p.m., 8:00 p.m., 10:20 p.m., 10:30 p.m., 11:05 a.m., 1:13 p.m., 4:10 p.m., 6:25 p.m.
Depart for the East—12:14 a.m., 2:48 a.m., 7:30 a.m., 9:00 a.m., 11:03 p.m., 2:05 p.m., 3:32 a.m., 7:40 a.m., 11:18 a.m., 11:43 a.m., 1:40 p.m., 2 p.m.

LONDON AND WINDSOR.
Arrive—10:23 a.m., 4:00 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:50 a.m., 11:35 a.m., 2:05 p.m., 8:10 p.m.

STRATFORD BRANCH.
Arrive—11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:00 a.m., 10:26 a.m., 12:30 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—12:00 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.

CANADIAN PACIFIC RAILWAY.
Arrive from the East—11:23 a.m., 6:10 p.m., 7:40 p.m., 10:52 p.m.
Arrive from the West—11:30 a.m., 12:28 p.m., 8:25 p.m., 9:25 p.m.
Depart for the East—4:38 a.m., 7:45 a.m., 12:45 p.m., 5:30 p.m., 8:00 a.m., 11:35 a.m., 7:48 p.m., 11:00 p.m.

MICHIGAN CENTRAL RAILWAY.
Arrive—7:04 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.
Depart—11:20 a.m., 2:20 p.m., 5:35 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.
Arrive—8:45 a.m., 12:00 noon, 1:50, 4:35, 9:15 p.m.
Depart—9:05, 7:10, 9:45 a.m., 2:30, 4:15, 17:00 p.m.

*S and from Walkerville to and from Port Stanley, except trains marked with star and dagger.

Canada's Double Track Line

LOW RATES TO PACIFIC COAST.
From London, March 1 to

Spokane, Wash. \$41.05
Seattle, Wash. \$41.05
Portland, Ore. \$41.05
Vancouver, B.C. \$41.05
San Francisco, Cal. \$41.05
Los Angeles, Cal. \$41.05
Mexico City, Mex. \$41.05

Proportionate rates from other points in Ontario.
The Popular Route to Western Canada, via Chicago. The Grand Trunk Pacific Railway, shortest line, fastest time, fine service between Winnipeg, Saskatoon and Edmonton.

Steamship tickets on sale via all lines. Make your reservations early. Full particulars from any Grand Trunk agent, or address R. E. Ruse, C. F. and T. A. "Clock Corner," London.

FOR New York, Boston

and other eastern points this is the quickest route. New York connects leaves London 5:35 p.m. (daily except Sunday), leaves St. Thomas 7:25 p.m., on the Wolverine, arriving New York 9:00 a.m. Through Pullman, St. Thomas to Boston via this train, arriving Boston 11:50 a.m.

Tickets and full information at city ticket office, 405 Richmond street. Thomas Evans, C.T.A.; S. H. Palmer, D.P.A.; St. Thomas; L. W. Landman, G.P.A. Chicago.

CANADIAN PACIFIC COLONIST RATES

FROM LONDON, MARCH 1 TO APRIL 15.

Vancouver, B.C. \$41.05
Victoria, B.C. \$41.05
Seattle, Wash. \$41.05
Portland, Ore. \$41.05
Nelson, B.C. \$41.05
Los Angeles, Cal. \$41.05
San Francisco, Cal. \$41.05
Proportionate rates from other points in Ontario.

Settlers' Trains to Western Canada
WILL LEAVE TORONTO 10:20 P.M. EACH TUESDAY DURING MARCH AND APRIL.
W. Fulton, City Passenger Agent, London.

OCEANA

14,000 Tons 535 Feet Long
The history of speed record that no liner has ever equalled, first cabin through out with gorgeous food and private baths, the finest promenade deck in the world, the best cuisine on the Atlantic and carrying no cattle or freight, is far the greatest liner to date.

Bermuda

the land that you should see NOW while the world-famous Bermuda flowers are in bloom. In this fairyland you can enjoy cycling, golf, tennis, boating, ocean bathing, sailing and every other outdoor recreation. Sailing every Thursday from New York. Most Attractive Rates Ever Offered. Get beautiful bouquets, champagne, etc., from Bermuda-Atlantic Line, 250 B'way, N. Y. F. B. CLARKE, 415 Richmond street.

GO TO BERMUDA

Fast Twin-Screw steamship "Bermuda" 10,515 tons, displast, sails from New York 11 a.m. every Wednesday. Suites de luxe, with private bath, orchestra. Bilge keels, electric fans, wireless telegraphy. No steerage. Fastest, newest and only scrapper landing passengers at the dock in Hamilton.

WEST INDIES
New steamship "Gulana" and other steamers, 2 p.m. alternate Saturdays from New York for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Martinique, St. Lucia, Barbados, Demerara. For full particulars apply to W. De la Hooke, W. Fulton, or R. E. Ruse, Ticket Agents, London, or the Steamship Company, Quebec.

CANADIAN PACIFIC EMPRESSES

Length, 570 feet. Breadth, 65½ feet. Tonnage, 14,500.
Wireless and Submarine Signals.
HOLD ALL RECORDS BETWEEN CANADA AND LIVERPOOL.

From St. John, N. B., to Liverpool.
Empress of Britain... Apr. 6
Empress of Ireland... Mar. 22
L. Manitoba (one-class)... Mar. 28, Apr. 25
L. Champlain (one-class)... Apr. 11
From Quebec to Liverpool.
Emp. Britain... May 3, May 13, June 25
Emp. Ireland... May 17, June 14, July 12
From Montreal to Liverpool.
L. Champlain... May 9, June 6, July 4
L. Manitoba... May 23, June 20, July 19
Tickets and all information from any steamship agent, or W. Fulton, F. A. C. P. R., London, Ont.

ALLAN LINE ROYAL MAIL STEAMERS WINTER SERVICE

St. John—Halifax—Liverpool.
Steamer... St. John... Halifax...
Virginian... Mar. 15th... Mar. 16th
Corcoran... Mar. 22nd... Mar. 23rd
Victorian... Mar. 29th... Mar. 30th
Tunisian... April 6th... April 7th

Rates of Passage.
First-Class—\$62.50, \$72.50, and \$82.50.
Second-Class—\$47.50, \$57.50 and \$67.50.
Third-Class—\$31.25 and \$32.50.
(According to Steamer and Service.)
For full particulars of summer sailings and rates, apply to:
E. DE LA HOOKE, R. E. RUSE, W. FULTON, F. B. CLARKE, or The Allan Line, Toronto.

WABASH

Will sail from March 1 to April 16, one-way second class colonist tickets at greatly reduced rates, from all stations to
California, Arizona, Mexico, Oregon, Idaho, Montana, Washington and British Columbia.

Tickets will be on sale via all direct routes. The Wabash is the short and true route to the above points. For rates and time tables see your nearest Wabash agent, or address J. A. Richardson, district passenger agent, 63 Yonge street, Toronto, and St. Thomas.

WHEN YOU GO ABROAD

Unsurpassed Steamers, Service, Cuisine, Low Rates, All Classes.
GO BY The American, Atlantic, Red Star, White Star, Dominion Lines, Mediterranean.

For Rates and All Particulars Apply to E. DE LA HOOKE, W. FULTON, F. B. CLARKE or R. E. RUSE, Local Agents.

Traction Company Hourly Service

Between London and St. Thomas from 1 a.m. to 11 p.m. on week days; from 9 a.m. to 9 p.m. on Sunday. Two-hourly service between St. Thomas and Port Stanley. Cars leaving London on the even hours go through to Port Stanley. The last car waits for the theatre.