

NEWS OF INTEREST TO AUTOMOBILE OWNERS

BOIL PETROLEUM IN STILL TO REFINER

The ordinary methods of refining petroleum are simple in themselves. In general, the processes bears a resemblance to one another and operate somewhat as follows:

The crude oil is placed in a still and heated, causing vapors to be given off, just as steam rises when water is boiled. But petroleum contains a great number of different hydrocarbons and the separation of these different substances, or refining process, is quite an easy matter, because each compound has its own distinct boiling point. This means that if the crude is heated to a certain low temperature a certain light fraction will be given off. Heat the crude some more and a heavier fraction is given off, so that if successive heats of different intensities are used each will produce a different vapor. The condensation of these vapors gives us a liquid hydrocarbon of different specific gravity, and these substances are

variously called naphtha, benzine, gasoline, kerosene, lubricating oil, paraffin, etc., depending upon the specific gravity. In one the crude is heated in a still and a man takes samples of the condensed liquids and measures the specific gravity. When the gravity changes then the course of the vapor is changed to another condenser, and the fire under the still is increased in intensity. In this way the oils of different gravities may be collected in separate condensers. In another method a series of stills, each with a different heat, is used and the oil is pumped to each still successively. The first one with low heat makes the light fractions issue off, the second a slightly heavier cut, and so on down to the tar products. Each of these stills has its own condenser to liquefy the vapor of different gravities. By these simple processes a given amount of

crude yields a fixed amount of each hydrocarbon such as gasoline, benzine, kerosene, etc. By the cracking process each of these substances in turn can be made to yield other hydrocarbons. The Rittman cracking process makes these compounds yield a great deal of gasoline.

Cracking is not a recently discovered process. It is about 25 years old, having been used in England in 1890. But the cracking process of years ago is quite different from the present processes by means of which the low-boiling point compounds are obtained in great quantity. The Standard Oil Company has, for the past three years or so, been using what is called the Burton cracking process to produce low-boiling point fractions, but under this process, which is a patented one for the use of the Standard Oil Company only, gasoline is not possible from kerosene, asphaltic or residuum oils. The Burton process is a great advance over the regular process for obtaining more motor fuel, but the Rittman process is an advance over the Burton process in that it takes more materials available for motor fuel extraction.

In general, the Rittman process takes the crude or a crude derivative and heats it to 1100 degrees F. under a continuous pressure is maintained throughout the entire operation. By varying the pressure and temperature the substances the pressure and temperature so that for gasoline production it is necessary to maintain 1100 degrees F. and 150 pounds pressure. For other substances the pressure and temperature is different. The Rittman plants consist of a pump for forcing the crude on its journey, a heat exchanger for receiving the crude for heating, and also for receiving the hot vapor, and a cracking element for breaking up the oil.

TELL US YOUR TROUBLES

Arrangements have been made with an expert automobile man to answer any questions in reference to automobile repairs, engine or other troubles, through these columns each week. Address all such communications to The Editor Automobile Section, Advertiser, London, Ont.

DISCOURTEOUS DRIVING IS DISCOURAGED BY MODERN MOTORISTS

The day of the "wild" driver is passing. The man who insists upon driving his car around corners at 30 miles an hour and making pedestrians scamper every time he appears on the street is no longer being tolerated. The big city has already dealt with him with out gloves. Little motorists do not cavil to adversely criticize or even take action against him. He is a self-centred neuritic in disregard of the rest of the world. Motor League ostracizes him.

The big city has no sympathy for this type of driver, nor should the smaller towns. The motorist who is what is more, they are not going to do it much longer. Then there has come about even a stronger influence than regulation by law. This influence, already alluded to, is growing daily. It consists in a general growth of opinion among motorists, that this kind of driving is a disgraceful thing, and an almost negligible minority, does enormous harm to the cause of safe and sane motor legislation and its equitable administration. Therefore, motorists are frowning upon their fellow drivers who run wild. They are letting them see, by word and action, that they do not approve of this disregard for rights of others, and the careless or reckless driver today finds that he is becoming unpopular. He finds, too, that his friends do not wish to ride with him on this score, and that they do not like to ride with him.

The result of this feeling is that during the past few years a great improvement in the way cars are driven has come about all over the country. The improvement has been noticeable. The driver who used to rush his car by you at 50 miles an hour with cut-out wide open, almost grazing your running board and throwing clouds of dust upon you and the passengers in your car, refrains from this now. If he comes up behind you and is driving faster than you are, he will usually signal, the resultant hydrocarbon in your car, refrains from this now. If he comes up behind you and is driving faster than you are, he will usually signal, the resultant hydrocarbon in your car, refrains from this now. If he comes up behind you and is driving faster than you are, he will usually signal, the resultant hydrocarbon in your car, refrains from this now.

You, too, instead of holding your car in the middle of the road, gladly give the right of way. The driver who used to delight in making the pedestrians scamper at the crossings, waits now for consideration for the other fellow's rights, and good-fellowship. It is growing every day, and it is making motoring a bigger, better and more enjoyable pastime.

Every motorist should catch this spirit that the Motor League is ever endeavoring to inculcate. "Courtesy first—you have time and it pays."

FADS AND FANCIES FOR THE MOTORIST

Foot rest cases covered to match the upholstery of the car are in use for the touring season. One is fitted with a man's toilet articles in ebony, and a boot blacking outfit with black, tan and white dressings. In the covers are two leather pouches; one holds a looking glass and the other a manicure set.

Chauffeurs' suits in mohair may be had in gray, brown and navy blue. The suits are made after the usual models, but some, instead of having the military jacket collar, have no collar above the well-fitted neck, which is finished with stitching. This allows for a narrow turnover collar and a white square bow tie, which is cool for summer.

New heavier leather vanity cases, designed for travelling, are so arranged as to accommodate two cold cream jars, two lotion bottles, powder, puffs and cloths, and all of the other little accessories used in caring for the complexion.

Flannel robes made of two-faced materials, drab or tan on one side, and plaid on the other, are good for touring use. On the plaid side the plain colored material is turned and stitched to form a trimming. These robes are lighter and less bulky than the English and Irish robes, and are quite as warm.

Another smart extra coat is of navy blue serge in a severe military model, buttoned with black bone buttons from the high straight collar to the hem. The coat is loose in the back, and semi-fitted and belted in the front. It is lined and finished with black satin.

There is a new model in a victoria overnight case that has side fitted for a complete sewing case. Besides all the usual requirements for sewing it has a novel arrangement of little rods to hold the spoils in place.

Cotton gabardine is very popular for sport suits. It comes in the standard

colors, and it also is rainproof. The material is light and evenly woven, and is cooler than khaki. Hats to match go with all of these suits.

Sewing is growing to such popularity that many novel bags have appeared for carrying the work. One is of soft leather, and has a leather loop so the bag may be carried on the wrist. The bag also contains a change purse.

Reliable compasses come for wear in straps like the wrist watch. They are very handy for those who like to explore roads not shown on the route map. They are in nickel frames and the bracelet holders may be had in any leather.

Luncheon cases vary little from those of last season, except that they are better in arrangement and allow the carrying of a greater variety of foods. One case has boxes of different sizes with a drawer for the fittings at the bottom.

Folding toilet cases of soft leather in envelope models are fitted in celluloid. The cases are lined with old blue, brown or purple moire silk.

BREAKING IN A NEW CAR.

The average buyer of an automobile will do more harm to his machine during the first two hundred miles' run than in the next two thousand. And even an expert driver is not entirely free from such faults. Taking up the slack of balls and bearings that only seat themselves correctly by actual road work in the first two hundred miles of use is important, and providing an excess of lubrication for pistons until they wear in, and watchful care of the universal joints until they move freely, are some of the points requiring attention with a new car.

WHEN WASHING A CAR.

When washing a car, care should be taken not to splash water on the motor. A little carelessness in this manner will cause a great deal of trouble. The water in the carburetor and magnetos means considerable difficulty and delay in getting the motor to run properly. Persons exercising care usually have canvas, which they throw over the motor to prevent water getting into the vital parts aforementioned.

LETTERS DISCLOSE PLOTTING OF "HUN"

John Kuhar Is Sent From Owen Sound to Safe Place.

[Special to The Advertiser.]

OWEN SOUND, July 7.—John Kuhar, a Hungarian, was arrested here yesterday and brought before Magistrate Cressor, who decided that he was a proper inmate for a detention camp. Accordingly, he was sent to Stanley Barracks, Toronto.

Kuhar came here about three weeks ago from Brampton and had been working at the Malleable Iron Works. An investigation of his mail showed that he was making plans for an escape from the country and that he professed a profound hatred for Canada.

Exams in Music.

Dr. A. T. Vail of Toronto Conservatory of Music, is conducting examinations in vocal and piano here this week. He addressed a meeting of the Music Teachers' Association last night at the home of the Misses Sprague.

Miss Ida Oldham of Fiesheron, has been appointed to a position on the staff of the collegiate institute at a salary of \$1,000.

AILSA CRAIG LADY DIES FOLLOWING FALL

Mrs. Harry Hodgins Succumbs Since Falling From Balcony.

[Special to The Advertiser.]

AILSA CRAIG, July 7.—The death of Mrs. Harry Hodgins took place today, as a result of an accident which occurred last Friday, at her residence on Queen street. While putting some bedding over the railing on an upper veranda, the wooden railing gave way, and she fell to the ground. Medical aid was summoned at once, but nothing could be done, as it was found her spine was injured and her body paralyzed. The funeral will be held on Sunday to St. James' Cemetery.

MACDONALD PICNIC AT LAKESIDE ENJOYABLE

[Special to The Advertiser.]

KINTORE, July 6.—The annual MacDonald picnic, held at Lakeside sporting grounds, was attended by 120 guests from Boston, Applin, Kintore, Holiday, Granthurst, St. Thomas, Embro, Thamesford and Glenora.

After dinner a fast game of baseball was played between the MacDonald boys and campers from London, which resulted in favor of the MacDonald boys by a score of 17 to 12. Other sports were then indulged in.

After supper was served the young people had a very enjoyable dance, which terminated at midnight. It was decided to hold the next one on the 5th of July next year.

SLAUGHTER SALE OF USED CARS

CHALMERS SEVEN-PASSENGER\$1,100

CHALMERS FIVE-PASSENGER\$600

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MAXWELL ROADSTER\$275

These cars are all in first-class running shape, having recently been completely overhauled.

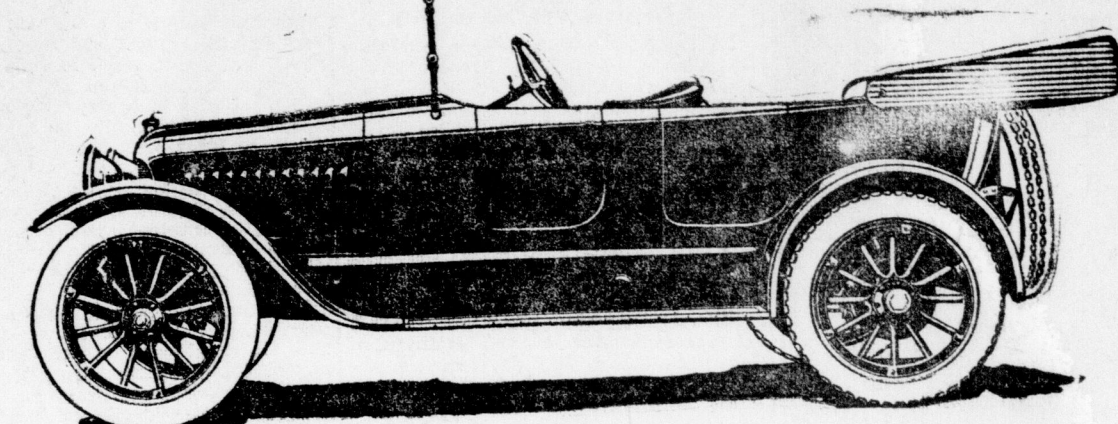
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It looks good because it IS good.

It wins buyers because of its wonderfully smooth, flexible motor and its handsome, roomy, comfortable body.

It keeps them sold by reason of its consistent performance and true economy.

The Grant Six climbs any hill that any car can climb. In Chicago recently it gave a daily exhibition of climbing a 50 per cent grade.

In Denver it climbed the famous "Hill of Despair" on high gear—a performance so far not equaled.

It combines beauty and economy with the highest type of efficiency.

And it has every high-grade feature that you can desire—seats five passengers comfortably—is fully equipped and presents all the qualities you find in any first-class SIX at any price.

Come and see the new 1917 model now and get a new vision of automobile value.

Some Grant Features

Wagner Two-Unit Starting and Lighting System
Remy Ignition
Willard Storage Battery
Stromberg Carburetor
Full-floating Rear Axle
One-Man Top
Double-bulb Headlight
Vacuum Feed, with 12-gallon tank in rear
Semi-elliptic front springs
Long, true Cantilever type Rear Springs shackled at both ends and pivoted in the centre
18-inch Steering Wheel
Firestone Demountable Rims

Owners average 25 miles to the gallon of gasoline. Many report as high as 28 miles. 900 to 1,200 miles to the gallon of oil.

Five-Passenger Touring Car.....\$1,150
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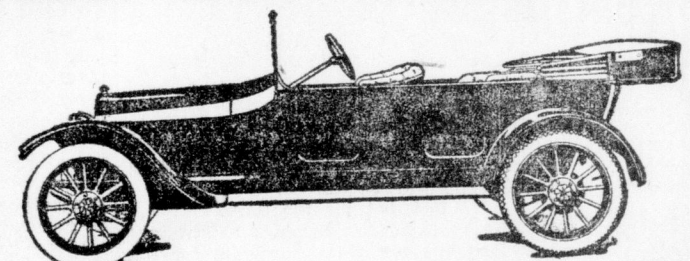
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The Briscoe Four 38

Identical with the Eight in Everything but Power Plant. \$975

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BINDNER & MORRISON.

154-156 Fullarton Street, London, Ont.

Agent at Glencoe: WILLIAM McALLUM.

Glencoe, Ont.

TELEPHONE EXTENSION IN TOWN OF CLINTON

Wires on Front Street Will Be Placed Underground.

CLINTON, July 7.—The Bell Telephone Company will proceed at once with extensive improvements in the town of Clinton, a new switchboard is to be installed, with the capacity for eight hundred phones, and the wires on the front street are to be placed underground.

The new connection ordered by the provincial board between the Colborne and Goderich Township municipal systems with connection at Clinton, is nearing completion.

BOY'S ARM BROKEN

NILESTOWN, July 7.—Charlie Saxby had his arm broken yesterday. He had caught his brother's horse and was riding it home when the saddle shifted and the boy fell under the horse. Dr. Baughart attended to the fracture. Owing to the reshingling and painting of the interior of the church here, the services were conducted at Masonic Hall on Sunday.

LORD RICHARD NEVILLE BETTER.

MONTREAL, July 7.—Lord Richard Neville, comptroller of the household of the Duke of Connaught, who for the last seven weeks has been confined to the Royal Victoria Hospital with a broken thigh, the result of a fall while entering an automobile at Windsor station, was sufficiently recovered to leave tonight for a visit to St. Andrews, N. B.

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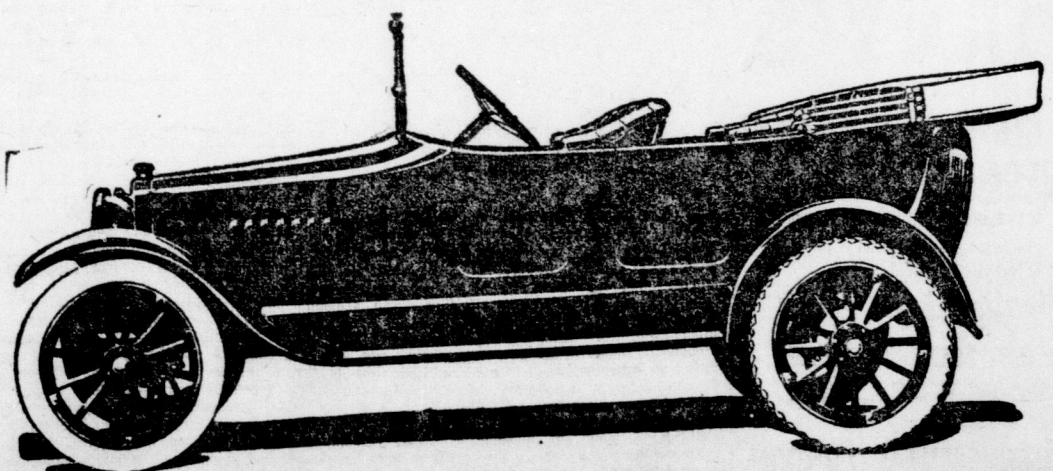
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