



Watching the Races. Quite a String Isn't it? It takes the Auto to Complete the Holiday

four cylinder type. A few years ago one and two cylinder cars were very common, as for example the single cylinder Cadillac and Reo cars and even to-day some very good two-cylinder cars are to be found on the Canadian market while the little single cylinder Brush is performing stunts of everyday record. The average small touring car of to-day has a twenty or twenty-five h. p. engine of the four cylinder type. It gives excellent service and can be purchased for practically the same price as the old one and two cylinder cars.

If the purse will permit a car developing from 30 to 35 h. p. is better for touring. Such a car will negotiate the hills and rough roads better than a smaller machine and will ride easier on account of its longer wheel base.

The exact speeds reasonably attainable with given cars will depend on the driver and the road. On good level or moderately rolling highways, even a twenty-horse power car will average twenty miles an hour during a day's run and have power to spare. With a thirty-horse power touring car, the average gait might be twenty-five miles per hour, and with a light roadster of that power a thirty-mile average would be possible, though not usual. Such a roadster will easily touch 50 miles an hour for short distances—fast enough for safety.

Other things being equal, it is advisable for the beginner to take a car of moderate power, certainly not over thirty horse power, and better somewhat less. A small car, on the other hand, is easily learned; and when you have learned to look after your car—large or small—you are in a position to avoid a lot of trouble and expense.

In Western Canada cars suitable for the average farmer can be purchased all the way from \$1,000 up to \$2,500. Choice is largely one of taste and length of pocket book. It is like purchasing a buggy. Part of the purchase price of the higher priced cars is for style and finish—size, strength and power being also factors that must be considered. If the farmer has only a limited amount of money to spend it is better to get a small than a large

car, for the small car is apt to be in better condition and will give better service for the money expended.

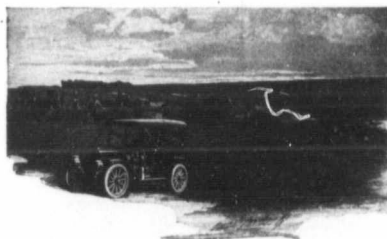
Assuming decent workmanship and intelligent care, what does it cost to keep a car? Unfortunately, this is a question which can only be answered by citing particular cases, since everything depends on the personal equation and on the extent to which the car is

a rather large expenditure and is if the farmer is to regard his car solely as a pleasure vehicle but the automobile has a commercial side to it that it is not the purpose of this article to discuss but which nevertheless is by far the most important viewed from the farmer's standpoint. The above figures may also be cut materially by care and knowledge of his car on the part of the owner, for like a good horse, nothing counts so much with a good automobile as care and attention.

Before leaving the subject of purchase price, a word should be said about the allowance for equipment. Many cars are sold to-day completely equipped, or so nearly so that the addition of \$50 or so covers everything except clothing, license, and insurance. Other cars, however, especially those sold at low prices, are often very imperfectly equipped, and one must add the price of a folding top, speedometer, wind shield (if desired), and various other things, before he is really through spending money. The lamps supplied with some low-priced cars are very flimsy and inefficient,

operated by electricity or by the exhaust pressure; the former type costs more, but is more satisfactory. Another essential item of equipment is three or four spare inner tubes and—except for the smallest cars—a spare shoe. In place of the latter, a light car intended for local use only may carry a blow-out patch and one or two tire sleeves.

With the next few years a great many second-hand cars will find their way upon the market. A large number of these will be high-priced cars and will doubtless be offered at attractive prices. A second-hand car is like a second-hand traction engine (only more so) and the man who buys one who is unfamiliar with a car, can be easily bitten. An automobile expert writing recently on this subject gives some very sound and wholesome advice and I give it here for the benefit of those farmer readers of this magazine who may come into contact with the second-hand proposition. He says: "In examining the car, look carefully for evidences of collision. See that the axles are not sprung and that the springs do not sag. Usually the first part of a car to wear out is the steering gear; therefore this should be examined for looseness and wear in the reducing gear and connections. Grasp the right front wheels by opposite spokes and shake them to detect 'play.' See whether the steering column is loose or rigid. If loose, a shop job is required to make it permanently snug. An old car with bevel gear drive will show looseness in the universal joints of the propeller shaft. The differential gears and pinions, and likewise the bevel driving pinion, are liable to be worn. Jack up one end of the rear axle, set one of the change gears in mesh, and rock the rear wheel back and forth. This will show how much back-lash there is in the transmission from the gears to the rear wheel. It will disclose wear, if any, in the propeller shaft joints, in the bearings of the bevel pinion shaft, and in the gear shaft bearings next to the propeller shaft. Looseness in the bearings adjacent to the rear wheel may be detected by shaking the wheel. If the wheel bearing is plain bushed, some looseness is expected, but a ball or a roller bearing should be snug. Have the engine started and note its sound. Any marked knock or rattle should be traced. An old engine will certainly be noisy; a new engine should run very quietly at ordinary speeds.



The Twine is Getting Low but There Will be no Waits with the Auto —Courtesy The Reo Co.

used. If a car is used in moderation—say 2,500 miles per year—and is kept as long as it gives good service, instead of being arbitrarily sold off at the end of the first or second year, both the mileage expenses and the depreciation are kept low. Assuming a car to be purchased for a total cost of \$1,800, driven 2,500 miles

and the critical purchaser will insist on good lamps of proper size being furnished, paying the difference in price if necessary. A good automobile generator or a gas tank is as important as the lamps; and, for both safety and peace of mind, a long-range horn is an important feature of the equipment. These horns are



When summer breezes blow the auto makes things complete —Courtesy The Reo Co.

per year for six years, and then sold for \$200, the yearly expense figures will be about as follows: Interest on car, \$108; depreciation, \$300; tires, \$75; repairs, \$60; gasoline, \$25; license, \$5; sundries, \$25; total, \$598.

The above figures may be a trifle high but country roads in Western Canada are on the average not the best and are rather hard on a car. \$598 may seem



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