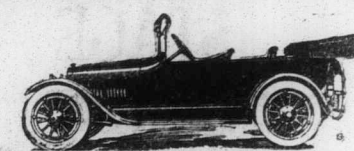


Exhaust Echoes For Motorists



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attend.

Increase Mileage Yet Use Less Gasoline

**Several Ways in Which Experienced Motorists
May go About Getting the Most Out of His
Gas; Oiling is Important**

There are several ways by which the experienced motorist gets more miles to the gallon of gasoline, and the man who is just buying a motor truck or an automobile may well spend some time in studying the ways by which his gasoline bill may be kept down. A car in the hands of one man will average twenty miles to the gallon, while the same machine run by another man will average only twelve, over the same roads and under exactly the same conditions.

1. Don't race your engine. By racing an engine is meant speeding it up when it is idle or preparatory to engaging the clutch. Of course, it is necessary to increase the speed of your engine slightly in starting, but it is absolutely unnecessary to speed it up until it sounds like a rising tornado. Some operators speed up the engine before starting—"lumber her up" they call it—until it is running fast enough to make fifty or sixty miles an hour on the road.

The carburetor has a small reservoir that holds about an eighth of a pint of gasoline in reserve in order that the engine may have a sufficient quantity at all times, when the engine's speed is increased abnormally this reserve supply of gasoline is sucked from the carburetor.

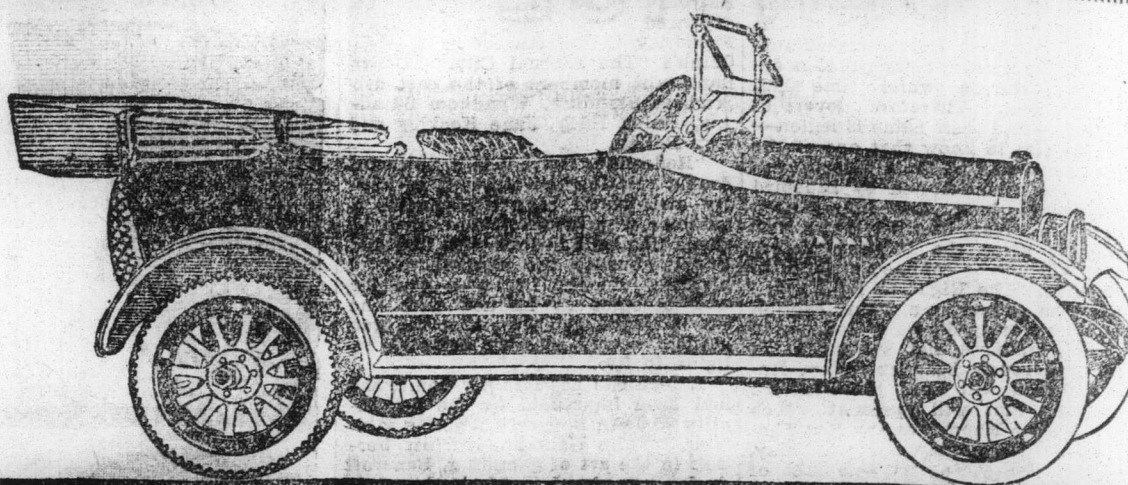
Aside from the gasoline waste, moreover, the practice is a bad one for an engine running at high speed will soon shake itself to pieces, materially decreasing its length of service and increasing the repair bills.

2. Don't use your brakes unless you have to. When I drive a car I want the throttle adjusted so that I can stop the engine dead if I want to. When your car's throttle is adjusted in this way you can coast down a hill without using gasoline, without throwing your car out of gear, and without using your brakes unless the hill is unusually steep. The compression of the engine acts as a brake to the car.

The way most throttles are adjusted all the gasoline cannot be cut off, and in going down a hill the brakes have to be used to counteract the gasoline, that is still being fed. The same rule applies to starting and stopping. Some drivers keep the car's speed up to twenty or more miles an hour until it is within a few yards of where they want to stop and then use the brakes abruptly to counteract the energy of the gasoline. The gasoline should be cut off in time for the car to stop of its own accord, almost where you want it, without applying the brakes at all.

3. Have your carburetor adjusted properly. This will not usually give the driver of a new car much trouble for carburetors are adjusted before cars are sent from the factory. Sometimes, however, they get out of adjustment. If the smoke comes from the exhaust pipe of your engine the mixture is too rich—that is, the carburetor is furnishing too much gasoline in proportion to the air used. Black smoke must not be confused with blue smoke, however, for they have altogether different meanings. Blue smoke, means that there is an excess of lubricating oil in the crank case of the engine. When the mixture is too lean the car will respond weak—engine will finally go dead with a hissing noise.

4. Tolerate no missing cylinders. When a cylinder fails to function properly it is still sucking away at the carburetor, inhaling and exhaling the gas mixture whether it burns it or not. This much gasoline is wasted and the other cylinders have to be fed proportionately more to pull their increased load, which is doubly increased by having to overcome the compression of the inactive cylinder. The cause of such missing



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Foresight and Courage

Automobile values as at present established are largely due to the foresight and courage of Mr. John N. Willys, the president of this institution.

He foresaw the universal use of the automobile and had the courage to produce quality cars in larger quantities than they had ever before been produced.

Steadily increasing production made possible savings and economies which steadily reduced costs and repeatedly established new values.

Eight years ago, the total Overland production was only 465 cars.

This year, the Willys-Overland organization must produce over 200,000 cars to fill our dealers' contracts—throughout the world.

It has required an enormous investment in plant and equipment to prepare for this enormous production.

The prime requisite in the automobile industry is still foresight and courage.

Mr. Willys foresees a demand this year in excess of the possible supply.

In addition to enormous investment in plant and equipment Mr. Willys had the courage to contract long ago for enormous quantities of raw materials—\$35,000,000 worth already in hand for this year's record production.

See all this reflected in the values we have to show you in the most comprehensive line of cars ever built by any one producer.

Note especially the remarkable values represented in the Big Four at \$1190 and the Light Six at \$1380.

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plug, especially when a high-tension magneto is used. When a low-tension magneto with vibrators and coils is used, the blame for missing is usually divided between the spark plugs and the vibrators. The remedy is to replace faulty spark plugs or to adjust the vibrators.

5. Keep the car well oiled. This will reduce the friction of the working parts and therefore reduce the amount of gasoline necessary to operate it. Special care should be given to the bevel gears and the differential in the rear axle housing, also to the roller bearings of the rear axle and the bearings of the front wheels. Also keep an adequate supply of oil in the crank case.

WATERFORD

Mrs. Engels, of Hamilton was the guest of Mrs. R. Hope during the past week.

Miss Maude Rex of St. Thomas spent Sunday at her home here.

Mrs. Percival Kirkpatrick of Saskatoon is visiting her parents, Mr. and Mrs. L. L. Sovereign.

Mr. Joe Collins and his cousin, Miss Marion Collins, of Brantford, spent the weekend with Mrs. J. R. Collins.

The death occurred on Monday, Feb. 26, 1917, in Bay City, Mich., of Mrs. Charles Murray, after an illness of several months of cancer. The remains were brought here on Tuesday and the funeral was held from her late home on Wednesday afternoon. Interment took place in Greenwood cemetery. Mrs. Murray was a resident of Waterford for many years. A husband and one son, Clarence, survive her.

Mrs. John Miles has returned from Hamilton where she has been spending a few days with her daughter, Nellie, who has been undergoing an operation for appendicitis at St. Joseph's Hospital.

The warmer weather is taking some of the snow.

Mr. Levi Walker passed away on Sunday night after a short illness of pneumonia. The funeral service was held on Thursday afternoon at one o'clock. Rev. H. Caldwell officiating. Interment took place in Greenwood cemetery.

On Saturday evening death came very suddenly and claimed Mrs. Hannah Cunliffe. Though in poor health she was able to be around and was down town on Saturday. The funeral took place on Thursday afternoon. Rev. E. R. Fitch conducting the service. Interment took place at Teeterville.

The Misses Alice, Lulu and Laura Bloomfield of Detroit spent a few days with their sister, Mrs. Duff Misner. Mr. and Mrs. Misner intend to move to the North West shortly.

**Children Cry
FOR FLETCHER'S
CASTORIA**

My Second Year of the War

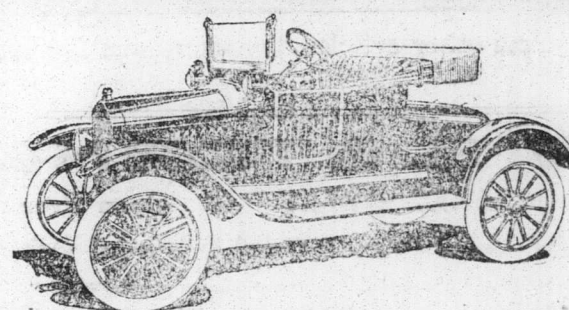
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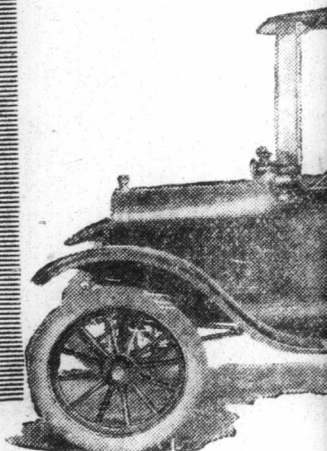
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