

A Page of Interest to Motorists

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Willard

First Cost

We can't compete for battery business on price.

Willard service does cost more, so does a Willard
Battery. But isn't it true that if you hire a real
engineer, or architect, or contractor, or carpenter,
or mechanic, or doctor, or lawyer, that it
saves in the long run?

We're in business to do the job right the first time
—and that costs more than to fix it so it has to be
done over again soon after.

When we sell a Willard Battery with Threaded
Rubber Insulation we charge more for it, but it
doesn't come back for re-insulation with a big bill
to you. It stays on the job till it has delivered all
the service you bought—and generally a lot more
than you'd believe possible.

Try it once—and you'll feel the same as 99% of
all who own Willard Batteries with Threaded
Rubber Insulation.

Drop in; glad to see you.

SPARKS COMPANY

Distributors
COURTENAY NANAIMO



REDUCE GLARE BUT RETAIN THE LIGHT

Many prominent Lighting Engineers
have sought a solution of the dif-
ficulty of glaring headlights with
the result that a new invention
for which complete success is
claimed will soon be on market.

True this has proved a hard prob-
lem and the many inventions on the
market have not successfully solved
it. There has not been any marked
improvement in the lighting of mo-
tor cars since the lamp manufactur-
ers equipped the headlights with
dimmer lamps. The glaring head-
light can be overcome by tilting the
headlights forward far enough but
the result of this operation is that
the headlights do not throw the
light sufficiently ahead of the car to
make night driving safe. The same
result may be obtained by frosting or
sanding the lens but what motorists
demand is a "Non-glare device that
gives a good safe driving light."

In searching for a solution of this
problem we find that when the
lamps in a headlight are properly
focused the light leaves the head-
light in the following manner. The
rays of light from the top of the re-
flector have a gradual downward ten-
dency to the road and the rays from
the bottom of the reflector have a
gradual upward tendency and event-
ually are elevated until they come in
the vision of the eyes causing a glar-
ing blindness. These rays will glare
at any distance according to the
strength of the light. There is also
a blindness caused by the direct
light from the lamp or bulb which
light leaves the headlight at all an-
gles and forms a curtain of light
directly in front of the car which
prevents a person approaching it
from seeing anything beyond the
headlights or curtain of light.

Having thus ascertained the source
of the glare also the source that
lights the road the problem is to re-
flect the glaring lights on to the
road where they will be of use
and thus keep them out of the eyes
of approaching drivers and pedes-
trians.

The New York Society of Illumin-
ating Engineers in a report contain-
ing recommendations based on scien-
tific tests pointed out that the real
solution for the glaring headlights
lay in reflecting the glare rays to
that portion of the reflector that
would deflect them to the road.

An invention has been patented
and is now in process of manufacture
which eliminates all the glare and
gives a good safe driving light to
hundred feet ahead of the car. The
secret of the success of this inven-
tion is a scoop reflector which is di-
rectly under the bulb or point of
light situated at such an angle that
it reflects all the rays having an up-
ward tendency (i.e. the glaring rays)
back to the upper portion of the
headlight reflector and then deflects
them on to the road. It is impos-
sible to deflect the glaring rays that
come direct from the bulb on to the
road and to control this glare the
road without causing a glare. This
invention permits two beams or
shafts of double strength light to
leave the headlights in a downward
direction throwing two oval shaped
bright lights completely across the
road well ahead of the car and a dif-
fused light spreading at right angles
thus enabling the driver to see the
ditch at all times and to take turns
at reasonable speed.

The invention will not only pass
any non-glare laws in Canada or the
United States but will enable the
authorities to enforce non-glare laws
and thus be a means of safety and
satisfaction to all motorists.

ADVICE ON CLEANING CAR

The body of the car should be
cleaned with castile soap and water.
Mud should not be rubbed off, but
rather should be washed off by
flowing a gentle stream of water
over the spot.

This floats the mud off without in-
jury to the polished surface. If mud
is permitted to remain on a new
body until it dries hard, it almost
always leaves a spot; consequently,
removal should be immediate.

If spots of road oil get on the
body they should be removed by an
application of salt butter, which
loosens the oil, or by local applica-
tions of kerosene.

Be careful not to rub them too
much.

The top should not be cleaned
with gasoline or similar liquors.
Soapsuds and water should be used
inside and out. For the upholstery a
little linseed oil on a piece of cloth
rubbed over it will work wonders.

CARE OF THE BATTERY

"The one thing most likely to
bring your battery to an untimely
end is Thirst," says Mr. Sparks, of
the local Willard Service Station.
"This is so important that it cannot
be stated too strongly. The preven-
tion is so easy that no motorist
should ever neglect it."

"Look into all cells of your bat-
tery frequently, just as you do your
radiator; and put enough distilled
water into each cell to bring the le-
vel of the solution a half-inch above
the tops of the plates. When you
call at your Willard Service Station
for consulting or testing service,
they will, of course, add water, if
any is needed at that time."

"Your battery cannot be filled
with water and then expected to
travel on it indefinitely—till every drop
is gone. It must be kept filled above
the tops of the plates, to allow for
the evaporation that will take place.
This evaporation is affected both by
atmospheric temperature and the
charging of the battery; so that the
filling should be done frequently, rat-
her than on specific dates."

The simplest and surest means of
committing battery murder, is to run
it without giving it water. Without
water, the plates become hard, and
are rapidly overheated by the charg-
ing current. This may buckle the
plates and completely ruin the bat-
tery."

Filling the battery too full, is al-
most as bad as not filling it full en-
ough. If filled above the proper
point, the acid solution will over-
flow and eat away the wood case, so
injuring any part of the car with
which it comes in contact.

If the specific gravity of the solu-
tion becomes less and less, you may
be deceived into believing that the
acid has evaporated. What really
happens is this: As the battery dis-
charges, the acid in the solution is

absorbed by the plates. If this pro-
cess continues until the battery is
fully discharged, the solution is al-
most all water. Recharging the bat-
tery forces the acid out of the plates
into the solution again. Only the
water evaporates, and all you need to
do is to see that the battery is sup-
plied with distilled water to replace
what is lost by evaporation. Never
add acid to your battery.

Impurities, either chemical sub-
stances or solid matter of any kind
will interfere with the proper che-
mical action between the plates and
the battery solution. It is, for this
reason, that you should never use any
thing but distilled water, which can
be obtained at any Willard Service
Station.

A HINT RE WINDSHIELDS.

When attempting to raise or low-
er the upper half of a ventilating
windshield be careful that the shield
is grasped at both ends. Do not try
to raise or lower it from one side
only, because if the glass holder
should be a little weak it will result
in a broken pane.



NANAIMO VULCANIZING WORKS
IRVING'S, 61 Bastion Street.



OVER THE HOLIDAYS

You will find many uses for
your Car. At such times you
will want to be sure the Tires
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Why not have us fix them
up for you?

We are Experts in Tire Vul-
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and satisfactory work.

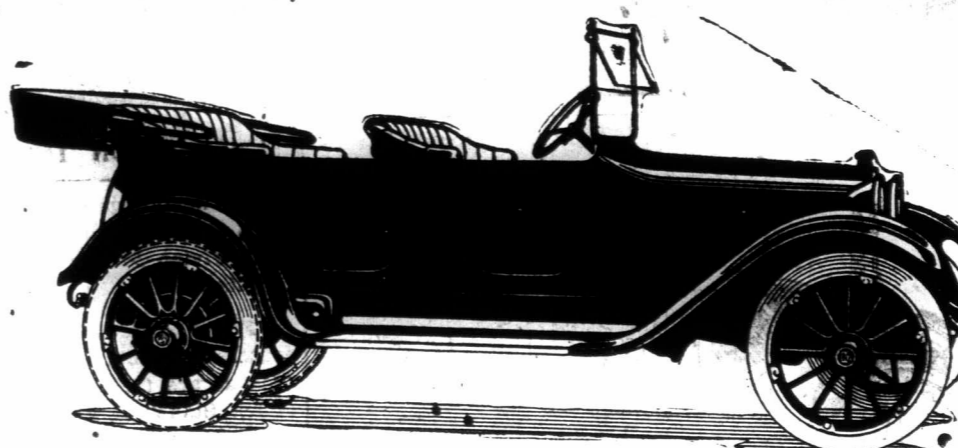
ELCO TIRE SHOP

Jean Le Coque, Prop.
Nicol St., Opp. Fire Hall

We are equipped for the sal-
vaging of Chains as well as
Tires, so don't throw away your
Chains simply because they are
worn thin or broken. We carry
the repairs and can supply you
with Cross Chains of the Wood
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There is a limit to the performance of all
motor cars.

But, the Ford goes on when other cars are
mired; the Ford travels roads that other cars can-
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The owner of a Ford gets a motoring service
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Coupe, \$975; Sedan, \$1175.
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Runabout, \$660; Runabout with Electric starting
and Lighting, \$760. Touring, \$690. Touring, with
Electric Starting and Lighting, \$790. Standard
Chassis, \$625; One-ton Truck Chassis, \$750.

These prices are F. O. B. Ford, Ontario.
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LAND REGIST

Section 2

In the Matter of part 8

ies, of Lot 10, NANAIMO

Proof having been fi

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No. 31621 to the

lands in the name of

May and Dorothy M

date the 19th day of

hereby give notice of

the expiration of one

from the first public

issue to the said Edwa

and Dorothy May a fre

Title in lieu of such

Any person having

with reference to such

with the undersigned.

Dated at the Land

Victoria, B.C. this 2nd

der, 1919.

FRANK S

4-1m Registrar-Gen

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C. MA

Sec.

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