

**MOTOR CARS  
IN SUMMER**

**Timely Advice By An Expert on Hot Weather Care of Autos**

There are quite a number of points which should be borne in mind by auto owners with the arrival of hot weather, if the most efficient service is to be had from the car.

Considerable heat is generated by rolling a tire over the ground. This heat expands the air in the tire and increases the pressure. In the winter this heat is absorbed to a large extent by the cold atmosphere and the cold and wet pavements, and therefore the pressure does not vary so much. In the summer the roads are very hot, the air temperature is high and the heat generated by friction is not carried off to any appreciable extent.

On a trip last summer I noticed that the car was riding harder than usual, and a test of the pressure on the tires developed the fact that it was above normal. To find out just what the difference in pressure was we tested it before leaving the garage next morning. We found after rolling about forty miles at an average speed of thirty miles an hour that the pressure had increased about twelve pounds.

I know that several of the tire manufacturers instruct users not to carry less pressure on the tires in hot weather, saying that the increased pressure due to heat is not sufficient to materially affect their make. This is probably true for new tires, or for about two-thirds of their guaranteed life, but if the tires have been weakened, through having been run under inflated, or from fabric deterioration through cuts in the tread, then I believe there is danger from the increase in pressure due to heat.

More tires are damaged by under inflation than by over inflation, because the former breaks down the side walls through running flat in practically every case, while the over inflation causes a blowout only when the tire is weak at one point. It would be good practice, however, on hot summer days, to leave the garage with the tire pressure about ten pounds less than that specified by the manufacturer as being correct for his make. Any driver ought to test out his tires after running at a good clip on a hot day and find out just what they do. A little patience would enable him to understand how much his tires heat up, and he could regulate the pressure accordingly.

There are some other hot weather points which it might be well to keep in mind if one would get the best results from the car. One of these is the care of the carburetor. It will be found usually that not quite so much gasoline is required as in cold weather, and therefore the dash adjustment may be carried a little near-

er the lean, or air side. This not only saves gasoline, but increases the power of the motor.

It will be found, also, that in most cases the hot air stove of the carburetor may be dispensed with or adjusted. Usually provision is made on the hot air stove for allowing some cold air to enter or to take cold air entirely. Where the carburetor is water-jacketed there usually is a valve that may be closed to prevent the flow of hot water. Experiment will determine whether it is advisable to cut out the heat entirely on the individual carburetor since all are not benefited by the change.

If the fan has been disconnected or the radiator covered up these things will be corrected, of course, when hot weather comes along. The engine naturally runs hotter in the summer time, the water vaporizes faster and occasionally boils away, so that it is necessary to inspect the radiator more frequently to see that the water is not running low.

Likewise the water in the storage battery will evaporate more quickly, and where it has been necessary to replenish it once in two weeks in the winter, it will need to be done every week in hot weather. This is not entirely due to evaporation from heat, but is accounted for in part by the fact that the engine starts easier and therefore less current is used for starting, and there is more daylight and the lamps are used less. Therefore the battery is more often in a fully charged condition and the charging current causes by chemical action which decomposes the water, the hydrogen and oxygen gases passing through the vent holes; the water escapes from this cause as gas instead of vapor.

In hot weather city streets are generally sprinkled regularly and the country roads are oiled some time during the season. The novice going behind a street sprinkler or reaching an oiled stretch of road should exercise particular care to prevent skidding, as he would be unlikely to realize the danger unless he has experienced it once.

Hot weather softens up grease, so that trouble might be experienced through their seeping out of transmission or differential cases, or from the grease cups. Many manufacturers recommend a heavier grease for summer than winter to give the greatest efficiency. This softening of the grease is likely to make a little ring of grease around each cup which will collect dust and give the car an unkempt appearance, besides there is the possibility of some of the dust working into the bearings. Grease cups must be kept turned down so that the dust is forced out and then it should be wiped off carefully.

With a view to restraining the steamer, Thousand Islands, from making Sunday trips out of Brockville, Rev. Canon F. Dealtry Woodcock and Rev. R. M. Hamilton, acting for the Brockville Ministerial Association, have filed a protest with the chief of police.

**MENTION TO  
MOTORISTS**

**WHEN MY LADY RIDES.**

As has been said about worry—that most of one's troubles never happen—so the fear that a woman has in driving a car is not so much that as it is the fear of being afraid. At least that is the opinion of a well-known woman motorist.

"From my own experience and the experience of other women to whom I have talked about the subject, I believe the most difficult thing a woman has to overcome in learning to drive a car is not to be afraid of being afraid," says an expert woman driver. "Probably this sounds a little complicated, and an easier way to say it would be that women as a whole, I believe, lack confidence in themselves to handle the unexpected should the unexpected occur.

"A lot has been said about driving. Much advice has been offered as to what to do and what not to do. I believe that good driving is simply a state of mind, and that as soon as any one discovers how easy it is to handle a car and how near an impossibility it is for an emergency to arise that cannot be met with little effort, when the simple mechanism of the modern car is mastered, she has learned about all there is to know in order to drive a car.

"Of course one might know what to do under practically all conditions and still not do it. Here is where lots of women fail as good drivers; their fear of doing the wrong thing is so great that they do nothing at all.

"I have yet to see any woman who has not been materially benefited by driving. The fresh air, the co-ordination of eye, mind, and muscle, the exhilaration of feeling that you are master of the powerful and yet tractable motor, and that it will answer your every whim, cannot help but have a beneficial effect on the nerves. In fact, I firmly believe that driving is the best nerve tonic in the world.

"I have driven my car over thousands of miles of all kinds of roads—boulevards, deserts, and mountains. The fact that I have never had an accident of any kind adds a lot to the sum total of my pleasure, of course, but I know that even had I experienced a lot of trouble I would not sacrifice for a great deal the actual gain in health and the joy of driving that I have experienced in my car."

In three months food commodities to the value of \$5,218.60 have been purchased and sold to consumers in Chatham at cost by the Civic Purchasing Board at an expenditure to the city of \$16.73.

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CASTORIA**

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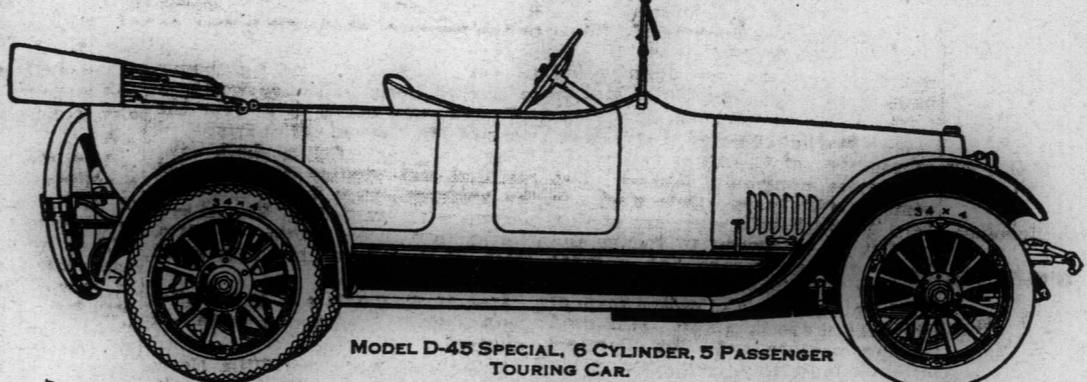
FOR three successive seasons we have been unable to fill the demand for McLaughlin cars in spite of greatly increased production.

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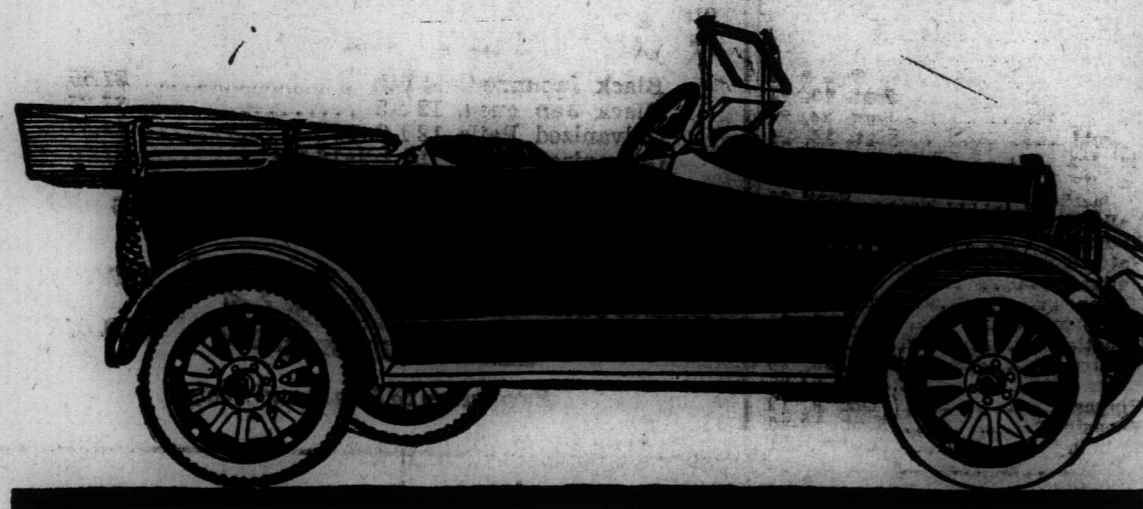
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**MOTORISTS  
BARE PAST  
IN GOTHAM**

**Application Blank For Auto  
Drivers Asks Everything  
And Then Some**

New York motorists just now are in the midst of a period of peevishness over the new state law requiring all drivers there to have operators' licenses. Folks from Illinois who may be contemplating a trip to Broadway will have a share in this, for the law provides, among other things, that visiting motorists who stay for more than ten days must take out such licenses themselves.

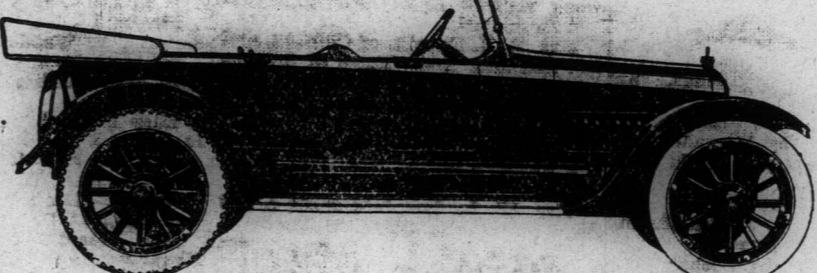
The natives, however, are disturbed chiefly because, though the measure was passed by the state legislature, its operation was restricted for some reason to New York City. Another cause for complaint is the things they have to tell before they can get a license.

The application blank requires to know the age, color, sex, height, color of eyes, and color of hair of the applicant. The rest of the twenty questions asked are these:

What type of motor vehicle do you desire to operate?  
How long have you operated motor vehicles?  
How many miles (approximately) have you operated motor vehicles?  
Are you familiar with the rules of the road and the provisions of the motor vehicle law of the state of New York?  
Have you any mental or physical incapacity or infirmity of which you are aware, which would in any way interfere with the proper management and control by you of motor vehicles?  
Have you ever had an accident while operating a motor vehicle? If so, give particulars and state whether any injury resulted.  
Have you ever been granted a chauffeur's license in this state? If so, give year, badge number.  
Do you wear glasses? If so, in what respect is your eyesight defective?  
Do you use intoxicating liquors? If so, to what extent?  
Are you addicted to the use of morphine or other drugs?  
Have you ever been convicted of any crime under the laws of this or any other state, or the regulations, ordinances, or laws of any city, town or village, relating to the use of motor vehicles upon the public highways? If so, give nature of offense, in what court convicted? Date of conviction? Penalty imposed.  
Give complete residence address.  
Give complete business address.

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SUPERIORITY  
ALLIED A**

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Von Hoepfner To  
co-British Aviat  
HUN BRAGGAD  
Century Old German  
Tary Tradition Ca  
Be "Caught Up**

The Hague, Netherlands. — (Correspondence) — In comparisons of British, Pr German methods of air-fight made recently by General Vpner, Commander of the Geing forces in an interview Berlin correspondent of the News Bureau, General Vpner admitted that the air the Entente Allies were su the western front and in kanks, but said that on the front the German airmen bered their adversaries. Meri fority in numbers, however, fessed to believe, meant when compared with the q machines and of the men them. He added: "The Frenchman is obvio to be placed on a par with men from the point of view ale, but it is just in flying th proves that he is of German therefor has a love of fight general the Frenchman only when he feels himself nun superior. He avoids a fight equal conditions. The Briti the combat. The Frenchm attacks once; if the first at unsuccessful, he immediately The Englishman, on the othe fights till he or his oppone under.

"In their Spad aeroplanes horse-power, and the British stripplines, they possess aples machines which mostly equal machines.

"More important, however the superiority of the mach that of the crews. The enem airmen are just as much up job as our's. That is not se ever, with the reconnoitring in the east of the French training, which should be of ly military character, is e while with the British it is e ator. Here are to be fou deeper causes of the better p ances of our fliers.

"To Britishers flying is a the climax whereof is a fight seek the combat regardless of the cost. The carrying the charge entrusted to them this necessary or not. The C is first of all a soldier, who upon every flight as a militi eration, and he decides his conduct. Our proportionate er losses, therefore, show the commanders are too good to set their airmen impossible. Moreover, the airmen are not out singly, for the fulfillment tary tasks is more important t spirit of sport and all bravery century-old German milita tion cannot be caught up B three years' warfare of the B A final inquiry as to who t mens prefer to meet as enem ted the response: "This is a q which may not be put: It is a sporting achievement, but t fillment of the charge in han is the main thing. With us soldier wants to be a Boelch death of his comrades doe frighten him."

Sleeplessness. You can't sleep stiller night. If your digestion is the stomach and establishes that e sweet and refreshing.

**Our Daily  
Pattern Ser**

**GIRLS'**  
By An

There are many times in the when a lightweight coat is a protection against the chill in l The one shown in No. 8333 is l for this purpose, as it is a suitab for faille, taffeta, satin, poplin, corduroy. The front of the upp and the skirt section are cut in o back of the coat is plain and the section is joined to the side fr tions and gathered at the w Loose pockets swing from the h line, which is accented by str toned on to the upper part. The tion-coat sleeves have turned bac The coat has a broad, childish saller collar.

The coat pattern No. 8333, is cu sizes, 6 to 14 years. The sli size require 2 yards of 36 inch o 2 1/2 yards of 44 inch. To obtain this pattern send l to the office of this publication.