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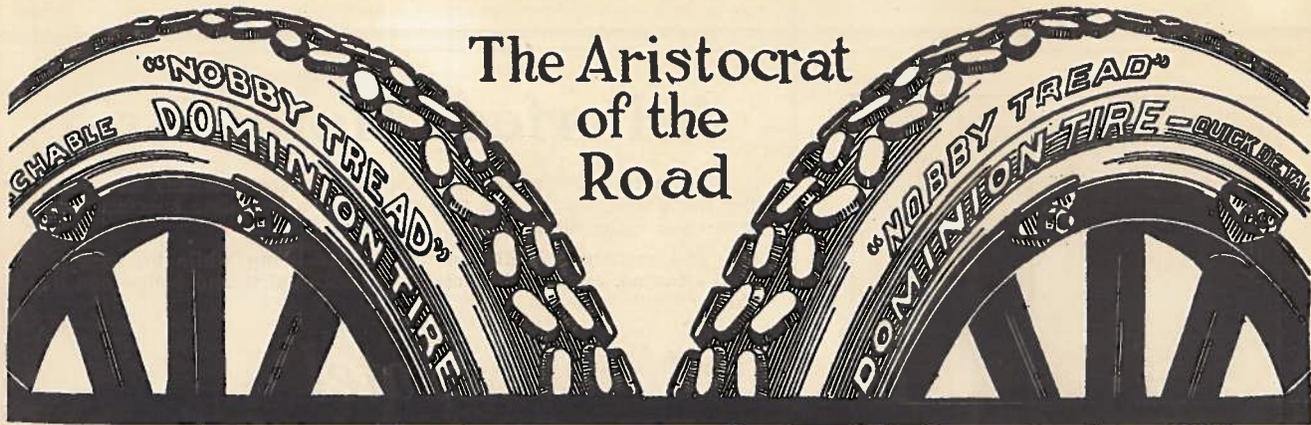
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The Western Canadian Motorist

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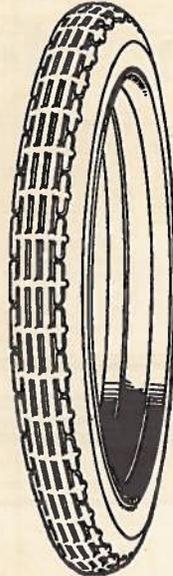
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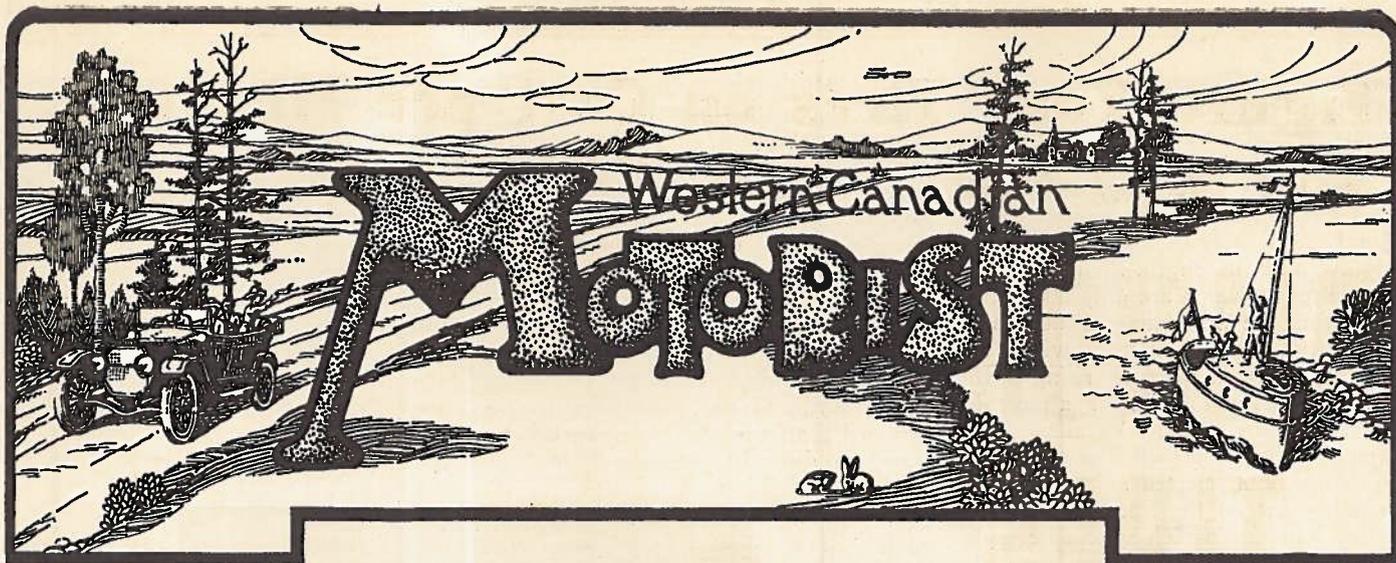
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Touring Famous B.C. Dry Belt by Automobile

The Photographs for this article and cover were supplied by Similkameen Road Superintendent, H. A. Turner

IN a new country, and British Columbia is youthful in every sense of the word, initial development must necessarily include in its propaganda the perfection of systems of transportation and communication. Good highways link up the land with the centers of population, and build for that state of interdependence that is so essential to a harmony of producing and consuming interests. This phase of expansion has perhaps met with more consideration on the part of the Government in this Province than in any other portion of the Dominion, and as a result the interior has been made accessible to the motor car in a way that has not only found approval with automobilists the West over, but has reacted favorably to the development of natural resources, and in the inducing of settlement.

In the southern interior of the Province, soon to be in closer communication with the coast, through the medium of a direct railway line now almost complete, lies a vast district, potentially rich, enjoying favorable climatic conditions, scenery without peer in a western domain, justly famed for Nature's handiwork, and that most essential factor of all—Good Roads for the automobile.

The district in question is the Similkameen Electoral District, and within the past year or two, motorists and sportsmen generally have come to regard it as an ideal touring ground, a veritable Mecca for the nomadically inclined vacationist.

For the most part, tourists visiting the Similkameen, and the Okanagan Districts via the auto, are from across the International boundary. Pleasuring Americans who have come to see the coun-

try, and who not unfrequently find much of profit in addition to the trip. Spokane, Seattle, and even Portland, are represented in the Similkameen throughout the summer by automobile tourists, while large delegations from the fruit-growing districts of North Yakima, Wenatchee, and other points, not infrequently journey north, ensconced in comfortable motor cars, to study conditions at the Okanagan and Similkameen fruit-growing centers.

One of the most commonly used routes is that which crosses the American boundary line at Oroville. From this point the road follows along the Okanagan waterway system through a very beautiful scenically situated portion of the

Similkameen Electoral District, which abounds with lakes, striking mountain scenes, and vistas of almost inviolate forest lands.

Particularly on the Canadian side of the line, this road is an excellent one, the scarcity of moisture in the section in question, which is in the dry belt, making it comparatively easy to maintain a road once secured, although owing to the rugged nature of the country the initial cost is necessarily heavy.

That portion of this route that follows along the rim of Vasseaux Lake, which is one of the numerous water reservoirs along the Okanagan waterway, is particularly well endowed with scenic attractions. Another delightful portion



Showing Old and New Road on Pentiction-Kermos Road

runs through Okanagan Falls, a little town that is situated at the southern extremity of Lake Skaha, ten miles or so north of Vasseaux. The last named lake is about twelve miles long, and is only about five miles from the famous Okanagan Lake, a body of water almost seventy-five miles in length, the most southerly shores of which are only about two miles from the Similkameen boundary.

Motorists find Penticton, which, by the way, is one of the most rising of the youthful cities of the interior, a most desirable stopping place. Excellent hotel accommodation is provided at this point, which has been selected as the main divisional point on the line of the Kettle Valley Railway; which system's completion provides communication with the coast by a railway line two hundred miles shorter than the route at present being utilized.

Sportsmen will find good fishing in Okanagan Lake, Vasseaux Lake, Skaha Lake, and tributary streams. Grouse are very plentiful in the surrounding hills, while in the mountains that form the watershed of the Okanagan, the Big Horn, that wily King of B. C. game animals that every stalker of big game longs to add to his list of trophies, are found in considerable numbers.

That portion of the Trans-Provincial Road lying in the Similkameen, traverses a section which for natural beauty and diversity of scenery is unsurpassed at any other point. Contrary to the trend of other roads in the constituency, this highway running east and west, renders accessible points hitherto untouched. The section from Princeton to Hope is now under course of construction, a stretch of sixty miles of splendid road, the building of which presents many engineering difficulties. The trials and tribulations of the road builders, however, will not greatly concern those who will ultimately use the road, beyond a chance remark perhaps, inspired by the sight of a particularly large fill, or a bad turn obviated by a short cut through hard rock. This highway is destined to be utilized to a greater extent than any other road in Canada. For scenic magnificence it is doubtful if it will have its equal in the world, as in its course it conquers even the great natural barrier imposed by the Rockies.

On the portion of this road between Sidley and Osoyoos, the scenery reaches the zenith of magnificence. For miles the construction work has followed the eastern watershed of the Similkameen River, and stupendous as has been the task completed by the road builders, that place of sylvian enchantment has not been detracted from one iota, by the conquest of the engineers. The highest portion of the road that follows along the

summit which fringes the valley like the titanic edge of a chipped bowl, is about four thousand feet above the sea level. Motorists who make this trip will not forget the inspiring vistas of mountain scenery, and the brief glimpses of the silver thread of the Similkameen, winding through the valley, hundreds of feet below.

Contrary to the natural impression which one would gather from the description of this country, the grades are not heavy, and the road so well constructed that even the less powerful cars have no difficulty in negotiating the

ings provided for by Government appropriation. Mr Shatford by attending to all the essential details in this regard, has earned unflagging support on the part of his constituents, and his periodical tours through the district, made for the purpose of ascertaining at first hand, information in respect to the needs of the constituency, frequently gives the electors opportunity of demonstrating their loyalty to their representative. An occasion of this nature took place earlier in the year, when during the course of one of his visits, Mr. Shatford, who is also a well known financial man here, was the



L. W. Shatford, M.P.P.

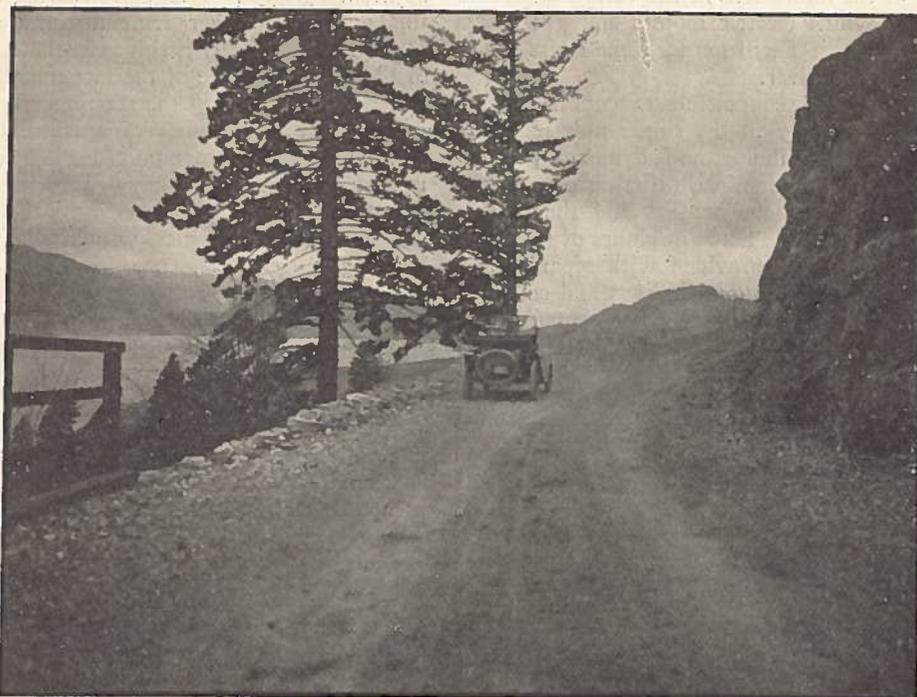
most difficult with a judicious application of the "low." In addition to the routes named there is splendid communication between Penticton, the before mentioned most Southerly situated town of the Okanagan District, and all Similkameen points.

Splendid roads also connect Penticton with Keremeos, Fairview, Hedley, Princeton, Coalmont and Tulameen on the West, while continuing through, communication is given with Merritt and Spences Bridge.

Credit for the uniform excellence of Similkameen roads is due Mr. L. W. Shatford, M.P.P. for the District, who personally supervises all the undertak-

ings provided for by Government appropriation. Mr Shatford by attending to all the essential details in this regard, has earned unflagging support on the part of his constituents, and his periodical tours through the district, made for the purpose of ascertaining at first hand, information in respect to the needs of the constituency, frequently gives the electors opportunity of demonstrating their loyalty to their representative. An occasion of this nature took place earlier in the year, when during the course of one of his visits, Mr. Shatford, who is also a well known financial man here, was the

guest of honor at a magnificent banquet tendered by a gathering representative of both political parties. Certain it is that motorists will appreciate the roads which have been provided through his instrumentality. Hitherto the Vancouver motorist has considered the Okanagan and Similkameen country as inaccessible from this point. There has been no illusion with respect to the quality of the roads of the interior, because of the universal praise accorded by those who have made the trip. But while many motorists have expressed the wish of touring through the districts in question, they have abandoned the idea as being one for which



Fairview-Penticton Road

there was no practical precedent. This, however, is erroneous. Leaving Vancouver via the Pacific Highway it is possible to enter the Okanagan from the American side. The trip will embrace not only the famous American fruit dis-

tricts, but the rich producing orchards for which the dry belt of this province has attained a world-wide reputation.

Through the Okanagan Lake District to Kamloops is another splendid phase of interior touring, that could be accom-

plished easily, as it is fair touring with a motor car over the roads of the southern Okanagan. The trip would also be a productive one for those who hunt with the kodak.

That the motor car is no stranger to the districts referred to is patent, when it is considered that in Vernon, a city situated a few miles north of Lake Okanagan, there are about four hundred automobiles in daily use, while in Penticton, and in the Similkameen another two hundred and fifty or three hundred are utilized, mostly for stage work. The stage cars, run on regular schedules between the different centers giving excellent freight and passenger service and making connections with the lake boats, and the Great Northern Railway schedule.

"See B. C. First" is a slogan, which loyal residents of the Province might well adopt, although there is so much to see that the seeing would amount almost to a life work. One of the best short cuts to a more complete knowledge of the province, its possibilities and wealth of natural resources, can be gleaned from the comfortable seats of a reliable motor car, consequently Vancouver motorists would do well to consider a trip through the districts just discussed as a splendid item for next season's itinerary.

Care and Maintenance of Electrical Equipment

By ROY ST. J. WOOD

ELECTRICITY, as a controlling medium and auxiliary form of energy for the automobile, is rapidly becoming very popular among manufacturers and members of the motoring fraternity alike, and its field of usefulness is accordingly being extended in many new directions. This development may be regarded as the natural and inevitable result of improvement and refinement in the application of a force which is probably more readily generated and easily convertible than any other known to science; and it is more than likely, therefore, that the electrical operation of various subordinate moving parts of the chassis will ultimately become conventional and universal.

Unfortunately, however, the average owner-driver displays a lamentable ignorance of the basic principles involved in the generation and control of electricity. Consequently, he is often entirely unable to correct some trifling disorder in the mechanism of his car; and may, indeed, remain unaware of its presence until serious damage has resulted. This condi-

tion is, to say the least, unsatisfactory—and serves as an excuse for the following brief discussion of the subject.

The intelligent care and maintenance of a reliable self-starting installation is in reality a matter of comparative simplicity, for the system is usually semi-automatic, and needs attention only at regular intervals. The battery is by far the most delicate and sensitive device employed, since its life and efficiency depend largely upon cleanliness and the chemical purity of its electrolyte. It is imperative that the latter be maintained above the top of the plates, by the addition from time to time of absolutely pure water, which should be distilled and kept in a clean glass bottle for the purpose; for the introduction of foreign matter into the cells, particularly if it be of a metallic nature, will set up local reactions that will gradually ruin the plates. Electrolyte should never be added excepting when part of the original supply has been spilled from the battery; in which case, a cold solution of water and sulphuric acid (specific gravity 1.274) may be

poured into the cells until the normal level has been regained.

It should be remarked that the matter of specific gravity is most important, as any inaccuracy here will naturally effect the action of the battery. From time to time, therefore, especially when additions have been made to the electrolyte, it is well to test the density by means of an hydrometer. Such a test, however, may not be made until the battery has been given a full charge through the dynamo, as the specific gravity of the solution varies with the chemical condition of the plates; and will otherwise be valueless as an indication of existing conditions.

In order to preserve the efficiency of an accumulator, each cell must be washed out occasionally, for sediment and scale are bound to collect in them as a result of neglect. The electrolyte need not be wasted, and should be placed in a glass vessel during the cleaning process, after which it may be poured gently into the cells again, care being taken to prevent the return of sediment. If any of the liquid is spilled in the course of this ope-

ration, a small quantity, of the correct density, may be mixed in a glass jar; but owing to the dangerous properties of sulphuric acid as a reagent, extreme caution should be exercised in pouring the acid into the water. The reverse of this procedure must never be attempted, since sufficient heat would then be generated to boil the solution—in which case splashing might result, with the possible permanent injury of eyesight.

Although the average electric starter is equipped with self-regulating charging mechanism, there is still the possibility of abnormal battery discharge and consequent sulphation of the plates, in the event of a short circuit or some other derangement of the system. And the continued use of lights at times when the car is temporarily out of commission will have the same effect, unless the balance is preserved by the occasional running of the dynamo. Now even a thin crust of lead sulphate will effectually insulate the plates, thus preventing their chemical reaction with the electrolyte—whence arises the necessity for immediate reduction of this compound, before the damage has become irreparable.

Sulphation will usually be found to exist in a battery whose pressure has fallen below 1.8 volts per cell, and in all but the most extreme cases it may be eradicated by charging and discharging the battery several times in succession, through the dynamo and lights, respectively. A completed charge will be indicated by a voltage of 2.3 volts per cell, and vigorous bubbling in the electrolyte. Each cell should receive a separate inspection, for it is evident that a possibility exists of varying specific gravity and voltage among them. Such a disorder may usually be corrected by a thorough charge; an adjustment of density in the defective cell; and finally, a short treatment of the same nature as that advised for the cure of sulphation.

Should the car be laid up for any length of time, it will be necessary to recharge the battery at least once a month, in order to prevent sulphation and deterioration. As an alternative, however, to this somewhat inconvenient method of preservation, the fully charged battery may be removed from the car, emptied, thoroughly washed and filled with pure water, and stored away in a place of moderate temperature.

The motor-dynamo mechanism of the auxiliary in question, whether of the single or double unit type, usually requires remarkably little attention, and will seldom become deranged unless it is severely ill-used by a careless operator. There are, however, some small duties to perform in the matter of adjustment, lubrication, etc., that are inevitable with all forms of machinery; while a knowledge

of the indications of the various disorders to which electric motors and generators are subject will hardly come amiss to the owner-driver.

It will be possible to confine discussion largely to the single unit machine, since the motor and dynamo are mechanically identical, differing only in the position of the brushes and the outside connections. Some machines of this type, though, are provided with separate and distinct armature windings and commutators, owing to the great difference that obtains between the generating and starting loads.

"Don't Talk War: Talk Business"

Europe has been thinking war and talking war until the war came. How vitally important, then, to us, to draw a moral from this—making the calamity abroad serve as a lesson to us at home.

"DON'T TALK WAR," not only because it will keep our minds from sane and healthful work, but because the constant thought of war brings war. It has come to the afflicted people of the fighting nations because they have been THINKING about it.

Now we aren't holding a brief for any new thought or mental telepathy, but this sober fact remains—THERE'S A LOT OF POWER IN SUGGESTION. A man isn't always what he thinks he is, but is pretty apt to BE what he THINKS.

On the other hand comes the POSITIVE advice — "TALK BUSINESS." The same power of suggestion which makes war come to those who talk about it, will make business gravitate to those who think and plan and discuss it. So let us all send out the vibrations of happiness and good will. IT WILL MEAN BUSINESS.

Lubrication is a simple matter, for the bearings are few and their work moderate. A light grade of oil should be fed to them, but not in sufficient quantities to smear the commutator and windings; for in such a case the resistance at the brushes would increase, and the interior of the machine become needlessly dirty.

Great care should be taken of the commutator and its brushes, and the former ought occasionally to be polished with a soft rag. After this operation it is well to see that no stray threads have become lodged beneath either brush, since it would then fail to seat evenly, and detrimental sparking would result, with consequent deterioration and burning of the

adjacent surfaces. Irregular wearing at this point is another fruitful cause of sparking. Especially is this so in the case of the motor, because of the fact that the latter, as employed in the starting mechanism of an automobile engine, is usually worked close to its maximum load capacity, for the sake of economy in the matter of weight. A heavy current must therefore pass at the brushes, with a correspondingly great tendency to burn the sliding contacts by arcing at their trailing edges.

This arcing is the result, chiefly, of the phenomenon known as self-induction, which occurs in any electric conductor whenever the circuit is broken. The sudden collapse of the magnetic lines which surround such a conductor, at the moment of current interruption, has the effect of inducing a second or auxiliary current of considerable volume, which in endeavoring to follow the opening contacts, arcs more or less heavily between them. Now in the case of an armature winding, the coils, as they are momentarily short-circuited at the commutator, generate secondary currents which tend to follow the edges of the brushes as they pass from bar to bar. This effect, though partially counteracted by permanently tilting the brushes under the motor's field poles, is nevertheless in evidence at times when the load is excessive, or the contact poor.

It will sometimes be found that an apparently incurable form of sparking has its origin in the rupture of an end connection at the commutator — while a broken armature or field coil may wholly or partially destroy the operation of the machine. Such troubles, however, should be left in the hands of an expert electrician, for an amateur will usually fail to effect a proper repair.

The grinding of a defective brush may be accomplished by placing beneath it, over the commutator, a strip of very fine sandpaper (sand uppermost), and drawing it back and forth over the curve of the bars, until the desired result has been obtained. The grinding will thus conform to the shape of the commutator.

Owing to the comparative complication of the external wiring of a starting system, it is necessary to inspect the condition of all wires and terminals now and then, for if they are neglected, short circuits may develop. Dirty and corroded terminals will be found to increase the resistance of a circuit to an enormous extent, and the whole mechanism will accordingly become inefficient and unreliable. Again, it is essential that all automatic controllers, instruments, cut-outs, and switches be kept clean and free from dust, in order that they may perform their functions properly; for it is evident that friction or corrosion in an automatic

magnetic device will utterly ruin its adjustment, and possibly the battery as well. It is impossible here to give detailed instructions as to the adjustment of these appliances, since no two systems of control are alike. Usually, however, a small handbook is supplied by the maker, and it will be found all that is necessary for the motorist to know in this connection. The book should be carried in one of the fore-door pockets, where it is always available for ready reference.

The question of the care of lighting equipment is largely covered above, as its source of current is usually the battery-dynamo system of the self-starter. Since the external wiring involved is quite simple, it is unlikely to give trouble, unless some accident creates a short circuit or breaks a connection; when a repair may be effected by any amateur. Light wires are most frequently to be found laid along the channels of the chassis frame.

It sometimes happens that the owner of a six-volt lighting system finds himself unable to replace his spoiled lamps with new ones of the same voltage. He therefore substitutes a two or four-volt set, and connects the circuit terminals either to one or two of the accumulator cells, as the case may be; thus reducing the pressure to the required point. This

method cannot be too emphatically condemned, for it introduces an unequal rate of discharge amongst the various cells, which will eventually ruin the battery. If a temporary change in the lamps is rendered necessary, they should receive their current from the requisite number of dry cells; although these are entirely unsuited to use in a closed circuit, and should be used as sparingly as possible, to avoid polarization.

When the lamps are observed to have lost some of their normal brilliance, a voltmeter reading of the battery may be taken, in order to determine whether or not its condition is satisfactory. (Voltmeter readings, by the way, ought always to be taken with a closed lighting circuit, for an open circuit registration is seldom a true indication of the battery's working pressure.) It will often be found, however, that the lamp filaments themselves, having grown old and inefficient, are at fault.

Mechanical defects in a lighting system are also occasionally responsible for loss of brilliance in the lamps, when the consequent interruption of current is incomplete. For example, a loose terminal will increase the circuit resistance; while a partial ground will lower the pressure of the

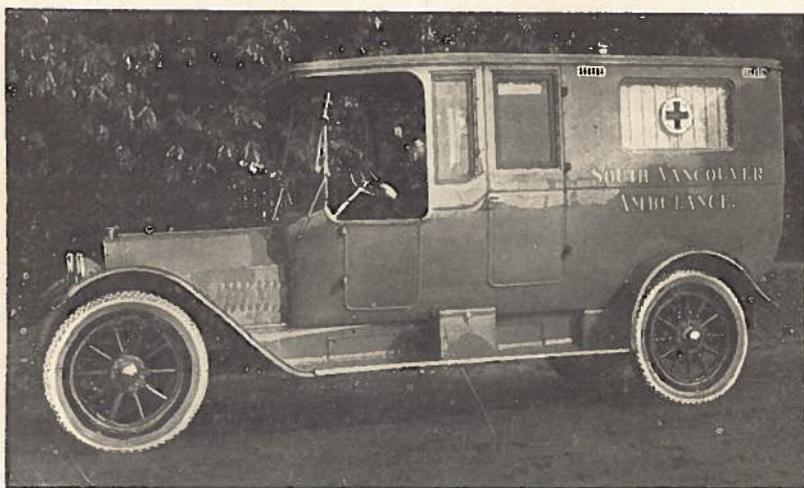
battery—and in either case the light will be dimmed, owing to reduction in the volume of current passing at the filaments. These ailments, furthermore, are apt to produce an intermittence or flickering in the light during the operation of the motor, owing to the effect of vibration upon the deranged part.

Short circuits, either partial or entire, should be traced and corrected without delay, in order to prevent irreparable sulphation of the battery and destruction of the insulation. Should the fault be on the lamp side of the dash ammeter, its position will be indicated, upon the successive closing of the branch switches, by an unduly high reading at the needle. If it be between the meter and the switches, or in one of the latter, the passage of current will be registered even when the lights are out—while if in the battery feed wires, the needle will remain at zero under the same conditions.

The recent commercial development of the magnetic gear shifter marks another step towards the ultimate electrification of control in the motor car, and there seems to be no legitimate reason why it should fail to become as popular as the electric starter. Its mechanism is particularly simple, consisting only of a group of solenoids with their operating switches. These solenoids are arranged at opposite ends of the shift-rods in the gear case, and energized individually from a selective dial on the steering pillar, so that the rods may be drawn in either direction by powerful magnetic attraction, at the will of the driver. No adjustments are necessary with this appliance, for the only extra moving parts involved are the sliding cores of the solenoids. It may therefore be considered as being practically free from the possibility of disablement, provided its wiring and switch contacts are maintained in good order, clear of all oil or grease which might rot the insulation. Emphasis, however, must be given to this provision, since the strength of the magnets depends very greatly upon the perfection of all electrical connections.

In conclusion, it will not be inadvisable to caution the amateur against unnecessary tampering with so delicate a device as the battery-dynamo installation which furnishes current for the various apparatus discussed above. Adjustment of the regulators in the system is made by skilled electricians before the car is put into commission; and it is doubtful if any improvement can be effected by one whose knowledge of the subject is at best very superficial. In addition to this, it is by no means difficult for the amateur to ruin his accumulator by mixing connections between the several terminal screws of the mechanism. *Humanum est errare.*

New Ambulance Recently Installed by South Vancouver



The above cut is taken from a photograph of the new ambulance recently installed by the Municipality of South Vancouver, and is probably the best equipped and most modern vehicle of its kind in this locality. Mr. H. J. Tucker, agent for the Abbott-Detroit cars, of Detroit, Mich., assisted by Dr. G. B. Murphy, supervised its construction. The

chassis was specially built by the above firm, and the engine installed is a 60-horsepower, 6-cylinder "Continental" motor, and the car is equipped with Goodyear tires. This car, complete with all the latest improvements known to facilitate the removal of the sick or injured, reflects great credit both to the South Vancouver officials and Mr. Tucker.

Camp "Tuffnutz" and Our Outing

By J. GREEN

Photos by Author

FROM a summer camper's point of view, British Columbians are fortunate in having one of the finest countries in the world for scenery, climate and natural advantages. Be it hunting, cruising, fishing or bathing, or all together, no place on earth provides facilities and opportunities more numerable than B. C.

trail reaches from the head of the bay to the highest peak, from which an excellent view may be had of the surrounding gulf and islands.

Our camp was situated at the head of a small cove, known as Water Bay. There was a cabin which the ladies occupied, and the stag end of it put up a

trees and used it always except in the rainy weather. We brought a sheet iron stove for baking, but the rest of the cooking was done on a large piece of sheet iron set upon a horseshoe of rocks with some lengths of stovepipe at the apex. This contrivance necessitated carrying a considerable quantity of broken rock from the shore, and to give it draught the whole affair was chinked and plastered with clay. The labor entailed was amply rewarded by the convenience afforded, and I would suggest that persons making similar trips to ours should take sheet iron and stovepipes with them and build that kind of stove.

The ladies agreed to do the cooking if the boys supplied the wood and water. This arrangement looked good to the boys, and the girls were not tied down as much as might at first appear, for they paired off and took the work turn about.

We spent much of our time trolling for salmon. Almost every day two or three of us went out to the Pass and had a try for a fish. Several of the girls had the joy of landing a salmon. We had salmon cooked in "fifty-seven" different ways, from fried salmon to salmon rolled in clay and baked in the hot coals of our camp fire. That last is sure some stunt!

There is not space in an article of this sort to tell how we spent all our time, but we always found plenty of diversion. There were picnic trips to the mountains or to some one of the many spots of interest on the island and the adjoining mainland. One day when it rained we arranged a masquerade ball. The boys and girls swapped clothing and by the generous use of charcoal, cochineal, safe-



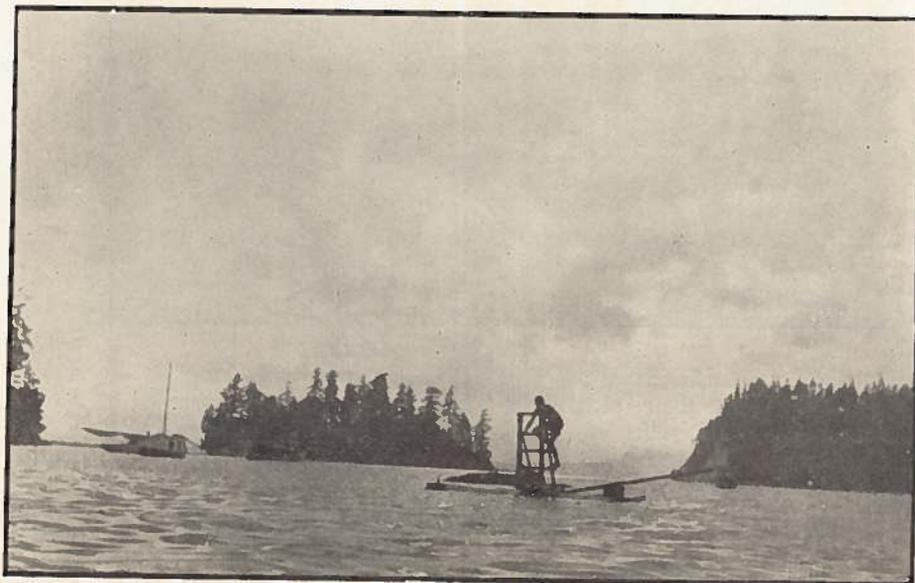
Beach at Buccaneer Bay

Last summer twelve of us, young men and women, properly chaperoned, but doubtfully equipped (if flannels and fluffy muslins are proper camp equipment, for we took our oldest and roughest clothing), went to Buccaneer Bay for a three weeks' outing.

Buccaneer Bay is about forty-five miles north-west of Vancouver. There is a good steamer service during the summer months, so that supplies may be had regularly. The chances for salmon fishing are unsurpassed and many a day we spent here trolling for cohoes. About two miles of fine sandy bathing beach surround the greater part of the bay, and the water is entirely free from currents which make many otherwise good bathing places unsafe for poor swimmers.

The natural beauty of Thormanby Island, upon which the bay is situate, beggars description. Many little rocky coves, whose cliffs are decorated with flaming red arbutus and gnarled and dwarfed firs, dent the shore-line. The gentle slopes of the island are densely wooded, and here and there in the evergreen forests are conspicuous patches of maples and alders whose leaves in August were already changing color. The island rises gradually from the bluffs on the shore to a small mountain in the centre, and a good

tent for their accommodation. Lots of work had to be done before we could consider ourselves settled; cabin to be cleaned, weeds to be cut, and trails to be made, besides the camp furniture that we must construct. The tables and benches were made of rough lumber brought for the purpose. We had one table out under the



View of the Islands at Buccaneer Bay

ty pins and pillows, very satisfactory results were obtained.

In the evening we sat around a bonfire on the beach and sang, or yarned, or listened to the Grafanola. The music box was a distinct success. On those still, beautiful, starry nights, the lovely strains of Handel's "Largo" or "Cavaliere Rusticana," softened by the surroundings, seemed like fairy music. One still night as we sat there by the bed of coals that was left of our fire and silence had stolen gradually over us, we were startled by the sudden raucous cry of a heron. You may be sure those bold and fearless young men made the most of their opportunity to comfort and assuage the fears of the frightened ladies.

During our stay on the island many incidents occurred to break the "monotony of things." An expedition returning by short cut to the camp from the mountain were scared half to death when they started some heavy cumbersome animal crashing through the underbrush. That same night a crashing was heard in the bushes close to the camp and continued at intervals for half an hour. We never discovered the author of this disturbance, but concluded it must be a stray bear from the adjacent mainland. Several nights we were aroused to chase away a family of racoons who seemed determined to sample our supplies. We made traps for these gentry, but the pesky little brutes never even sniffed at the bait, and each morning there was a round-up of boots and hair-brushes that had been discharged at the enemy by the pyjama brigade during the night.

The last two days in camp were enforced upon us coupled with some inconvenience. We had intended to leave on Monday afternoon, and accordingly on the morning of that day we packed up all our belongings and cleaned up the most of our supplies in one grand last spread. At two o'clock all baggage was on the float and all hands ready to run when the expected steamer blew her whistle. No steamer came. At five o'clock we were informed that she had gone by without calling in. That meant setting up housekeeping all over again, for no boat was due until Wednesday. When cleaning up things preparatory to leaving we had burnt the straw with which we had stuffed our mattresses, and that had to be replaced with boughs—quite a task in itself. To make matters worse, when the rowboat was returning from the float with suitcases and bedding, it was too heavily loaded, and half of the load, including the chaperone's cot, toppled over into the water. It was late in the night when a tired and much tried lot of campers rolled themselves up in damp blankets. The next day one of



View from Cliff at Buccaneer Bay

the girls whose suitcases had been soaked went about dressed in clothing commandeered from the more fortunate male members of the party. That same girl and the chaperone should get a leather

medal, for though our commissariat had dwindled to very little more than spuds and a couple of salmon, they fed us like kings and kept us fat and happy till the steamer took us home.

Fifth American Good Roads Congress

A "boulevard" twenty feet wide and more than four hundred feet long, extending around the arena in the International Amphitheatre, will form one of the unique features of the coming Good Roads Congress in Chicago.

The "boulevard" will be divided into sections, each section being constructed of different materials and by different methods. Practically every known type of standard modern road and pavement will be represented in the different sections. This "boulevard" in itself will afford opportunity for a liberal education in road and street building, as each section will be so constructed as to demonstrate, in the highest sense, the practical value of each material and method and type of roadway.

The Good Roads Show, which is an integral part of the convention and congress, is already assured of being the largest and most interesting ever yet held. While there are more than one hundred thousand square feet of floor space in the amphitheatre, the demands of exhibitors have been such that it may be difficult to provide for the latest applicants. Already more space has been applied for than the entire area available at the Philadelphia Good Roads Show last year, and more applications are constantly being received.

In addition to the industrial exhibitions of road machinery and road mate-

rial, and accessories connected with road and street building, several States will portray their methods and accomplishments, and a number of universities and colleges will present the exhibits which they have assembled to aid in the instruction of their classes in highway engineering. In the entire exhibition every feature is intended to supply information concerning the best and most economical construction of roads and streets for the benefit of those who build them and those who pay for them.

The Fifth American Good Roads Congress, which is also the Eleventh Annual Convention of the American Road Builders' Association and the Sixth Annual Good Roads Show, will be held at the International Amphitheatre, Chicago, December 14 to 18, inclusive. The programme, now being arranged, will include technical papers and discussions concerning practically every phase of road and street construction and maintenance, which will be presented by the most eminent authorities on those subjects.

The purpose of the Congress and Show is to combine in one aggregation all modern intelligence on the subjects of the organization, construction and maintenance of streets and highways to the end that the best results shall be achieved for the public funds expended.

To "Retrench" Means to Dig Anew

By A. A. BRIGGS, Advertising Manager, Dunlop Tire and Rubber Goods Co., Ltd.

RETRENCH—"To lessen, to abridge, to curtail"—that's what the dictionary especially calls it.

But hasn't the war so far shown that to retrench means particularly to dig out a fresh trench, to secure the means and assistance to make a new assault on the enemy? In the latter interpretation we undoubtedly find what ought to be the keynote for the present advertising situation in Canada.

The truth is that on one side of the Dominion are ranged people who are following the dictionary's main stipulation of "retrench" for their publicity guidance. They have many reasons for so doing which no one in a different line of production can justly pass an opinion on; but it is also true that on the other side are ranged people who are leading—not following anything or anybody—in their advertising policy which does not now spell Action.

It cannot be denied that the people who have decided "to lessen, to abridge, to curtail" their publicity are in the ascendancy at the present time.

And everywhere the reason advanced is: "The War."

So far, from the standpoint of salesmanship, no one has adduced a solitary economic reason why Canadian manufacturers who inaugurate advertising campaigns as a regular portion of their selling effort should discontinue that programme at the present time. And, is it not strange that in all our mental hurrying to and fro, no one has yet proclaimed the fact that the war did not alter the Canadian consumer-purchasing market one iota?

It must be understood that in making the above statements we are not dealing with any isolated cases where this particular business or that particular business may have been affected in countless ways other than the selling end.

True, a manufacturer may have to pay more for his raw materials as one result of the war, but if he can get the materials at all, he always has the instrument of retail price-increase to wield in offsetting his losses, if necessary.

What really did alter the possibilities of the consumer-purchasing field in Canada? Not the war, but the lull that antedated the war. A number of reasons precipitated the lull, most of which the public are conversant with.

In other words, dull times, if one chooses to call them such, were here anyway—here in the sense that while the consumer was willing to a considerable

Editorial Note.—In fairness to Mr. Briggs we would state this article was in our hands in time for the October issue, but we held the copy in order to secure a photo of himself. In view of the fact that the Dunlop Tire & Rubber Goods Co., Ltd., have increased their advertising appropriation and by this splendid example of faith in the present depressed business conditions will do much towards restoring confidence amongst the public. We think this article will be read with interest by everyone.

extent to make purchases, the middleman had in many cases gone rather askew in his financing. The war simply accentuated the fast-spreading inclination to sit tight.

Naturally, during a portion of 1913 and most of 1914, manufacturers, in the



A. A. Briggs

main, were conservative in the matter of building extensions and such like, and sales efforts were always linked to due caution. This year, probably more than usual, attention was centred on the outcome of the Western wheat crop.

That crop virtually has arrived, and, if reports are true, it is a good deal larger than advance estimates intimated. Then, notice the price per bushel paid for some wheat at the elevators. The farmers should now assist basic money circulation, which, of course, always commences the upward trend in the retail line.

In seeking out forces for advertising stimulus, it is one thing to deal with the possibilities of new fields of endeavor for Canadian manufacturers and another thing to explain away the measure of uncertainties attached to them. It cannot

be gainsayed that consideration of new fields may mean consideration of bonuses and tariffs. What ought to be emphasized is that the Canadian manufacturer has, at least, as much area market as he had previous to the war and the general lull in consumer-buying conditions.

Therefore, instead of risking new fields, which at best may be a costly experiment, the natural course seems to be that of again seeking the old field—but seeking it ten times more forcibly.

This fact is brought doubly home to us when we have evidence aplenty that our friends to the south, in the widespread revival of the export propaganda, are considering the commercial blanketing of this country. It, therefore, behooves the Canadian manufacturer who has advertised in the past, not only to advertise again to create consumer demand for his wares, but to advertise as a means of actually holding what he already has. While suggestions are being made to flank some of the European countries' export business to Canada, we should not allow ourselves to be flanked in a commercial sense by our neighbors across the line.

Those advertising men who passed through the trade siege of 1907 and others before it—which sieges or lulls, or whatever you wish to call them—some bankers say cast their sly glances our way approximately every seven years—know well that the manufacturers who assumed the defensive in publicity matters on those occasions had a difficult time regaining their stride when normal times returned.

That is natural law in the commercial world. There is no profit in manufacturing, no excuse for a factory's existence, unless the selling end is vigorous. The energy which keeps the selling end vigorous in abnormal times is identically the same energy which keeps it vigorous in normal times—only it is in abnormal times that keeping up the stride is fraught with more discouragements.

One hundred courageous manufacturers and five hundred patriotic purchasing agents are worth more to Canada at the present moment than a million sermons or editorials on humaneness in war.

Realizing that one of the big sticks in the commencement of Canada's Comeback is to be wielded by the purchasing agent, every man occupying such a position in Canada should have a creed something to this effect hung over his desk where he who runs in for an order may read:

"I have hitched the firm's wagon to the Made-in-Canada star.

"I will specify on all purchases that Canadian materials must be used or the order will be subject to cancellation.

"I know in so doing that I will thereby be encouraging the other fellow—whose traveller calls on me—to buy my firm's goods and possibly at a higher price, too, than he would have to pay for the foreign article."

Let us be assured that Canadian purchasing agents as a body have lined up behind the Made-in-Canada slogan, and we can expect to see Canadian advertising manufacturers assume the offensive.

They will know that if they can se-

cure a portion of the trade which formerly went out of the country, they can afford to write off certain business, the loss of which was consequent on a measure of consumer retrenchment.

And let consumers see with their own eyes manufacturers' copy running in the newspapers and those self-same consumers—assured that the factory in which they are employed is going to keep running or the copy wouldn't be running—will commence again to make purchases with some measure of freedom.

Canadian manufacturers as a body must of necessity exist on Canadian orders. To the great majority "export" is an unused word.

Orders will not be secured in dull times by methods that would fail in good times.

One of the established beliefs of merchandising is that properly-placed and properly-managed advertising is a force for facilitating sales.

If this were not true, why would certain manufacturers—sixty per cent. of whose output might be styled luxuries—increase rather than decrease their advertising at this very moment?

They realize they have a big job on hand—that of securing orders when orders are unusually hard to secure. And they know full well that following the simple instinct of going after business is the only solution to the problem.

The War and Increased Truck Sales

By JOHN N. WILLYS, President of the Willys-Overland Co.

The staggering destruction of motor trucks and other transportation mediums in the European war zone, means the creation of a tremendous market abroad for heavy-duty vehicles.

The cessation of hostilities in Europe will find all of the countries now at war entirely without adequate transportation facilities. The wholesale destruction of motor vehicles is rapidly decreasing the number of cars and trucks on the continent.

Great numbers of horses are being slaughtered daily and every available animal already is in army service. There will be a shortage of horses among the many commercial enterprises of Europe and abnormally high prices will be demanded for the few left at the close of the war.

In addition, many continental railroads have been deliberately put out of commission to prevent their use or seizure by the enemy. Bridges have been blown up, roadbeds destroyed and much of the rolling stock crippled beyond repair.

Motor trucks have proved themselves invaluable in transporting supplies and ammunition, and in contributing towards the rapid movement of troops. But no mechanism, however strongly constructed, could withstand the terrible treatment they have been receiving in the field. War has left neither the time nor the facilities for giving the care necessary to keep the trucks at their high point of efficiency. In the continual rush of the campaign, drivers cannot stop to replenish the oil supply or adjust small mechanical difficulties. They keep the car going just as long as they can and

then are forced to desert it for another. On roads used by the big armies, deserted motor trucks are found at frequent intervals.

The army trucks travel in convoys, consisting of an assortment of perhaps a score of vehicles ranging from light to heavy and from good to bad. It is to be expected that when an exceptionally rapid pace is maintained, some of the trucks would prove unequal to the task. The military authorities are absolutely ruthless in the use of the vehicles they have in their service. It is usually impossible to find garage facilities within access of the base of operations. Consequently the trucks remain in the open, rain or shine, and they will doubtless continue to do so until the war is over. Rust will ruin the best piece of machinery ever built.

So, in spite of the elaborate precautions taken by the French and German war barons to subsidize large numbers of trucks for military use, they are finding their transportation facilities rapidly becoming weaker and the need of replacement becoming urgent. Practically every available truck in Europe has been commandeered. More than 1,000 motor omnibuses of Paris have been converted into meat wagons which haul large supplies of fresh meat to the allied forces. The motor car factories still in commission are working under government supervision, in an endeavor to turn out trucks for the army, but their forces have been so depleted by the call to arms that the result is far from satisfactory.

The upshot of it all is that immediately upon the declaration of peace, there will be an exceedingly brisk demand

abroad for commercial vehicles. Business will be resumed, lines of traffic will re-open, and there will be merchandise to be moved. Europe will demand trucks.

At the same time the industries abroad will be in a state of complete demoralization, from which they will be unable to recover for many months. The automobile factories already are so completely disrupted that if the war were stopped today a lengthy process of re-organization would be necessary before they could be ready to conduct business. They will not be able to resume business at the point where they shut down to allow their men to respond to the call for army reserves.

This continent will be the quick source of supply for motor vehicles. Europe will have to come to American manufacturers for trucks.

* * *

Corroded Battery Terminals.

A little hard grease on the thumb nuts that make the battery connections will prevent their seizing from acid corrosion.

* * *

Frozen Storage Battery

At a temperature of fifteen degrees above zero an ordinary storage battery will freeze and give out no current. When fully charged, the specific gravity of the liquid usually reaches a point where the liquid is one-eighth heavier than water, and will stand temperature almost down to zero without freezing solid.

Western Canadian Motorist

Issued every month by

WESTERN CANADIAN MOTORIST CO.,
VANCOUVER, B. C., CANADA

OFFICIAL ORGAN OF THE B. C. AUTO &
MOTOR TRADES ASSOCIATION.

PUBLISHED IN THE INTERESTS OF THE
MOTORING WORLD OF WESTERN
CANADA.

THE WESTERN CANADIAN MOTORIST in this issue commences its third year, and we take this opportunity of thanking our many readers and advertisers for their support throughout the past year.

In looking back over the year completed with last month's issue, we think the program outlined on our first anniversary has been more than fulfilled. The standard then adhered to has been raised, and we hope to produce a still better and more interesting magazine for our readers in the coming year.

The year just passed has with us, as with all others on account of the financial depression and the outbreak of the war, been one of many vicissitudes, and through it we have come to realize more fully the scope and requirements for which this magazine was first started. The staff of THE WESTERN CANADIAN MOTORIST was never stronger than at the present time, and with the knowledge gained during the past year, we look forward with confidence and determination that we will make our enterprise more than fill the high position that has been allotted to it.

To look into the near future, we can see several indications of a betterment in trade conditions. For example: Within the next two months the Panama-Pacific Exposition will be in full swing, and anyone who has ever taken the trouble to investigate this project—or who has had the pleasure of interviewing those who have been through the Canal—will agree with us that the coming year, notwithstanding the war with its accompanying depression, will be of the utmost importance in the future of the Pacific Coast, and particularly British Columbia. We know that the Canadian Pacific Railway has made extensive plans, covering their entire system, to handle a heavy tourist traffic—the same as all the roads across the boundary. The Great Northern has two palatial steamers leaving New York via the Panama Canal, intended for coastal service between Flavel, their terminal on the Columbia River, and San Francisco, and which will make as fast

time as the trains. Among the passengers booked for their initial trips appear the names of George H. Lorimer, Editor of the "Saturday Evening Post"; Samuel G. Blythe, Editor of the American "Who's Who," and many other men well known in business on the Atlantic Coast.

With the influx of such travellers and also those from Europe, who will naturally investigate the conditions at the different points of interest, they cannot help but take back home with them the splendid trade opportunities lying dormant and the beautiful climatic conditions for making homes in British Columbia.

To the traveller on the Atlantic Coast, with its dense manufacturing and farming population, which gives one the impression of passing through a continuous village; and it is only a matter of a few decades before the same conditions will apply on the Pacific Coast, and in looking over all these indications we feel that there is no reason for a pessimistic view of the coming year, and we think that our city at the present moment is in as good a condition as, if not better, than any other city in Canada or on the Pacific Coast to weather this depression.

THE WESTERN CANADIAN MOTORIST is prepared to make the best of these opportunities, and with the co-operation of its friends we feel that we can do a great deal—as far as the motorist and the motor trades are concerned—in restoring a larger feeling of confidence for the future.

* * *

The quotation, "Every cloud has a silver lining," may not appeal to the public at the present moment when used in connection with the war, but to those interested in motoring the "silver lining" becomes apparent when you consider the large sums of money being expended on new roads, repairing old roads, or general civic improvement of streets.

The Hamilton-Toronto road, for which the Ontario Government has appointed a commission to take full charge of construction and future maintenance, will cost over \$600,000. The following reasons, advanced at the general meeting held to consider ways and means of financing, are exceptionally strong and to the point:

1st—It will give instant and practically continuous employment to thousands of men at the height of the present depression.

2nd—It will create for the province a valuable asset at a price far below its cost in normal times.

3rd—It makes no unbearable burden of taxation, as the outlay is borne solely by ultimate beneficiaries.

4th—It is relief work of the most practical kind.

The cost was distributed by the province assuming \$4,000 per mile, the City of Toronto contributing \$150,000, and Hamilton \$30,000; while power was given by the Legislature to the Municipalities bordering on the road to levy an assessment based on per acreage front.

Other proposed roads for improvement are the Kingston and Brantford main roads.

In Saskatchewan, out of an appropriation of \$1,500,000, roads will benefit to the extent of \$1,000,000, while \$500,000 is for new bridges. The largest contract let for bridges was the new level highway bridge at Saskatoon which will cost approximately \$100,000. The specifications on all these bridge contracts call for the use of concrete or concrete and steel, which will be using material manufactured in Canada.

Every Municipality between here and the Atlantic Coast, in order to relieve the out-of-work in their localities, and the only means whereby they can hope to secure some return for the money expended, is by civic improvement, of which the larger part will go for better roads.

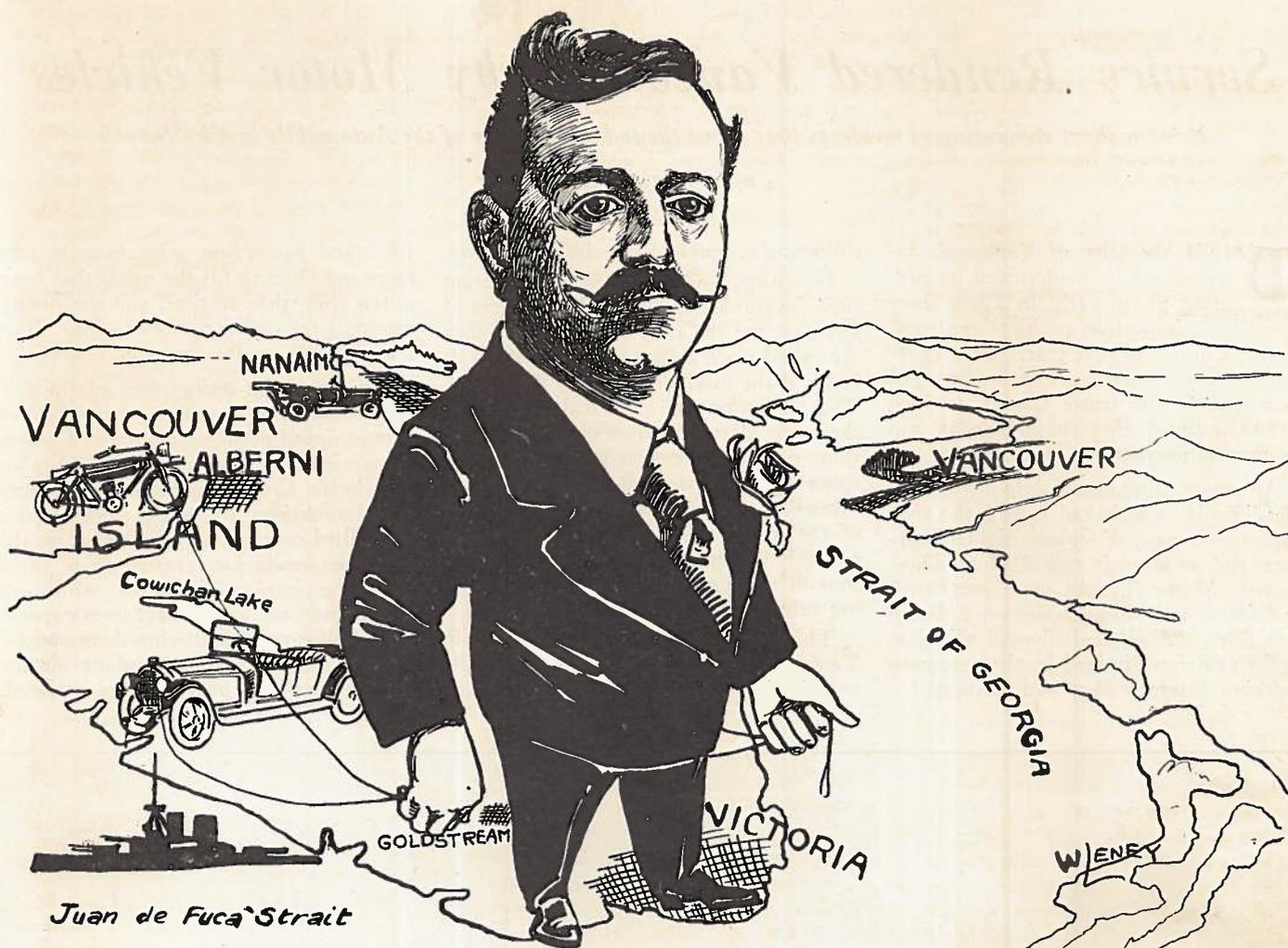
The present depression is, to most of us, hard plugging, but after the war is over the improvements to follow will soon make us forget our worries of the hard times, and we may then be thankful that such an incentive created so many fine highways.

* * *

Owner of Car Liable

A ruling that under Section 33 of the Motor Act, the owners of automobiles are responsible under all conditions for the acts of employees driving cars, was made by Judge Grant, recently, in awarding a youth named Frank Marsh \$250 damages against the Auto Clearing Company. Judgment was also awarded against Mr. Fred Powell, who was driving the car on his own private business at the time.

Marsh was riding a motorcycle on Hastings Street at the time of the collision with the motor car, and suffered personal injuries as well as damage to his machine. For the Auto Clearing Company, the owners of the automobile, it was claimed that they were not liable as Powell, the driver, was not engaged in business for the company at the time of the accident. Judge Grant, however, ruled that this was no defence, the owner of a car being liable at all times for the act of servants.



Thos. Plimley, the Dean in the Motor Trades on Vancouver Island, as seen by our Cartoonist

"The term 'stream line' as applied to automobile bodies has been taken from marine designs," declares H. A. Min-turn, Manager Technical Bureau of The Haynes Automobile Company, Kokomo, Indiana. "A boat must have 'stream lines' to offer as little resistance to the motion of the boat as possible. In order to reduce the friction between the water and the surface of the boat hull, such curves and lines must be embodied in the boat as would be continuous from the bow to the stern. If there is the slightest curve outward in the reverse direction from the general curvature, there is the tendency to set up little whirlpools and eddies.

"This is really the true test of perfect stream lines and it can be applied to automobile bodies as well as to boats, by imagining the body in a swiftly moving current of water. If the curves at any point, especially between the hood and cowl and the front portion of the body, have the slightest tendency to throw the imaginary current away from the body,

it is not 'stream line.' Any curve, which if continued would lead the eye out from the body, violates the stream line conception.

"Just because a cowl has replaced the antiquated straight dash, there is no license to call the body 'stream line.' Stream line bodies have a smooth tapering curve that starts at the front of the radiator and sweeps to the extreme rear in continuous, pleasing lines. Any abrupt curve at the cowl is distracting.

"The stream line body represents the ideal body toward which the tendency has been for the past three years, and everything that can be desired in a body is had in the stream line design. The lines are simple and refined. The body is low and consistent with safety. The true stream line car has a dignity all of its own. The stream line car has a permanent distinguishing style that is not affected by the changing fashions of fancy. It is on this account that a car possessing a true stream line body represents the best automobile investment.

"It is the appearance of a car that causes its depreciation in the years following its purchase. A car that has the stream line type of body is one that will be recognized universally in the coming years as being of accepted design. There will not be the contrast two or three years from now as there is now with the cars built a few years ago. Consequently, the depreciation will be less marked."

* * *

MONEY FOR CANADIANS.

London, Nov. 21.—The financing of the Canadian contingent has necessitated the despatch to Salisbury Plain today, by the Bank of Montreal of three motor cars filled with money to change Dominion notes of the Canadian troops. The cars were sent under armed escort by arrangement with Colonel Sir Edward Ward. The cashing operations will take three days.

Service Rendered Vancouver by Motor Vehicles

Being a short recounting of incidents that prove the indispensability of the Automobile in City Service

By J. B. TOMPKINS

WHEN the City of Vancouver inaugurated its modernized incinerating plant, early in 1909, there was a most important problem confronting the Council of that year. That problem was the tremendous expense involved in collecting the waste matter destined to be consumed, in a comprehensive and economical manner.

An enterprising automobile firm solved the difficulty which had caused the civic authorities many sleepless nights, however, and as a result two 3½-ton Thornycroft Motor Trucks were purchased, and fitted with dump bodies of a design that filled the bill and silenced effectively the criticism directed by the numerous trucking interests that had advocated a

collecting system of horse-drawn vehicles.

Inventors, and the men who market their inventions, are the prize hustlers of any age, for the simple reason that they are called upon to convince the world at large of the merits of entirely new ideas. This difficulty was very real, indeed, in the early days of automobile salesmanship, and the invention is still youthful. Once demonstrated, however, and the exceeding practicability and adaptability of the motor-propelled vehicle established, the demand is created and all is smooth and easy sailing for the producing interests.

This fact has a lasting example in Vancouver, for since the purchase of the two initial trucks the City Fathers of

1909 and succeeding years have bought more machines to fill the needs that have arisen from time to time, and the justification of the course followed is best illustrated in the results attained.

Thanks to far-seeing civic administration, Vancouver possesses probably the best equipped and best maintained motor service in all departments, of any city on the Pacific Coast, where population and other conditions are equal. Needs have been filled carefully, and in each case the purchases made have saved many times over the amount invested, while all trucks and cars bought have been particularly well cared for, leaving them in good running condition today and fit for the long service for which they are intended.



Courtesy Consolidated Motor Co.

City Locomobile Flusher at Work on Georgia Street

Following the purchase of the Thornycroft trucks, one of the earliest purchases made was that of two International Harvester machines, which were used as service trucks in the Electrical Department, the Fire Alarm System, and for the Police Patrol Alarm System. While the original machines have been discarded, they are now replaced by two 1500-lb. Maccarrs, which are in daily use today, and giving good service.

Vancouver's Health Department, under the direct supervision of the Engineer's Department, has always been maintained at the very highest point of efficiency since the recognition of its importance by the city, and pursuant to the policy of taking every possible precaution against epidemics, the City Council in 1912 purchased a 3½-ton Mack Truck for use in the Scavenging Department. It was found necessary to run this truck double shifts in order to give a thorough service to all parts of the city, and in spite of the heavy work which this machine has been called upon to do, it is still in use and giving the most excellent service.

The new Police Patrol wagon, which has proven itself of the greatest value in assisting the carrying out of law and order in the city, is a 40-horsepower Glide, while a 48-horsepower Pope-Hartford has been doing the ambulance work since 1910.

Probably the greatest innovation introduced by the city in the line of motor propelled vehicles was the two 8-ton Locomobile Flushers, which were purchased last year. These supplanted the horse-drawn vehicles which had been doing the work previously. Designed to the city's own specifications, with a capacity of 1200 gallons, these Flushers were also equipped with the regulation sprinkling device, which enabled their use both as sprinklers and as flushers. The clean, fresh appearance of city streets in the morning, and the abating of the dust evil during the summer months, has been a return amply justifying the investment.

The installation of the ornamental street lighting systems on Hastings, Granville, Robson, and other principal streets, during recent years, necessitated the purchase of a truck especially for this department. This was consummated early in the year, when a McLaughlin-Buick, with a 1000-pound delivery body, was bought.

With the story of motor trucks, however, the record of service which automobiles have given to the city is not ended. The City Engineer drives a Marmon, 1911 model, purchased in that year, while last year a 1913 Cole car was secured for the use of the Medical Health Officer. Three two-seated Ford Runabouts of the 1913 model, and two two-

seated Ford Runabouts of this year's vintage, are in daily use by the Waterworks, Sewer and Road Departments, giving excellent service. The Assistant City Engineer has for his use a 1909, two-seated Overland, while the Superintendent of the Street Cleaning Department uses a 1912 Mitchell.

Since war was declared the Marmon and Cole cars have been used almost entirely by the Investigating Committee of the Civic Relief Fund, and the distribution of the needed relief.

A Napier, 1910 model, is in use by the Chief of Police, and the Detective Department have an Abbott-Detroit, 1912 model. Other cars serving the city in the various capacities are a McLaughlin, 1912 model, for the City Electrician's Department, and two Stanley Steamers, of 20-horsepower capacity, which the Waterworks Department utilizes for the heavy work made necessary from time to time at the Capilano and Seymour Creek intakes.

The story of the good service which the motor car in its various forms has given to the City of Vancouver in recent years would scarcely be complete without relating a few specific instances.

At the time of the murder of Detective Levis, the big Abbott-Detroit car was driven to the Penitentiary at New Westminster, and the bloodhounds brought to the scene of the tragedy, less than an hour after the actual killing. That was quick work, not even surpassed by the service which all the cars in use by the Police Department rendered at the time

of the Komagata Maru trouble, and during the Hindu disturbances at other times, when a regular stage service was established between the scene of combat, the hospital and the police station.

Another instance, when law and order was served by the motor car, was about two years ago, when on information given by Magistrate Shaw, a criminal was caught red-handed at St. John's Presbyterian Church in the West End.

In numberless cases where the police are telephoned by citizens of the presence of some suspicious character in any district, the autos garaged at the new Police Station on Cordova Street enable the officers of the law to get to the spot with the least possible delay. Of the saving in actual money to the city, there is no question, as the average number of weekly trips to New Westminster, in conveying lunatics and criminals to the institutions maintained by the Government in the Royal City, are from five to six. If the city were to employ outside help for transport in this connection, the cost of each trip would be approximately ten dollars.

The entertainment of visitors in city cars has always been a feature of the cordial welcome which Vancouver invariably extends, and in this regard the civic authorities have always been enabled to keep expense at the minimum. Altogether the saving in all departments, effected by the automobiles in use by the city, would, if totalled for a year, amount to a most substantial sum, running into six figures, according to the computations of the officials of the various departments.

How to Become Expert in Driving

Foresight, correct judgment and self-control are essential qualifications which the motorcar driver should attain. If you feel that you lack self-confidence it is well to have someone teach you to drive step by step. In the first place, don't expect or even try to learn everything at once. Have your instructor take the car to some unfrequented street and then, while he controls the throttle, learn to steer while moving slowly in high gear. Hold the wheel firmly, but not too tight. Don't try to go in an absolutely straight line. Turn the wheel slightly and see for yourself how sensitive it is by trying to dodge small objects in the road. By practicing in this manner for some time you will wear off the nervous feeling and will be surprised at the ease with which you can steer a big, powerful car.

The next step is learning to manipu-

late the clutch and the gears. Shut off the motor and, with the car standing still, go through the operations of changing gears time and time again, just as though the car were running. Then, after starting the motor, throw out the clutch pedal, shift the hand-lever into first speed position and release the clutch pedal very slowly while your instructor operates the throttle. Repeat this over and over again. See how slowly you can start and stop the car before ever attempting to go into the higher speeds. Always exercise great care in shifting gears with a hand shift lever. Be sure that the clutch pedal is in its downmost position before moving the lever. On the other hand, when going from one speed to another, don't wait too long, as the car will lose its momentum.

—A. W. Cruise

Progress in the Queen City of the Pacific

How the cessation of land gambling, and the abnormal conditions imposed by International unrest are having a tendency to promote more stable conditions in business, and give strong impetus to Vancouver's Industrial possibilities

By JACK DOUGLASS

(Cuts by Courtesy Industrial Bureau)

A FEW years ago, when anyone with enterprise and some little ability in salesmanship, could buy a Vancouver building lot in the morning and sell it in the evening of the same day at a price which netted the vendor a handsome profit, we were styled "prosperous," and in every blueprint-equipped, flamboyantly advertised office, where small sections of Mother Earth were sold, sat prophets of all sorts and conditions who foretold in wondrous flights of imagination, of the things which were to be.

Today, when business in the city is attaining a firmer position basically, than ever before, when it is universally realized that "Easy Money" is an empty term, and when for the first time in the history of this portion of the west, there is being instituted a concerted movement in support of industrial expansion, we are finding that those ardent prophets of a few years ago, are now singing the anvil refrain; they tell us that we are insolvent.

We have to work for results today! Who regrets it? We must EARN our money under present conditions! what of it? We lost in population, it is true, but the loss has been of benefit to Vancouver. Why? Because the exodus has been of those who derived their livelihood from the dividends of the fictitious

life which we were leading. The business interests have awakened to this fact, and find that the days of haphazard ventures are past. Vancouver business men are finding today in organization and in system, the solution for the problem confronting them. A problem composed of rents based on an abnormal condition of transient trade, and of business itself that was carried merely as a side line, subsidiary to the predominating occupation of selling real estate.

Analyzed, and taking everything into consideration, are conditions in the west any worse financially, than in any other portion of Canada? Has the artificial stimulus applied to British Columbia Development, given the City of Vancouver a fungus growth of population and of business, that will require re-adjustment before the healthy, virulent condition is again apparent? Herein lies a rather paradoxical situation. Re-adjustment is necessary along the lines of creating a state of inter-dependance between the cities and urban municipalities of the province, and the agriculturally producing district, but contrary to pessimistically inclined enemies of the city, who would have it otherwise, the stress imposed on interests financially, is more directly through the medium of international troubles on both continents, than from any local cause or source.

As already pointed out, the greater portion of those who have made their exodus from the city during the past two years, are those whose presence was harmful, dangerous. They are kin to the class of human leech that infests the mining camp, and follows in the wake of the gold rush; toiling not, nor spinning, but scheming for the possession of the hard-earned money of others, who, as soon as the falsely created wealth, built up on fictitious property values, begins to be apparent and money tightens, flit to some other point to carry on their unscrupulous manipulations.

This is, of course, without prejudice to the numbers of legitimate real estate brokers and land agents, and in this article it is merely used to point out the class of individual who has, since the inception of the city, been Vancouver's worst enemy.

At the beginning of the year the Mexican unrest put a very effective damper on certain classes of shipping. It is perhaps, not generally known that Mexico is one of Canada's most profitable customers, and, as a result of the imbroglio in the peninsula, during some time past, the shipments of grains from the prairies has been completely curtailed. It may be said with complete truthfulness that not more than a few tons of grain have



Hotel Vancouver



New Court House

A Few of Vancouver's Office Buildings





Taken from 18-story World Building (the tallest in the British Empire)

Vancouver looking North

found export through the port of Vancouver during the past twelvemonth.

That this grain trade will be catered to is a certainty of the future. In the past the small C. P. R. grain elevator, offered practically the only facility to interests shipping through Vancouver. This militated considerably against export in any considerable quantity, for though the Pacific Port offered advantages to the Prairie shipper, the dockage and elevator conveniences were not available to handle business in any practical volume.

At a cost of over a million and a half dollars, the Dominion Government are constructing a large wharf and grain elevator with a capacity of one million and a half bushels, which will be completed next year. Once the grain trade begins to flow—and it must come, for the day is not far distant when we will know the reason for the construction of the Panama Canal—other companies will be ready to provide facilities adequate enough to ensure permanent, stable traffic.

Not a few have been prone to criticise the Panama Canal as being an undertaking that will be devoid of benefit to Vancouver. Only the other day a business man was heard to remark: "Why! the Canal has been finished for some time, and still we have had no perceptible increase in shipping through our port here.

Now the remarks of the business man were probably quite correct, but it must be remembered that steamship companies and great commerce corporations do not revise their trade routes as a mere matter of course, or upon the decision of the moment. Undoubtedly the Canal tolls controversy has had a telling effect in delaying a more universal utilization of the new trade route, as companies were naturally anxious to receive any benefits accruing from tariff revision. It is also a well known fact that the Canal tolls just about evenly balance the expense of the long trip around Cape Horn, they having been legislated carefully with the purpose of conferring no favors upon any particular grade of shipping.

In January of next year, the first Blue Funnel, or Holt Line steamer will use the Panama canal, while the Harrison Line boats are considering using the canal at the beginning of the year. This is significant, as other steamship lines will also be forced to go by way of the isthmus in order to meet competition.

Another feature which has militated against shipping in Vancouver to a considerable extent, has been the difficulty of securing return cargoes. As before pointed out, this will be to a great extent obviated by the stimulus given to grain and other export trade.

During a speech delivered at the Eight Annual Convention of the West-

ern Canadian Irrigation Association, held in Penticton, B. C. in August, Hon. Price-Ellison, Minister of Agriculture and Finance for the province, made the statement that during 1913, over twenty millions of dollars were expended in imports, the greater portion of which consisted of foodstuffs and materials, which should have been produced in British Columbia.

The statement is rather an amazing one to those who know of the agricultural possibilities of the province, but in this connection a peculiar situation obtains that has to do with the land settlement policy in vogue, and with the existing means of transportation.

Here again the speculator seems to have been instrumental in barring out the man who was anxious to go on the land and work, buying the land from the Government at a small price just before the construction of a railway opening up the district, and, after that railway had been constructed, selling at a price, or holding for a price, which made practical agricultural production a financial impossibility. It is well to note that within the past few months, the curtailment of all imports, contingent upon the closing of channels of trade by the war, had brought the realization that a more harmonious state must be consummated between food production and food consumption, before normal conditions are



View across Burrard Inlet

Copyright 1913, Canadian Photo Co.

regained—rather gained, for they have never existed in this respect.

It is just as important to the Vancouver merchant to promote this state of inter-dependence, as it is for the farmer. Twenty millions of dollars spent in the province, will accomplish vast things, will build homes and rear a happy and prosperous people, whose work it is to develop the colossal, but latent potentialities. Twenty millions of dollars spent outside the province goes to enrich other communities, and other nations; its expenditure is not only a violation of the first principles of supply and demand, but disloyal, traitorous and unpatriotic.

And this is not digressing from the subject Vancouver, nor is it a deviation from the purpose of the article. We must have a balanced population. The useless element must be eliminated from the centres of population, where its accumulation only tends to become a fester, a disfiguring sore. In western labor conditions today is an illustration that carries conviction. Labor is a mighty power, but its power must be applied, directed. This element which has no niche to fill in the city, has its place in that most independent of all occupations—agriculture.

Industrially, Vancouver is just beginning. Hitherto the mammoth lumbering concerns operating in the port have comprised the greater portion of the industries, but today manufacturing is just

beginning to be talked of, for in common with other portions of Canada, the cessation of German exports has given a stimulus to manufacture on this side of the water, which could be gained in no other way. The field in this respect offers incalculable opportunities, which are being taken advantage of to the fullest extent. The kaiser would realize that the industrial prosperity of his country was ruined for all time, could he mark the preparations which are being made the world over to gain the trade which Germany once possessed.

Among the very large manufacturing concerns which are coming to Vancouver early next year is the Seattle Brewing & Malting Company, an industry employing over five hundred men. This is one of the largest, having been forced to leave the American city on account of the State of Washington being declared a "Prohibition" by the electors at the November elections.

Seattle's "dry" state, and the prevailing absence of the cup that cheers in other cities of Washington and Oregon, ensures for Vancouver that profitable Alaskan trade which Seattle has thrived upon. This may seem a small matter, but in reality it will eventually mean a great deal, as without doubt shipping for northerly points will be carried on from the Port of Vancouver, instead of from across the International boundary as heretofore.

The presence of the German light

cruisers in the Pacific had an effect derogatory to the best interests of shipping from all Pacific ports, early in the war, but with the destroying of the cruiser Emden, and the more effective patrolling of the principal trade routes by Japanese and British warships, this menace to commerce has been abated, and many delayed sailings are being made. It is also a favorable indication to note that up to the beginning of the war, the shipping from Vancouver was greater than during corresponding months of any year. The Maple Leaf Line of Steamships coming to Vancouver via the Panama Canal from New York, the Russian Volunteer Steamships (a semi-government service), and the Maru Line, are among the important companies, the boats of which will make Vancouver a port of call in future. The Canadian-Australian Steamship Line also introduced a freight service during the year.

While building during the year has consisted chiefly in the completion of large undertakings, the expenditures for which the promoters had previously been committed to, there has been a very marked indication on the part of owners generally to keep their holdings in thorough repair, and in this regard records at the Building Inspector's office show that many thousands have been expended. Some of the principal buildings, together with the cost of same completed

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Where Crude Rubber is Obtained

From "Staggard" House Journal

BACK in the Sixteenth Century a book published in Madrid called attention to articles made in a crude way from the coagulated latex of the rubber tree by the Amazonian Indians. A century later a scientific expedition sent out by the Paris Academy obtained a quantity of rubber and forwarded the same to Europe. The leader of this expedition, La Condamine, christened the rubber tree HEVE and in time this name was changed to HEVEA, a term which is now applied to the best varieties of rubber trees. A short time later Priestly discovered that this product would remove pencil marks and then the world heard of "India Rubber."

However, it was not until 1823 that this product was put into practical use when Charles McIntosh began the manufacture of waterproof garments. Ten

years later rubber began to figure in American manufactures, the pioneer being the Roxbury India Rubber Company. Then came Charles Goodyear with his discovery of the process of vulcanization, the first practical step in making possible the great industry of today.

With the appearance of the bicycle came the building of the solid rubber tire and then with the making of automobiles the present pneumatic tire arrived. Millions were invested in tire factories and the demand for crude rubber grew by leaps and bounds.

High grade rubbers come from two sources—South America and the Orient. The former is a natural or wild product and the latter the product of cultivated plantations. The best rubber comes from the Amazon Valley and is best known as

"Up-River Fine Hard Para." It is from the latex of the black HEVEA and the remarkable resiliency it possesses gives it its great value. The rubber tree of Brazil grows to great size and yields freely. The process of smoking this latex for the purpose of coagulation is a simple one, but is very tedious. The white and red varieties come mainly from the lower Amazon district and do not have the high grade qualities of the black, and, naturally, are cheaper.

Few people have any idea of the stupendous task of gathering this rubber and forwarding same to its destination. The rubber district of South America is one of magnificent distances. This district covers an area of 2,400,000 square miles. It extends from the Atlantic seaboard to within a hundred or so of miles of the Pacific, a distance of 3,000 miles. A boat line has regular service for 2,400 miles.

The Amazon Valley, or rubber district, is fan-shaped and branching out from the Amazon, or rather emptying into it, are hundreds of smaller rivers, giving in all more than 30,000 miles of water that is used by craft carrying rubber. It is along the banks of these smaller streams that the rubber producing centers are located, and it is from this district that 40 per cent. of the world's crude rubber supply is obtained at the present time.

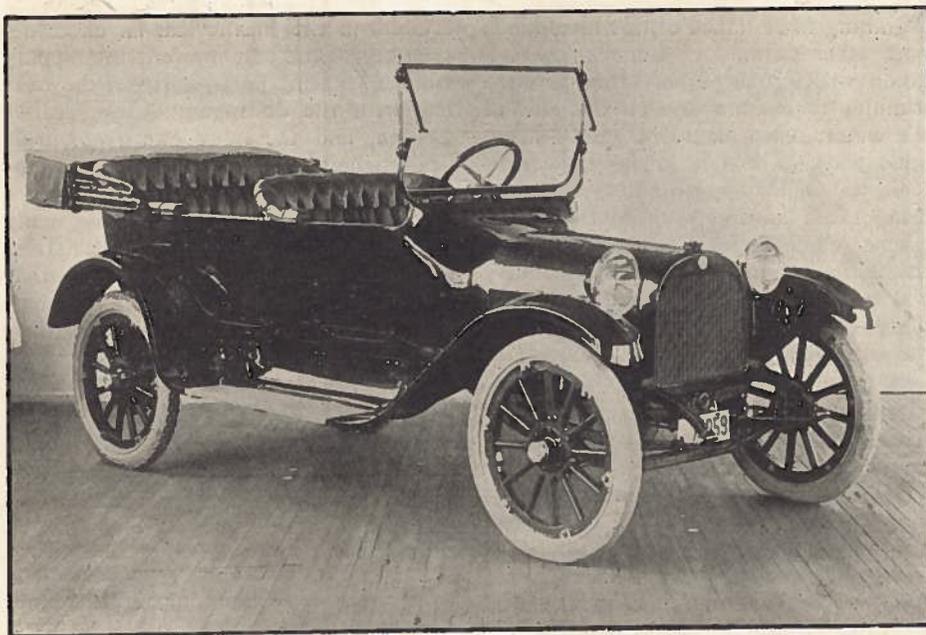
There is little question regarding the abundance of the supply in this section, but the obstacles encountered by the exporter make this source somewhat uncertain at times and unless mastered soon will lead to the partial surrender of this market to the Orient.

Climatic conditions, the difficulties surrounding the gathering and transporting of the supply from headwaters, the suicidal political policy of the government and the natural indolence of the natives who gather the latex, all combine to present a problem for which a solution is not at hand.

Less than 40 years ago the matter of cultivating rubber was taken up and although many well-informed rubber experts were skeptical a systematic experiment was conducted in the Orient, more particularly in Ceylon and the Malay States. The success of that experiment is best shown by the fact that more than half of the world's crude rubber product today is cultivated or plantation. It is true that the quality is not up to the standard of Fine Para, but this is due in the main to the lack of proper grading. Once a proper and complete system of grading

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The New Dodge Bros. Car that had the Automobile World Guessing



We received last month, too late for publication in this issue, full details of the new Dodge Bros.' car, which has had the automobile world guessing as to what particular design it would follow. The Dodge car is a light five-passenger touring car, 30-horsepower, weighing with tulle equipment, including electric lighting and starting and one-man top, approximately 2200 pounds, and selling for \$785.

The Dodge Bros., up to within a year ago, were one of the chief makers of

parts for the Ford car, and also large shareholders of the Ford Motor Co.

When they ceased making Ford parts in order to bring out a car of their own, speculation was rife as to exactly what kind of car would be marketed. Dodge Bros. have increased their plant with an eye to quantity production and upon their reputation alone in the business world, without disclosing any specifications to prospective agents, they have already signed up over 12,500 agents.



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The Winter Tire

For winter use get All-Weather treads. They are tough and double-thick. They have a resistless grip, yet run like plain treads. Knowing them you will use them the year around.

And Goodyears cost less than 18 other Canadian and American makes that do not have their exclusive features. Price for price you get a bigger Goodyear. Size for size Goodyears cost you less. And you get the four big service features by which Goodyears have endured and won.



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Auto Rambles in Quest of an Arcadia

By Tire Tonneau Nut

NOW at least the elusive Mecca for motorists takes a tangible form, although the much-sought, idealistic, near-paradise of synonym has been altered to conform to the viewpoint of those who follow the sport. A digression from the omnipresent commercial virtues of the invention.

When the sun shines bright on your car and you,

And the way ahead lies plain to view,
When the pure ozone slips past your ears
As you take the grades without changing gears,

When the engine purrs with an eager note—

Lifting the car like a hydro boat.
No "harness cop" in the distance smiles
To insist on a limit of fifteen miles.

No rural beast, whether dog or cow,
Is near to encumber the pathway now.
With every part running sweet and true,
And the car behind gets the dust from you.

When the roads are smooth—as they ought to be—

Well, that is the motorists' Arcadia.

Arcadia was once described by a writer whose works were never thoroughly appreciated until after he had made his exit through Life's unostentatious back-door, as: "That fabled land, wherein all women are true, all men brave, and exists an atmosphere Elysian, unspoiled by worldly intrigue, and productive of eternal happiness."

As the foregoing doggerel was intended to imply, the Arcadia of the motorist would doubtless necessitate the elimination of tire troubles, speed regulations, adverse weather conditions, alien particles in the carburetor, and irregularities of road construction.

Of course the location of a motorist's Arcadia would depend largely upon the individual. The viewpoint of a taxi driver would unquestionably differ from the opinion of a tourist, while certain individuals would be far more impressed with the scenery behind the counter of a modern bar than with the most magnificent mountain panorama ever designed by Nature, for such is the temperament of mankind. By the same token those very admirers of the wet goods emporium scenic attractions would experience a diversity of preference for spots with Arcadian possibilities, once they had partaken, and this all goes to prove that the selection of an Arcadia for the autoist would be a difficult matter, chiefly on account of the variety of temperaments to be catered to. Then, again, after the attainment of that desirable state of Arcadian bliss has apparently been consum-

mated, the "serpent" in the form of a puncture, a shortage of gas, or an overdue payment on the car, comes along and straightway the dream is shattered, amply demonstrating the truism illustrated by the old adage which philosophizes to the effect that life is not all honey, stewed prunes and quarterly dividends, and in this one must not lose sight of the fact that automobiling in America and motor-ing in England is a phase of life more important by far to our physical well-being than Grape Nuts in the morning, and Cod Liver Oil Emulsion in the evening, to say nothing of our five o'clock tea at half-past three in the afternoon. Get me?

However, all this is digressing from the all-important matter of when, how, why and where to find the autoist's Arcadia, and while prepared for the inevitable fact that ninety-nine and one-half persons who have the dogged persistence to read this through and find out what it's all about, will disapprove and condemn Arcadias in general as nebulous unrealities, it is to be sincerely hoped that at least one-half of one per cent. will have a soul above tire troubles and other ills that cars are heir to, and appreciate the advantages to be gained through having an Arcadia for every motor car owner, made to order to suit the peculiar needs of each individual.

Right hot off the bat—or, rather, wheel—the accumulator for data on Arcadias is confronted with a most perplexing—also paradoxical—problem. This is a reconciliation of the interests of owner and garage. It would be a rude jolt for the autoist who was enjoying his Arcadia to receive a bill for repairs or for his gasoline supply. Such things should never happen in any well-regulated Arcadia, while on the other hand it is impossible to eliminate the garage, owing to the oversight of Nature in not making petrol an element in common with the atmosphere and H²O. Besides the garage men are motorists in the most practical sense of the word, and their conception of an Arcadia would doubtless be a procession of disabled cars on the way for repairs; a viewpoint the reader will doubtless construe as uncharitable, but which when analyzed will be found more universal than one would imagine, and embracing a field far wider than automobiling, though the exponents of that versatile occupation take up no little space on this planet.

How strikingly illustrative of the things that will never happen would be the following words from a dealer who has just been doctoring your go-wagon:

"How much for the repairs, sir? Oh,

that will be all right; I only put on a new axle and a couple of new cogs in the gear box. The exhaust pipe looked a trifle old, but I decided that it would last a long time yet with a little fixing, and I didn't want to put you to the expense of a new one."

Or from the humorous agriculturist who finds you stranded in eighteen inches of ooze, as he drives up in a dem'crat:

"Gosh all fish-hooks, stranger! Well, now if you ain't in real hard luck. That there bog-hole yer in would sink this here bay mare. No wonder yer machine is stuck. Yuh, jest wait here an' I'll git my team and pull yer out. Money? Gosh no, stranger, I don't want money fer doin' a simple favor like thet."

So it is that the owner longs to make the acquaintance of a dealer who is a combined philanthropist and Samaritan, who would dominate annoying incidents in connection with the sport. On the other hand, the dealer has an ideal customer always in mind; one who may be bank-rolled like Creocesus, open handed like Rockefeller when newspaper publicity is in sight, and who drives with the abandon of impetuous youth.

Another individual connected with the great industry of auto making and auto running who has ideals regarding an Arcadia is the automobile press agent, that obscure individual who has the ears of

the public and the pocketbook of the manufacturer at his disposal. He was probably educated for the legal profession or the ministry, but had ideas on speed that were incompatible with the ethics of his intended vocation and he degenerated, or rather became regenerated into a man-power factory for the production of such literature as "How to remove a tire without uprooting your finger-nails" or "How an automobile restored the even temper of a prominent man who had been playing golf for two months," such matter being calculated to increase sales; the more sales resulting the longer the duration of the press agent's meal ticket. This general practice has led to a regular scale of pay being adopted by the leading manufacturers, which is something like the following: "How a thirty horse truck assumed a load of beer that 1,000 men could not carry," plain steak, side of beans; "How Tetzaff saw the rear of his own car while scorching at the Indianapolis speedway," two fried eggs, cup of coffee; "Romance of how Miss Mush, the rich heiress, eloped with the chauffeur," stewed prunes, glass of milk. Of course there are variations in the menu, but all remuneration is liable to change on account of the war. In the meantime the activities of the auto at the scene of hostilities is being thoroughly discussed.

After discussing the subject from all angles, however, it is apparent that no

definite place can be named as a universal and permanent Arcadia for knights of the wheel. Each individual must seek to gratify their own taste, and a good, smooth-running car will assist them to that end immeasurably, for as an auto dealer remarked to the writer the other day, "An auto is like a woman in some ways. When everything is going well, we like to be around, but when it's the contrary—why, solitude for ours." But it's just like that in almost any healthy, live, sport or occupation, and if you follow the motoring fashions in all departments you will find that not only has the sport less drawbacks than most sports, but that after the mastery of the numerous small details, its fascination, that invariably makes a slave of the budding motorist, will become apparent, and one will find that living has a great deal more zest, in spite of the continual and remunerative employment one provides for the manicurists and the clothes cleaning establishments. Of course that will be on account of the over-mastering curiosity of the learner over the construction and internal mechanism of the engine. Given a good car, however, as was before remarked, and moderate luck, and motorists may look forward to the enjoyment of a small-sized Arcadia all their own, which will be created and maintained by the irresistible impelling charm of the sport itself.

Lee Puncture Proof and Lee Regular Tires

May be purchased from all Dealers

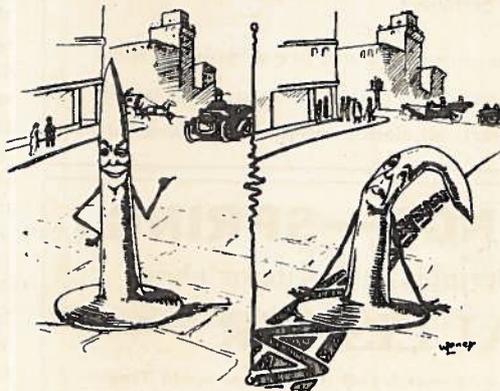
Stocked in Victoria, B.C. by

H. A. Davie

617 Vancouver St.

Stocked in Duncan, B. C. by

Duncan Garage



Mr. Tack: "How was I to know that it was a Lee Puncture Proof Tire"

Stocked in Nanaimo, B.C. by

Hygh Bros. Garage

and

Samson Motor Co.

John Millen & Son, Limited

847 Pender Street, West

Vancouver, B. C.

Vulcanizing—Retreading

General

We Carry
**FIRESTONE
TIRES**
in all sizes for Autos
and Motorcycles
Most Miles per Dollar

**PACIFIC RUBBER
TIRE & REPAIR
Company, Limited**

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Repairs

We Carry
**FIRESTONE
TIRES**
in all sizes for Autos
and Motorcycles
Most Miles per Dollar

**AUTO SUPPLY
Company**

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1115 Blanchard Street
VICTORIA, B. C.

Vancouver Fire Despatch

Phone, Seymour 5359

1046 Seaton Street

Factory Service, \$12.00 per annum
House Service, \$3.00 per annum
24 Hour Service

When you are at home we guard your interests in case of fire at your factory.
During office hours we guard your interests in case of fire in your home.
Working in co-operation with the Fire Depart., all alarms received simultaneously.

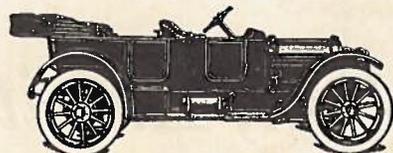
SPRINGS—SPRINGS—SPRINGS

For strong, well tempered Springs, call write or phone

C. J. McALLISTER

All work guaranteed. We manufacture or repair Springs for all sizes of Autos and Trucks—
Hand fitted, oil tempered. Nothing but best Sheffield Spring Steel used—imported direct.

Strength
and
Comfort



Durability
and
Satisfaction

Sey. 2808

VANCOUVER, B. C.

1130 Richards St.

To Build Toronto-Hamilton Roadway—To Cost \$600,000

The determination reached by the Ontario Government to co-operate with the various municipalities to build a modern highway road connecting Toronto and Hamilton, means that over \$600,000 will be expended on the work. The gain to the entire community affected will, however, be very great. Roadway authorities in the United States have estimated that highways maintained in first-class condition do much more than pay for themselves by lessening the wear and tear on vehicles, saving time, and encouraging free transportation of foodstuffs and truck farm products to the centres most in need of the same. George H. Gooderham, M.P.P., has been appointed chairman of the Toronto and Hamilton Highway Commission. Associated with him on the board will be G. Frank Beer, Toronto; T. W. Jutten, Hamilton; Maxwell C. Smith, Burlington, and Cecil G. Marlatt, Oakville. W. A. McLean, Provincial Engineer of Highways, will be in charge for the Ontario Government. The Government contributes \$4,000 per mile for thirty-three miles. One reason why this important matter is now being gone on with is that while it is a modern and necessary work, it will serve also to give employment to a large number of men over a long period, many of whom might have been idle because of the war.

* * *

Motor Noises Modified by Their Surroundings

An experienced automobile driver can tell a great deal about the condition of the motor by the sound it emits, but it is well for the driver to bear in mind that these sounds, or his perception of them, is influenced by factors that have nothing to do with the motor. A leather cap pulled down over the head, for instance, magnifies most sounds, but seems to muffle others. With the ear muffs of a cap let down the driver can often discover loose bearings more quickly than with ears unobstructed. The raising of the top of a car magnifies noises from the motor unless a windshield is used, and it is not an uncommon thing for motor troubles that have existed for a long time to be discovered for the first time during a rain. Surroundings also modify all sounds, echoes playing an important part. On a narrow paved street the traction chain, although noiseless ordinarily, makes an astonishing noise, while the exhaust makes itself heard in spite of the muffler. On a hard road the sounds are sharp, and on a soft one indistinct, while sand and snow muffle the sounds to a remarkable degree.

If You Get it at **PLIMLEY'S** It's All Right

Russell Cars with silent Knight Engines
 The Luxurious "Kissel Kar"
 The "Hupp-Yeates" Electric Car
 The Famous "Indian" Motorcycle
 The "Henderson" Motorcycle
 The "Douglas" Motorcycle



Overland Model 69R

THE "OVERLAND"

The car which has broken all value records. The only car at \$1500 which embraces every up-to-the-minute improvement, and which is, in appearance and performance, a really first class car.

720 Yates St. Phone 698
 Victoria, B.C.

THOS. PLIMLEY

The Imperial Humber Cycle
 The Singer Royal Cycle
 The Royal Enfield Cycle
 The Minstrel Rae Cycle
 The Korner-Arrow Cycle
 The Coventry Cross Cycle
 The Massey Harris Cycle

727-735 Johnson St. Phone 697
 Victoria, B.C.

FREE

A Set of 4 Tires
 ANY SIZE

THE CABLE AUTO TIRE CO. have made a complete set of Cable Tires for a test and same will appear on the streets during November and run until unfit for use. A complete set of these tires, any size, will be given to the auto owner who guesses the nearest total mileage that these tires will run.

Sample tire can be seen at

Pacific Securities Exchange

616-617 Metropolitan Bldg.
 CALL AND SEE IT

THE **Battery House**



STORAGE BATTERIES

Ignition, Lighting, Starting and Isolated Plants

Our experience of more than 25 years, justifies our claim as the leading **BATTERY EXPERTS**

If your self-starter won't work or your battery gives trouble—come direct. Battery supplies of every description.

Repairs Remagnetising
 Charging

594 Richards Street
 VANCOUVER, B. C.
 Phone, Sey. 2172

When in New Westminster drop in at the

MacLEAN-BURR AUTO CO., LTD.

Repairs Gasoline and Oils Accessories

Service car ready day or night

Agents for Studebaker Cars Republic Tires, Diamond Tires

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NOTE—From the B.C.E.R. station we are straight up the hill away from the river three blocks, then two blocks to the right.

GOODRICH TIRES (Vancouver Island)

"The Best in the World"

All Sizes Stocked

VULCANIZING

Non-Skid Retread Bands a specialty. Sections, Tubes and Retreading by experienced men. Free Air. Your Patronage Solicited.

Telephone 1577
 Cor. Yates & Wharf Sts.

H. BAINES

VICTORIA, B. C.

Progress in the Queen City of the Pacific

Continued from Page 21

Thanking our many customers for their past patronage we take this opportunity of wishing you

A Merry Christmas and a Happy New Year

**Davie
Vulcanizing
Company**

1009 Davie Street
VANCOUVER, B. C.
Phone Sey. 1184

D. C. McGregor & Co. Ltd.

1001-1008 Metropolitan Bldg.
Vancouver, B.C.

We have in our years of transacting business in British Columbia established a reputation for fairness in the adjustment of claims.

Our practice is to treat our policy-holders with as little technicality as possible.

All claims settled promptly and directly from this office.

Let us quote you prices

Automobile Insurance Dept.

Phone Seymour 6652

during the year are as follows: C.P.R. Hotel, expenditure to date about \$2,000,000; C. P. R. Station and Wharves, \$1,000,000; Birks' Building, \$750,000; Weart Building, \$700,000; Credit Foncier Building, \$450,000; Hudson's Bay Building, \$900,000; New Police Station, \$250,000; New Dominion Government Wharf and Warehouses, \$1,500,000;

sidered. In spite of the fact that practically every country involved is either a large importer to, or exporter from, Canada, business has remained on a very even keel, and failures that have been reported have in many cases not been directly caused by the war, but rather from unsound methods which would have ended in ultimate disaster in any case—the end



B. C. Electric Station and Head Offices, Carrall and Hastings Street

New East End Post Office, \$100,000; Yorkshire Building, \$350,000.

It will be seen from this that the C. P. R. has been particularly active in improving its facilities both for passenger and freight traffic here, a very significant fact, for Canada's foremost transportation company does not act in the matter of large expenditures without some definite assurance of return, and it is patent that the company are anticipating and are ready to give every assistance to the real healthy development that must of necessity come; once the natural resources of the province, both in minerals, fisheries and lumbering, gains the recognition which is their due.

Although prominent Vancouver bankers almost without exception concur in the opinion that business has suffered heavily on account of the war, the consensus of opinion still seems to be that the trade disruption is remarkably small when the magnitude of the unrest is con-

being merely hastened by the International trouble.

The one factor which has contributed to the pinch being felt in the West more than in other portions of Canada is the fact that under the Bank Act money cannot be loaned on real estate. In this way loans cannot be authorized solely on such security, and as a consequence the man with considerable property, who has been speculating and finds that he has overbought, considers that he is being ill-treated if he cannot contract a loan commensurate with the market value of his property.

In this article we have tried to review some of the actual causes for which Vancouver has to be optimistic, for it is the belief of everyone who has made even a cursory study of the situation, that with the return of normal conditions in other parts of the world the situation here will automatically re-adjust itself, and good times and an added prosperity will return.

\$1,500,000 for Road Construction in 1914 in Saskatchewan

There is greater activity in road construction in Saskatchewan at the present time than ever before in the history of that province. A recent report states that about one hundred road gangs are now hard at work on road construction, and that a number of fine contracts for modern highway bridges have been let. The Province of Saskatchewan has available an appropriation of \$1,500,000 for highway construction during the present year. Of the total appropriation, an even million dollars will be used exclusively for road construction and maintenance, and the balance, a half million dollars, will be used for the construction of new highway bridges. The largest of these latter will be the new high level highway bridge at Saskatoon, which will cost about one hundred thousand dollars, while the balance will be used in the construction of a large number of smaller structures. The Saskatoon bridge will be of concrete construction, while concrete and steel will be used principally in the construction of the smaller structures, and concrete will generally be used in the construction of several thousand culverts that will be built this year.

The progressiveness and good intentions of the Provincial Highway Commission, which is located at Saskatoon, is clearly shown by the fact that no time has been, or is being, lost in starting actual construction and improvement.

* * *

Dampness and Car Finish

In speaking of the wearing qualities of enamels and varnishes, we believe considerable abuse is misdirected, and that a great amount of excessive depreciation is accountable to the methods of caretaking rather than what was established as a finish in the first place. We do not believe that water and varnish belong together, and we do not believe it possible for water to be used on either varnish or enamel for any length of time without serious results. Ninety-nine out of one hundred cars are washed under ordinary temperature and barometer conditions, and consequently, do not dry until a considerable time after the operation has been completed. Washing leaves the microscopic roughness of finish entirely unprotected, which allows the accumulation of dust to set itself very firmly out of reach. The ultimate result of this accumulation is loss of luster, greater liability for attraction of moisture and consequent sweating, and ultimately the check and general destruction of all opaque values.



St. Alice Hotel Harrison Hot Springs, B.C.

UNDER NEW MANAGEMENT

American Plan, \$3.00 per day, \$17.50 per week

Ideal Week-End Rest Resort

For Health and Recuperation

Separate bath departments for men and women, which have been newly renovated and in charge of first-class masseur and masseuse. Health-giving water from famous medicinal hot springs.

A good Automobile road from Vancouver via Chilliwack connects with Harrison Hot Springs. Ferry service across the Fraser at Rosedale: 7 a.m., 10 a.m. 3 p.m., 5 p.m.

Return from Agassiz as follows: 8 a.m., 11 a.m., 4 p.m., 6 p.m.

Free GUARANTEED American Silk HOSIERY

WE WANT YOU TO KNOW THESE HOSE

They stood the test when all others failed. They give real foot comfort. They have no seams to rip. They never become loose and baggy as the shape is knit in, not pressed in. They are GUARANTEED for fineness, for style, for superiority of material and workmanship, absolutely stainless, and to wear six months without holes or replaced by new pairs free.

OUR FREE OFFER

To every one sending us 50c to cover shipping charges, we will send, subject to duty, absolutely free

Three pairs of our famous Men's American Silk Hose, with written guarantee, any color, or three pairs of our Ladies' Hose in Black, Tan or White colors, with written guarantee.

DON'T DELAY—Offer expires when dealer in your locality is selected. Give color and size desired.

The International Hosiery Co.

21 Bittner Street
DAYTON, OHIO, U.S.A.

The Carelessness of the Public is Appalling

You cannot afford to run un-insured

Delays are Dangerous

PROTECT YOURSELF

Fire, Theft, Public Liability and Property Damage

Reasonable Rates

London & Lancashire Accident Company

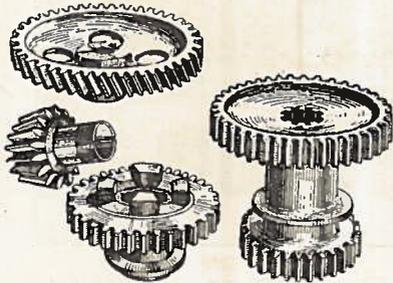
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AUTO GEARS and PARTS

Made up of finest, hardened, Nickle Chrome Steel.



Accurate and fine machine work of every description.

Special machines and engines built to order.

With our up-to-date machinery we can furnish duplicates of gears, axles and parts on short notice.

Our prices compare favorably with costs on imported auto parts

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WE OFFER

Peerless

Hudson

Hupmobile

Automobiles

AND

Chase Trucks

Victoria's Finest Fireproof Garage. Storage, Repairs and Accessories. Everything Automobile—see us.

Vancouver Island Motor Co. Limited

937-39-41 VIEW STREET
Phone 3840

VICTORIA, B.C.

Where Crude Rubber is Obtained

Continued from Page 22

is established, the best plantation will meet Para on a more equal basis.

The remarkable growth of the plantation rubber industry in The Far East is due to the care with which the trees are selected from the nursery, planted and cultivated, the comparative cheapness of labor, the careful system of financing, and excellent shipping facilities. Every effort is being made to increase the number and quality of the trees and to prevent tree diseases, all of which is in striking contrast with conditions prevailing in the Amazon Valley. It is estimated that in the Orient are upwards of 1,500,000 acres containing 200,000,000 cultivated trees. The number of trees corresponds to the estimates for the Amazon district, but accuracy in the latter case is impossible.

There are three rubber districts in the Orient—Ceylon, the Malay States and the Netherlands ("Dutch") East Indies. Of these Ceylon is the pioneer in rubber cultivation and really the center, although the acreage is exceeded by the Malay States. The development in the Dutch East Indies is more recent and has not reached the standard of the other two. However its growth is rapid, conditions in Sumatra being practically the same as those existing in Ceylon and the Malay States.

It is easy of demonstration that the supply of wild rubber, such as is furnished by the Amazon district, must decrease in time, and it is equally true that the supply of cultivated rubber will increase. Nevertheless the Amazon will continue to figure as a producing center for many years to come, and with the adoption of a better political policy by the government of Brazil and a better business policy by the men who control the rubber producing sections, the Amazon may again forge to the front. The adoption of common-sense business methods, the improvement of the conditions of the natives, systematic planting and inspection, and financing done by men of experience all would assist in restoring at least part of the fast disappearing prestige.

There need be no fear regarding the rubber supply for the future. The plantation plan is taking care of that problem. With the ending of the war there will be no interruptions in shipping. There may be flurries, good years and bad years, just as there are with our corn and wheat crops, but demand will only serve to stimulate the increase in the supply of cultivated rubber.

To the Motorists of Vancouver Island

When you find your car has not been repaired to your entire satisfaction then bring it to me to inspect. Without obligating you I shall tell you the exact facts, and then quote you a reasonable price for a satisfactory job done by myself personally.

Fireproof Building

JOE MOORE

Ten years with the Humber & Wolseley people in England and five years experience in Canada

737 Broughton St.

Victoria, B.C.

IF IT CAN'T BE FIXED ————— IF IT CAN BE FIXED

I will tell you frankly

I will do it well

Vulcanizing TIRE REPAIRS Auto Supplies

GRANGER'S TIRE SHOP

W. H. GRANGER, Prop.

Phone, Sey. 9274

VANCOUVER, B. C.

1492 Pender St., W,

Manufacturers and Dealers

Mr. Cleghorn of the Commer Truck Sales Agency, has been East on a business trip as far as Prince Albert, Alberta, in connection with this agency.

Mr. J. A. Martin, sales manager of the Russell Motor Car Co., West Toronto, Ont., who was manager of their local

The Pacific Tire & Rubber Co., agents for Firestone Tires, have in stock demountable rims for Ford cars, which are proving very satisfactory, and can be promptly applied at their store, 1327 Granville St.

Thoburn Garage Busy.—When the Motorist representative called on Thoburn Garage, Esquimalt Road, Victoria, they had several cars on the floor to be overhauled and general repair work with them was very good.

Business Good.—The Davie Vulcanizing & Tire Co. report considerable business in their vulcanizing department, which work they guarantee with proper usage. They have also been quite successful in splicing casings.

Business Expanding—Mr. Diggs, of Harrington & Diggs, manufacturers of the Schrugnals Leakless Piston Rings, has left for the south and east where these rings, which have given such good satisfaction in British Columbia, are to be marketed.



J. A. Martin

The Newly Opened P. & C. Depot of Victoria, informed the Motorist representative that the recently organized motor cycle section attached to one of the city regiments, was coming along very nicely and uniforms will be issued to members shortly. A full account will be given in a later issue.

branch here, also the past president of the B. C. Auto & Motor Trades Association, was a guest of honor at a luncheon during a recent visit, where he was the recipient of a presentation.

Federal Truck Purchased by Government.—Mr. H. J. Tucker, the local distributor of Federal Trucks, reports having sold an initial order to the Government for their Esquimalt station of a one and one-half ton truck. The test was carried out with a one-ton truck hauling a two-ton load up the 25 per cent. grade of Signal Hill, Esquimalt.

To Ship Direct from Vancouver.—John Millen & Son, Limited, have announced the closing of their Victoria store for the present. All orders are now shipped direct from Vancouver stock, or may be handed to local Victoria dealers where a representative assortment of leading goods handled by Millen & Son may be found.

Schrugnals Leakless Piston Rings

are made in three pieces and are Absolutely Leakless



They are making good in Automobiles, Motor Boats, Compressors, Air Brakes Cylinders, etc., in fact any where an Absolutely Leakless Ring is needed.

We guarantee 15% more power and consequently maximum gasoline and lubricant efficiency. They will pay for themselves in sixty days.

No Smoke, Less Carbon,
Clean Plugs and More
Power our slogan

Harrington & Diggs

Phone Sey. 1101

847 Pender Street, West
VANCOUVER, B. C.



CANADA CALCIUM CARBIDE

Sold by

Acetylene Construction Co., Limited

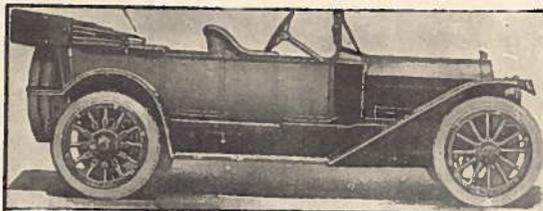
517 Hamilton St.

Vancouver, B.C.

Put up in packages 1, 2, 5 and 10 lb. cans with penny lever tops, ready for prompt delivery. Just the thing you need for long trips. Also in 100 lb. Steel Drums. Trade supplied in Cases.

Factory Experience is What Counts

When your car is repaired by men with years of Factory experience then you get best results



In any kind of Auto Repair Work I do better work for the same price

W. E. HUSSELL

1301 Howe St.

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OUR REPAIR WORK IS BACKED BY 12 YEARS EXPERIENCE

We have a modern equipped Machine Shop, a fire-proof Garage and a handy location for the motorists of Kitsilano and Point Grey

White ————— CARS ————— Mercer

Repair Parts Manufactured for any make of Car
Gasoline, Oils, Tires and Accessories

The Abell Strout Auto and Machine Works

2242 4th Avenue W.

Vancouver, B.C.

Phone Bay. 68

Repairs to Radiators, Fenders, Hoods, Lamps and Windscreens

Dome or Flat Fenders Made to Order

RACING and TOURING Bodies of any shape panelled. Best workmanship.

BURGESS BROS.

Metal Workers and Panel Beaters

1901 Government St.

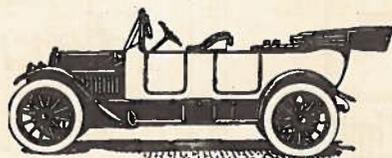
Phone 2287

Victoria, B. C.

Repairs Receive Personal Attention

The Best Possible Work The Least Possible Cost

Ignition and
Carburetor
Work
a specialty



No matter what goes wrong with your auto, we will fix it right at a reasonable cost

HAMILTON & SLATER

757 Beatty St.

Phone Sey. 691

Vancouver, B.C.

Burgess Bros., Radiator and Fender Makers, of Victoria, reported business keeping up to the standard and prospects for the forthcoming month very good.

1915 Models Arrive—A. S. French Auto Co., distributors of Overland cars, have been exceedingly busy this month unloading 1915 models, of which they are very proud.

The **Goodrich Tire Company's** sign-posting truck has been distributing sign posts of this firm along the main road from here to Seattle as well as along the branch roads.

Mr. Holman, Manager of H. Baines, Victoria, reported considerable business in vulcanizing, and several sales of Goodrich tires, for which they are agents on Vancouver Island.

A Visitor In Vancouver.—Mr. Thomas Plimley, of Victoria, who is so well and favorably known in motor trade circles in this Province, spent several days in Vancouver recently.

Joe Moore, the Auto Repair Man, of Broughton St., Victoria, reports business for the month fairly good, and when our representative called was busy overhauling a large touring car.

A Trip Through the Interior.—Mr. W. A. Allen of the Canadian Consolidated Rubber Co., distributors of Dominion Nobby Tread Tires, has been on a business trip through the Interior this past month.

1915 Models on Exhibition.—Thos. Plimley, agents on Vancouver Island for the Overland car, now have their new models on exhibition and from the number of prospects, business looks promising for the coming season.

Mr. Gold, Manager of H. R. Sayer, Ltd., reports considerable business in the vulcanizing department to the representative of the Motorist, and a fair amount of sales for tires of which they carry the Kelly-Springfield and Michelin.

The **Twenty-fourth Battalion Victoria Rifles**, of Montreal, were recipient of a gift of six fully-equipped motor cycles. It is needless to say the officers and men of the above Battalion appreciate the patriotism and thoughtfulness of the donors.

The **Firestone Tire & Rubber Co.**, of Akron, Ohio, held their annual convention during the week of October 13. It was attended by nearly three hundred salesmen and proved to be the most successful and enthusiastic in their history. During the week they issued a daily newspaper called "Co-O.P.," which gave in detail the proceedings of each day. The numerous branches of the Firestone Tire would find this "Co-O.P." rag an incentive for more business.

The **Pacific Rubber Tire & Repair Co.**, Limited, the local agents, can consider themselves fortunate in representing such a progressive tire company.

We are Specialists in
Automobile Radiators, Lamps Fenders and Hoods



Built and Repaired
10 years' experience in the old country, 3 years' experience in Vancouver

Auto Radiator and Lamp Co.
551 Seymour Street
M. Stroud, Mgr. Phone, Sey. 3095
Vancouver, B. C.

Adjusting, fitting and testing of
**Speedometers
Magnetos
Motor Horns
Carburettors, Etc.**
also
Tire Repairs
Satisfactorily done by
MARTIN G. DUNCAN
Phone Sey. 4836
741 Pacific St. Vancouver, B. C.

**SHELL
GASOLENE**
20c per Gallon
More Mileage More Power
Quicker Combustion
Cleaner Engine
Four Auto Filling Stations

*Broadway, half Block East of Granville Street
Georgia St., half Block East of Seymour St.
Corner of Kingsway and Fraser Ave.
On Granville Street, south side of Pacific Street*

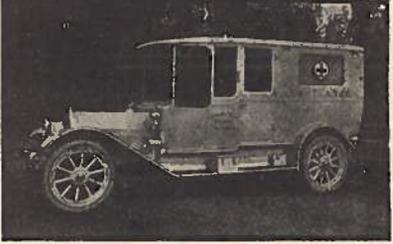
PHILADELPHIA GREASE

is the *Only Grease* showing a positive non-acid, non-alkali test, and is entirely free from ingredients having a **CORRODING EFFECT** on metal.

For Machinery, Automobiles and Power Boats

Sold by
John I. Evans
LUBRICANT SPECIALIST
OILS AND POLISHES
551 Seymour St. Vancouver, B. C.
Phone Sey. 3095 Res. Fair. 1984 L

Phones, Seymour 8930, 8931, 125



AMBULANCE
Day or night. Any part of the city. Only one of its kind here
Stanley Park Stables
Alex. Mitchell, Mgr. 1038 Hornby St.
Vancouver

Nickel Plating

Do you want a good substantial Nickel Plate on the Brass parts of your car? *Certainly!* Then send it to the

B. C. SILVER PLATING WORKS
Rear 625 Pender St. West
Rear Rogers Block
Phone Sey. 6906

Our prices are most reasonable

**Canadian Romort
Valve Company**

Manufacturers of
**Romort Guaranteed
Specialties**

450 Seymour Street
P. O. Box 334 Vancouver, B.C.

Limousine - \$5.00 per hour
Touring - \$4.00 per hour
Shopping - \$3.00 per hour

Special Rates to Touring Parties

BEN TAYLOR
Stand, Union Bank Building
Cor. View and Government Sts. Victoria
Phones, 2310 and 3435

**Do You Own Your
Own Garage**

If not, ask some friend how he likes his, and you will want one. A safe and satisfactory home for your car. You can save the cost in a few month's garage bill. We build them—portable ones—that you can move without trouble. Drop us a postal for particulars.

A. PIQUET
Builder and Contractor
4936 Walden St. Vancouver, B. C.

**The Universal
Multigraphing Co.**

Largest and most Complete Equipment in the WEST

Multigraphing Signing
Filling in Folding
Addressing Enclosing
Sealing Stamping

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R. G. SCROGGS
AUTO RADIATORS, LAMPS,
WINDSHIELDS AND FENDERS
:: :: A SPECIALTY :: ::

Art Copper and Brass Work,
Cash Register, Typewriter and
Fine Instrument Work and
:: General Repairing ::

PHONE, SEY. 240

**508 SMYTHE STREET
VANCOUVER, B.C.**

Illustrate Your Advertising

—The average man and woman wants to "read" pictures just as much as they dislike to read wordy descriptions. Take advantage of this trait in human nature to sell your goods. Use more and better illustrations. We prepare original designs that attract attention and make line and halftone engravings that always print perfectly.

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Motorcycles, Cycle Cars
and Accessories



Wood Milne Tires and Rubber Goods

Featuring Repairs under personal supervision of Messrs Pashley and Corbett

Pashley & Corbett

Victor Blk., Blanchard St.

Victoria, B.C.

Diamond Tire Agency.—The Tait Tire Co. have accepted the Diamond Tire Agency for Vancouver Island, where a considerable stock is carried.

Jameson & Rolfe, The Vancouver Island agents for Kermath engines, report business very fair, with several inquiries on hand for this well-known engine.

Only a Scrap of Paper.—This office is in receipt of a very attractively designed hanger sent out by the Dunlop Tire & Rubber Goods Co., which bears this inscription: "Only a Scrap of Paper"—But it bears our Mark—The Seal of Quality.

The Winton Motor Car Co., Cleveland, forwarded to their branch office here the following letter, which speaks for itself, is herewith reproduced, and may prove of interest to the dealers:

COPY

Kansas City Branch,
1809-1811 McGee St.

The Winton Motor Car Co.,
1112 Seymour St.,
Vancouver, B. C.

Gentlemen:

Assuming that the following may be of interest to you for your protection and that of others, we wish to advise you that a man signed an order in this office for one Winton Six Roadster, giving the name of Fred S. Campbell.

This man's real name is Walter S.

Rogers, alias Ed. Cole, Fred S. Moore, A. Watson; fifty-two years of age, five feet four and seven-eighths inches, one hundred sixty-four pounds, scar above left cheek bone, right eye artificial, born in Ireland, occupation salesman.

Warrant is out for him for theft of a Locomobile, 1915 model, stolen from the New York branch of the Locomobile Co.

He gives a draft on the Valdez Banking Company of Valdez, Alaska. He gives as the Valdez correspondent, the Hanover National Bank of New York.

We took the precaution to wire the Hanover National Bank before delivering the car.

We would be glad to have you wire us if this man is apprehended.

We would suggest that you notify your dealers' association that you can very easily catch this man should he come to your city.

Yours very truly,

WINTON MOTOR CAR CO.,

(Signed) Geo. Arbuckle,

Manager Kansas City Branch.

* * *

Celluloid Windows.

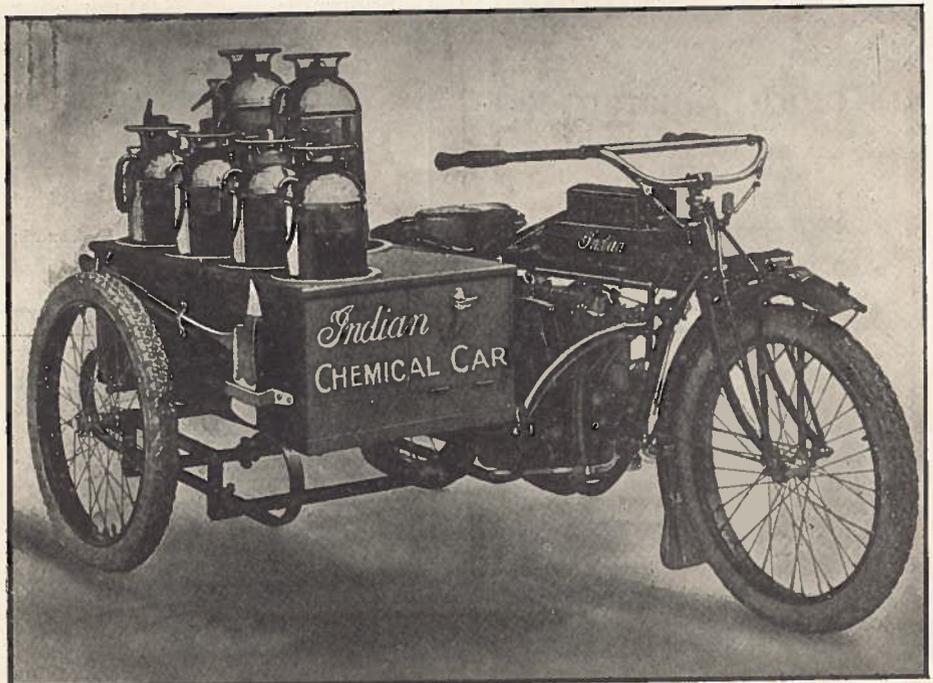
Acetone varnish will restore the transparency of celluloid windows.

* * *

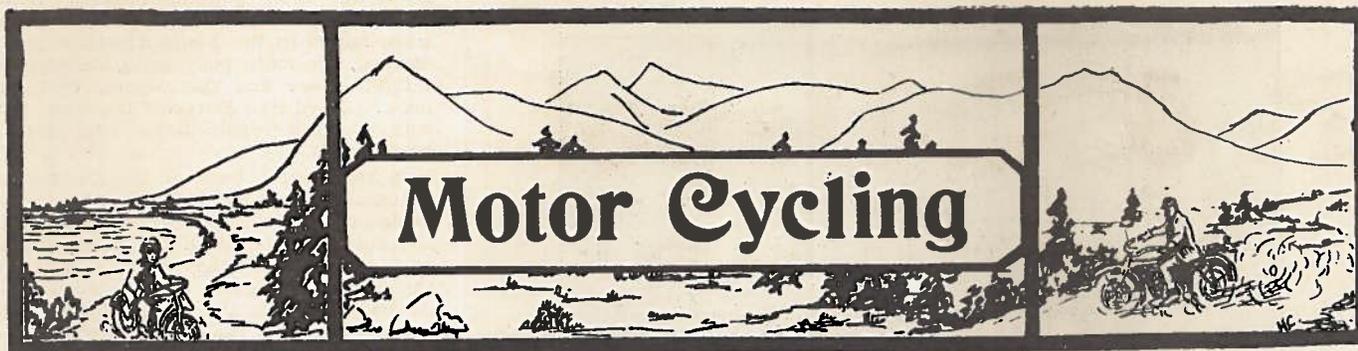
Adjust Your Foot Brake.

Push the pedal forward about two inches and retain it in place with a small block of wood. Now tighten up the turn-buckle until the brakes are snug, and when the block of wood is removed the slack will be correct.

New "Indian" Fire Fighting Apparatus



The above photograph shows an ingenious arrangement for a Fire Department on a small scale. Two men and a Chemical Car can respond to an alarm more quickly than any other kind. For a small town or village, or for a large estate, such an outfit would be ideal



The 1914 Sunset Ramble in California

By CHARLES FULLER GATES

THE annual tour along the land of sunset, originated by Paul Derkum last year and conducted by the Los Angeles Motorcycle Club, took place this year June 14th to 28th, inclusive, and again demonstrated the great length and breadth of California. Many who took part in the 1100-mile Sunset Ramble last year were again on the big run this year.

In future years, when the State long and State wide State Highways of California are completed, such tours as the Sunset Ramble will be of all the year occurrence. At present some bad roads have to be covered and when these come in connection with the heat of the desert

of road traffic over one route to allow closing of parallel routes for road work on the great State Highway.

On the first day's run from Los Angeles out into the Mojave Desert, two ranges of mountains had to be climbed over. The first pass, Fremont, was only 1700 feet altitude, and though a few years ago the worst pass in America, now has a smooth paved road and tunnel, thus cutting the grade to 7% and giving the first 39 miles of the tour over pavements. Then came summits of 2460 feet, 2600 feet, 2700 feet, 3300 feet and 3220 feet before reaching Antelope Valley, a wing of

gage truck fixed up, as it did not stand the desert work as well as did the motorcycles.

The fourth day of the Ramble will never be forgotten by any of the riders, although the roads were fine, on account of the unusual heat of the San Joaquin, and the inability of many to keep on the right road. The run was about 155 miles from Bakersfield to Fresno, all the way in intense heat, though the route along the east side in sight of the snow-capped higher Sierra Nevadas is always cooler than in the center or west side, the valley being 100 miles wide and hundreds of miles long. Most of the party stopped at



First Halting Place, Mojave Desert. Here the Wind always blows

in summer, it is a handicap which cuts down the size of the party to the game ones who are believers in the motto: "Hope for the best, prepare for the worst and take things as they come."

Strange as it may seem, the first two and the last two days of the fortnight of touring were the worst, and yet these bad roads were close to Los Angeles, the heart of the famous good road district. The first two days were over bad roads in part, because Tourmaster Charles Fuller Gates was instructed to lay the route across the desert into the great inland valley which many were anxious to visit this year as they were last year, when it was barred on account of the roads, while the last two days had to be over roads that were cut to pieces by the centering

the great Mojave Desert. It was on this first 107 miles that much heavy sand was found, which overtaxed the skill and strength of some of the party, not hardened to rough riding, but it was at last over after a long day of sand fighting with powerful, two-speed machines, and the night on the oasis of Willow Springs in high altitude with cool air, plunge bathing and lots of good food was enjoyed.

The second day had ten miles of heavy desert work, then 40 miles of mountain roads through the great Tehachapi Pass, followed by mixed road conditions in the great interior valley of San Joaquin into the world's greatest oil center—Bakersfield. Here the third day was spent resting up, sightseeing and getting the bag-

one of the big rivers and took a swim, although they had spent part of the previous day in a new natatorium and was in a big plunge the following day, as well as stopping at a big irrigation ditch for another swim.

It was a pleasing sensation for the ramblers to see and feel the heat fade away as the tour headed west towards the coast, although it required nearly three days to cross the great center valley, the coast range of mountains and the valleys near the coast. The weather changes on a Sunset Ramble would hardly be believed by an Eastern rider, who has no idea of the great expanse of California and its variety in climate as well as scenery.

There were seventeen mountain passes



First Contingent ready to leave--Notice the Coverall Suits

and nine big rivers on the 1914 Sunset Ramble route to cross, and the Pacheco Pass which brought the rambler through the coast range from the San Joaquin, was of easy grade and therefore popular as well as scenic.

On reaching the coast of Central California the rambler were in their paradise, for the interesting old State Capital of a century ago, Monterey, is full of odd sights, for the landmarks of Spanish and Mexican occupation are preserved, while the wonderful point of Pines forest with its 40 miles of world famous drives, the sea scapes, old missions, good hotels, all cling to the memory year after year. So also with Santa Cruz, the city at the head of Monterey Bay, and the great tree parks in the forests of Santa Cruz Mountains, the State Redwood Park of giant *sempervirens sequoias*.

After leaving this part of the coast and saving the San Francisco Bay country, still farther north, for next year's ramble to the Exposition, the Sunset Ramble route was through the hot and always windy Salinas Valley, nearly 200 miles long, but a detour into the San Lucia Mountains saved visiting many miles of this long, hot valley, and proved an unexpected treat to the Ramblers.

For fourteen miles before reaching Cuesta Pass the old Mission Road (El Camino Real) was found plowed up by the road builders, and this endurance trial was a test for both riders and machines, but all got through and nearly all without falls. The pass was still in good shape and south of it into the old mission city of San Luis Obispo was found some

of the finished concrete road of the State Highway. The next day, which was the twelfth, was enjoyed by a stop at the cool Pismo Beach, where only one rambler had courage to enter the cold waters of the sea. And this day only 32 miles was covered, except by a small bunch, which took a side trip to old Morro Rock



San Fernando Mission

to the west of San Luis Obispo, on the Pacific.

The last two days from Santa Maria to Los Angeles, over the Santa Ynez, Las Casitas and Santa Susianna ranges and through sandy, hot valleys, tried both the skill and patience of the riders, though every one came through without greater

accidents than punctured tires. Some there were who had many spills, but none were hurt. In the Santa Ynez the party divided, the main body going through by Gaviota Pass and the others, who had never visited San Marcos Pass, went that way and felt repaid for a long day of hard riding.

In the double pass of the Casitas an automobile rammed the baggage auto, necessitating a day's delay for repairs to the auto, and as six of the riders stayed with the baggage, they did not arrive at the club-house in Los Angeles until early Sunday morning, the 28th, the rest having gotten home the night before.

As many carried cameras there were hundreds of photographs to show the progress of the trip, and this feature made those who staid at home hungry for the next Sunset Ramble, when roads will nearly all be first-class.

The majority considered the eighth day the most enjoyable, when the big trees of the Big Basin, in the heart of the Santa Cruz Mountains, were visited.

The machines and riders taking part were:

Excelsior two-speed machines—Percy Powers and Charles Fuller Gates, the tourmaster.

Harley-Davidson two-speeds—William Morrell, Ray Little and F. A. Martin, chairman of Ramble Committee.

Henderson two-speed—W. E. Edwards, representing "Motorcycling."

Indian two-speeds—M. W. Kimball and wife, Perry Backus and wife, Donoho Brothers, George Martin, Abbey Longley, A. J. Menegay and Chas. R. Wride, Captain L. A. M. C.

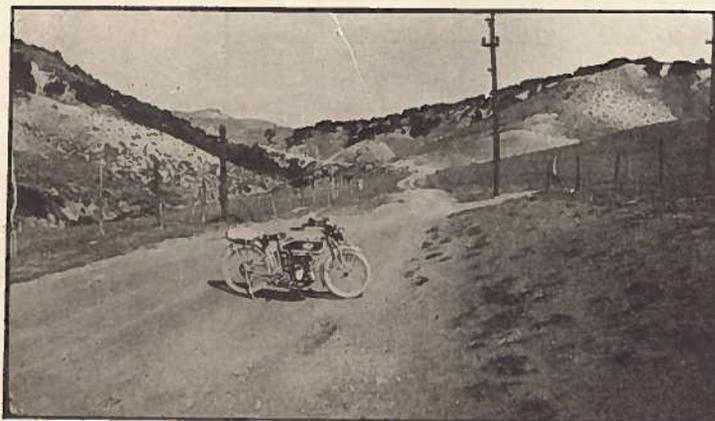
Merkel, single-speed—John Jansky.

Ford baggage auto—Ray Allen.

* * *

An Acknowledgment

In the October issue appeared an article in the Motor Cycling section entitled "A Race Through An Army," by J. Stuart White, which had previously formed part of the September issue of "The Motor," published by the Temple Press, Limited, London, England. Apparently those responsible for the matter put in these columns at that time were not familiar with the common usages of newspaper offices and we take this opportunity of placing the credit where it is due.



Near Summit Lone Tree Pass, Tehachapi Mountains, 3500 ft. elevation

Annual Convention of the Canada Cycle & Motor Co. Ltd.

One of the most successful Conventions of the Canada Cycle & Motor Co., Ltd., was held some days ago at West Toronto. All men on the sales side of the organization were brought in from all over the country for a week's convention on ways and means to increase the sale of bicycles in Canada.

This is the Annual Convention and is looked forward to by the salesmen with more than usual interest, for they are virtually put to school instead of the usual hit-or-miss, happy-go-lucky style of entertainment usually in vogue. From 9 a.m. till 5:30 p.m. sessions continue. Serious, well-timed discussions of various problems were held. Addresses were given by the executive members of the company bearing on all sides of the business.

Among the various topics of discussion none was gone into more fully than the problem of increasing the use of the bicycle. In the present war the bicycle has come to play a very important part in the manoeuvres, and it is just possible that it may be a still greater factor in the commercial life of this country. More bicycles are sold today than ever before, but at the same time few people appreciate the advantages of this mode of transportation. A straight selling campaign has been inaugurated in which the education of the dealer is the prime factor. It is believed that in making a more efficient and better dealer, better trade conditions will result.

This sales convention—which is the most successful in the history of the company—closed with a banquet at Dunning's Cafe, at the end of the week.

"Seeing America First"

Some idea of what may happen to a tourist in a foreign country when war breaks out is told by Mr. Harry D. Gault, formerly secretary of the Y. M. C. A. of Steubenville, Ohio, and appeared in the Chicago Cycle Show number of Motor Cycling for October. After reading his story one can readily believe how the slogan "Seeing America First" would appeal to him—or to anyone similarly treated.

The machine, an Excelsior, was commandeered by the kaiser's men in Germany when the war broke out, and Gault was arrested as a spy. He was given a receipt for the machine, which informs him he can present his claim to the kaiser when the war is over. Gault lost not only his machine but also the \$20 he deposited at the customs house when he entered Germany. The only thing Gault got out of the incident was a good laugh at the German police who arrested him. They didn't know anything about turning off the compression, and had to push the machine down the street with the rear wheel sliding. He had never ridden until he started for the continent last June, but got along with only one puncture, one spill up to the time his machine was swiped. After that, things happened.

He was but a few miles distant when the first battles following the invasion of Alsace by the French were fought at Muelhausen and Altkirch.

From Basel he saw German aeroplanes at maneuvers and at night could see the German searchlights playing about the hills of the surrounding country in search of hostile forces. The Swiss army, he says, was fully mobilized and great bodies of troops were concentrated on the German border. He witnessed the mining of several big bridges by the Swiss in preparation of any violation of her neutrality.

At Basel could be heard the cannonading of the battle of Muelhausen and Altkirch.

Later at Amiens he saw and talked with many English and French wounded and that night slept alongside of a wounded English soldier in an open field, with a crated aeroplane as a bed.

From Amiens he traveled to Boulogne and thence across the channel to London, which city he found packed with Americans trying to get passage home. He managed to get steerage passage on the steamer Baltic, which had over 2,000 passengers aboard. He was quartered in one room with 300 others. The ship landed in New York on September 18.

Gault is now ready to listen to talk along the line of "Seeing America First."

* * *

The subject of this sketch, Mr. C. O. Raynor, a Vancouver boy, although Victoria tries to claim him, and whose picture appears herewith, is well known to most of the lovers of motorcycle racing in this vicinity, and to those who have not had an opportunity of seeing him in action this short history will be of interest.

Mr. Raynor has only been in the game three years, as his first race was in 1912 at the Willows, Victoria, and he also received his first prize then for the 15 mile race. In 1913 he took part in two meets, racing in five events and out of which he carried off three firsts and two seconds.

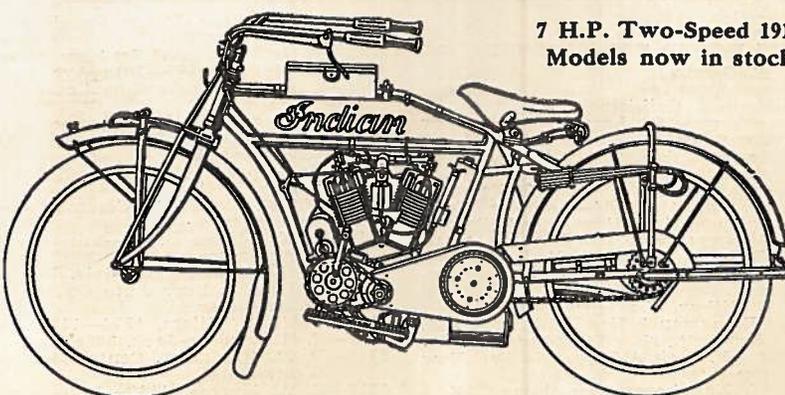


9-Mile Championship Cup

This year at the two meets which took place at the Willows track at Victoria his performances were even better. On Labor Day he entered the two five-mile



C. O. Raynor and H. M. Pashley



7 H.P. Two-Speed 1914 Models now in stock

W. H. MORRISON, East End Cyclery

108 Hastings St. E. Phone Sey. 2794
Vancouver, B.C.

aces and carried off first in both events. In the nine-mile Championship Race on Thanksgiving Day on a very treacherous track and showery weather, best two out of three heats, he succeeded in winning it by two straight in the fast time of 3.46 and 3.44 respectively. The first prize is reproduced with this article.

Mr. Raynor is employed by the Government and is quite often, in the performance of his duties, sent to outlying districts and consequently does not get much chance to practice.

In the Thanksgiving Meet he came to the track from Wellington and without any practice he carried away the first honors. He has quite a fund of interesting race anecdotes. One story which he relates about another rider named Stoaffer, in his practices before the races on Thanksgiving Day, fell no less than eleven times, yet he was entered in two races and came through without a spill. Another rider in the races on the same day took a bad spill and was pitched ahead of his machine and was attempting

to regain his equilibrium when the machine following after completed his downfall.

Anyone who can win eight firsts and

two seconds out of ten entries will bear watching, and we predict great things for Mr. Raynor should he continue in the game.



Rear Guard in Tehachapi Pass, Sunset Ramble

Recently Registered Motor-Vehicles

7798—Andrew Paul, 46 Lonsdale Ave., North Vancouver.
 1836—E. Moscrop, 1918 Trafalgar Road.
 3241—C. B. Whitney, 1171 Nelson St.
 3801—W. Y. Porter, Fort Langley, B. C.
 7828—Cancelled.
 3688—R. D. Kidd, 531 Broadway W.
 4990—Miles Ge Bot, 1412 Howe St.
 2308—Kirk & Co., Victoria, B. C.
 2312—A. E. Burnett, 285 Front St. E.
 3697—R. Wilson, 1046 61st Ave. E. North Arm P. O.
 3829—Russel Motor Co., 825 Pender St. W.
 3924—Henry Vaur, 1826 16th Ave. W.
 3954—Hunting Merritt Lumber Co., Ltd. Eburne, B. C.
 4240—J. S. Simmonds, 10th Ave. & 2nd St., New Westminster.
 5410—F. W. Andrews, Summerland, B. C.
 5430—H. J. Hunter, 1260 Granville St.
 6267—Jay L. Starr, Abbotsford, B. C.
 3978—Cancelled.
 3376—Duke's Grocery Co., Hastings & Gore Ave.
 1043—W. McGregor, 2340 Heather St.
 2863—H. R. Walsh, 3449 11th Ave. W.
 3315—Archibald Auto Co., Georgia St.
 2397—Cancelled.
 3037—J. L. Clark, 2345 5th Ave. W.
 939—O. A. Murphy, Ladner, B. C.
 3535—N. McNair, 1862 Parker St.
 3812—A. B. Wilson, 1374 10th Ave. W.
 4238—Mrs. E. Vernon, 1900 Broadway W.
 1571—Abbott & Abbott, Mission City, B. C.
 7948—Charles Bray, Hazel, B. C.
 1638—T. J. Locke, 1736 Venables St.
 3315—Nelson, Shakespeare, Watkins, Ltd., 136 Water St.
 3849—G. Palmer, 1833 Comox St.
 7969—J. A. Hosking, 1140 Alberni St.
 3653—J. R. Barker, 2134 Semlin Drive.
 4992—G. Brown & Co., 2021 Granville St.
 1224—Cancelled.

LICENSES ISSUED FOR OCTOBER, 1914.

7877—D. F. Carswell, 1103—7th Ave., New Westminster.
 7878—S. Kellard, Chilliwack, B. C.
 7879—F. J. Lewis, 50 Leopold Place, New Westminster.
 7880—Michelmore & Wyatt, 733 Pender St., West.
 7881—(Judge) Dennis Murphy, 1236 Davie.
 7882—A. W. Bagnall, 1704—1st Ave. East.
 7883—J. H. MacGill, 1061 Pendrell Street.
 7884—G. Burkman, 4230 Pr. Edward Street.
 7885—E. Chubb, 345—9th St. N. Vancouver.
 7886—D. Lanoville, No. 20 and 7 Road, Lulu Island.
 7887—J. B. Millar, Clavburn, B. C.
 7888—The Brackman & Ker Milling Co. Ltd. 650 Front St., New Westminster.
 7889—Minnie B. Peck, 417 Queen's Ave. New Westminster.
 7890—R. W. Hawthorn, Coquitlam, B. C.
 7977—Leeson, Dickie, Gross & Co., Ltd., 97 Water Street.
 7978—Jas. Smith, Langley Prairie, B. C.
 7979—W. H. Wilson, 2833 Oak Street.

7980—Mrs. G. M. Gibbs, 1400 Nicola Street.
 7981—D. Y. McNair, 1641 Dunbar Street.
 7982—J. Cook, 786—8th Ave. West.
 7983—T. W. Turner, 520½ Hornby Street.
 7984—B. C. E. Co., Ltd., Carrall Street.
 7985—R. T. Jackson, 2237—3rd Avenue.
 7986—W. C. Arnett, 1237 Burrard Street.
 7987—W. B. Leavens, 703 Birks Bldg.
 7988—McDonald & Wilson, 703 Birks Bldg.
 7989—W. Mitchell, 1997 Georgia Street.
 7990—L. Townley, 325 Homer Street.
 7991—R. Cuthill, 1219 Georgia Street.
 7992—C. W. Nunley, 70 Hastings St. West.
 7993—J. E. Parks, Parksville, B. C.
 7994—J. A. Schuberg, 2439 Trinity Street.
 7995—Martin, Finlayson & Mather, Ltd., 931 Pender Street, West.
 7996—P. Wintam, Shaughnessy Heights.

TRANSFERS FOR OCTOBER, 1914.

1223—Mrs. F. H. Lvon, Eburne Station.
 2562—E. A. Blake, 212—19th Ave. West.
 4277—S. Pollock, 1759—39th Ave. East.
 5160—E. A. Blake, 212—19 Ave. West.
 5160—L. Benoit, 1826—16th Ave. West.
 5486—J. B. Bailey, Sandwick, B. C.
 6203—S. H. Coughlan, P.O. Box 115, New Westminster, B. C.
 6540—Cancelled.
 4318—Cancelled.
 3936—G. R. Speck, 109—3rd Street, New Westminster.
 5282—Cancelled.
 1616—W. Cook, 767 Richards Street.
 2787—F. J. Ellison, Nansimn, B. C.
 3325—Mrs. C. S. Smith, Chilliwack, B. C.
 4314—W. J. Ellis, 757—18th Ave. West.
 6554—W. Howey, 1454—11th Ave. West.
 3981—Cancelled.
 4734—Cancelled.
 1607—Cancelled.
 3993—J. E. Hilton, Hopington, B. C.
 3945—R. D. Lynn, 1112 Seymour Street.
 4262—W. V. Hunt, 1112 Seymour Street.
 4961—R. McRae, 1137—10th Ave. East.
 5007—I. B. Flater, Caroline Court.
 6523—Cancelled.
 7723—H. Bligh, 1129 Howe Street.
 987—W. W. Cole, 420 Columbia Avenue, Vancouver, B. C.
 6497—W. W. Cole, 420 Columbia Ave., Vancouver, B. C.
 5194—W. W. Cole, 420 Columbia Avenue, Vancouver, B. C.
 1914—I. T. Morris, 1621—6th Ave., New Westminster.
 7768—G. O. Dennis, Cloverdale, B. C.
 444—McLean & Burr Auto Co., Ltd., New Westminster.
 505—Rosie J. Killam, 1578—11th Ave. W.
 3593—C. B. Brydone-Jack, 3339 Gran. St.
 2540—R. M. Bradshaw, Central Hotel, New Westminster.
 3318—G. A. Murray, 1009—11th Ave. East.
 3878—Vancouver Ice & Cold Storage Co., Ltd., 11 Gore Ave.
 5366—A. Hogg, 368 Hospital Street, Sapperton, B. C.

4960—Paula M. Olsen, Chilliwack, B. C.
 6311—W. W. Alton, P. O. Box 4, Eburne Station, B. C.
 6334—R. G. Carrington, 21st & Caroline St.
 779—S. K. Harvie, M.D., 355—11th Ave. W.
 3068—Cancelled.
 3678—S. G. Cunningham, 1038 Main Street.
 3851—C. N. Van Horne, Cor. School & Tyne Street, South Vancouver, B. C.
 4297—Fraser Valley Produce Co., Langley Prairie, B. C.
 4910—Mrs. J. M. Lefevre, 719 Jervis Street.
 4969—T. G. Elder, New Westminster, B. C.
 7596—Robert Scroggs, 1972—1st Ave. West.
 6270—N. H. Bain, 1305 Barclay Street.
 1507—R. C. Gillespie, 1032 Nelson Street.
 3274—Richard Oddy, 728—5th Ave., New Westminster.
 4941—Endacott & Percival, 455 Pender West.
 5007—T. J. Armstrong, New Westminster.
 3662—H. C. Chester, 734 Cordova St. East.
 3816—G. A. Ferguson, 815—10th Ave. East.
 7514—McLaughlin Carriage Co., Ltd., 1219 Georgia St.
 7909—Mrs. S. D. Muir, Dominion Theatre.
 591—A. J. Taylor, 2684 Turner Street.
 2331—C. E. Wilson, 4921 Pr. Edward St.
 2553—Heaps Commercial Co., 445 Hastings St., West.
 4995—Webb & Gifford, 824 Holbrook St., New Westminster.
 6188—F. Menzies, 835—7th Ave. West.
 7732—Shell Co. of California—5th Ave. & Carolina St.
 3866—Mrs. M. A. Monks, 2306 Stephen St.
 6199—Pacific Dredging Co., Ltd.—Foot of Mainland St.
 7514—Dr. F. W. Anderson, Dominion Bldg.
 7780—R. E. Taylor, 1009 Davie Street.
 7785—W. G. Scrim Lumber Co., Ltd., 3344—3rd Ave. West.
 3551—E. Burden, 609 Belmont St., New Westminster.
 533—W. K. Tasker, 533 Burrard Street.
 1153—A. Lamb, 1050 Seaton Street.
 5556—Mary E. McPhail, Laurier Ave. Shaughnessy Heights.
 1163—Messrs. Jackson & Christie, 26—7th Ave. E.
 1268—Riggs Higgs & Co., 1069 Richard St.
 4286—A. E. Godfrey, 112 Seymour Street.
 7771—C. Slater, 4110 Main St.
 797—B. Abrams, c/o. Royal Steam Laundry New Westminster.
 2306—S. Y. Cowan, 1411—12th Ave. West.
 6374—R. C. Proctor, West Vancouver, B.C.
 7627—Sharp & Thompson, Belmont Ave., West Point Grey
 4262—E. M. Vardi, 1112 Seymour Street.
 4608—A. Perry, 1617 Nelson St.
 4747—Percy Tait, 1152 Hornby Street.
 7606—A. Stewart, c/o. Archibald Garage.
 36—H. M. Powell, 711 Seymour Street. (Sun Publishing Co.)
 4200—J. McBride, 1013 Richards Street.
 6359—Russell Motor Car Co., Ltd., 825 Pender Street, West.
 2563—Cancelled.
 2659—Fairfield Bros., 791 Granville Street.

Copy of advertisement, on front page of "Commercial Motors," London, Eng., issue of Sept. 17th, 1914

**"We are Working Day and Night for the
War Office and for Our Customers**

Past, Present and Future

Order Now to Insure Early Delivery

Commercial Cars Limited, Luton"

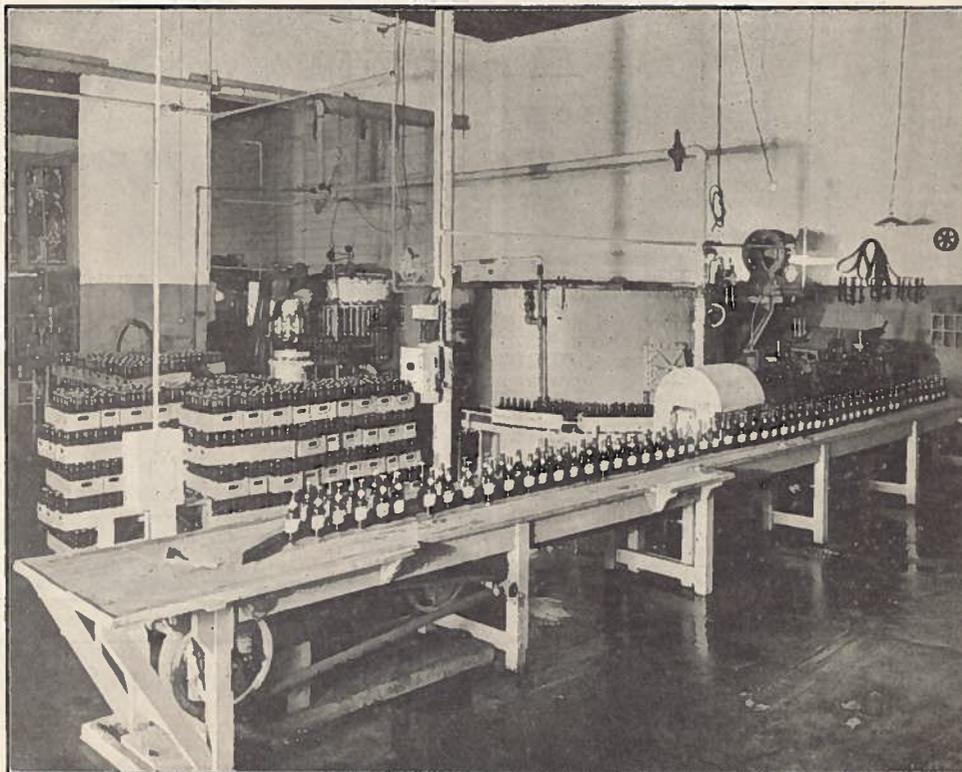
We are here to give effect to the above as far as British Columbia is concerned. Have all parts, and give *real Service*

Commer Truck Sales Agency

1129 Howe Street

Phone, Seymour 3241

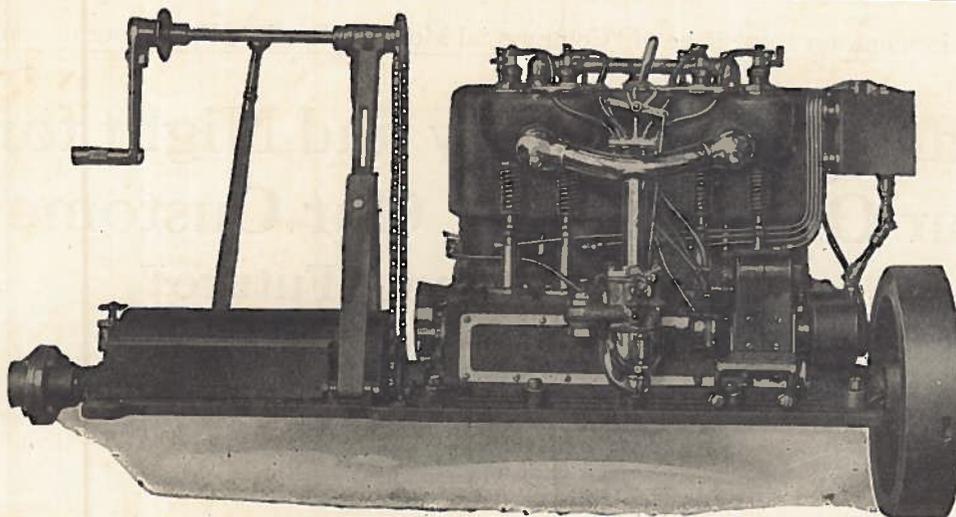
Vancouver



*View in the
Bottling
Department
of the
Cascade
Brewery,
showing
Labelling
Machines
and Bottle
Conveyor*

VANCOUVER BREWERIES, LIMITED

1 1/4 Hours
To
Indian
River
In
Your Own
Boat



Our Latest
Achievement
25 Horse
Power
600
Pounds
Four Cycle

HIGH SPEED RUNABOUTS IN STOCK

Fast—Seaworthy Lines—Automobile Control—Mahogany Deck
and Paneling—Bosch Magneto—Wicker Chairs—Beautiful Finish

On Exhibition at our new Warehouse—Call and see them.

Also complete stock of Canoes.

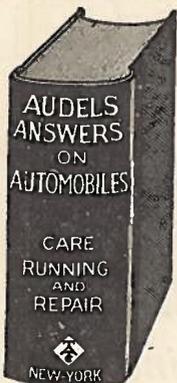
The Canadian Fairbanks-Morse Company, Limited

510 Johnson St., Victoria

Robson and Beatty Sts., Vancouver

How to Run an Auto

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