# VALUABLE INFORMATION FOR AUTOMOBILISTS

## Community's Debt To The Motorist

The following letter on "The Community's Debt to the Motorist," has been issued by Mr. T. C. Kirby, secretary-treasurer of the Montreal Motorists' League.

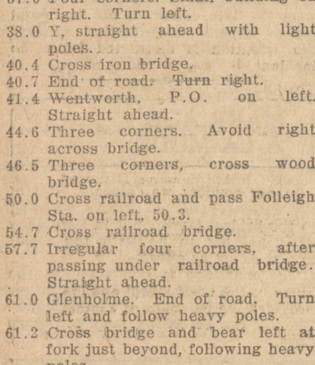
"Are the automobile owners of a community to be considered only as a source of fines and fees? Is there no obligation on the part of the politicians to return something for the money? Is the motorist supposed merely to dig into his pockets whenever the politicians say so, and in return suffer neglect, abuse and lack of protection? The automobile leagues are on the job to say no. The politicians who still nurse the notion that automobile owners are merely geese to be plucked are mentally asleep. Apparently there are some administrations which still think that it is all right to tax the automobile owner doubly on his motor vehicle, first as his personal property and secondly on a horse-power basis, to arrest an owner if he uses the amout of horsepower on which he is taxed, and to send him to jail. Meanwhile the highways, for the use of which special taxes are paid, are shamefully and disgracefully neglected. Any excuse will do for failure to repair dangerous holes in streets and boulevards of which the automobile owners are the chief users. Safety crusades are advocated, but when it comes to the safe lighting of a main thoroughfare, then safety is apparently not so much of a fetish. The automobile owners owe to the community reasonable taxation and obedience to the laws thereof. There is also an obligation on the part of the community. It includes streets and boulevards paved with something besides holes and alibis. It includes highways lighted to a point of safety. It includes at times special thoroughfares and arrangements for the expeditious movement of travel and the maximum use of the most flexible and efficient mode of modern transportation. Some communities may be slow in recognizing this dual obligation. Ignoring it may delay, but cannot prevent, its modern realization."

## ROAD ROUTE

Amherst to Truro, N. S,—74.9 miles. Via Wentworth Valley. Return Trip 477.

Dirt and gravel, rough in places, and stony from about 49.0 to Glenholme.

0.0 AMHERST. Victoria and Laurence Sts. Easterly on Victoria St. away from railroad and turn first right on Church St. opposite the common.
2.5 End of road, turn right with heavy poles.
4.6 Y, bear left, leaving poles, which rejoin at 4.9.
5.9 Fork, bear right up slight grade, leaving poles.
7.3 Cross road. School house and flag pole on right. Bear left.
10.6 Y, small church on right. Bear right with poles.
16.0 Three corners, turn right with double line of poles.
22.1 Oxford. End of road. Turn hight across bridge and immediately left.
22.5 Three corners after passing under railroad. Turn right and at three corners sign "Halifax" (22.7). Turn left.
27.0 Diagonal four corners, at farm house. Straight ahead.
30.5 So. Victoria. (Small settlement). Three corners, gasoline pump ahead on left. Bear slightly right.
34 5 Three corners. Turn right with travelled road.
37.0 Four corners. Small building on right. Turn left.
38.0 Y, straight ahead with light poles.
40.4 Cross iron bridge.
40.7 End of road. Turn right.
41.4 Wentworth, P.O. on left. Straight ahead.
44.6 Three corners. Avoid right across bridge.
46.5 Three corners, cross wood bridge.
50.0 Cross railroad and pass Folleigh Sta. on left, 50.3.
54.7 Cross railroad bridge.
57.7 Irregular four corners, after passing under railroad bridge. Straight ahead.
61.0 Glenholme. End of road. Turn left and follow heavy poles.
61.2 Cross bridge and bear left at fork just beyond, following heavy poles.
61.6 Y, keep right with heavy poles.
64.3 Masstown. (Small settlement). Straight ahead.
65.2 End of road. Turn left and follow poles.
68.3 Lower Onslow. Store on left. Straight ahead with poles.
71.7 Three corners, old barn on left. Turn right with poles.
72.5 End of road. Turn left. (Sharp right goes to Black Rock ferry on route to Windsor.)
74.2 End of Elm St. Turn left on Prince St.
74.9 Truro. Prince and Laurence Sts.
Stanley House, Inglis St.
Royal Garage, Prince St.
C. G. R. Dining Hall.
Blaikie Garage.



NOT SO BAD

Passenger—Do people lose their lives here frequently?
Chauffeur—No; only once.

Seventy thousand mice, weighing about a ton, were killed in an Australian wheat field in one afternoon.

In these columns, The Journal publishes each day the names of New Brunswick owners of automobiles, their registration number, residence, and make of car. The first list appeared with the issue of The Journal on Monday, June 26, and continued each subsequent day, and will be so continued until the last owner is published.

AUTOMOBILE OWNERS

(Contniued from yesterday.)

8-571—John Keohan, Hampton Station, Kings Co., N. B., Ford.
8-572—Fred D. Bradshaw, St. Martins, St. John Co., N. B., Chevrolet.
8-573—R. Lacey, 191 Prince St., West St. John, N. B., Ford.
8-574—Ralph W. Card, Care W. H. McQuade, St. John, N. B., Chevrolet.
8-575—Archie Cronk, St. Martins, St. John Co., N. B., Chevrolet.
8-576—Wm. Kirkpatrick, 30 Frederick St., St. John, N. B., Ford.
8-577—Mrs. A. M. Bauer, Care Murray and Gregory Ltd., St. John, N. B., Russell.
8-578—Thomas McCarthy, 9 Clarendon St., St. John, N. B., Chevrolet.
8-579—William H. Sampson, 183 Duke St., St. John West, N. B., Ford.
8-580—C. Roy Sypher, Care Victoria Hotel, St. John, N. B., Ford.
8-581—Arlo Hayman, St. Stephen, Charlotte Co., N. B., Overland.
8-582—Beck Brothers, St. Stephen, Charlotte Co., N. B., R. R. No. 3, Overland.
8-583—
8-584— Held by
8-585— Gregory & Manuel
8-586—
8-587—Walter Killoran, Belledune River, Gloucester Co., N. B., Chevrolet.
8-588—William McFarlane, Apohaqui, Kings Co., N. B., Chevrolet.
8-589—George DeMerchant, Lerwick, Victoria Co., N. B., Overland.
8-590—Wm. F. Wilson, Demoselle Creek, Albert Co., N. B., McLaughlin.
8-591—Robert Nicholson, Newcastle, N. B., McLaughlin.
8-592—J. F. McRae, Hillsboro, Albert Co., N. B., Chevrolet.
8-593—Lloyd J. Butland, Alma, Albert Co., N. B., McLaughlin.
8-594—G. G. Stothart, Newcastle, N. B., McLaughlin.
8-595—Walter B. Steeves, Edgett's Landing, Albert Co., N. B., Gray Dort.
8-596—Florian Beaudet, Campbellton, N. B., Ford.
8-597—Louis J. LeBlanc, Dalhousie, Restigouche Co., N. B., Overland.
8-598—John W. McCallum, Tabucintac, Northumberland Co., N. B., Maxwell.
8-599—Saunders G. Wright, Canterbury, R. R. No. 2, York Co., N. B., Ford.
8-600—G. E. Foster, Keith, 211 Queen St., Moncton, N. B., Gray Dort.
8-601—Colin C. McKenzie, 203 Union St., Moncton, N. B., Ford.
8-602—E. J. Sawyer, Grand Harbour, Charlotte Co., N. B., Ford.
8-603—John Ferguson, Lorneville, St. John Co., N. B., Ford.
8-604—Curry Gould, Lewisville, Westmorland Co., N. B., Overland.
8-605—Cassius Sederquest, Clover Hills, Kings Co., N. B., Ford.
8-606—W. A. O'Donnell, Bathurst, Box 43, N. B., Chevrolet.
8-607—Antoine I. LeBlanc, Memramcook East, Westmorland Co., N. B., Ford.
8-608—F. A. McCully, 50 Highfield St., Moncton, N. B., Cadillac.
8-609—Thos. O. LeBlanc & Sons, College Bridge, Westmorland Co., Chevolet.
8-610—Barry K. Blight, Hillsborough, Albert Co., N. B., Chevrolet.
8-611—Guy Brooks, 212 Lutz St., Moncton, N. B., Chevrolet.
8-612—Fred Ward, Glassville, Carleton Co., N. B., Chevrolet.
8-613—Otto G. Gildart, 95 High St., Moncton, N. B., Chevrolet.
8-614—H. E. Steeves, 170 Dufferin St., Moncton, N. B., Ford.
8-615—J. A. Larracey, 181 High St., Moncton, N. B., Willys Knight.
8-616—Amos Dupuis, Dorchester Crossing, Westmorland Co., N. B., Ford.
8-617—Peter O'Blenis, Salisbury, Westmorland Co., N. B., Chevrolet.
8-618—Sanford Dobson, 253 Weldon St., Moncton, N. B., Gray Dort.
8-619—James Morrison, Bartibogue Bridge, Northumberland Co., N. B., Ford.
8-620—J. E. Seeley, 26 Cameron St., Moncton, N. B., Chalmers.
8-621—Victor D. LeBlanc, Lewisville, Westmorland oC., N. B., Ford.
8-622—Fred A. Richard, 115 Alma St., Moncton, N. B., McLaughlin.
8-623—Colman W. Bannister, Petitcodiac, Westmorland Co., N. B., Studebaker.
8-624—Duncan Chamberlain, Campbellton, N. B., Chevrolet.
8-625—Wallace Chase, Sackville, N. B., Ford.
8-626—Arthur M. Wheaton, Clarendon Station, Queens Co., N. B., Ford.
8-627—Sidney C. Stanton, Biggar Ridge, Carleton Co., N. B., Ford.
8-628—William Blanchard, Middle St., Louisa, Gloucester Co., N. B., Ford.
8-629—Harry E. Crawford, Sussex, Kings Co., N. B., Ford.
8-630—Grover C. Lemon, Upper Gaspereaux, Queens Co., N. B., Ford.
8-631—Geo. H. Belyea and Geo. H. Belyea, Jr., 172 Princess St., St. John, N. B., Studebaker.
8-632—Ernest H. Frazee, Head of Millstream, Kings Co., N. B., Chevrolet.
8-633—Charles Hunt, Corn Hill, Kings Co., N. B., Ford.
8-634—Hubert E. Doak, Doaktown, Northumberland Co., N. B., Overland.
8-635—Everett Crossman, Woodhurst, via Upper Dorchester, N. B., Ford.
8-636—Chas. W. West, Cole's Island, Queens Co., N. B., Overland.
8-637—J. Fred Joynes, Collina, Kings Co., N. B., Ford.
8-638—Earl A. Moorcroft, Pinder, York Co., N. B., Ford.
8-639—Thos. Bourgeois, Shediac, Westmoreland Co., N. B., Ford.
8-640—A. T. Crilley, 11 Church St., Moncton, N. B., Gray Dort.
8-641—Stephen Cameron, 198 Cornhill St., Moncton, N. B., Gray Dort.
8-642—Wm. Bastarache, 27 King St., Moncton, N. B., Chevrolet.
8-643A—Wm. Cooper, 152 Enterprise St., Moncton, N .B., Overland.
8-644—Wm. L. Orchard, Centreville, Carleton Co., N. B., Ford.
8-645—Chas. New, Rollingdam, Charlotte Co., N. B., Ford .
8-646—Oscar A. Rigby, St. Andrews, Charlotte Co., N. B., Ford.
8-647—Vern Scullin, Rollingdam, Charlotte Co., N. B., Ford.
8-648—Curtis Lowery, Bocabec, Charlotte Co., N. B., Ford.
8-649—H. C. Purves, St. Stephen, Charlotte Co., N. B., Ford.
8-650—Stickney & Graham, Milltown, Charlotte Co., N. B., Ford.
8-651—Held by W. B. Sampson, St. Stephen, Charlotte Co., N. B.
8-652—Held by W. B. Sampson, St. Stephen, Charlotte Co., N. B.
8-653—Aubrey D. Johnston, St. Stephen, Charlotte Co., N. B., Ford.
8-654—Chase Cornish, Upper Mills, Charlotte Co., N. B., Ford.
8-655—Wright McLaren, St. Andrews, Charlotte Co., N. B., Ford.
8-656—Mrs. J. P. Wry, St. Stephen, Charlotte Co., N. B., Ford.
8-657—Glenn and Wm. Thompson, St. Andrews, N. B., Maxwell.
8-658—E. A. Goodwin, D. D. S., Baie Verte, Westmorland Co., N. B., Ford.
8-659—James E. Owens, Chipman, Queen Co., N. B., Ford.
8-660—A. B. Hawkins, Pennfield Ridge, Charlotte Co., N. B., Ford.
8-661—C. F. Gross, Surrey, Hillsboro, Albert Co., N. B., Chevrolet.
8-662—Thos. W. McGuire, Rollingdam, Charlotte Co., N. B., Overland.
8-663—T. O. Ward, 53 Enterprise St., Moncton, N. B., Overland.
8-664—Rue McIntyre, Bristol, Carleton Co., N. B., Ford.
8-665—Edmund E. Rioux, Grand Falls, Victoria Co., N. B., Ford.
8-666—Robert J. Ronald, West Glassville, Carleton Co., N. B., Chevrolet.
8-667—Rev. Father Hippolyte, Rogersville, Northumberland Co., N. B., Ford.
8-668—Alfred Rowley, West Glassville, Carleton Co., N. B., Ford.
8-669—Harry R. McKim, Bloomfield Station ,R. R. No. 1, Kings Co., N. B., Overland.
8-670—Lavina Ayers, Andover, R. F. D. No. 2, Victoria Co., N. B., Ford.
8-671—Clifford A. Moller, Sunny Brae, Westmorland Co., N. B., Overland.
8-672—Albert E. Coneen, Shediac Road, Westmorland Co., N. B., Overland.
8,673—W. H. Gaunce, Upper Kent, Carleton Co., N. B., McLaughlin.
8-674—Wm. H. Calder, Fair Haven, Deer Island, Charlotte Co., Ford.
8-675—F. E. Rivard, St. Leonard, Madawaska Co., N. B., McLaughlin.
8-676—Arthur N. Laursen, Salmonhurst, Victoria Co., N. B., Overland.
8-677—Laurite D. Laursen, Salmonhurst, Victoria Co., N. B., McLaughlin.
8-678—Albert Michaud, Edmundston, N. B., Maxwell.
8-679—George Arthur Edgar, Hatfield's Point, Kings Co., N. B., Overland.
8-680—L. C. Vye, Nelson, Northumberland Co., N. B., Chevrolet.
8-681—Mrs. Maud Bishop, Lewisville, N. B., Chevrolet.
8-682—Held by Oscar LeBlanc, R. R. No. 1, Memramcook, N. B.
8-683—Held by Rev. Chas. J. McLaughlin, Debec, N. B.
8-684—H. H. Inman, Perth, Victoria Co., N. B., Ford.
8-685—Leonard Estabrooks, Middle Sackville, Westmorland Co., N. B., Ford.
8-686—Bliss McMackin, Fawcett Hill, Westmorland Co., N. B., Ford.
8-687—Warren Sharpe, Norton, R. R. No. 1, Kings Co., N. B., Ford.
8-688—Jas. F. Anderson, Middle Sackville, N. B., Ford.
8-689—Geo. W. Chapman, Salisbury, Westmorland Co., N. B., McLaughlin.
8-690—G. Baxter Downing, Riverside, Albert Co., N. B., Briscoe.
8-691—Eugene McVey, Oak Bay, Charlotte Co., N. B., Chevrolet.
8-692—G. L. Treadwell, Harvey Station, R. R. No. 4, York Co., N. B., Overland.
8-693—B. E. Boone, McAdam, York Co., N. B., Chevrolet.
8-694—Geo. O. McMackin, Petitcodiac, Westmorland Co., N. B., Chevrolet.
8-695—Gordon B. York, Upper Woodstock, Carleton Co., R. R. No. 1, N. B., McLaughlin.
8-696—Daniel Y. Campbell, Lakeville, Carleton Co., N. B., Ford.
8-697—J. A. Jones, Moncton, R. R. No. 2, N. B., Dodge.
8-698—Thomas N. Jeffery, Young's Cove Road, Queens Co., N. B., Chevrolet.
8-699—George Bond, Hatfield's Point, R. R. No. 1, Kings Co., N. B., Gray Dort.
8-700—J. R. Kirkpatrick, Debec, Carleton Co., N. B., Chevrolet.
8-701—Geo. T. Baskin, St. Stephen, N. B., Overland.
8-702—Durrell N. Phillips, Woodstock, R. R. No. 6, N. B., Chevrolet.
8-703—L. R. Rettie, 99 Brydges St., Moncton, N. B., Chevrolet.
8-704—Fred J. Robinson, Apohaqui, Kings Co., N. B., Chevrolet.
8-705—A. A. Gibson, Aroostook Jct., Victoria Co., N. B., Chevrolet.
8-706—Kenneth W. Milner, Moncton, N. B., Maxwell.
8-707—Miss C. F. Bishop, Cliffordvale, Victoria Co., N. B., Ford.
8708—William C. LeBlanc, College Bridge, Westmorland Co., Chevrolet.
8-709—J. Murray Carr, Sussex, N. B., Gray Dort.
8-710—Frank W. Raworth, Melrose, Westmorland Co., Ford.
8-711—J. B. Suley, Athol Mills, Restigouche Co., Ford.
8-712—Fred Hebert, Edmundston, Madawaska Co., Studebaker.
8-713—Francis B. Levesque, Caron Brook, Madawaska Co., Gray Dort.
8-714—John B. Leger, Campbellton, Restigouche Co., Ford.
8-715—Harry M. Hawkes, Demoiselle Creek, Albert Co., Ford.
8-716—A. R. McKenzie, St. Stephen, Jewett.
8-717—E. T. LeBlanc, 11 Church St., Moncton, Chevrolet.
8-718—Laurence L. DesRoche, Bathurst, Oldsmobile.
8-719—Harry M. Foster, Mount Pleasant, Carleton Co., Chevrolet.
8-720—A. S. LeBlanc, Box 144, Moncton, Chevrolet.

(Continued tomorrow.)

## PLANNING VACATION? AUTHOR TELLS YOU HOW HE "DID" EUROPE IN AUTO

New York, Aug. 7.—Motor tourists who go flivvering up and down the country burning up vacations and week-end are mere pikers compared to Albert Bigelow Paine, author.

Paine, who has been writing books for 30 years and is famous as Mark Twain's biographer, has just returned from France accompanied by his car. In it he made a year's tour of France Switzerland, covering the same route he took in 1913.

Yes, with the same car.

No, it isn't a fiiveer. Nor what is called a big car, either.

"I've had that old bus more than 10 years," he says. "She gone more than 50,000 miles—and I know and love every rattle in her. I call her 'Queen Victoria," because of her long reign."

Paine wrote a book about the first trip, "The Car That Went Abroad," and he did the trip again to find out what the car could do and to see how the war had changed France.

**Car Survives—France, Too.**

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"The car stood the trip—and so did France," he says. "Travelers who say the country or the people are different since the war get a mistaken idea because they only visit the big cities and the resorts.

"Anybody who says the French people hate America and do not appreciate our work in the war is absolutely wrong. Out in the villages they revere America and American's.'

Another thing Paine found out was that you can leave an auto standing in the streets indefinitely—in small towns, not in Paris—and not even bags or robes will be stolen.

"Gasoline costs about twice as much as in America," he says, "but traveling was cheap, because there was no garage rent and I lived at village inns—room and three meals a day—for from $1.25 to $2 daily."




ALBERT BIGELOW PAINE AND THE AUTOMOBILE IN WHICH HE TOURED EUROPE.

There are handicaps, however, to European motoring. If you take your own car over, the freight, including cost of a packing case, will be at least $400, Paine says, and you will have to put up a cash deposit at the French port of entry guaranteeing you will not sell the car in that country.

When you take the car out you get your money back. The deposit required is 60 per cent. of the car's value.

"French officials decide the value," says Paine. "Although I had a letter from the makers of my bus that it wasn't worth more than $125 to them, even as junk, the French valued it at 10,000 francs. And I had to put up 6000 francs, or close to $500. At that price I didn't dare wreck it!"

## Rome Considering Drastic Measures To Curb Speeding

Rome, July 18—(By Mail)—Confronted with the difficulty of controlling speeding automobiles within the city limits, Rome is considering a device which will prevent the car to which it is attached from travelling over ten miles an hour. The more the driver "steps on it," the slower the car will run.

This automatic speed regulator is the invention of Erresto Fragano and Ettore Villa. An indicator is set at the number of miles an hour desired as the maximum speed. An application of centrifugal force interrupts the working of the motors if the driver attempts to go beyond the limit.

In Rome the narrow streets in the older quarters of the city; the numerous hills, and the inequalities in the pavements of many streets make fast driving particularly dangerous. Drivers are prone to disregard existing speed regulatities, so the city authorities are giving thought to make obligatory the use of this automatic speed regulator.

## Motorists In Africa Never Travel Without Horns

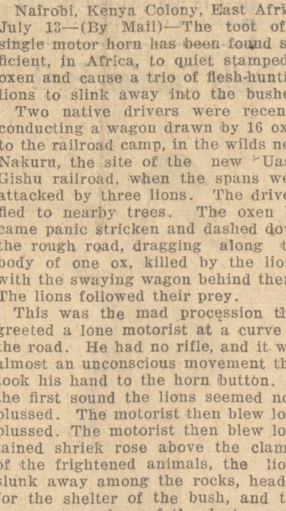
Nairobi, Kenya Colony, East Africa, July 13—(By Mail)—The toot of a single motor horn has been found sufficient, in Africa, to quiet stampeded oxen and cause a trio of flesh-hunting lions to slink away into the bushes.

Two native drivers were recently conducting a wagon drawn by 16 oxen to the railroad camp, in the wilds near Nakuru, the site of the new Uasin Gishu railroad, when the spans were attacked by three lions. The drivers fled to nearby trees. The oxen became panic stricken and dashed down the rough road, dragging along the body of one ox, killed by the lions, with the swaying wagon behind them. The lions followed their prey.

This was the mad procession that greeted a lone motorist at a curve of the road. He had no rifle, and it was almost an unconscious movement that took his hand to the horn button. At the first sound the lions seemed nonplussed. The motorist then blew lond plussed. The motorist then blew loud tained shriek rose above the clamor of the frightened animals, the lions slunk away among the rocks, headed for the shelter of the bush, and the oxen swung clear of the dust-covered automobile and came to a stop at the side of the road.

Thirty years ago the general death rate of New York State was over 20 for every 1,000 persons, while last year it was only twelve, or a gain of eight lives saved to every 1,000 persons.

## Mystery Murder



Belle Lemon whose body was found near the Rolling Road Country Club, Baltimore, Md. No clue to her murderer has been found.

## Brooklynites Pay No Attention

### Loosened Cable in Famous Bridge Doesn't Worry Travelling Public.

New York, Aug. 7.—(By Canadian Press.—The recent report of a city engineer that one of the cables which supports the famous Brooklyn Bridge has slipped does not appear to be worrying Brooklyn. Stories published here to the effect that the old structure is unsafe apparently cause not the slightest concern to the Brooklynites who have used it for years. There is no decrease whatever in the rush-hour crowds which jam the bridge. The elevated trains rumble in just as frequently and are just as crowded as usual and the trolley cars, also jammed with people, roll over it by the hundred. The walks for pedestrians are still well patronized. Even the benches out in the middle of the bridge—which might be expected to take an awful drop if anything happened—are still occupied on fine days.

## Long And Heavy Rains Caused Great Loss of Bird Life

### In Maine Chimney Swallows Have Been Considerably Thinned Out.

Boston, Aug. 7.—(By Canadian Press.)—The long and heavy rains in New England this year have resulted in great loss of bird life, according to State Ornithologist Edward H. Forbush. He says that in places in Maine at least two wheelbarrow loads of dead chimney swallows have been taken from single long chimneys.

This is due to rains which drove to the ground the insects on which these birds feed, causing the birds to starve to death. These birds catch their prey on the wing and cannot subsist otherwise.

Most of the loss of life was among the birds which nest on the ground or make their nests in low bushes or on the banks of streams. Either the nests have been washed away by the torrents and floods or the young birds have been drowned in their nests.

In Eastern Maine, Massachusetts, Rhode Island and Connecticut, there has been great destruction of red winged blackbirds, wrens, swamp sparrows and song sparrows. Some birds which never raise more than one brood a year are already flocking for their return return trip to the South, though this is unusually early.

They tell the story of a negro who applied to a justice of the peace to marry him. He had no money and offered a string of fish as the fee. After a year had passed the judge met the man and said: "Well, William, how do you like married life ?"

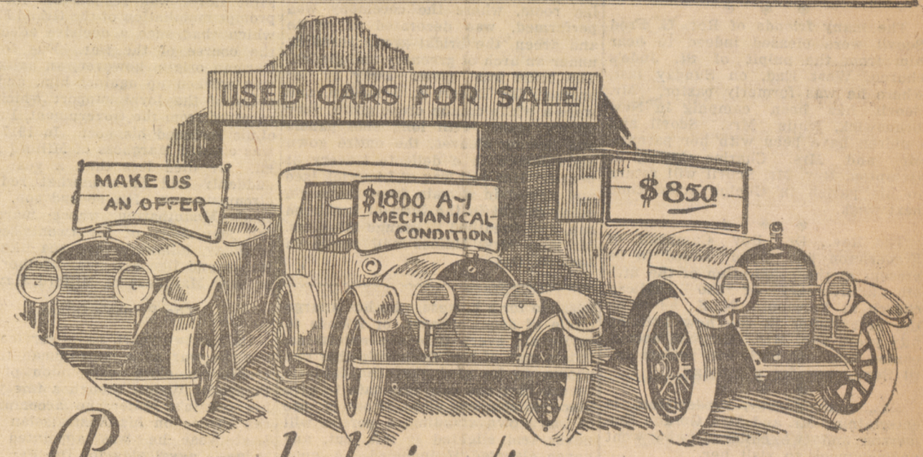
"Well, sah," was the reply, "I wish to heavens I eat dem fish."


White Rose Gasoline




*We are at your service and are glad to see you and serve you.*

AVENUE SERVICE STATION
DOUGLAS AVENUE
"GET IT AT THE AVENUE"




*Proper Lubrication Explains the Difference—*

**The wide difference in re-sale value of cars of the same model and series, bearing the same name plate, is often a matter of lubrication.**

**Properly lubricated with the right grade of Imperial Polarine Motor Oils your car will last longer, give you better satisfaction and command a higher re-sale price in any market.**

**Imperial Polarine users enjoy many other savings. Fuel costs are kept down. Fewer repairs and replacements are required. Even lubrication itself costs less.**

**It will pay you to have your crank case cleaned and re-filled with the proper grade of Imperial Polarine. Consult the Chart.**




IMPERIAL OIL LIMITED

*Manufacturers and Marketers of Imperial Polarine Motor Oils and Marketers in Canada of Gargoyle Mobiloil*

*Made in five grades for the proper lubrication of all makes of automobiles, trucks and tractors.*

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