

# VALUABLE INFORMATION FOR AUTOMOBILISTS

## ROAD ROUTE

### MONCTON TO BUCTOUCHE

(Shore Road)  
Follow Blue Band  
Moncton Post Office on left. Go along Main St. and turn left on corner of street at Post Office, keeping on nearest straight road that turns to right.  
0.3 Cross bridge.  
1.2 Turn left up hill.  
1.4 Turn right.  
5.8 Cross Railway at Cook's Brook. Reach main highway Shediac to Buctouche. Turn left and keep straight road. (Shediac turn off distant one mile on right).  
13.2 Cross steel bridge.  
19.4 Cross steel bridge.  
23.5 Cross steel bridge and turn right off main road.  
24.0 Church on right.  
24.3 Turn to left.  
24.4 Turn to right and cross Tidal Stream Bridge.  
26.9 Again cross Tidal Stream.  
28.6 Cross Tidal Stream.  
31.0 Cross another stream and proceed along shore.  
34.8 Little River bridge, main road. Cross Little River Bridge and into Buctouche Village 37.0.

## Common Among Tube Troubles Is Ordinary Puncture

Common among tube troubles is the ordinary puncture. This may be caused by a nail, or other sharp object, penetrating the casing and making a hole in the tube. In some cases, dirt or grit between the casing and tube will cause a puncture even though the casing has not failed.  
A very small puncture is sometimes hard to find. If the hole cannot be found by stretching the tube—a portion at a time—with the fingers, inflate it slightly and plunge into a tank of water. Bubbles rising to the surface of the water can be traced to their source on the tube. It is a good plan to mark the injury at this time, for the puncture may be difficult to find when the tube is again deflated for repair. Every tube should be treated after repair, for the repairman must be sure his work holds and that he has overlooked no other damaged spots on the tube.

The tube repair for a puncture is simple. A hole repair is all that is necessary, but the repairman should examine the casing carefully and remove the cause of the trouble before replacing the tube in the casing.  
Blowouts and tears are usually the result of failure in the casing. This failure becomes weakened from some cause and is unable to resist the pressure of inflation. A wrapped mandrel in a large steam heater. The length and pressure of the cure varies with the compounds used in the raw rubber. Two hours at 45 pounds pressure is perhaps a fair average.  
After curing, the tube is stripped of the cloth wrapping and loosened from the mandrel by blowing compressed air between the two. The tube is turned inside out as it is pulled from the mandrel, bringing the smooth inner surface—which was next to the mandrel during the cure—to the outside and concealing the marks of the wrapping on the inside.

At this time, the valve is placed inside the tube and the valve pad cemented on. An end splice is necessary to join the ends of the tube. There are two methods of doing this, depending upon the method of curing the splice. The acid-cure method is seldom used, most manufacturers preferring the quick-cure method. In either case, the splice ends of the tube are buffed—roughened—to give a firm footing for the cement which is now applied. If the quick-cure splice is used, the tube is placed in a heater for a short time. No heat is required in making the acid-cure splice, the splice is merely wrapped in cloth while the cement is setting.

### Romance

My love dwelt in a northern land,  
A gray tower in a forest green  
Was hers, and far on either hand  
The long wash of the waves was seen,  
And leagues on leagues of yellow sand,  
The woven forest, leagues of yellow!  
And through the silver northern night  
The sunset slowly died away,  
And herds of strange deer, lily white,  
Stole forth among the branches gray;  
About the coming of the light,  
They fled like ghosts before the day!  
I know not if the forest green  
Still circles round that castle gray,  
I know not if the boughs between  
The white deer vanish ere the day;  
Above my Love the grass is green,  
My heart is colder than the clay!  
—Andrew Lang.

### Paying or Her Keep

It was erroneously stated in last week's Independent that Miss Gladys Fischer was spending some time with Mrs. Albert Stratemeier. Mrs. Stratemeier wishes to state that Miss Fischer is not spending some time with her. Miss Fischer is working for her.—Hamburg, N. Y., Independent.



EXPERIENCED

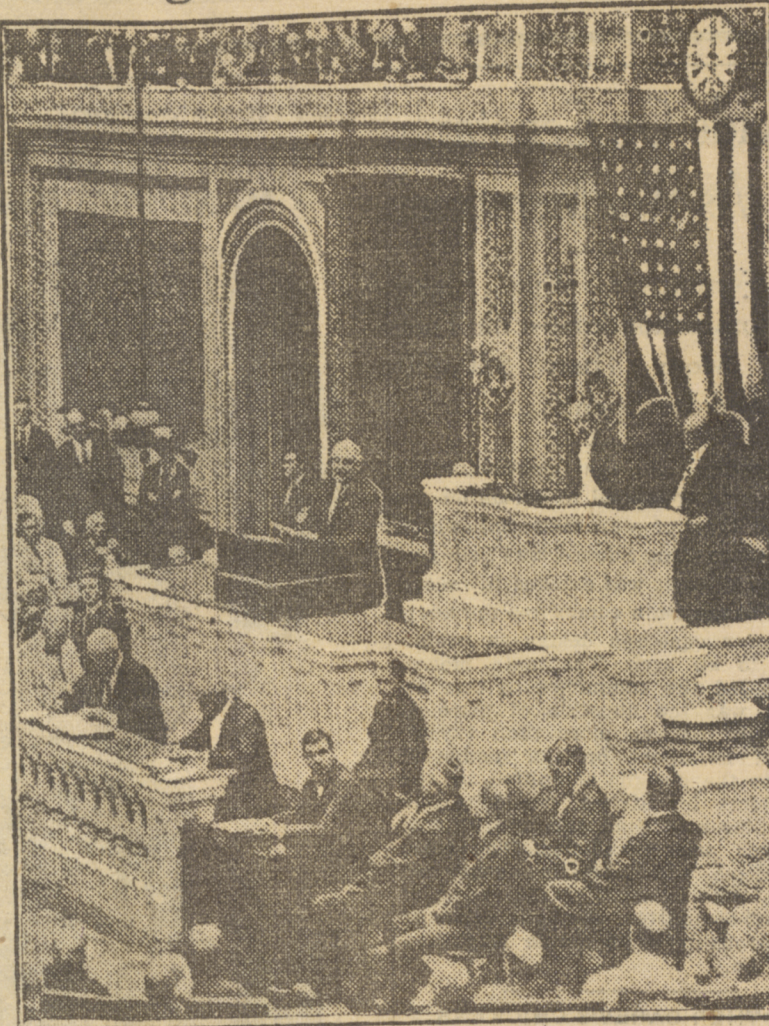
Mrs. Bangs—it takes all our time to keep the wolf from the door.  
Mrs. Bings—Yes, but you're better off than a great many, with your husband having been a lion tamer formerly.

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

- (Continued from yesterday.)
- 10-829—Robt. E. Johnston, Millville, R. R., No. 4, York Co., Ford.
  - 10-830—John W. Brown, Corn Hill, Kings Co., Chevrolet.
  - 10-831—Hubert Tozer, Silliker's P. O., North Co., Chevrolet.
  - 10-832—Martin Fox, Little Bartibogue, North Co., Ford.
  - 10-833—H. Vernon Wilbur, New Horton, Kings Co., McLaughlin.
  - 10-834—Simeon R. Sleep, Chipman, Queens Co., Chevrolet.
  - 10-835—W. T. Wood, Sackville, West Co., McLaughlin.
  - 10-836—Geo. A. Rogers, West Bathurst, Glouc. Co., Studebaker.
  - 10-837—Chas. E. Irvin, St. Stephen, Char. Co., Ford.
  - 10-838—Ignatius George and Cornelius Murphy, Melrose, West Co., Ford.
  - 10-839—Evel D. Cormier, 191 Archibald St., Moncton, Ford.
  - 10-840—Chas. D. Hebert, Dupius Corner, West Co., Ford.
  - 10-841—Fletcher Collier, Hillside, Albert Co., Ford.
  - 10-842—Geo. N. McAllister, 79 High St., Moncton, Metz.
  - 10-843—Alphon Babin, 99 Pearl St., Moncton, Chevrolet.
  - 10-844—Jens M. Adams, Salmonhurst, Vict. Co., Overland.
  - 10-845—Walter Noddin, Rollingdam, Char. Co., Chevrolet.
  - 10-846—Arthur Barrett Pinder, York Co., Ford.
  - 10-847—Denis LeBlanc, Legerville, Kent Co., Ford.
  - 10-848—Collier Brothers, Georgetown, West Co., Overland.
  - 10-849—A. E. Campbell, Hartland, Car. Co., Studebaker.
  - 10-850—Howard J. Innis, Lower New castle, North Co., Ford.
  - 10-851—Theo Arsenault, 691 Mala St., Moncton, Chevrolet.
  - 10-852—N. A. Landry, Bathurst, Glouc. Co., Studebaker.
  - 10-853—W. O. Hawthorne, St. Andrews, Char. Co., Paige.
  - 10-854—Elyette Blanchette, Grand Falls, Vict. Co., Ford.
  - 10-855—Hector Kuitart, Jacques River, Rest. Co., Chevrolet.
  - 10-856—Senator G. W. Fowler, 42 Cartier St., Ottawa, Ontario, Stevens Duryea.
  - 10-857—Alfred Collett, Maple View, Vict. Co., Chevrolet.
  - 10-858—Wm. S. Long, Norton P. O., Kings Co., McLaughlin.
  - 10-859—LeBlanc Brothers, LeBlanc P. O., West Co., Ford.
  - 10-860—Thos. W. Hasteley, St. Stephen, Dodge.
  - 10-861—Fred P. Clark, St. Stephen, Dodge.
  - 10-862—Arthur D. Ganone, St. Stephen, Mearns.
  - 10-863—Held by H. O. Miller.
  - 10-864—Mr. Amy F. McAvity, 196 King St. East, St. John, Oldsmobile.
  - 10-865—Held by H. O. Miller.
  - 10-866—George Scott, 55 Elm St., St. John, N. B., Chevrolet.
  - 10-867—Held by H. O. Miller.
  - 10-868—Patrick Cyr, Green River, Mada. Co., N. B., Buick.
  - 10-869—Martin Cronin, Milltown, Char. Co., Ford.
  - 10-870—Howard E. Reid, Centreville, Car. Co., McLaughlin.
  - 10-871—E. A. Britton, Hartland, Car. Co., Chevrolet.
  - 10-872—Lester Poppie, Gaspereaux Sta., Queens Co., Ford.
  - 10-873—Mrs. Sime Foren, Moose Mountain, Car. Co., Ford.
  - 10-874—Alexander & Alfred McConnell, Bow Accord, Vic. Co., Ford.
  - 10-875—Bruce Thompson, Debec, Car. Co., Chevrolet.
  - 10-876—Norman M. Allan, Melrose, West Co., Ford.
  - 10-877—Philip J. Goguen, Cocagne, Kent Co., Ford.
  - 10-878—E. A. Britton, Hartland, Car. Co., Chevrolet.
  - 10-879—Bedford Cook, Dorchester, West Co., Box 13, Ford.
  - 10-880—Frank Bardon, Sussex, Kings Co., Ford.
  - 10-881—Wm. F. Calder, Sunny Brae, West Co., Chevrolet.
  - 10-882—Frank E. Briggs, Woodstock, Car. Co., R. R. No. 1, McL. Buick.
  - 10-883—A. S. Kenney, Back Bay, Char. Co., Ford.
  - 10-884—Wm. Johnson, Little Shemoque, West Co., Ford.
  - 10-885—Murray Buchanan, Sussex, Kings Co., R. R. No. 3, McLaughlin.
  - 10-886—J. W. Farrell, Newcastle Bridge, Queens Co., Overland.
  - 10-887—Nelson MacFarland, Whitehead, Kings Co., Ford.
  - 10-888—C. E. Bishop, Cape Station, Albert Co., Chevrolet.
  - 10-889—C. A. McCoy, 30 Cameron St., Moncton, Gray Dort.
  - 10-890—Arthur Pineault, Shives Athol, Rest. Co., Ford.
  - 10-891—M. Emma Splude, Eel River Crossing, Rest. Co., Ford.
  - 10-892—Pierce Downey, Hillsboro, Albert Co., Chevrolet.
  - 10-893—Joseph Gagnon, Bathurst, Co., Chevrolet.
  - 10-894—Calixte Albert, Caraquet, Glouc. Co., Ford.
  - 10-895—Rev. T. Nadeau, Saint Louis, Kent Co., N. B., Ford.
  - 10-896—Wm. Clifford, Newcastle, Chevrolet.
  - 10-897—W. A. Palmer, Dorchester, West Co., Ford.
  - 10-898—G. J. Sproul, Chatham, Chevrolet.
  - 10-899—R. R. Richards, Edmundston, N. B., Buick.
  - 10-900—Samuel D. Hartley, Lakeville, Car. Co., Chevrolet.
  - 10-901—Louis Phillips, 22 Wall St., St. John, N. B., Essex.
  - 10-902—J. Newton Smith, M. C., Hampton, Kings Co., Essex.
  - 10-903—Wm. B. Storer, Richbucto, Rest. Co., N. B., Dodge.
  - 10-904—Wm. A. Lockhart, 40 Orange St., St. John, N. B., Essex.
  - 10-905—R. H. Chipman, 210 Germain St., St. John, N. B., Essex.
  - 10-906—Held by Motor Car & Equipment Co.
  - 10-907—W. McMillon, Boiestown, North Co., Chevrolet.
  - 10-908—Moses Montgomery, Milltown,

## Harding Acts in Industrial Crisis



President Harding speaking before a joint session of Congress on industrial problems growing out of the coal and rail strikes. He said he was determined to use all the power of the government to keep transportation moving and coal mines operating.

## General Types Of Radiators

At the present time the principal type of radiators used in passenger car work may be placed in two groups—tubular and honeycomb.  
The first group will be subdivided into three divisions, for this class of radiator is made in three fairly distinct forms.  
In the first, a number of separate tubes of varying diameter provided with a series of radiating fins are individually secured to the top and bottom tank when it flows again to the cylinders through the outlet pipe.  
The water in passing down through the tubes is at a comparatively high temperature during the initial portion of its travel, but a considerable proportion of the heat is radiated to the air passing between the tubes and their radiating fins.  
In the second type of tubular radiator the tubes are of much smaller diameter, approximately 3-16-inch, and the radiating fins are common to the whole pack being thin sheet metal plates extending from side to side of the radiator without a break. Similar top and bottom tanks are used and the water in circulating pursues the same course as in the first design.  
As compared with the first system, advantage is claimed for the second in that the water, in passing through the radiator, is broken up into a far greater number of small streams between which air finds its way either drawn through the passages by the fan behind or forced through by the speed of the car. This breaking up of the water into smaller streams serves, it is plain, to cool the water more effectively and thus permits of a smaller aggregate amount to be carried without risk of overheating.  
Modifications of this second type consist, in one instance, in the use of flat-sided tubes, the major axis of each tube being arranged fore and aft; and in another case of crinkled sheets interspersed between similar flat tubes in place of ordinary fins.  
The third type of tubular radiator is not prevalent; in fact, it rarely is met with in passenger car service. It consists of a series of small vertical tubes without fins, radiation of heat from the tubes themselves being solely depended upon in conjunction with the usual air draft between them.  
From the above it is clear that in a tubular radiator the water passes through the tubes and the air between them. In a honeycomb or coilular radiator, the reverse is the case—that is, the air passes through the tubes, and the water passes between them.

- 10-930—C. W. Patriquen, Norton, Kings Co., McL. Buick.
- 10-931—Bille Levesque, Edmundston, Ford.
- 10-932—Denis G. Fournier, Edmundston, N. B., Ford.
- 10-933—Beverly N. Manning, Head of Millstream, Kings Co., Chevrolet.
- 10-934—Judson P. Tracy, Glassville, Car. Co., Ford.
- 10-935—Geo. A. Carpenter, Debec, Car. Co., Oldsmobile.
- 10-936—R. L. Price, Perth, Victoria Co., Ford.
- 10-937—J. Hazen Fleming, Woodstock, Car. Co., Overland.
- 10-938—Robert Martin & Sons, Marins, Mada. Co., Chevrolet.
- 10-939—R. Ross, Newcastle, McLaughlin.
- 10-940—K. J. B. Snowball Co., Ltd., Chatham, Maxwell.
- 10-941—Frank Graves, Parkdale, Albert Co., Ford.
- 10-942—Hiram H. Smith, Underhill, P. O., Blackville, North Co., Chevrolet.
- 10-943—Held by W. J. Kent & Co., Bathurst.
- 10-944—Abel Ellis, Janeville, Glouc. Co., N. B., Dodge.
- 10-945—Held by W. J. Kent & Co., Bathurst.
- 10-946—Held by W. J. Kent & Co., Bathurst.
- 10-947—Held by W. J. Kent & Co., Bathurst.
- 10-948—Held by W. J. Kent & Co., Bathurst.
- 10-949—R. J. Humphrey, Otty Glen, Kings Co., Ford.
- 10-950—H. L. Prosser, Lewis Mountain, West Co., Ford.
- 10-951—Ad. A. McIntyre, St. Jha, Hudson.
- 10-952—J. L. Vinton, Campton, Rest. Co., Chevrolet.
- 10-953—Jus. E. Marr, Anaganac, Kings Co., R. R. No. 2, McLaughlin.
- 10-954—Edmond A. Robichaud, Shippegan, Glouc. Co., Chevrolet.
- 10-955—J. B. Ross, Sussex, Kings Co., Chevrolet.
- 10-956—Florent Michaud, Baker Brook, Mada. Co., Ford.
- 10-957—F. L. Gallop, Dalhousie, Rest. Co., Hupmobile.
- 10-958—William MacTavish, Silliker, North Co., Chevrolet.
- 10-959—P. L. Rive, Caraquet, Glouc. Co., Ford.
- 10-960—Clorisje J. Leger, 140 Lester Ave., Moncton, Chevrolet.
- 10-961—Jaddus N. LeBlanc, St. Anthony, Kent Co., Ford.
- 10-962—Jarvis M. Hayward, Hartland, Car. Co., Studebaker.
- 10-963—G. T. Colpitts, Salisbury, West Co., Ford.
- 10-964—Mrs. Annie Seully, Sussex, Kings Co., Chevrolet.
- 10-965—Urbain P. Arsenault, Grand Digue, Kent Co., Packard.
- 10-966—Earl S. Brown, Woodstock, Car. Co., Hudson.
- 10-967—Guy W. Cartley, Belleville, Car. Co., Ford.
- 10-968—James H. Gartley, Belleville, Car. Co., Overland.
- 10-969—G. W. Shaw, Woodstock, R. R. No. 5, Chevrolet.
- 10-970—Wilbert Coburn, Harvey Sta., York Co., Ford.
- 10-971—Sarah Swetman, 103 Weldon St., Moncton, McLaughlin.
- 10-972—George F. Barton, Cumberland Bay, Queens Co., Ford.
- 10-973—J. P. Cunningham, Shediac, West Co., Ford.
- 10-974—Morris Burke, Port Elgin, West Co., Ford.
- 10-975—Hazen Sleeves, North View, Vic. Co., Chevrolet.
- 10-976—James A. Kinney, Florenceville, Car. Co., Chevrolet.
- 10-977—A. J. MacQuarrie, 154 King St., East St. John, Chevrolet.
- 10-978—Fred W. Kilburn, Kilburn, Vic. Co., Studebaker.
- 10-979—L. K. Reid, 2 Stewart St., Moncton, Ford.
- 10-980—Floyd McNeill, Sussex, Kings Co., Ford.
- 10-981—Armand Stirois, St. Anne, Mada. Co., Ford.
- 10-982—Cody Burt, Centreville, Car. Co., Chevrolet.
- 10-983—S. S. Peacock, Bayfield, West Co., Ford.
- 10-984—John Duthie, McKinleyville, North Co., McLaughlin.
- 10-985—James Kingston, Harvey Sta., York Co., Ford.
- 10-986—Alexander Rogers, Hopewell Hill, Albert Co., Chevrolet.
- 10-987—Eureka Garago, St. George, Char. Co., Ford.

Working like a horse is much better than loafing like a jackass.  
Dempsy wants a safety match.

Looks Like a Long Wait.  
"Can you lend me \$100, old top?"  
"I can't spare it just now, but I'll let you have it when I come back from the seashore."  
"When will you be back?"  
"Well, just between ourselves, old dear, I'm not going."

**HEMORRHOIDS**  
Do not suffer another day with itching, bleeding, or protruding Piles or Hemorrhoids. No surgical operation required. Dr. Chase's Ointment will relieve you at once and afford lasting benefit. 60c a box; all dealers, or Edmanson, Bates & Co., Limited, Toronto. Sample box free.

# ASPIRIN

UNLESS you see the name "Bayer" on tablets, you are not getting Aspirin at all



Accept only an "unbroken package" of "Bayer Tablets of Aspirin," which contains directions and dose worked out by physicians during 22 years and proved safe by millions for

- Colds
- Toothache
- Earache
- Headache
- Neuralgia
- Lumbago
- Rheumatism
- Neuritis
- Pain, Pain

Handy "Bayer" boxes of 12 tablets—Also bottles of 24 and 100—Druggists. Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Monoc-acetic-acidester of Salicylicacid. While it is well known that Aspirin means Bayer Manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

# PLAYER'S NAVY CUT CIGARETTES



10 for 20¢  
also in packages of 20  
and in tins of 50 & 100

"Superb Quality"

## Follow these Recommendations

### How to read the Chart

- I.P.O. means Imperial Polarine Oil.
- I.P.M. means Imperial Polarine Medium Oil.
- I.P.H. means Imperial Polarine Heavy Oil.
- I.P.T. means Imperial Polarine Transmission Oil.

MAKE OF AUTOMOBILE	Engine Lubricant		Transmission	Differential
	Summer	Winter		
Chevrolet (8 Cyl.)	I.P.H.	I.P.H.	I.P.T.	I.P.T.
" Model 490	I.P.M.	I.P.M.	I.P.T.	I.P.T.
All other Models	I.P.H.	I.P.H.	I.P.T.	I.P.T.
Dodge Bros.	I.P.M.	I.P.M.	I.P.T.	I.P.T.
Ford	I.P.O.	I.P.O.	Oil Fed from Engine	I.P.T.
Gray Dort	I.P.H.	I.P.M.	I.P.T.	I.P.T.
McLaughlin (44-50)	I.P.M.	I.P.M.	I.P.T.	I.P.T.
All other Models	I.P.H.	I.P.H.	I.P.T.	I.P.T.
Overland	I.P.H.	I.P.M.	I.P.T.	I.P.T.

\* If you drive another make of car consult the Imperial Chart of Recommendations to determine the grade of Imperial Polarine which you should be using.

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



## MOTOR OILS

