VALUABLE INFORMATION FOR AUTOMOBILISTS

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.)

12-014—Clara Crowley, Bathurst, Gloucester Co., N. B., Box 119, Ford.
12-015—Heber C. Bell, Lower Millstream, R. R. No. 1, Kings Co., N. B., Chevrolet.
12-016—Burns, Ritchie, Hawkshaw, R. F. D. No. 1, York Co., N. B., Ford.
12-017—Jeffrey A. White, Lakeville, Carleton Co., N. B., Maxwell.
12-018—L. G. Miner, Aulac, Westmorland Co., N. B., Gray Dort.
12-019—R. R. Ripley, 34 Weldon St., Moncton, N. B., Ford.
12-020—W. J. Grant, Chatham, N. B., Ford.
12-021—United Pole Co., Ltd., Bathurst, Gloucester Co., N. B., Ford.
12-022—Mrs. W. M. Whalen, Chatham, N. B., Ford.
12-023—Robt. Buchannan, Tabusintac, Northumberland Co., N. B., Ford.
12-024—Ferguson Wheaton, Newcastle, N. B., Ford.
12-025—Held by North Shore Motors, Ltd., Chatham, N. B.
12-026—G. B. McLaughlin, Perth, Victoria Co., N. B., Overland.
12-027—Lazare B. Russell, Trout Stream, Gloucester, N. B., Ford.
12-028—Frank M. Plant, Tobique Narrows, Victoria Co., N. B., Chevrolet.
12-029—Elie M. Cormier, Caraquet, Gloucester Co., N. B., Ford.
12-030—Edgar T. Neal, Woodstock, N. B. Grant.
12-031—Mrs. E. L. Grant, Woodstock, N. B., Ford.
12-032—John S. Mullin, Sunny Corner P. O., Northumberland Co., N. B., Studebaker.
12-033—Albenie LeBlanc, 68 Albert St., Moncton, N. B., Ford.
12-034—Fred Smyth, Green River, Madawaska Co., N. B., Chevrolet.
12-035—Philiae T. LeBlanc, Leger Corner, Westmorland Co., N. B., Chevrolet.
12-036—C. Harley Margison, Centreville, Carleton Co., R. R. No. 1, N. B., Maxwell.
12-037—Cecil O. Rowe, 67 St. George St., Moncton, N. B., McLaughlin.
12-038—Geo. B. Dixon, 54 High St., Moncton, N. B., Overland.
12-039—S. C. Goggin, Petitcodiac, Westmorland Co., N. B., Overland.
12-040—Fred Moreault, Prime P. O., Madawaska Co., N. B., Ford.
12-041—Roy Barker, Riley Brook, Victoria Co., N. B., Overland.
12-042—Jos. B. Poitras, Martin P. O., Madawaska Co., N. B., Ford.
12-043—S. Rabkin, Elgin, Albert Co., N. B., Overland.
12-044—R. K. Tracey, Centreville, Carleton Co., N. B., Studebaker.
12-045—E. Atherton Smith, St. Andrews, N. B., McLaughlin.
12-046—Thos. A. Blacklock, Little Shemogue, Westmorland Co., N. B., Ford.
12-047—Jas. Earl Lutes, Campbellton P. O. Box 92, N. B., Ford.
12-048—McCain & Trafford, East Florceville, Carleton Co., N. B., N. B., Ford.
12-049—Geo. A. Clark, Stickney, Carleton Co., N. B., Gray Dort.
12-050—James Lamb, Fulton Brook, Queens Co., N. B., Ford.
12-051—Samuel Kingston, Chaplin Island Road, Newcastle, N. B., Chevrolet.
12-052—Brantford E. Northrup, Cody's, Queens Co., N. B., Overland.
12-053—Patrick Kavanaugh, Grand Falls, Victoria Co., N. B., Maxwell.
12-054—Daniel R. Dunn, Sussex, Kings Co., N. B., Chevrolet.
12-055—Howard Ogden, Sackville, Westmorland Co., N. B., Chevrolet.
12-056—H. E. Barnes, Inkerman, Gloucester Co., N. B., Chevrolet.
12-057—Roy L. Jones, Edgett's Landing, Albert Co., N. B., Chevrolet.
12-058—C. W. Bacon, Central Greenwick, Kent Co., N. B., Dort-American.
12-059—H. C. Ramsey and J. L. Ryan, Bathurst, Gloucester Co., N. B., Gray Dort.
12-060—Colin Ingersoll, Seal Cove, Grand Manan, Charlotte Co., Chevrolet.
12-061—Lorne Wry, Sackville, Westmorland Co., N. B., Chevrolet.
12-062—Roy F. Smith, Hartland, Carleton Co., N. B., Cleveland.
12-063—Antoine Goguen, Rogersville, Northumberland Co., N. B., Chevrolet.
12-064—A. L. Duguay, Pigeon Hill, Gloucester Co., N. B., Ford.
12-065—Robert Cassidy and Roy Stewart, Chatham, Box 107, N. B., Chevrolet.
12-066—Eustache Francoeur, St. Jacques, Madawaska Co., N. B., Chevrolet.
12-067—A. A. McGinn, Chatham, N. B., Overland.
12-068—Melas Richard, St. Norbert, Kent Co., N. B., Ford.
12-069—Archie Monteith, Medford, Victoria Co., N. B., Overland.
12-070—Arthur Branch, South Bathurst, Gloucester Co., N. B., Ford.
12-071—Frank Harris, Campbellton, N. B., Studebaker.
12-072—E. D. Theriault, Grand Anse, N. B., Ford.
12-073—Geo. Bateman, Bathurst, Gloucester Co., N. B., Ford.
12-074—R. H. Arnold, Sussex, Kings Co., N. B., Overland.
12-075—Edgar R. Russell, Seal Cove, Grand Manan, Charlotte Co., Ford.
12-076—Humphrey Bubar, Hartland, Carleton Co., N. B., Chevrolet.
12-077—Ernest E. Flowers, Andover, Victoria Co., N. B., McLaughlin.
12,078—Harry H. Girvan, Coal Branch, Kent Co., N. B., Ford.
12-079—Walter H. Brooks, Red Rapids, Victoria Co., N. B., Ford,
12-080—William McConvey, Milltown, Charlotte Co., N. B., Chevrolet.

(Continued tomorrow.)

Estate of Late John F. Dodge Valued $36,892,588

Detroit, Sept. 6.—The estate of the late John F. Dodge, automobile manufacturer, was valued at $36,982,588.44, in an inventory filed with the probate court here today. The 50,000 shares of the Dodge Bros. Motor Car Company held by Mr. Dodge, were appraised at $23,918,769; nearly $10,000,000 of the estate was in Liberty bonds, and $1,049,228 was in cash. The rest of the estate was in personal property.

W. C. Durant, of the Durant Motor Co. has acquired the properties of the Locomobile Automobile Co. according to a recent announcement. Inquiries made as to whether there would be any changes made in either the car or the personnel of the company brought forth the answer that nothing of a radical nature was contemplated. Asked as to whether there would be any change made in the price because of recent cuts made by other automobile companies, brought forth a reply to the effect that none would be made unless it might be that prices would be increased. The company will be reorganized and, if possible, improvements will be made to the car in minor respects.

It is also common talk that the Durant interests have acquired control of Continental Motors, and as this motor is used in many leading makes of cars, it will be awaited with a great deal of interest.

The Durant interests have also recently secured the control of the Chrysler car and this will be made in the factory at Flint, Mich. The name Chrysler will disappear and the new car will be called the Flint. A touch of romance enters into this as it is in promise of a pledge given to the citizens of Flint by Mr. Durant that he would establish in his native town a factory for the manufacture of automobiles and that he would call the car the Flint.

To Check Poison Gases Chief Aim Of Conference

International Gathering at Buenos Aires—May Forbid Manufacture Entirely.

London, Sept. 6.—Further international safeguards to limit the use of poison gases in war are hoped for as a result of the conference of the International Law Association, which was opened in Buenos Aires. British members of the Association regarded this as the most vital subject that it will have to consider and hope that a set of regulations may be drawn which will assure that nothing more than experimental work shall be carried on by any nation in the future.

Sir Alfred Hopkinton, K. C., believes that concerted action will have a tremendously powerful effect in preventing future wars and if this goal cannot be reached that at least the war will not be the horrible one pictured recently by Thomas Edison.

"A committee of the International Law Association has drawn up a report on the subject, which will be presented to the conference at Buenos Aires, and has drafted certain suggestions for possible agreement on the subject which will, at all events, afford a basis for discussion," he said in a recent interview.

"In addition to the moral effect of general agreement not to use such gases, it is suggested that the manufacture of them might be forbidden entirely and that a system of inspection might be introduced by the experts, who would have the right by international agreement to enter works where such manufacture was suspected and report, of course, under pledge of strict secrecy, as to any other operations for industrial objects which they might see.

"The number of works where poison gas could be made on a large scale would be few, and there is evidence to show that in order to use poison gas effectively experiments on a large scale would have to be carried out to ascertain how thy were capable of diffusion and how far a gas might be made to remain for a longer period in any place and so increase its deadly effect by avoiding dispersion before its fatal object was accomplished.

"The problem of making a gas at once more permanent and more deadly might soon be solved by experiments on a large area, and the results of such a discovery, if used, would be too horrible for imagination. It is also proposed that the use of poison gas in war by any person, whether under superior orders or not, should be made a 'war crime' punishable as such, not only during the war by enemy court-martial, but after the conclusion of peace by an international court with criminal jurisdiction. A paper by R. H. Bellot, secretary for the conference in England, will be read on the subject at Buenos Aires.

"No doubt there are objections to all the suggestions made which ought to be considered, but the questions involved are of such vital importance to mankind that no stone should be left unturned to find out by any means of preventing the unspeakable horrors which threaten the world through increased knowledge of the art of destruction if war on a large scale ever breaks out again between civilized nations."

HOLY ROLLERS ANNOY MEDUCTIC

Residents Endeavoring to Find Some Means of Having Them Removed.

Fredericton, Sept. 5—Residents of Meductic and vicinity are offering objections to the presence of the sect known as Holy Rollers in that vicinity, and petitions are being circulated for the purpose of having action taken to have them removed from the community. It is said that the services conducted are not edifying, and are the means of collecting large numbers of persons who are very undesirable. A night or two ago, in a fight which arose at one of the services, a man was rendered unconscious, and stayed in that condition for several hours.

Answer Questions Of All Motorists

Q. What, in your opinion, is the highest speed at which a 3,000-pound automobile with brakes set to slide the wheels, can stop within its own length, running on a level street?

A. With normal traction a car of this weight could not be travelling over 15 miles an hour in order to stop within its own length. The type, size and tread of tires used, the nature of the ground, and the holding power of the brakes, are all factors which affect the result. As you may know, the brakes should never be set so as to lock the wheels, as a car will slide farther with brakes locked than it will travel if the brakes are properly applied, with increasing force, so that the wheels continue to revolve. This is because there is more friction between the brake lining and the drum than there is between the tires and the road surface. This is particularly true on asphalt pavement, even when dry.

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Q. I have a—car of the latest model but, shortly after buying it, it developed a tendency to overheat. Do you think the radiator is too small for this car? And would it be advisable to install a larger radiator so as to get more cooling surface?

A. The factory engineers have undoubtedly given this car a radiator sufficiently large for normal use. A larger one would give increased cooling but add to the weight of water and metal, which means increasing the load on the engine. If your system functions properly the fault may be in the way you operate your car. If the pump works properly, the system is not clogged, and the fan belt is tight, then watch the spark lever, keeping it always as far advanced as possible short of causing a knock, run on high gear as much as possible, and kill the engine going down long hills, using the engine to suck cool gasoline vapor through it. Every new car has a tendency to overheat in summer, unless care fully operated.

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Q. I have a ———which heretofore has been perfectly satisfactory in every particular, a very quiet-running car. At 5,000 miles I had the shop inspect the car all over, and the report was that it was in perfect mechanical condition and needed no adjustments, excepting only the carbureter air inlet valve. Now I find this trouble: In high speed, with clutch in and engine driving the car there is a loud humming noise. Where it comes from I cannot guess. In high, with clutch in and shutting off the throttle so that the car is pushing the engine, the noise immediately ceases. Advancing the throttle again, the noise immediately starts. Where does this humming noise originate, what causes it, and what is the remedy?

A. The noise undoubtedly is caused by the clutch thrust bearing. This is located just back of the clutch, and should be replaced with a new one.

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Q. One of the coils in my battery box buzzes all the time. I have looked for a short-circuit, but am unable to find it. What do you suggest is the trouble?

A. This is because a small strand of wire is making contact where it is attached to the timer of the insulation on the timer at that point is worn. Try disconnecting the wire at both ends and running a good wire to the same points. A careful search will then locate the trouble.

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Q. Why is it that some motor-car builders use aluminum crank-cases and the others use cast-iron? Is there any great difference in strength?

A. Aluminum is used on account of its lightness. With a small per cent. of copper it may mede very strong. Cast iron is much cheaper but weighs very much more.

Have you made a thorough study of the oiling chart for your engine? You should know just where each bearing is, what kind of lubricant it needs, and how often it should be applied. Oil not only prevents excessive wear, but reduces friction and saves gasoline.

ROAD ROUTE

"EVANGELINE TRAIL"

Halifax to Yarmouth

via Annapolis Valey 215 mies

Red Band flanked top and bottom with white. (Blue Band, Halifax-Bedford)

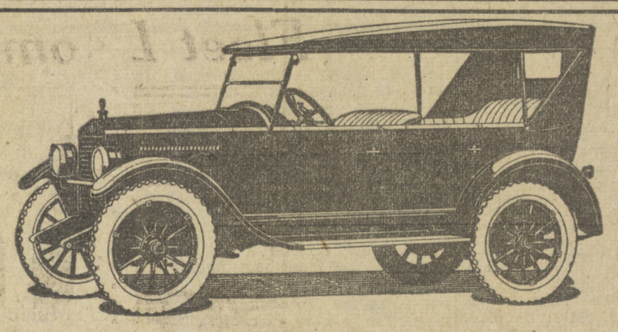
Miles from Halifax		Miles from Yarmouth
0	Halifax	215
10	Bedford	205
25	Mount Uniacke	190
46	Windsor	169
52	Hantsport	163
63	Wolfville	152
70	Kentville	145
77	Cambridge	138
79	Waterville (outskirts)	136
83	Berwick	132
88	Aylesford	127
95	Kingston	120
102	Middleton	113
108	Lawrencetown	107
111	Paradise	104
116	Bridgetown	99
131	Annapolis	84
150	Digby (outskirts)	65
168	Weymouth	47
187	Meteghan River	30
188	Meteghan	27
203	Maitland	12
215	Yarmouth	0

Balance Sheet of Ford Motor Company Of Delaware

New York, Sept. 6—There was made available for Wall Street consumption today a balance sheet of the Ford Motor Company of Delaware as of April 30 last. This statement indicated that net profits of the company in the 12 months ending that date amounted to approximately $60,000,000.

On April 30 the company had $148,615,334 cash and debts receivable, an increase of $58,000,000 compared with the end of April, 1921. On the other hand, accounts and notes payable decreased fore than $15,000,000.

The total accumulated surplus earnings as of April 30 last, were $240,478,000, compared with $182,877,000 at the end of April, 1921.



ESSEX

Owners like it—
the highest praise

It is the habit of Essex owners everywhere to expect a great deal of their cars.

Of course it is simply because Essex cars year after year have added such proofs of long, dependable economical service, that these characteristics are fixed in the minds of everyone.

Owners know how smooth, quiet and efficient it remains even after long, hard service. You may expect equal satisfaction in the Essex you get.

ESSEX MOTOR CARS

$1710

For the Touring Model

Cabriolet ..... $1870 Coach $2035

F. O. B. Windsor, Ont. Freight and Tax Extra.

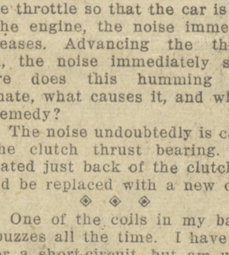
MOTOR CAR AND EQUIPMENT CO., LIMITED

Distributors for New Brunswick.

Showroom: Corner Charlotte and Duke Streets.

Service Station: 108-112 Princess Street, St. John, N. B.

TRY AGAIN



A lot of you folks were mightily disappointed last Saturday when you couldn't get pictures of the Renforth Regatta. But tomorrow you will be able to get a great many snaps of the 1922 classic of New Brunswick.

All you have to do is to send five rolls of the films to WASSON, have them finished in that way that only Wasson can do it, pick out the one you like best and get a 5 x 7.

Enlarged Picture FREE

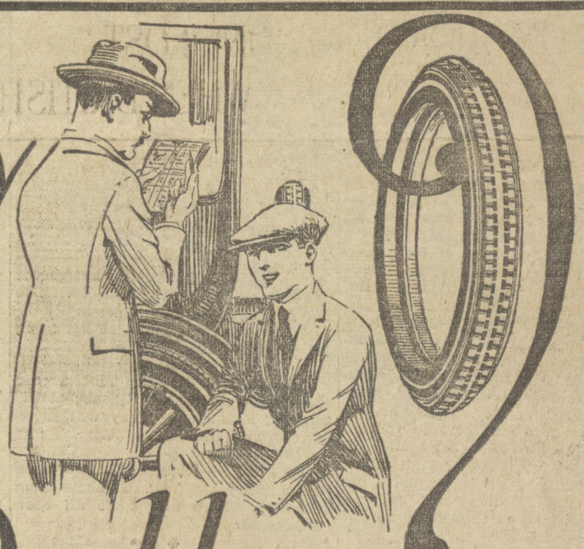
But be sure and send in this ad with the pictures.

We return films prepaid.

WASSON'S

Sydney and Main Streets

How many Miles Do you get for a Dollar?



That's the way to judge tires—by their mileage per dollar!

Do you know, or just guess, what tires are costing you?

It increases the pleasure of motoring to know that your DOMINION TIRES are giving you more mileage than you have ever gotten before.

When you buy tires on a business basis and figure tire cost—not by the original price, but by mileage per dollar—then

CANADIAN CONSOLIDATED RUBBER CO. LIMITED DOMINION RUBBER SYSTEM AND ASSOCIATED COMPANIES

Dominion Tires

are the most economical tires you can put on any car

DOMINION TIRES will give you the lowest mileage cost.
DOMINION TIRES will save you unnecessary repairs.
DOMINION TIRES will give you more motoring pleasure.
And DOMINION TIRES will give you that feeling of confidence that comes only with tires of tried quality and proven mileage.

The largest dealers in Canada have built up a successful business on DOMINION TIRES