VALUABLE INFORMATION FOR AUTOMOBILISTS

ROAD ROUTE

St. John—St. Andrews—St. Stephen.
Follow Blue Band

Leaving foot of King treet, cross Railway track at 0.3. Turn to left on Main Street at 0.9.

2.1 Cross Suspension Bridge and turn to right.
2.8 Road swings to left.
7.1 Forks, take right hand road.
11.7 Keep straight.
12.9 Cross Railway track and a bridge at 15.7.
16.6 MUSQUASH.
17.3 Cross covered bridge and take right hand road at fork at 17.4.
21.2 Cross Railway track and red bridge at 22.8.
25.7 Cross covered bridge and reach Lepreaux.
26.3 Forks, keep straight.
31.4 Cross Railway track.
41.2 Forks. Take right hand road.
43.1 A lake on the right, reach St. George at 45.1.
45.6 Turn to right.
53.2 Pass over Digleguash Bridge.
53.4 Pass road on right going to St. Stephen.
55.0 Turn left.
59.7 Forks, Keep to the left.
60.8 Road on right, keep straight.
61.6 Cross Railway track.
62.8 Swing to left. (Road to right to St. Stephen reaching Algonquin Hotel at St. Andrews at 65.4).
62.8 To ST. STEPHEN. Turn to right
63.5 Swing to right.
70.4 Turn 90° left and cross Waweig River bridge one half mile further.
71.8 Road forks, keep straight.
73.9 Swing to the left.
75.2 Cross brook and turn to the right.
78.5 Turn left.
79.2 Swing to the left and turn right at 80.1, the Railway Station. Follow Main Street and reach St. Stephen end of the bridge leading to Calais, Maine, at 80.4.

Calais to Bangor follow blue band.
Bangor to Portland, follow blue band.
Portland to Boston, follow blue band.

Carburetor Not So Troublesome As Formerly

In the natural course of development of the carburetor, the modern instrument has become so refined that the average motorist scarcely ever has to look at it, much less adjust it, except, perhaps, to arrange for the provision of a greater amount of preheated air during the cold winter months and a lesser amount during the heat of summer.

It so happens, therefore, that the carburetor which, in the "good old days," was considered the most prolific source of troubles and annoyances now is one of the parts of the car which is scarcely ever troubled—and is even neglected because of its very reliability.

Occasionally, of course, the float chamber will need cleaning, and in some constructions this same attention will be required to effect perfect functioning of the jet or jets and the fuel feed passages.

Once in a while, however, we come across a car which suffers from a mysterious trouble which cannot be traced to dirt or water in the carburetor, and which has every symptom of being due solely to imperfection in the mixture and hence traceable to the carburetor.

AUTO NOTES.

Light smoke from the exhaust means too much oil in the cylinders.

Dust caps for automobile tire valves age now being made of rubber.

An automatic shaft lock prevents the automobile from rolling backward on grades.

A three-wheeled automobile, weighing only 120 pounds, has been invented in Japan.

An automobile fire engine was recently christened with champagne at Windsor, England.

Street cars in Paris may b eeliminated because they cause traffic jams. Committees are considering the financial problems connected with supplanting the trolley cars with motor buses.

Jamaica has 15,000 motor vehicles and approximately 2,000 miles of good macadam roads.

An automobile school for chauffeurs has been opened in Constantinople. The school, which is the first of its kind in the Near East, is operated by the Near East Relief.

New York state is ranked first in the number of automobiles registered for the past eleven years.

A "windshield" pipe with the front of the bowl higher than the back, has been designed for motorists.

In the Philippines there are approximately 13,500 motor vehicles, or three cars for each mile of road.

The United States furnished 5,000 of the 7,283 passenger automobiles and trucks imported into Denmark during 1921.

Approximately $7,500 was recently paid by an indemnity insurance company, in New York, for 35 different accidents to workman injured while cranking automobiles.

GEAR INDICATOR.

To eliminate noisy gear changing an indicator can be bought for attachment on the dash by which the driver can tell just when to switch from one speed to another. The indicator is graduated to revolutions per minute and miles per hour. Three marked pointers represent the three gear ratios. To change gears the driver watches the dials until the long pointer coincides with the pointer of the gear he wishes to use. Then he makes the change.

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
(Coutinued from yesterday.)

11-373—Held by Stewart & McKay, St. Stephen, N. B.
11-374—Hartley J. Grant, Tilley, Victoria Co., N. B., Maxwell.
11-375—John McKinley, Woodstock, N. B., Studebaker.
11-376—Robert E. A. Jenkins, Hardwicke, Northumberland Co., N. B., Ford.
11-377—John McGrath, Lindsay, Carleton Co., N. B., Ford.
11-378—Alcide Chasse, Albertine, Madawaska Co., N. B., Ford.
11-379—Lewis T. Jones, Upper Loch Lomond, St. John Co., N. B., Ford.
11-380—G. W. Wilkins, Box, 343, Campbellton, N. B., McLaughlin.
11-381—Mrs. T. J. Sealy, Canobie, Gloucerter Co., N. B., Ford.
11-382—Annie B. Carr, Muniac, Victoria Co., N. B., Ford.
11-383—Frank Giberson, Aroostook Jct., Victoria Co., N. B., Ford.
11-384—Denis R. Michaud, Iroquois, Madawaska Co., N. B., McLaughlin.
11-385—Hazen W. Manuel, Biggar Ridge, Carleton Co., N. B., Chevrolet.
11-386—Fred W. Lee, Foreston, Carleton Co., N. B., McLaughlin.
11-387—J. R. VanWart, 53 Albert St., St. John, N. B., Overland.
11-388—Walter E. Sarter, Aulac, Westmorland Co., N. B., Chevrolet.
11-389—Chip MacFarlane, Moncton, N. B., Overland.
11-390—J. Ephrem Gould, Lakeburn, Westmorland Co., N. B., Ford.
11-391—Chas. E. Weaver, Blissfield, Northumberland Co., N. B., Ford.
11-392—Albert Hill and E. Simpson, Millerton, Northumberland Co., N. B., Ford.
11-393—Winford F. Dee, Aroostook Jct., Victoria Co., N. B., Ford.
11-394—B. E. Simmons, Hawkshaw, York Co., N. B., Chevrolet.
11-395—Fred Smith, Aulac, Westmorland Co., R. R. No. 1, N. B., Gray Dort.
11-396—Thos. F. Emery, Centreville, Carleton Co., N. B., Chevrolet.
11-397—W. J. Wetmore, Lancaster, St. St. John Co., N. B., Ford.
11-398—Fred Green, Smithtown, Kings Co., N. B., Ford.
11-399—Geo. Murphy, Paradise Row, St. John, N. B., McLaughlin.
11-400—D. Green, 272 Princess St., St. John, N. B., Ford.
11-401—Scott Northrup, 54 Brook St., St. John, N. B., Ford.
11-402—Fred Williams, 39 Havelock St., West St. John, N. B., Ford.
11-403—Held by W. H. McQuade, St. John, N. B.
11-404—G. H. Perry, 13 Harney St., St. John, N. B., Studebaker.
11-405—Fred H. Davis, Fairville, St. John Co., Box 247, N. B., McLaughlin.
11-406—H. G. Harrison, 347 Main St., St. John, N. B., Chevrolet.
11-407—John H. DeLong, Hampton, Kings Co., N. B., McLaughlin.
11-408—Frank S. Garrington, Greenwich Hill, Kings Co., N. B., Ford.
11-409—Guy T. Hasmer, Rumford Falls, Maine, Studebaker.
11-410—Robert McBrine, Golden Grove, St. John Co., N. B., Ford. (This number given to replace 3-054, lost.)
11-411—Lee A. Patterson, Cody's Queens Co., N. B., Gray Dort.
11-412—L. R. Saunders, Otty Klen, Kings Co., N. B., McLaughlin.
11-413—T. H. Estabrooks, St. John, N. B., Essex.
11-414—Harvey Wheaton, Elmhurst, Kings Co., N. B., Dodge.
11-415—John F. Sullivan, 183 Main St., St. John, N. B., Chalmers.
11-416—S. B. Wetmore, Hampton, Kings Co., N. B., Chevrolet.
11-417—City of St. John (Water and Sewerage Dep't), 74 Carmarthen St., St. John, Jewett.
11-418—Ernest S. Weldon, 89 Union St., St. John, N. B., Studebaker.
11-422—Mrs. Miriam J. McIntosh, Westfield Beach, Kings Co., N. B., McLaughlin.
11-423—Mrs. Alice Maud McNieley, 16 Clifton St., St. John, N. B., Overland.
11-424—Fred'k W. Wilson, Kingston, Kings Co., N. B., Ford.
11-425—Alfred Thompson, Rothesay, Kings Co., N. B., Ford.
11-426—H. W. King, 179 Union St., St. John, N. B., Overland.
11-427—E. B. Sprague, 44 Paradise Row, St. John, N. B., Overland.
11-428—John McCourt, 134 Adelaide St., St. John, N. B., Dodge.
11-429—Hayman & Mallett, 217 Carmarthen St., St. John, N. B., Ford.
11-430—Wm. B. Putman, 57 Orange St., St. John, N. B., Dodge.
11431—Miles B. Innes, Hampton, Kings Co., N. B., Cadillac.
11-432—Bert W. Best, 23 Sewall St., St. John, N. B., McLaughlin.
11-433—E. Joseph McKnight, Burnt Church, Nurthumberland Co., N. B., Ford.
11-434—Herbert McLean, Chatham, N. B., Ford.
11-435—J. D. Lehay, Chatham, N. B., Ford.
11-436—Ernest Jardine, Napan, Northumberland Co., N. B., Ford.
11-437—George Mills, Hardwicke, Northumberland Co., N. B., Ford.
11-438—Held by North Shore Motors, Ltd., Chatham, N. B.
11-439—John Giddens, Rollingdam, Charlotte Co., N. B., Buick.
11-440—Mrs. E. J. Robidoux, Shediac, Westmorland Co., N. B., Dodge.
11-441—John Beaton, M. D., Blackville, Northumberland Co., McLaughlin.
11-442—John J. McLaughlin, Alma, Albert Co., N. B., Chevrolet.
11-443—George Sear, Sussex, Kings Co., N. B., Ford.
11-444—Chas. A. Elliott, Black's Harbour, Charlotte Co., N. B., Ford.
11-445—Wycliffe D. Magee, Lewisville, Westmorland Co., N. B., Chevrolet.
11-446—W. R. Bannister, 143 Dominion St. Moncton, N. B., Gray Dort.
11-447—Walter S. Akerley, Narrows, Queens Co., N. B., Chevrolet.
11-448—Wilbrod Saidon, Edmundston, N. B., Studebaker.
11-449—Jas. A. Jones, Shannon P. O., Queens Co., N. B., Ford.
11-450—Arthur H. Moran, St. Martins, Madawaska Co., N. B., Chevrolet.
11-451—Scott Merritt, Grand Falls, Victoria Co., N. B., Chevrolet.
11-452—Allan D. Campbell, Moncton, N. B., Overland.
11-453—R. C. Elkin, 124 Prince William St., St. John, N. B. (Street address, 141 Douglas Ave.), Peerless.
11-454—Columbus Craig, Perth, Victoria Co., N. B., Ford.
11-455—Dr. E. Simard, Edmundston, N. B., Ford.
11-456—Herbert Holmes, Woodstock, N. B., Chevrolet.
11-457—Archibald Ferguson, Campbellton, N. B., McLaughlin.
11-458—Scott McKenzie, Athol, Restigouche Co., N. B., McLaughlin.
11-459—Eursal Mann, Mann's Mountain, Restigouche Co., N. B., N. B., Ford.
11-460—Joseph Richette, Campbellton, N. B., Ford.
11-461—Held by E. Sullivan, Campbellton, N. B.
11-462—
11-463—Benjamin Gould, Acadiaville, Siding, Kent Co., N. B., Ford.
11-464—Fred L. Barrett, 124 St. James St., St. John, N. B., Chevrolet.
11-465—Walter S. Boyd, Johnville, Carleton Co., N. B., Chevrolet.
11-466—J. M. Good, Stanley, York Co., N. B., Ford.
11-467—Albert S. Mitton, Riverside, Albert Co., N. B., Ford.
11-468—Oscar Peterson, Salmonhurst, Victoria Co., N. B., Chevrolet.
11-469—Wilfred Ringuette, Green River, N. B., Overland.
11-470—Thos. B. Malone, Upper Goshew P. O., Kings Co., N. B., Ford.
11-471—Leopold Devilier, Green River, Madawaska Co., N. B., Ford.
11-472—Rev. G. A. Giberson, Bath, Carleton Co., N. B., Ford.
11-473—Howard L. Nickerson, Willam's Mills, Westmorland Co., N. B., Ford.
11-474—E. A. Kirkpatrick, 30 Harding St., Fairville, St. John Co., Ford.
11-475—Roy Daley, Lepreau, Charlotte Co., N. B., Ford.
11-476—Amasa Hicks, Midgic Station, R. R. No. 1, Westmorland Co., N. B., Ford.
11-477—Archie E. Maguire, Elmsville, Charlotte Co., N. B., McLaughlin.
11-478—Victor Busbe, Grand Falls, Victoria Co., N. B., Studebaker.
11-479—Leslie M. Frier, Sheddac, Westmorland Co., N. B., Ford.
11-480—Amasa C. Stairs, Pinder, York Cc., N. B., Briscoe.
11-481—Jos. C. DeLagarde, St. Isidore, Gloucester Co., N. B., Ford.
11-482—Wm. Stannix, McAdam, York Co., N. B., Studebaker.
11-483—Hilston L. DeLong, Lakeville, Carleton Co., N. B., Chevrolet.
11-484—Wm. Forrest, Windsor, Carleton Co., N. B., McLaughlin.
11-485—Jos. W. Sutherland, Cassilis, Northumberland Co., N. B., Overland.
11-486—Wm. J. McKinnon, Campbellton, Box 71, N. B., Gray Dort.
11-487—Ferdinand Doiron, St. Louis, Kent Co., N. B., Ford.
11-488—Leonard P. Spense, Bayfield, Westmorland Co., N. B., Briscoe.
11-489—Amasa Rogers, Salisbury, Westmorland Co., N. B., Gray Dort.
11-490—Percy Linglay, Welsford, Queens Co., N. B., Overland.
11-491—John Hamilton, Halcomb, Northumberland Co., N. B., Gray Dort.
11-492—Geo. W. Richards, Campbellton, Restigouche Co., N. B., Chevrolet.
11-493—Jas. Johnston, Silliker P. O., South Esk., Northumberland Co., Ford.
11-494—John C. Malone, Woodstock, N. B., Gray Dort.
11-495—Albert A. Hay, Harvey Station, York Co., N. B., Chevrolet.
11-496—Mrs. Agnes Griffin, Edmundston, N. B., Maxwell.
11-497—
11-498—
11-499— (Held by J. C. Keating, Moncton, N. B.
11500—
11-501—
11-502—
11-503—D. H. McAllister, Sussex, Kings Co., N. B., Chevrolet.
11-504—W. B. Bentley, St. Martins, Ct. John Co., N. C., Chevrolet.
(Continued tomorrow.)

Sport Car Now Becoming Most Popular Model

Four Passenger Motor, Fully Equipped, in Big Demand Among Discriminating Buyers.

Is the present four-passenger sport car the forerunner of a more popular type that is destined largely to supplant the present standing touring car or phaeton? There are some indications that it is, according to Automobile topics.

Enough cars answering to this general description have come on the market to render evidence that is worth examining at all events. Already they have supplemented roadsters in some lines and are eating into touring car demand.

The subject is of interest because of the change in market conditions occasioned by the rapidly increasing demand for the closed car. Sales of this type of car have grown in some lines to double the past two years. In others the increase has been greater, while in all lines the change has been marked.

Few New Buyers Now.

Such an alteration in the array of models is bound to have its effect all along the line, because closed cars hardly can be said to go to any great extent to new buyers. Since this is the case, it is a natural assumption that those who are buying them would buy other types, were it not that closed cars are more attractive to them. What other models, then, are falling off in demand, relatively and why?

Heretofore, the five or seven passenger touring car has accounted for the great majority of sales. It still does. Roadsters have always had a place in manufacturers' catalogues, and have been more or less conspicuous on the highways of the more prosperous communities, but have not been important revenue producers, because they have been built and sold in limited quantities. They are now, accordingly, on the wane. In addition, there has usually been scattering representation of an intermediate type.

In some years this intermediate offering has been a four-passenger roadster, which has attained considerable vogue. In other years it has been a "close-coupled" touring car.

Perhaps the present sport types—which are often known by other names—belong in this class, and are destined to have but a passing vogue and not only carries considerable excess but highly fashionable demand. Some observers think otherwise, figuring that the sport job represents a closer approximation than ever to the ideal open car.

The basis for this sentiment is that the touring car, as ordinarily used, capacity, but excess bulk and weight. The average owner is dissatisfied unless he can seat four or five passengers when necessary. Most of the times, however, he either drives alone or carries one passenger, as traffic counts have repeatedly shown.

There has always been a feeling that a lighter, trimmer car would better satisfy the requirements of average use. The old runabout was intended for such emergencies. There have been drawbacks to other intermediate types. The sport car at present being offered has sundry advantages, however. It is trimmer in some respects than the average touring car, far more stylish, and, as a rule, carries about all the equipment there is.

Nickel trimmings, disk or wire wheels, shock absorbers, bumpers, windshield wings, individual steps and fenders, trunk racks and trunks, special colors and sometimes khaki tops are distinguishable features. Again such features have merely been added to the standard touring car. In other cases they are merely the final touch applied to a distinctive, narrow phaeton body.

Sports Car Popularity Gains.

The vogue of the sport car has been gaining constantly. Its greatest growth has come within the last year. The climax was reached perhaps when two of the largest car manufacturers recently gave official recognition to the popular demand by the addition of such models to their lines.

Perhaps the question sales managers are most eager to have answered is whether the sport car is selling for itself or because of its equipment. At present it usually represents complete offering on the market. Transferring such equipment to standard touring models at a corresponding advance in price might, possibly open up a wider market than the sport car now seems to possess.

Worn bearings may be detected by a persistent drop in oil gauge pressure.

Nearly 500,000,000 gallons of gasoline were used during May. This was within 4,000,000 gallons of the high mark in August, 1921.

Willie's Part.

Proud and pompous, the doctor was strolling down the street, when he was accosted by a poor woman. "I expect you are making a good thing out of attending to that rich Smith boy," suggested the lady. "Oh, yes, fairly good." "Well," whispered the lady, "I hope you won't forget that it was my Willie who threw the brick that hit him."

ASLEEP TWO YEARS, WOMAN BAFFLES SCIENCE



MRS. EVELYN SAMPLE

Corry, Pa., Aug. 24—A dual existence is being led by Mrs. Evelyn Sample, 78.

Mrs. Sample is physically alive, though mentally dead!

She has been so since August, 1920, when she was hit by a street car and knocked unconscious. Since that time she has been in a coma.

In a small white bed at the home of a relative here, she exists from day to day. Her ability to continue to live under these circumstances baffles physicians and specialists who have examined her. They are surprised at the strange, almost uncanny endurance possessed by the aging woman.

For months Mrs. Sample was fed through the nose. Lately she has been able to swallow. This is the only outward sign of life she has shown since she was injured.

An X-ray failed to disclose any condition which would warrant her long state of unconsciousness.

Specialists at first believed a blood clot might have formed on the brain. Further X-rays were taken but none of these supported the theory.

Dr. G. W. Bennett, the family physician declares the case is a complete mystery to him.

"Cases like Mrs. Sample's are not frequent," Dr. Bennett said, "but generally there is some pathological reason for the continued sleep."

How long Mrs. Sample can continue her mental sleep, physicians hesitate to predict. She already has outlived their first guess.

Enthusiastic Readers

by hundreds, totaling more than 2,000, have been added to our lists in the past two months.

Our policy of printing fair and ungarbled reports of all events is meeting with instantaneous approval.

A press-ridden community is seizing the opportunity to think and act for itself, because it can now get the facts.

No reporters or editors on our staff are misinstructed in the facts in a news item before that item is written.

No reporter is forced to the humiliating position of having to apologize to the person who gave him facts in regard to any topic, because his editor and superior officer garbled and twisted the item out of all recognition after it was handed in.

No matter how much The Journal may disagree with the utterances or policy of an individual, he can depend upon being fairly reported and upon receiving the prominence in our columns the question at issue demands.

If you want all the news you have to

Read the Daily Journal

Feelin' Bad?

If you feel as though you didn't care whether you ever got up to the top of King Street or not take take a tip and drop into Wasson's for a bottle of

Wasson's Stomach Tonic

It will fix you up so that you'll be glad you're alive—put your digestive organs in shape—in fact, regulate your entire system.

This ad will save you 25c if you bring it in.

Two sizes—60c. and $1

WASSON'S

Sydney and Main Streets

White Rose Gasoline



Next time you're near our station come in. We are sure our brand of service will please you.

AVENUE SERVICE STATION

Douglas Avenue