

# Automobiles and Good Roads

Canada's Motor Highway Is Described by Consul-General R. E. Mansfield of Vancouver, B. C.

**C**ANADA'S motor highway is best described by Consul-General R. E. Mansfield, of Vancouver, B. C., who tells Uncle Sam of the progress of the work through the Daily Consular and Trade Reports. Mr. Mansfield says:

"There is perhaps no better example of the remarkable progress made by Canada in providing transportation facilities throughout the length and breadth of the Dominion than the construction of a motor highway from ocean to ocean, which is nearing completion at the present time.

"Twenty-five years ago the plan to build a railroad from Halifax to Vancouver was considered visionary and impracticable. To cross the barren wastes above Lake Superior, the vast prairies of Saskatchewan, and the mountain passes of Alberta and British Columbia then was considered by some of the best engineers to be physically impossible. Yet today one great continental railway is under successful operation, another is nearing completion and a third is under construction.

"A few years ago no one would have thought of motoring through Canada from ocean to ocean as among the possibilities of the near future, but today motor cars are running almost the entire length of the new Canadian transcontinental highway, and only a few more links of the chain are needed to permit the motorist to make the trip in safety and comfort. From Halifax to Sudbury, from Winnipeg to the Great Divide, the trail is nearly finished, and the more difficult roads through the mountains of British Columbia are rapidly nearing completion.

"When completed this will furnish one of the longest and one of the most beautiful and picturesque motor routes in the world. From the land of Arcadia to the shores of the Pacific it will run 3,000 miles through the fertile plains and valleys and over mountain ranges.

### Scenery Is Picturesque.

"The most picturesque part of the trip is from Calgary to Vancouver. From Calgary the route leaves the prairies, mounts the foothills of the Rockies and penetrates into their fastnesses 90 miles away at Banff, from where the road turns into the Vermilion pass and then down the valley of the Columbia to Cranbrook. Already the run from Cranbrook to Creston has been made by motor car, and it will not be long until the trail to Nelson, Grand Forks and Vancouver is finished.

"When this great route is completed it will not be necessary for Canadian motorists to incur the expense of foreign travel, for no finer trip can be made under the flag of any land than that over this transcontinental highway. Even the Tyrolean or Swiss Alps can not surpass the Selkirks or the Rocky mountains for grandeur, beauty and variety of scenery. In a few hours the motorist can travel Switzerland from border to border, but it will take many days to see all the splendor of the great Northwest.

### Variety of Attractions.

"An interesting feature of this route will be the number and variety of attractive side trips it offers. Many new roads connecting with the main highway and suitable for motor driving are finished already and others are under construction, which open up new regions of beauty. One of these will be the road up Mount Revelstoke, 4 miles of which is already finished; 9 miles more of a 7 per cent graded macadam roadway will extend it to the summit, 6,150 feet above sea level, from where the panoramic view is excellent. For 75 miles on either side extend the snowcapped peaks of the Gold,

Illecillewaet and Selkirk ranges. Thousands of feet below in the pine clad valleys can be caught glimpses of the Columbia and Illecillewaet rivers. By easy pony trails from the Chalet can be reached two beautiful lakes—Eva and Millar—and from their rocky shores a panorama of the Great Gordon glacier is unfolded. Other scenic attractions along which the great motor highway will pass are the Columbia and Windermere valleys, the Vermillion pass and Kootenay and Okanogan lakes.

"The completion of this transcontinental motor trail will be of interest not only to American motorists as an attractive scenic route, but it will also give impetus to the motor trade in Canada, opening up new markets for American-made cars, and increase trade opportunities in that line."

## Study Battery Care

**W**ITH the opening of touring it is imperative that the owner-driver gives his battery that share of attention which it merits. He must examine it every 10 days if it is used for starting and lighting purposes. It is most important that each cell be tested to see if there is enough liquid in it. In hot weather the electrolyte evaporates very quickly, and sometimes a cell will be half empty at the end of a week of hot weather if there is much touring done. Distilled water must be added. This water can be purchased in gallon bottles at any drug store at a nominal price. A gallon will suffice for several months.

The modus operandi of testing your battery is a simple one. If you have been running your car several weeks or months and have not tried your battery you are courting trouble which the battery may not show for several months, but which will be sure to affect it sooner or later. If you have not been testing your battery because you do not know how to do it, the sooner you learn how the better. Your car should be equipped with a testing hydrometer and syringe, together with directions on how to use it. Both the hydrometer and the syringe may look formidable, but they are not. It is nearly as simple to handle them as it is for the doctor to place a thermometer under your tongue and take the temperature of the body.

If you are afraid to try testing your battery the first time, then the next best thing is to stop at your garage, or at a battery repair depot and observe the workman there while he spends five minutes doing the job. You will find it very simple. There is nothing mathematical about it. You don't have to be a chemist; in fact, there is nothing difficult from start to finish. It is nearly as simple as inflating a tire and using a tire gauge to see that you have the proper air pressure, but it is much easier work.

Adding distilled water is in reality all you have to do providing you have started out with a new car and battery. The distilled water is added with a syringe. Each cell should be filled so as the plates are covered. A good way to do this is to fill the cell to the top, and then draw out a little from all of the cells after they are filled. It rarely is necessary to add anything but distilled water throughout the season. If your electrolyte shows too great a weakness then the battery man should be consulted. If it is impossible to get distilled water, rain water collected a few minutes after the shower has started will do equally well. The rain water collected at the start of a shower is generally filled with foreign particles from the roofs of buildings, etc., and should not be used. In case rain water is not available there are many distilled table waters that are entirely satisfactory for the work.

If you are to have entire success with your battery during the present touring season it is highly imperative that you give it attention. Keep it properly filled with distilled water. The battery is a silent factor in your car; if a cell goes nearly dry there is not any noise, the same as when a bearing goes dry, or any immediate difficulty, as when a tire goes flat, or you run out of gasoline, or the brakes won't hold. But the fact that there is not any immediate evidence of distress is not any rea-

son why you should neglect the matter. In fact, this silence of the battery is a great reason why you should give it regular attention. It will not do to content yourself with the fact that you may not have to put in water for another week or two. By this policy you are not being fair to the battery. Get the battery habit the same as you get the habit of filling the gasoline tank, putting oil in the motor, inflating the tires, or getting the body washed. It is equally important.

### PROTECTING WIND SHIELDS.

One great objection to motoring in cold weather has been overcome by the introduction of a windshield adapted to motorcycles. As seen in the illustration, the device consists of a small



metal frame in which is held a sheet of transparent celluloid, such as is used in automobile curtains. The frame is fastened to the handlebars in a few minutes by means of adjustable clamps, and weighs but five pounds.

### HELPFUL HINTS.

**I**T REQUIRES more power to turn over a motor with the petcocks open than when they are closed, because air has to be expelled on the compression stroke and again drawn in on the expansion stroke, which requires considerable energy. If the air is confined, compressed, and expanded it gives back most of the energy expended in compressing it. This holds good only at fairly brisk cranking speeds.

A way of reducing the wear on the coil vibrator points with battery ignition is periodically to reverse the direc-

tion of the current flow through the system.

The fumes from a storage battery on charge are inflammable, and it is by no means safe to bring a naked flame near a cell that is "gassing" freely. Battery repair shops and charging stations usually are careful in this respect, knowing by practical experience that the gas can be ignited.

It is not good manners to come honking and squawking up behind a brother motorist who happens to be jogging at the respectable rate of twenty miles per hour, as if you were coming through at around sixty. Then, when the twenty-mile man draws politely aside and lets you pass to pull over in front of him and drop into a twenty-mile jog yourself and give him the benefit of the dust for a mile or two as a reward for his politeness.

Probably no cure for "furring" of a radiator and connections is better than the simple use of rain water. Such water naturally has no minerals dissolved in it, and consequently will dissolve those which are present in the cooling system. The water should be drained off when hot, for it is then that it holds the greatest quantities of soluble salts in suspension.

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No. 1.

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