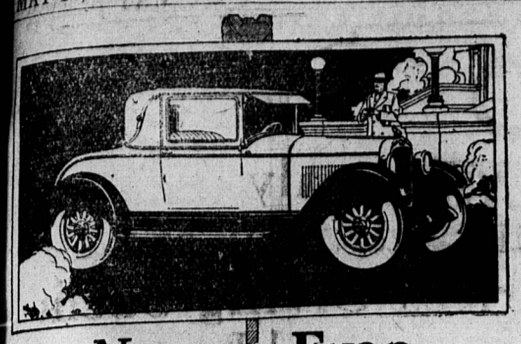

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PONTIAC SIX

John Smith and His Car

By FREDERICK C. RUSSELL

John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motoring martyr, a chap willing and glad to have exploited, in an interesting way, his experiences for the the benefit of the other twenty million or more members of the motor clan.

Practice Perfects Parking

One of the pleasures of owning a new car is parking it in some conspicuous place where all can see and admire, but many a little party of this kind has failed through a slip up in the actual job of putting the car into a space. Unfortunately the city does not reserve double spaces for owners of new cars who yearn to be the center of attraction.

Recently Smith was in this predicament. His new car is good looking and he knows it. Secretly he desired to park in a congested district to draw admiring glances of a thousand pedestrians and other car owners, but he made the mistake of not practicing a little parking before tackling so small a space. Hardly had he yielded to the temptation to show his fine feathers than he caught his front bumpepr under the rear fender of the car ahead.

It was not a serious entanglement, but just the same it served to take much of the joy out of life. Passers-by heard the noise and turned to look. What they noticed in particular was not a sparkling new car but merely a very embarrassed driver.

"Much of the difficulty in parking new cars comes from the habit of letting the garage man put the car into its space at night," I told him when he made open confession of his downtown disappointment. "Driving a car through the limited space of a public garage is one of the best forms of practice. It makes you familiar with your car. It gives you the 'feel' of it and saves all this embarrassment when you are out in public."

"But I don't relish having the garage man gaping at me while I struggle," Smith objected.

"Perhaps you do not realize it, but you win his admiration when you undertake to do a difficult job yourself." I countered. "The percentage of drivers who can place their cars in a small garage stall neatly is so low that the desire to do the job yourself is the mark of experience. Don't think the garage man is eager to put your car away himself. He does it all day for others, and some of the cars steer like trucks."

Smith admitted that he might have done a little better in his downtown demonstration of his inexperience had he followed my advice but complained that his car was so low and the hood so long he really did not know, within a foot or two, just where the front wheels and fenders were. This, of course, troubles a great many drivers who have not learned some of the fundamentals of handling cars."

It looked like a good time to suggest to him the advisability of making a few tests of clearance. I advised him to park the car close behind another machine on some quiet street where there was no traffic to bother him. My suggestion was that as he was getting what seemed to be dangerously close to the other car he should step out and see how accurately he was guessing. It has to be more or less of a guess when you cannot see the front extremities of the car from the driving compartment, but with a little practice it is possible to guess with surprising accuracy.

Smith tried this latter and found that when he thought he was clearing things nicely he was just about to encourage the end of the front bumper to hook into the extremities of the car ahead. It is just the reverse with many other cars, drivers allowing more margin of space than is needed. Good practice in learning to place the wheels accurately is to try to run over a match box or similar small object placed in the path of the car. It is surprising how difficult it is to crush a box in this way, particularly with the right front wheel.

When Smith remarked about the difficulty of knowing when his front wheels were in the straight ahead position I recalled a suggestion which I have found helpful. First you set the wheels so they point straight ahead and then you cut a small notch in the steering wheel rim, on the underside and at a point nearest the body. A friend of mine used to tie a ribbon on his steering wheel at this point. It did the trick but a notch will serve the same purpose.

Smith always is worrying for fear he will start off in the garage or in some other crowded place with the wheels not in a straight ahead position and that he may swing into another car as a consequence. The notch obviates this danger.

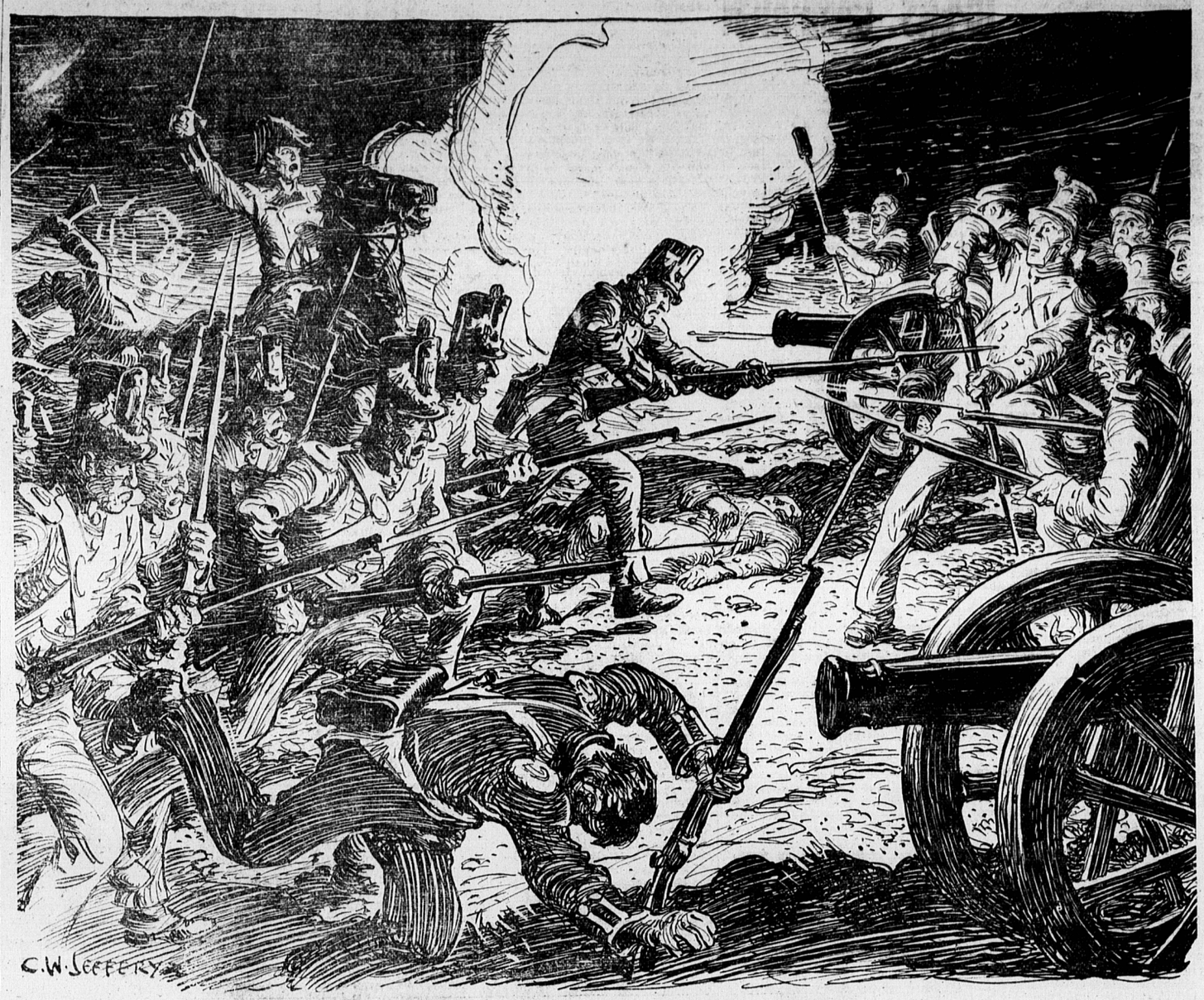
In his parking with the new car Smith gets into a lot of unnecessary trouble because he does not tackle the process in correct order. His habit is to pull up just ahead of a parking space prior to backing in. This is part of the process, but not the first step by any means. He beckons to other drivers to pass by but frequently someone with a smaller car sneaks into the space while he is waiting for it.

To avoid this, the trick is to stop just behind the space until all traffic has driven by. Then one can park in peace and comfort.

"You seem to have given parking quite a lot of thought." Smith commented after I had suggested driving along slowly when looking for a parking space so that there would be more chance of catching someone pulling away.

"One should," I replied, "It eases the parking problem."

FAMOUS CONFEDERATION PICTURES REPRODUCED FOR GUARDIAN READERS



THE NIGHT ATTACK AT STONEY CREEK

The spring of 1813 was a time of gloom and disaster in Upper Canada. The war with the United States, which had begun the previous summer, pressed heavily on the country. Brock, the inspiration of its defense, had been killed at Queenston in September. York, the capital of the province, had been captured, and its public buildings burned in April. Fort George, the northern key to the Niagara peninsula, and Newark, at the mouth of the river, had fallen to the American invaders after a severe engagement, from which the British force had extricated itself with heavy loss. The Niagara frontier lay open, while from the west the Americans were preparing to advance from Detroit. The British centre army had fallen back at the end of May to the strongest position in the neighborhood and entrenched itself on Burlington Heights at the western end of Lake Ontario, within the limits of the present city of Hamilton. The invaders were in overwhelming force and the situation seemed desperate.

Early in June three thousand American troops under Generals Chandler and Winder pushed forward in belated pursuit of the British. They marched westward along the road which ran parallel to the lake, beneath the ridge which extends from Queenston to Burlington. By the evening of the fifth they had reached the little stream known as Stoney Creek. On its eastern banks, on a low bluff about twenty feet above the bed of stream, the American army made camp for the night. Pickets and sentinels were posted in the woods and in a small meeting house across the creek to the west, and four field guns were placed in position to command the road, which led through the centre of the camp.

The approach of the Americans had been observed by the British scouts on the ridge overlooking the line of march, and word was quickly carried to General Vincent at the Heights. Just before dark Col. Harvey, his most efficient officer, reconnoitred the American position and planned a night attack. At midnight seven hundred and four men selected from the 8th and 49th British regiments set out on their march to surprise the Americans. The night was intensely dark and the men moved in profound silence along the forest road. The sentries were surprised and killed or captured without noise, and the attacking force burst upon the sleeping camp. In the light of the smoldering fires the red coats formed for the attack. Contrary to orders, some of the men began firing and cheering. There was some confusion, the Americans recovered from their surprise and began to fire upon the exposed British force and the artillery was preparing to sweep the road. The attack was in danger of failure, when Major Plenderleath of the 8th regiment, leading his men, charged at the guns in the centre. The rest of the troops dashed up the slope with a cheer and fell upon the Americans with the bayonet. The two generals, Chandler and Winder, were both captured, and their troops scattered. The British withdrew before daylight exposed the smallness of their number, carrying off two of the guns and a hundred prisoners.

The Americans broke up their camp, destroyed their encumbrances, and retreated hastily toward Newark. On their march the British fleet on Lake Ontario bombarded them and captured their supply boats, while Indians and militia harassed them from the ridge, and Vincent, reinforced, closed in on them behind. Their retreat continued until they were sheltered by the guns of Fort George. Later in the month another American expedition met disaster at Beaver Dams, made famous by the heroic journey of Laura Secord, where almost the entire force was captured. Thereafter, for the rest of the summer, the invaders were cooped up within a narrow circle around Newark and Fort George, disturbed by raiding parties of British and militia and Indians, and wasted by increasing sickness. The night attack at Stoney Creek had turned the tide of invasion for that year.

The illustration depicts the charge upon the guns by the men of the 8th King's Regiment. They wear red cutaway coats with short tails, with white braid across the breast at each button, and on the cuffs, which, together with the collars, are dark blue. Their shakos are black, with a white cord looped along the peak in front and gathered at the sides, where it terminates in a pair of tassels on the right and a red and white pompon on the left. Their grey trousers reach to the ankles, where the seams are split, showing black gaiters beneath. White cross belts with a brass number plate at their intersection support their cartridge pouches and bayonet scabbards. The Americans are dressed in short-tailed blue coats with white braid, and white or blue trousers. Their infantry hats are somewhat bell-crowned, with a white ball at the front of the flat top. The artillery wear low-crowned caps with a deep peak, and short, blue jackets without tails.

VERNON SCHOOL

Grade X—1, Eunice McDonald; 2, Margaret Huntley; 3, Mary Henry; 4, Harold Fraser.

Grade VIII—1, Carmina Fraser; 2, Ruth Fraser; 3, Frances McDonald; 4, Marion Jenkins.

Grade VII—1, Martha Enman; 2, Donald Huntley; 3, Dorothy Furness.

Assistant's Dept. Grade VI—1, Joseph McDonald; 2, Louis Sullivan; 3, Leo Fraser; 4, Joseph MacCormac.

Grade V—1, Jackie Sullivan.

Grade IV—1, Irene McDonald; 2, George Sullivan; 3, Gladys Huntley

Grade III (Sr.)—1, Margaret McDonald; 3, Loxa Fraser; 4, Florence Fraser. (equal.)

Grade III (Jr.)—1, Keith Dougan 2 Margaret Sullivan.

Grade I (a)—1, Frederic Furness; 2, Jay Sullivan.

(b)—1, Felicity Doherty; 2, Edison Dake.

(c)—1, Willard Larkin; 2, Alphonsus Larkin.

Perfect attendance, Frederic Furness, Irene MacDonald, Joseph MacDonald, Eunice MacDonald, Ruth Fraser, Francis MacDonald, Martha Enman.

Teachers Bessie Stevenson, Grace I. Jenkins.

ST. PETER'S NORTH SCHOOL

Following is the standing of St. Peter's North School for the month of April:

Grade VIII—1 Hilda O'Hanley 2 Florence McAulay.

Grade VII—1 Joseph O'Hanley 2 John Malone 3 Kenneth McCallum.

Grade VI—1 Gladstone O'Hanley 2 Catherine O'Hanley 3 Robert Lewis.

Grade IV—1 Anna Lewis 2 Gerald O'Hanley 3 Henry O'Hanley.

Grade III (a)—1 Alfred Lewis.

Grade II (b)—1 Lillian McNeil 2 Katrine Gillis.

Grade I—1 James McKenzie.

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The correction of anaemic conditions by Dr. Williams' Pink Pills is as certain as anything can be. As proof of this Miss Margaret A. Smith, Burgoyne, Ont., says:—"After having a severe attack of jaundice I was left in a very weak and run-down condition. I was pale and my nerves on edge. I could not sleep at night and would toss and turn for hours at a time. I finally decided to try Dr. Williams' Pink Pills, and soon began to feel better, and after taking a few more boxes of the pills I felt as strong as ever, and could thoroughly enjoy my rest at night. Now, I always recommend these pills to any friends who may be ailing."

Better sleep, steady nerves, improved appetite, increased vigor—all these can be yours by taking Dr. Williams' Pink Pills. Begin them today. Sold by all medicine dealers, or by mail post paid at 50 cents a box from The Dr. Williams Medicine Co., Brockville, Ont.

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After a trial lasting a week, Mrs. Ruth Brown Snyder and her corset salesman paramour, Henry Judd Gray were this week at New York, found guilty of murder in the first degree. They were accused of jointly slaying the woman's husband, Albert Snyder, art editor of Motor Boating, at their home in Queen's Village, New York City, on February 20, under particularly savage circumstances. The victim was chloroformed, beaten over the head with a window sash weight, and finally strangled with picture wire. The convicted widow is shown at the left and at the right is Gray. During the trial both sought to load the entire blame upon the other.

EGG LAYING CONTEST.

A number of the birds in the Contest went broody so that the total number of eggs have fallen off to 888 for the week, and the total to date 15796.

Mr. H. C. Muttart's B. R. leads the Contest for the week with 55.6 points, 50 eggs. Mrs A. Hamilton's B. R. are 2nd with 54.1 points, 49 eggs. Mrs F. J. Easton's W. L. are 3rd with 50.1 points, 51 eggs. Mrs. Milton Waye's B. R. are 4th with 47.5 points, 43 eggs. Mr. William Coughlan's B. R. are 5th with 46.6 points, 47 eggs. Mr. M. Cutliffe's B. R. are 6th with 46.4 points, 50 eggs. Mr. W. W Crosby's B. R. are 7th with 44.9 points, 47 eggs. Mr. Everett Howatt's W. L. are 8th with 44.8 points, 48 eggs. Mr. Harold Laird's B. R. are 9th with 44.6 points, 47 eggs and Mr. Bert Brown's B. R. are 10th with 44 points, 40 eggs.

Mr. H. C. Muttart's B. R. hens, number 69, 67, 64 and 65 were 1st, 2nd, 5th and 8th respectively. Mr. Harold Laird's B. R. hens number 106 and 102 were third and fourth with 137.9 and 136.7 points each. Mrs. A. Hamilton's hen 206 and 201 were 6th and 9th with 133 points and 123.9 points. Mr. Bert Brown's hen 181 was 7th with 130.4 points. Mr. Clifford McEwen's hen 124 is 10th with 121.4 points.

Mr H. C. Muttart's B. R. lead the Contest with 1133.9 points. Mrs A. Hamilton's are 2nd with 1018.6 points. Mr. Clifford McEwen's are 3rd with 912.2 points. Mrs. J. F. Easton's are 4th with 88.2 points. Mr. Wm. Coughlan's are 5th with 820.4 points. Mr. Everett Howatt's are 6th with 816.6 points. The Experimental Station pen of W. L. are 6th with 816.6 points. Mr. M. Cutliffe's are 8th with 773 points. Mr. Glen McLaren's are 9th with 764.6 points and H. Laird's are 10th with 752.6 points.

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