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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 benefit of the other twenty million or more members of the motor clan.

No. 6:— Insuring The Car

Upon learning the cost of insuring his car Smith drew his features into a frown and whistled a note of surprise. "Seems like a lot of money," he said. "Don't know but what I can get along just as well without a policy. Several car owners I know don't carry a cent of insurance. If they have a collision they pay for the damage themselves."

"In other words, you'll be your own insurance company," the insurance agent added. "If you have a collision with a doctor's car you'll pay your repair bill, his repair bill and also his claim for loss of use of his machine. If your car is stolen, and not recovered, you'll go right to the 'Gott's' room and buy a duplicate of the car you lost. If your car catches fire, and the body is scorched, you'll send it to the repair shop and gladly pay the bill. If you run down a pedestrian you'll go to court and smile when the judge renders a decision in favor of the plaintiff no matter if you are sued for twenty-five thousand or more. You'll enjoy paying the lawyer's fee and be glad that you could have a vacation from business!"

"Now wait a minute!" Smith spoke in. "I see your point. 'Yes,' the agent argued, 'but you said you were able and willing to carry your own insurance. I was just trying to show you a sample of the sort of protection an insurance policy gives you. One good repair bill is likely to exceed the cost of this protection. It wouldn't take the advice of those who motor in the belief that they can handle their own losses. The richest concerns in the world do not attempt to fight the hazards of business single-handed; a motorist can even less afford to be independent."

"Smith thought it over. Finally he turned to me. "How is it that my insurance will cost more than yours?" he asked. "One word is that your are being quoted the premium for \$50 deductible collision coverage," I explained. "My liability policy has a \$100 deductible collision endorsement attached, which means that if I have a collision and the loss is less than \$100 the insurance company will pay me only the difference between the repair bill and this figure, with the amount of the policy marking the maximum. I can afford to do this because I am not so likely to have a minor collision. I am carrying the insurance mainly as financial protection in event of a serious mishap. But with you the situation is different. You are financially able to pay your own repair bills for minor fender collisions and, therefore, really don't need full coverage, but there is a strong likelihood that you may have one or perhaps two collisions which will run into hundreds of dollars, though they might not touch the hundred dollar mark. The \$100 deductible form would not, therefore, quite cover your needs."

"Another reason for the fact that your insurance is less costly than yours is because the agents is quoting you additional liability and property damage coverage. He knows that you are new at the game of motoring and he is trying to sell you what he thinks you need. "For instance, you are planning to use your car extensively for both business and pleasure. This means that you will be driving in the city much of the time, a fact which will increase the chances of your injuring pedestrians. If you are covered by only the five and ten thousand dollar limits of the ordinary liability policy you are not fully protected because plaintiffs often sue for much more than that and get it. In the same way you should increase the limit of your \$1000 property damage policy, because it is quite possible that your car might damage two high priced limousines at the same time or run through a shop window, resulting in a very serious loss to you, or to your insurers. "There is a difference in out fire, theft and transportation premiums because my car is new and therefore cannot be insured to the full original value. If you find that you have absolutely got to cut down somewhere on your insurance then economize on forms which cover against hazards that would cause you the least loss in event of trouble. The new driver, however, needs all the insurance he can get, even if he has to cut out a few week-end trips to pay for it. When he becomes a little more experienced he will discover which forms of coverage he needs to increase and which he can afford to decrease. His insurance needs become more pronounced as he discovers his own limitations and studies the peculiar circumstances under which he drives. "When I finished talking Smith was already giving the agent the specifications of the car. "I guess you've got the right idea," he agreed. "I've bought a good car and I plan to be a first class driver. If the car goes wrong I'll have the service station to help me out. If my driving goes wrong I'll have the insurance company to back me." "I added something to the effect that things seldom go wrong when you're prepared. And then we went over to see about the license."

VETERINARY DOCTORS

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That Car of Yours

Heart-to-Heart Talks With Automobile Owners and Drivers on How to Get the Most Out of Their Cars at the Least Expense.

By WILLIAM ULLMAN

IRONING THE SPOTS OUT.

A method used by some furniture houses for removing grease marks from mohair upholstery should serve some car owners who find the doors of their cars becoming spotted. The plan is to soak the upholstery in clean cold water and then press a sheet of brown paper over it. The paper should be allowed to dry on the part to be cleaned. When it is removed, the upholstery should be as good as new. The system is known as "pressing" although no irons are used. A door is the handiest part to clean because it can be removed from the car during process. Some of the newer models with steel bodies have removable upholstery. This makes cleaning simpler.

TIP ON LOCKWASHERS.

Lock washers can be a help or a hindrance, depending upon how tightly the nut is drawn up. In one instance, a heavy washer was used to hold a nut that could not be drawn up very tight because of the difficulty of applying wrenches. Thus the split ends of the washer were free to scrape against the side of the nut and the frame of the car, causing a noise that was difficult to locate. The remedy was to use a lighter washer.

PROTECT THE UNIVERSALS.

If the car is equipped with a holding brake working on the propeller shaft just behind the transmission, make it a habit to bring the car to a dead stop with the service brakes before applying the former. This is protective for the universal joints which are badly strained by careless use of this type of holding brake.

BALLOON TIRE CARE.

In patching the tube of the balloon tire do not allow repairmen to make the patch too thick. This type of tire is balanced very carefully so as to prevent front wheel wobble or shimmy. The tape used actually is thinner than those used in the conventional cord. A patch, thus, makes more of a difference in the weight distribution. Better use the new style, low pressure, tire gauge so as to know accurately just what air pressure is being used. Fifteen to thirty pounds is just right for a balloon type.

GETTING A FRESH START.

Before trying to start a car that has been stored for a long period, be sure to drain off the vacuum tank and refill with fresh gasoline. The carburetor float chamber can be cleared of the stale gas, if it is not already dry, by holding down the float until the fresh gasoline from the tank runs into it. Carburetors are equipped with a tickler, or plunger, so that the motorist can empty and refill the carburetor float chamber with little effort. On some carburetors, however, there is a little dome cap over the tickler which must be unscrewed first. It is simply a protective cap.

NEW KNOCK KNOWLEDGE.

A motorist who has his valves attended to frequently was surprised to find that the engine actually knocked a little more the second time the head was removed and replaced. The explanation was found in the fact that the head had been drawn down a little too tight, thus increasing compression.

FOLLOW THE FELLOE.

In measuring the distance between the front and rear wheels, for the purpose of checking up on the alignment, be sure to measure from the felloe bands of the wheels and not from the tires or the rims. The felloe band is the natural rim of the wheel. Tires and rims often are out of line at certain points through their circumference, and this should not be confused with the major alignment of the wheels.

HOCKEY

On Wednesday night a very interesting but rather damp game of hockey took place at the Arena rink, when the Summerside Y. M. C. A. line up against the P. W. C. The game was fast from start to finish, despite the fact that there was about an inch of water in places. After two fast periods of hard play without a score on each side, Isaac Doucette the fast little P. W. C. Center jumped on the puck, from a pass from behind the net and with a quick shot nipped the rubber behind Phillips the Summerside goalie who, was throughout the game stopping, what seemed to be shots for a score, thus the game ended 1-0 for the P. W. C. It would be impossible to mention any players in particular as every player played his hardest and both goalies did their best. The following is the line-up: Summerside P. W. C. Y. M. C. A. Goal D. Mabey H. Phillips Defence Shaw Spilliter J. Linkletter Forwards Hyndman A. Stewart Doucette H. Laphorn 95 139 207 R. Pendleton 162 153 247 H. Walsh referred very satisfactorily.

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Basketball at the "Y"

MONCTON 28, MAPLES, 52

One of the fastest games of basketball played on the "Y" floor for quite a long time took place Saturday night.

For all the score is on a lopsided basis it does not give any idea of the game as it was played. It was the uncanny scoring ability of McInnis which is largely responsible for the Maples high score. The game itself featured excellent combination on both sides, in some cases wonderful shooting, close marking of men, and clean, fast playing. The Moncton team were short, Duffy, their star forward which up set their playing to quite an extent. After the game the visitors were feted with an excellent chicken supper in Loneragan's restaurant where eating and speaking were indulged in with vigor. The Moncton team leave this morning for their homes. Lineup and scores:

Moncton		Maples	
Jeffries	11	McCarey	14
McGe	12	Molniss	32
Connos	2	Connolly	6
LeBlanc	2	Spillet	6
Scantlebury	2	Kelly	6
		Referee—Geo. Walker.	

Church League

Standing on April 1st

Teams	Played	Won	Lost	P.C.
St. Pauls	10	8	2	800
Zion	9	7	2	777
United	10	7	3	700
Baptists	9	5	4	555
Trinity	10	5	5	500
Gen. Christian	10	3	7	300
St. James	10	2	8	200
St. Peters	10	2	8	200

"Y" Bowling

CHURCH LEAGUE

Majority for Baptists over St. James' 36 pins.

BAPTISTS			
A. Affleck	153	183	113
J. Campbell	170	130	210
N. Jenkins	142	125	105
N. Robinson	132	146	121
P. Forsythe	152	191	158
Total	749	775	715

ST. JAMES'			
W. Hurley	157	128	168
T. Howatt	121	139	131
A. Stewart	152	125	105
H. Laphorn	95	139	207
R. Pendleton	162	153	247
Total	661	684	858

Police Court

Following is a continuation of the report of the trial of young Fardy, before Stipendiary Magistrate Martin at the Police Court on Thursday on the charge of breaking into the home of Murdoch Anderson and stealing a sum of money.

The cross examination of Mr. Anderson by Mr. J. J. Johnston, K. C., was continued as follows: "Whoever went in opened the door with the key and then inserted it in the lock so no one could enter. To Attorney General—Did not see the tracks in the back yard. Did not cross the lot. Pretty certain lock was sprung on Sunday night."

To Mr. Johnston—There may have been a couple of one dollar bills. There was one anyway. Could not remember if there were any American one dollar bills. Leo Doyle on being sworn said he lived next to Mr. Anderson's and related why he was called to Mr. Anderson's to open the front door. Witness told how he entered. Saw the burned matches. Explained working of lock on front door. Went to back door. Found it open. Did not go to the desk. Mrs. Anderson remembered the house being locked, when leaving for church. The front door can be opened from the inside but not from the outside. Positive front door was locked last Sunday night. Witness' key was hanging in sun porch in front of the house Sunday night, on a nail on the wall. When returned from church noticed the mat in front of the porch moved—had a presentiment something was wrong. Told how her husband had tried to get key in door but could not. Explained how Mr. Doyle was sent for and how the entrance was made. The half burned matches were not on the floor before they went to church. The key found on the inside of the door was witness' key. After trying key hanging on nail witness placed it back. Gave the "bogus" key to one of the officers.

To Mr. Johnston—Understand the desk was locked. To Attorney General—Saw Mr. Anderson counting the money on Saturday night. Sgt. Allan McInnis on being sworn said he was called to Anderson's on Sunday night at 8.50. He went with Officer Doyle. Found Mrs. Anderson in house. Examined desk in bed room. When Mr. Anderson came back he opened the desk. Witness saw burned matches on the floor. Occupants showed witness front door and told him what happened. Noticed the burned matches around where desk was. Went through the back door. Officer Doyle went ahead. Followed a man's tracks through the Anderson yard going North to Grafton street. There were no tracks leading from Grafton Street to the house. The tracks showed that the right foot dragged. It showed marks of heel dragging. Pretty sure it was the right foot. Tracks looked to be fresh. The prisoner showed a mark the same as that found in Anderson's yard. Witness compared the prisoner's track on coming to the Police Station.

To Mr. Johnston—Saw number of burned matches on the floor. Noticed tracks between garage and Grafton Street. Received the telephone message about ten minutes to nine. Officer Doyle measured tracks. He and Higgins went back after. Thought Higgins compared tracks to size of his own boot. When prisoner was brought into the station witness went out and saw tracks. There was a little fresh snow. Did not count footprints. Witness only looked at tracks Officer Higgins showed him. Did not know how many people passed along since prisoner was brought in. Asked by Mr. Johnston what he meant by dragging, witness said the prints showed where the heel dragged in the snow before he put his foot down. (Mr. Johnston—in other words he is not a high stepper.) Witness shown prisoner's rubbers and said they did not show any signs of dragging. No one told him what size rubber it was. Mr. Johnston showed witness rubber he was wearing and asked what was the size. Witness judged it was size 7 1/2. Mr. Johnston took the rubber off and handed it to witness who found it was a 6. Asked if the prisoner received the 3rd degree in the station witness did not hear. Witness was in station when prisoner was brought in. Swears he never put him through the 3rd degree. To Attorney General—The key witness received from Mr. Anderson had a small speck of chewing gum on it. Officer Dominic Doyle on being sworn told of being called to Mr. Anderson's on Sunday night last with Officer McInnis. Corroborated previous officer's evidence. Witness also noticed tracks and that the heel dragged. Thought the foot that made tracks would be size 8. Witness takes 11 and he judged it would be three sizes smaller. Tracks were fresh. Was with Officer Higgins when arrest was made. Walked all the way behind him. Sure they were the tracks Officer McInnis saw. They resembled the tracks in Anderson's yard. Witness assisted in searching prisoner. Found several keys, some chewing gum and money. Witness identified the keys—63. The chewing gum was in the same pocket as the keys. The money was in the breast pocket of the prisoner's coat. Witness did not question the prisoner. To Mr. Johnston—Asked him no questions. Did not tell him to send for the Magistrate and get it fixed up.

Mr. Johnston—Did you tell him to open up—we had the rubbers in powdered print. Witness—No. Mr. Johnston—If he opened up the Magistrate would be sent for and the case would not come up. Witness—No. I was asking him about the crime. Was talking to him before he was arrested. He did not promise the prisoner if he told all he would not squeal on him. To Attorney General—Officer Higgins had the warrant. Witness read it to him. To Mr. Johnston—After arresting him witness had conversation with him. Did not warn him if anything he said would be used against him. Saw tracks at Anderson's (some lively talk between witness and counsel regarding his eyesight and that of Sgt. McInnis.) Witness would not swear the footprints were the same—they looked the same. I was present when Officer Higgins took the money from the prisoner. The money was got out of his pocket in

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