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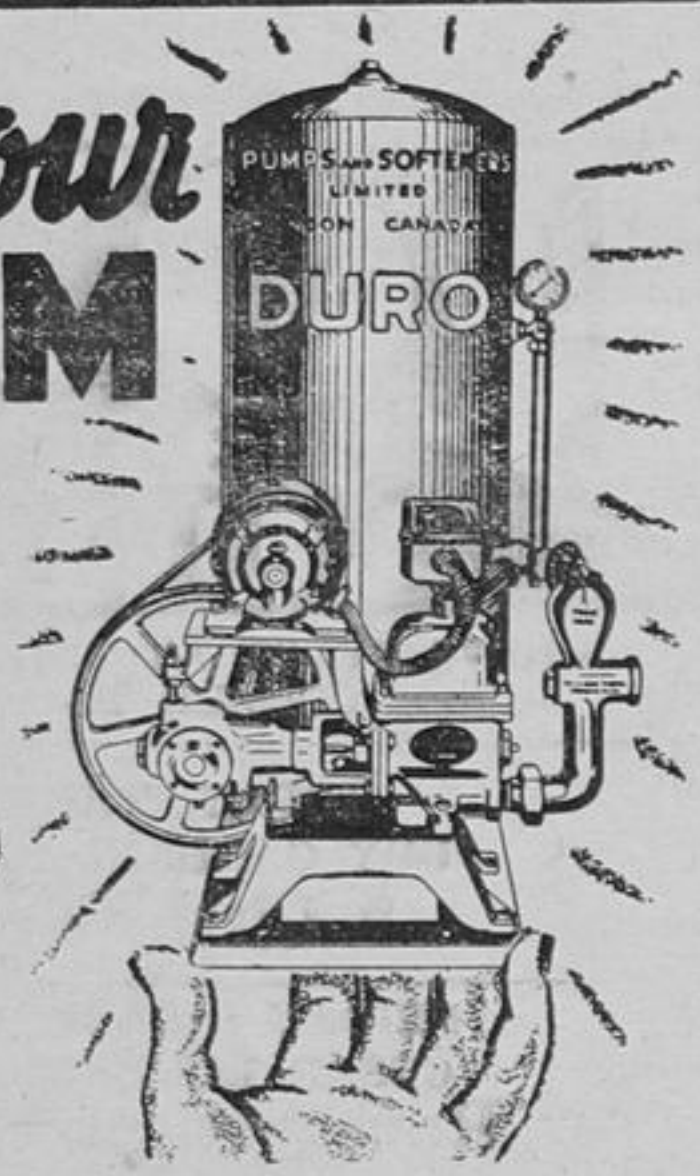
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# DURO WATER SYSTEMS

# Every Gallon of Gas Saved Is One More Gallon of Gas For the British Bombers

KEEP YOUR MOTOR FIT AND KEEP DOWN GAS CONSUMPTION

How to make a gallon of gasoline stretch a mile farther is what Mr. John Motorist wants to know these days when every gallon of gasoline saved means an extra gallon for the British bomber.

Do you know that you can effect a regular saving of from 10 to 15 per cent in fuel consumption by having the vehicle given that periodic check-up the "doctor" ordered? In fact, a well-known Canadian distributing house which has specialized for many years in automotive carburetion and ignition and which has turned over the results of its vast research work to the Oil Controller's office, say it is not uncommon to find that the periodic examination effects an increased saving of from 20 to 25 per cent in the consumption of gasoline.

Years of investigation have shown that for economy of operation and pick-up in performance, every motor should be restored to "the pink of condition" every 5,000 miles at least, and preferably, adjustments should be made at not less than 3,000 miles, the distributing house advises.

In its "keep fit" program for the motor vehicle, officials of the company point out that periodic examination should restore the car to the car manufacturer's specifications as far as possible. The A1 condition which will give greatest mileage per gallon and therefore lowest consumption of gasoline, can be achieved in three major ways. With periodic inspection the ignition timing should be restored to original factory standard. There is a tendency for it to become off-standard through the normal wear of moving parts: in 5,000 miles distributor points open and close 90 million times.

Secondly, spark plugs need cleaning and firing gaps adjusted to car factory standards: every spark plug fires 7,500,000 times in 5,000 miles.

And thirdly, the carburetor should be adjusted to provide the correct mixture — for low speed range, for high speed range and for float level. An improper gasoline mixture alone can cause a ten per cent waste in gasoline. Either too high a float or too low a one will decrease the operating economy. Research work shows, too, that the motorist cannot get gas economy by using lean jets. Good carburetion depends on the proper mixture of gasoline and air. In 5,000 miles the carburetor should mix 200 gallons of gas (250 U.S.A.) with 300,000 cubic feet of air, or in other words, for every pound of gasoline the carburetor should take in something more than 13 pounds of air.

The distributing house proposes the following other ways of curtailing gas by "keeping fit":

At the time of check-up, adjust valve clearance to factory standards. (In 5,000 miles of travel a valve opens and closes 7,500,000 times).

Tighten all manifold bolts and nuts to prevent air leakage into the intake manifold and make sure the manifold heat control valve is free acting.

Have the generator charging rate adjusted to individual driving requirements. A high charging rate is required by the medical practitioner who uses the starter many times a day but not by the commercial traveller who only starts his car once in 100 or 200 miles. A high charging rate requires more engine power and therefore more gasoline to drive the generator.

Have the cooling system reverse flushed three times a year to ensure proper dissipation of engine heat. Somehow grease gets into the cooling system and coats it with a thin film — and as the marathon swimmers will tell you, grease is the best insulation known. Grease one-hundredth of an inch in thickness is equivalent in insulating quality to a piece of armor plate ten inches thick. The thermostat, it should be added, should be suitable to the season of the year.

Check the fuel-pump pressure; excessive pressure wastes fuel.

Clean the air filter often. When it is dirty and clogged the carburetor may not get enough air, the mixture gets too rich and mileage falls.

Keep those front wheels in balance. Front wheels out of alignment are not only a hazard but demand more driving power and therefore more gasoline to overcome their resistance. It is conceded that proper balance of the front wheels will make a gallon of gasoline stretch a mile farther.

Don't let the brakes drag. Dragging brakes demand more engine power and more engine power means more gasoline. And keep tires correctly inflated. A low tire offers more resistance to pulling. Bumps on tires and casings that are not put so that that little line is even with the valve, also offer resistance.

The battery, of course, should be in good condition and the battery cable connections clean and tight. Gas drawn into the cylinders while trying to start with a weak battery or poor connections is merely wasted.

In these ways the driver can achieve not only economy in the use of gasoline and thereby help Canada's war effort but keep down the big "doctor" bills and secure a higher standard of performance, it is found.

## PLUM JAM AND JELLY

By Katharine Baker

If you live in the country or a town it's likely you have a plum tree on your property. Plum trees are so prolific there always seem to be lots of this delicious fruit left for jams and jellies after the children have made drastic inroads on the fresh crop. But even if you don't have your own trees, modern transportation rushes this hardy Canadian fruit to city markets fresh from country orchards, so that we can all enjoy home-made plum jam and jelly.

They're such universal favorites it would be hard to imagine getting along without jams and jellies with their variety of uses. The children love them with bread and butter, and of course jam sandwiches are always "tops" with the youngsters. Put a dash of jelly on some of those puddings that occasionally a child eats under compulsion and you won't have to tell him "it's good for you".

### PLUM JAM

4 cups (2 lbs.) crushed fruit  
½ cup water  
7½ cups (3¼ lbs.) sugar  
½ bottle fruit pectin

To prepare fruit, pit about 2½ pounds fully ripe fruit. Do not peel. Cut into small pieces and crush thoroughly. Measure fruit, solidly packed, and water into a large kettle. Stir until mixture boils, cover and simmer 15 minutes. Add sugar, mix well, and bring to a full rolling boil over hottest fire. Stir constantly before and while boiling. Boil hard 1 minute. Remove from fire and stir in fruit pectin. Skim; pour quick-

ly. Paraffin and cover at once. Makes about 11 glasses (6 fluid ounces each).

### PLUM JELLY

4 cups (2 lbs.) juice  
7½ cups (3¼ lbs.) sugar  
½ bottle fruit pectin

To prepare juice, crush thoroughly 4 pounds fully ripe fruit. Do not peel or pit. Add 1 cup water. Bring to a boil, cover and simmer 10 minutes. Place in jelly cloth or bag; squeeze out juice. Measure sugar and juice into large saucepan and mix. Bring to a boil over hottest fire and at once add fruit pectin, stirring constantly. Then bring to a full rolling boil and boil hard 1½ minute. Remove from fire, skim, pour quickly. Paraffin and cover at once. Makes about 11 glasses (6 fluid ounces each).

During 1940, the marriage rate for Great Britain was 22.6 per 1,000. For the four years previous to 1939 the annual average was 17.4 per thousand.

## Harold W. Mortson

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## Weed of the Week Perennial Sow Thistle

Perennial Sow Thistle — another of those European weed pests — is still one of the worst weeds in Ontario. A menace to Ontario agriculture, it is found in every county and district, says John D. MacLeod, Ont. Dept. of Agriculture.

In certain sections this weed has made profitable crop production extremely difficult. It thrives in cultivated and uncultivated land, in grain fields, newly seeded meadows, roadsides, ditches and uncultivated land. Sow Thistle grows most vigorously and spreads most rapidly in heavy, damp soils.

The Perennial Sow Thistle has deep yellow flowers; is tall, coarse-growing, deep-rooted, with large vigorous running root stalks. The leaves are 4 to 12 inches long, deeply cut, with the segments pointed backwards. The stem is smooth and hollow and the whole plant is filled with a bitter milky juice.

Farmers have found the "dry cleaning method" the best means of control, Mr. MacLeod states. This is what you do. Immediately after the crop has been harvested the infested area should be plowed deep, the object being to get below the underground root stalks. It should be left like this as long as the weather remains dry, after which the cultivator should be used at regular intervals. This plan is not recommended in wet seasons when cultivation will be necessary immediately after plowing.

The disc harrow is not satisfactory for control of the Sow Thistle, as root stalks are cut up, and any portion with a bud on it will start a new plant.

The average Sow Thistle plant will produce several thousand seeds and may be carried long distances by the wind. Do not permit one plant to mature on your property, cautions Mr. MacLeod. Plants in blossom should be burned immediately and not left lying about the field or fence corner.



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