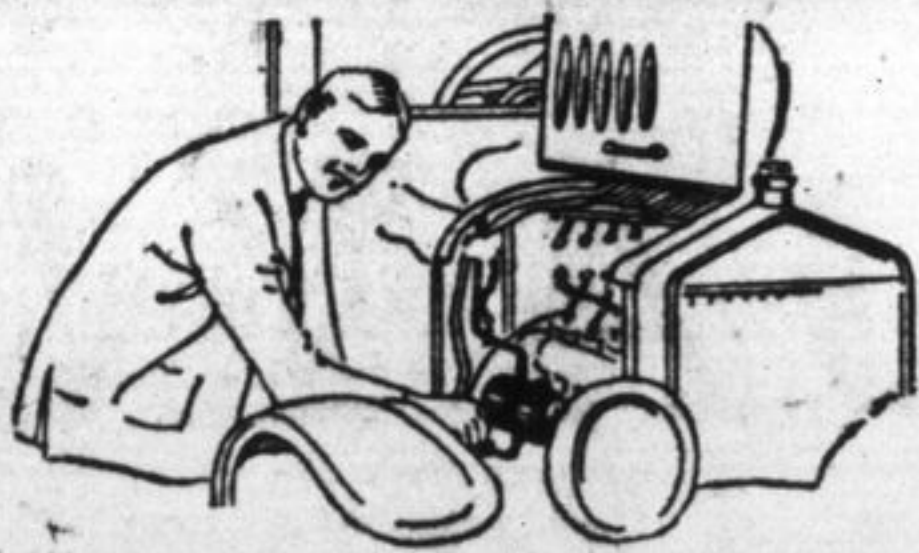


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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

Recognising Low Grade Gasoline How To Detect Unduly Volatile Fuel

GASOLINE TAKEN ON at different filling stations in different sections of the country, is of rather a wide range as to grade. By low grade gasoline is usually meant, a fuel carrying a large proportion of constituents, which vaporize only at relatively high temperatures and a small proportion of hydrocarbons which vaporize at low temperatures. Naturally, high grade gasoline is just the opposite of this. In order to prevent excessive oil dilution and high fuel consumption and to secure smooth engine operation and snappy acceleration, low grade fuel is to be avoided as far as possible. Differences in fuel quality are not so noticeable in the case of modern engines, with the best hot-spot manifolds, but the engines of less modern cars, with little or no intake heating, are very sensitive to them. The following are some of the signs that the gasoline being used is of a more than usually "keroseeny" quality: The engine idles irregularly and stalls easily until it becomes fully heated, and excessive use of the choke is required to keep it running for a considerable time after starting. There may be noticeable differences of action among the cylinders, particularly at small throttle openings, certain of them firing weakly or even missing. After a long period of idle operation, the engine may falter, when the throttle is opened, not accelerating promptly but missing and choking for a number of seconds. Upon stopping it, after idling, an unusual amount of fuel may be seen to drip out through the carburetor air intake. Inspection of the crankcase oil may indicate that it has become thin much faster than it normally should. It is very difficult and sometimes practically impossible to start a cold engine on some very low grade gasolines, but others have just enough highly volatile constituents to insure starting, but consist otherwise of hydrocarbons which vaporize only when highly heated. With the circulating water hot and any sort of intake heating arrangements, low grade gasoline usually gives fair results when a car is at speed, but under cool conditions and close throttling it gives less satisfactory results.

AXLE-HOUSING TROUBLE



W. G. L. writes: The rear-axle housing of my car is giving me trouble from its rivets having come loose and the means for holding the axles in place have proved so unsatisfactory that the axle-shafts have worked out of position. Could I substitute for this housing one taken from some other type of axle?

Answer: There is hardly a chance of your being able to do so. Rear-axles are not standardized and there is the greatest diversity in the design and construction of the various housings. It would not be worth your while to attempt anything of this kind. The best thing you can do is to have this axle repaired and, as the concern which manufactured it is still in business, we feel sure that they can furnish you such replacement parts as you may require as well as information which will reduce the likelihood of future trouble. We fancy that you

can have your present housing riveted.

A GEAR-LOCK TROUBLE

H. R. B. writes: The transmission of my car will not stay in second speed. I have had the gear replaced, but this did no good. What can you suggest as a remedy?

Answer: Possibly the fork, which shifts the second speed gear, has become bent, so that, even with the full motion of the lever, the locking-plunger does not enter the slot in the slide and thus no locking occurs. It may be that this spring-plunger does not act positively, due to weakness of its spring, wear or other reason. Perhaps there is enough end play in the countershaft so that it jiggles to and fro and jars the lock out of engagement. Most likely the trouble is in the locking device or in the shifter-fork. If you remove the transmission cover and watch the operation of the parts, we think you will be able to locate the defect.



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Try this recipe and write for a free copy of the Carnation Recipe Book. It contains 100 tested recipes.

NUT BREAD: 1 teaspoon salt, 4 cups flour, 1/2 cup sugar, 6 teaspoons baking powder, 2 eggs, 1 1/2 cups water, 1/2 cup Carnation Milk, 1 cup English walnuts. Mix and sift dry ingredients. Beat eggs well, add milk diluted with water and mix with dry ingredients. Beat well, add nuts, put into two greased bread pans and bake in a moderate oven thirty to forty-five minutes. This recipe makes two loaves.

Produced in Canada by
CARNATION MILK PRODUCTS CO., LIMITED
Aylmer - Ontario

The label is Red and White



WEEKLY POULTRY LESSON

Under the Authoritative Direction of
Prof. F. C. Eilford
Dominion Poultry Husbandmen

With Specialized Information
Contributed by G. W. Miller,
Author of Coldbelt Poultry Course.
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FEEDING BABY CHICKS. The usefulness, if not the early death, of thousands of chicks is greatly impaired by being fed too soon. When a chick leaves the shell it has within its little body enough food to supply its needs for from 48 to 72 hours. Just before it hatches its absorbs that portion of the yolk which has not already been used, and until this is completely assimilated the chicks cannot be fed without danger of starting fermentation in the intestines, setting up bacterial action which weakens the chickens for life, if it does not kill it. The chicks should not be fed until the twenty-fourth day, counting from the time the eggs were set.

Feed Sparingly At First. Until the chicks are able to run about in search of food, they should be fed very sparingly. Overfeeding at this period, even after the yolk has been completely removed, will cause serious digestive troubles. The external indication of overfeeding is usually shown by a more or less pronounced diarrhoea of varying color, but usually grayish white. If the chicks have been chilled and diarrhoea, or "pasting up behind", appears it is safe to assume that they have been overfed. The only exception to this is in the case of waxy white diarrhoea, which is an inherited trouble and for which there is no known cure.



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LORENTZEN

Headlight Control

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Start Chicks on Milk. The first nourishment given to the chicks should be a drink of sour skimmilk or buttermilk. If they do not readily take this, pick a few of the chicks up, one at a time, and dip their bills two or three times into the milk. This will teach them to drink, and the others in the flock will readily follow their example. Thereafter keep milk always before them.

Next, give them a feed of fine chick grit, dropping a few grains at a time on a smooth board, slowly at first but much more rapidly after a few minutes, until the chicks pick up what they require. When the chicks have learned to eat, keep grit in a hopper always before them, and to this add finely crumbed oyster shell.

Scratch Mixtures for Baby Chicks. Then give a feed of finely cracked grains. Many of the commercial mixtures are good and are convenient to feed, but the poultryman can make his own scratch mixture by using the following grains, in the proportions named:—
Corn, finely cracked . . . 3 lbs.
Oats, pinhead or rolled . . . 1 lb.
Wheat, cracked . . . 1 lb.
Millet seed . . . 1/2 lb.

Feed this once or twice on a board, but after that scatter it in the litter and let the little fellows scratch for it. Feed grain first thing in the morning and about two o'clock in the afternoon. These cracked grains in the litter make the chicks take exercise, which is necessary to keep them healthy.

Give the Mash Dry. When three days old place dry mash before them, and either keep it in hoppers where they can always get at it, or feed it to them four times a day. The hopper method is quite as effective as the latter, and saves much trouble.

Dry mash is preferable to a moistened one for all chicks from the start. Moistened mash often causes digestive troubles which are seldom encountered when dry mash is used. A good commercial mash, fed for the first three months, has much to recommend it. It saves labor, and contains a wide variety of ingredients of high food value. The following makes a good home-made mash mixture:—
Wheat bran 1 lb.
Oat flour, or oatmeal . . . 1 lb.
Cornmeal, or cornmeal . . 1 lb.
Meat meal ("Big Sixty") . . 1 lb.

Salt 1/4 oz.
Charcoal, fine 1/2 lb.
This method of feeding the grain and mash will be found satisfactory for the first four to six weeks.

Questions on this Week's Lesson.

- 1. Why should chicks not be fed for the first two or three days?
- 2. What should be the first nourishment of newly-hatched chicks?
- 3. Why should scratch feed be given in litter?
- 4. Why is a dry mash preferable

to a moistened one for chicks?

Answers to Last Week's Questions.
1. We learn from the wild hen the absolute necessity of fresh air, pure food, pure water and clean surroundings in brooding circles.

2. The canopy stove system of brooding is one that gives the chicks conditions most nearly approaching those of the wild state possible under commercial conditions. It gives the chicks wide latitude, the required heat, pure air and general comfort.

3. Before chicks are put under a hover the stove should be operated long enough to make sure it is working smoothly and to thoroughly dry out the house.

4. The temperature that is best for brooding may best be judged by watching the chicks. If it is too low they will huddle around the source of heat; if too high they get as far away as possible. When the temperature is correct they are either running about or sleeping a foot or two from the stove.

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