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Greer's Motor Mumbles

THE "VAC" IN THE VACUUM SYSTEM

One of the modern and least understood parts of the car is the vacuum system. The average owner knows nothing about its interior or how it works.

The pipe running down the left of the tank goes direct to the intake manifold (when the vacuum tank is attached to the dash) the pipe to the right directly to the main tank. The main tank usually situated at the rear of the car, to the vacuum tank. The pipe at the bottom of the tank feeds the gasoline to the carburetor.

Internal repairs to the various parts of the vacuum tank are not often necessary. When the tank is suspected of causing any trouble, the fuel must be drawn from it. If more than one-sixth of a quart comes out the tank is performing its functions properly.

If the engine is run at low speed with the throttle open for a long time, the vacuum may be reduced so fast that the tank will empty itself. This condition may be produced by foreign matter choking the feed tube from the main to the vacuum tank. Running the engine with closed throttle for a few minutes will give suction enough to fill the tank.

In case the float valve sticks, causing an overflow of gasoline from the tank, the inner shell can be removed by taking out eight screws in the top. The tank may be filled with fuel and used as an ordinary gravity system so that the driver can get to the nearest garage.

If the vacuum tank ever becomes empty, it may be filled by closing the throttle and turning the engine over a few times. If the tank has been empty for some time and refuses to fill easily there is probably some dirt or grit under the flapper valve. In this case squirt a little gasoline into the tank through the plug in its top which is easily removed.

To save yourself possible trouble with the vacuum tank through neglect it is a good plan to remove the plug at the top and flush it out about once every three months, at the same time drawing off any sediment or water that may have collected at the bottom of the tank by opening the petcock at the bottom.

Even then the vacuum tank will sometimes fail to work properly and if the tank should happen to refuse to function there is still a way to get home, even though cannot find the trouble. Remove the entire top of the vacuum tank, buy a can of gasoline and use it to fill the vacuum tank. Then run the car on this supply. When it is exhausted refill it again.

OBITUARY

JOHN F. EVERETT

This community was saddened and shocked on Wednesday afternoon, March 25, when word went out that John F. Everett of Waterville had passed away.

Mr. Everett had been suffering from the flu, but was not considered serious and had not kept his bed but on Sunday afternoon about one o'clock while conversing with his family and some friends who had come to spend the day, he was suddenly stricken with paralytic stroke from which he never recovered, and about four o'clock in the afternoon, Wednesday, he passed away.

Mr. Everett was at one time a well known business man but on account of failing health he has for a number of years carried on farming with his son.

He was 57 years, 8 months old and is survived by a sorrowing wife and one son Louis at home, and one daughter, Erma, wife of Carl Culbertson of Waterville, also an aged mother who resided with him and two brothers, Wilmot and Walter and two grandchildren.

Funeral was at the U. B. Burying Ground here and services were conducted by Rev. A. Lyons, pastor of that church.

The large number who came over the bad roads to be present at the funeral services, testify to the esteem in which he was held by those who knew him.

He will be much missed both in the home and the community in which he lived.

MRS. WM. S. PRYOR

On Saturday morning, March 28, at an early hour, Mrs. Wm. S. Pryor passed away at Good Corner after a few weeks' illness of paralysis, aged 73 years, 5 months. She leaves to mourn three daughters, Mrs. Joe. F. Anderson, who cared for her, Mrs. F. A. Ritter of Bridgewater, Me., and Mrs. A. B. Ritter of Good Corner, one sister, Mrs. G. F. Merrieth, of Centerville, and a host of friends. Mrs. Pryor was a woman of quiet, kindly disposition held in high esteem by all who knew her. Nearly fifty years ago she came as a bride to the place that has ever since been her home. She accepted her Saviour in her younger days and remained a consistent follower until the end. The floral offerings were as follows: spray of carnations, the Family; flat bouquet, white carnations, Mrs. Merrieth; lilies, Mr. and Mrs. Howard, Mr. and Mrs. C. O. McKinney, Mr. and Mrs. Li. A. London; bouquet, Mrs. Besse Campbell and Miss West; lilies, Mrs. Rose Clark. The funeral service was conducted by her pastor, Rev. H. R. Bell, who spoke from the words "and we all do fade as a leaf," Isa. 64:6, after which her body was laid to rest in the Baptist Cemetery Centerville.

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LOWER WAKEFIELD

Lower Wakefield, N. B., April 3—Wood-cutting seems to be the order of the day.

A number of people in this place have had the gripe.

Mrs. Joseph McHatten and son, Perley, returned home a few days ago from a visit with friends in Hawshaw.

Mrs. George Melvine is working for Dr. Prescott at Woodstock.

A number of farmers are hauling their fertilizer from Upper Woodstock.

Mrs. Coleman Sharpe's family have the mumps.

Mrs. Coleman Sharpe and Mrs. George Melvin spent Friday at Mrs. Frank Haley's.

Samuel McGuire spent a few days in Woodstock recently.

The first car which passed through here this season was on March 22. Coleman Sharpe who is night watching for Fred Smith at Rockland spent the week-end at his home here.

Ernest Cole held service in the Primitive Baptist Church Sunday night.

Arthur Sharpe left on Tuesday for Detroit.

Miss Grace Melvin who has been sick is able to be out again.

The people of this place were much surprised to learn of the wedding which took place on March 18 of Miss Viola Melvin to Mr. Ernest Noddin, both of this place.

Norman McHatten of Rosedale, is very low with double pneumonia.

Mrs. Will Hamilton of Rosedale is spending a few days at Wellington Haley's.

Charles Hamilton of Rosedale left for Detroit on March 22.

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