

## FRAZER AXLE GREASE



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## PATENTS

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Time and Hardest Work Can't Bring It Back!  
Laden, Ohio, Oct. 4, 1910. — I want to say there is no one of  
anyone driving a lame horse if they will just try "Save-The-Horse."  
I had one so lame I could not use him. After using  
one bottle of "Save-The-Horse" he has never taken a lame step,  
and I drive him every day in my business, which is saving pa-  
pers over to his fellow country in the state. You can use this with  
pleasure, as this is absolutely a satisfactory testimonial.  
W. C. Davidson, Sheriff of Col. Co.

**E. C. MESSIER, Real Estate and Insurance,**  
1009 Elm Street, Manchester, N. E., Oct. 22, 1910.  
I sent \$1 for "Save-The-Horse" to cure a Bone Spavin. At the  
time he was not worth \$1. before he had the spavin I was of-  
fered \$100. Four veterinarians told me he was incurable so I  
felt blue, as you might believe. Since one month after treating  
him with "Save-The-Horse" he has not taken a lame step and I  
have driven him every day and even thirty miles the same day.  
"Save-The-Horse" has done more than four doctors in a year.  
Now it seems exaggerated, but anyone in doubt can call at the  
neighbors to prove what I say, and furthermore, the horse can  
give them a ride, and probably cure of his look in their lifetime.  
I cannot say enough to praise your remedy. E. C. Messier.  
**\$5.00 a Bottle With Signed GUARANTEE**  
A binding CONTRACT to protect purchaser absolutely in  
treating and curing any case of Bone Spavin, Ring Bone, Thorough-  
pin, Ring Bone (except low), Curb, Splint, Crooked Neck, Windpuff,  
Shoeing, Neural Tension and all Lameness. No star or loss of  
hair. Horse works as usual. Send for copy of contract, book-  
let on all lameness and letters on every kind of case.  
At all druggists and dealers, or express paid.  
Troy Chemical Co.  
148 Van Horn St., Toronto, Ont., and Binghamton, N.Y.

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\$14.00 SET ARMY POLE HARNESS \$21.85  
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## Course in Gas Engineering

Continued from page 22

this to be taken up with the in-  
going air, after thoroughly stir-  
ring. The oil forms a body which  
causes the graphite to be distri-  
buted along the cylinder walls and  
prevents it being immediately  
blown out with the exhaust. Care  
must be used, however, not to  
use graphite in excess, as it will  
"ball up" along the cylinder walls  
and cause leakage past the piston.  
The particles of graphite gather  
in the small pores of the cast iron,  
filling them and form a smooth  
surface, coated with a very thin  
film of graphite to be presented  
to rubbing action.

The writer unqualifiedly recom-  
mends the use of graphite for gas  
engine cylinders, and should any  
operator give it a fair and impar-  
tial trial, and then determine the  
condition of the piston, rings, and  
cylinder, he is sure that he will  
be ready to also recommend its  
use.

There has recently been placed  
upon the market by the Acheson  
Oildag Co., a graphite which over-  
comes the difficulty referred to in  
feeding through ordinary lubri-  
cators. This graphite is supposed  
to be in the molecular state and  
will remain indefinitely suspended  
in a liquid. For this reason it will  
not clog lubricators and is the pre-  
ferable form for gas engine use,  
as it requires no special apparatus  
for its application. This graphite  
may be obtained in the powdered  
form or mixed with cylinder oil  
under the trade name of Oildag.  
The Company will be glad to fur-  
nish full particulars upon applica-  
tion.

In many cases there is enough  
of a leak past the back rings of  
the piston to allow a small amount  
of gas to "blow past" and cause  
the drops of oil from the cylinder  
lubricator to cling to and blacken  
the glass of the sight feed, so that  
the operator is unable to deter-  
mine the operation of the lubri-  
cator. These lubricators are gen-  
erally supplied with a ball check  
at the bottom to prevent this, but  
they usually do not fully accom-  
plish their purpose. This may be  
remedied by mounting the lubri-  
cator on a short piece of pipe three  
or four inches long.

For other parts of the engine  
any good lubricating oil may be  
used, but cylinder oil may be  
obtained as cheaply as the other  
oils and is generally used. More  
has been said on the subject of  
lubrication than originally intend-  
ed as the connection between  
lubrication and compression was  
under discussion, but the subject  
is a large and important one and  
does not come amiss in connection  
with the proper operation and  
care of engine.

Note:—The writer of this  
course would be glad to receive  
any suggestions as to subjects to  
be taken up which would be of  
general interest to readers. He  
would also be glad to reply to any  
queries concerning subjects al-  
ready treated through the  
columns of this magazine. He  
may be addressed care of Can-  
adian Thresherman and Farmer.

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