

passage gives a thinner but more powerful mixture for high speeds and hot engines.

There are some carburetors that accomplish the same results by varying slightly the level of the gasoline in the float chamber. On general principles the carburetor should be placed as close to the engine cylinder and connected as directly as possible to avoid resistance and to overcome the tendency of the gasoline to condense and deposit in the passages, which causes trouble with the engine as the speed and the temperature become higher or lower.

The increasing demand for carburetors using low-grade gasoline has led to several equipments: A hot-water jacketed carburetor; a hot-exhaust-jacketed carburetor; a device for passing the incoming air round the hot exhaust from the engine. All of these devices have some merit when properly de-

signed, but the subject of a perfect carburetor is still occupying the thoughts of inventors and great improvements may be expected in the future.

There are a few simple rules that will help the engine user to get the best results from whatever carburetor is in use on the engine he purchases:

When starting in cold weather floor or prime the carburetor with gasoline. "Tickle the carburetor."

Use a richer mixture for low speed and cold weather.

Use less fuel for high speed, hot weather and a hot engine.

Be sure the fuel gets into the cylinder easily.

Too rich a mixture shows black smoke in the exhaust.

Too poor a mixture may backfire, or fail to fire.

Blue smoke in the exhaust means too much cylinder oil.

Waterproofing the Road with Plank Drag

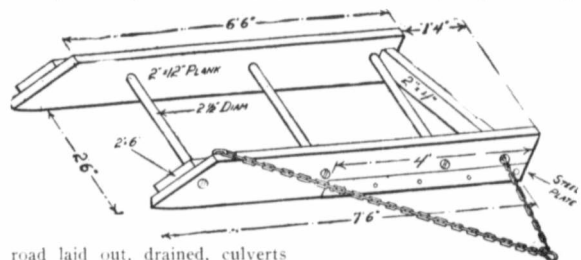
Dirt roads need waterproofing; and it is no valid objection to them to say that they can not be made perfectly waterproof. They can be made reasonably waterproof and increasingly waterproof from year to year, if the farmers living along the road will, under the direction of a road supervisor, go over the roads with road drags after every rain and convert the mud into paste, brick it, so to speak.

Of course it is not worth while to do this until you have a road to waterproof. By this we mean a

broad tires.

This is an old song we are singing. If we had to pay \$50 to \$100 for a drag, nicely painted and trimmed, and sold at a profit to the manufacturer, the wholesaler, and the retailer, we would probably use it to work the roads, in order to get our money out of it. But since we can make one for ourselves, and it is just as good as one that has been patented and painted, and given profits to three, four or half a dozen concerns, we do not value it so highly.

The more frequently this drag-

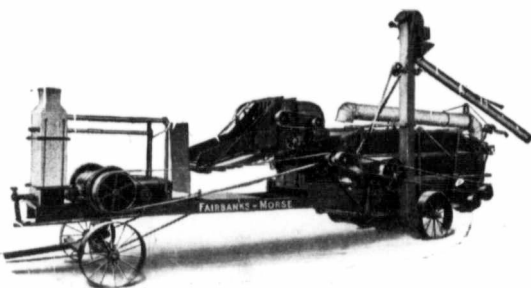


road laid out, drained, culverts and bridges of the proper material permanently put in, and graded up so that it is a road. But after this has been done, the road can be made about as waterproof as any garment you buy except rubber, by simply going over it with the road drag after every rain, just as it is drying off, and pasting the mud over the surface of the road. This will give a chance for the water to run off, the winds to blow over it and dry it, the sun to shine on it and evaporate the moisture. It will thus be converted from a condition like that of a well cultivated corn field, which it is when first graded up, to a road that will stand up under

ging is done, the more perfect will be the waterproofing, the more difficult it will be for the water to soak in and make mud.

Therefore, if you have not a drag, make one. If the road past your farm is not drained, see that it is drained. If it is not graded, see that it is graded. Then after every rain, get out that drag and smooth at least your side of the road. Your neighbor will in time learn to smooth his; and by and by we shall reach a point when the man who does not, either by himself or through the supervisor, have a well dragged road in front of his farm, will lose his standing in the community.

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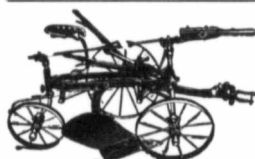
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