

MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.



Mae Edwards at the Opera House, Wed. and Thurs., September 20 - 21

JOB FOR TRUCKS AND TRACTORS

Because the original jobs thought of as a tractor's work were those of the field heavy ones have never become allotted to it as much as they might be. There are many mechanical principles within its make-up which may be used to advantage, other than to operate the drive and belt wheels of the tractor, if we but know how to take advantage of and use them. It is the operator who studies out these principles and applies them to the work at hand, that makes his tractor pay for its winter board and encourages its stay as a practical helper on the farm.

Pulling stumps usually requires a special mechanical device, but with a tractor and a 20-foot log and two chains one can pull some very large stumps. This is done by using the log as a long lever and the tractor to work back and forth in an arc of a circle with the outer end of the log attached to the draw bar. One of the chains connecting the stumps is hooked up at each pull, and the stump is gradually pulled from its place.

Lifting the hay rack to or from the bolsters is more than one man's job, unless he has a tractor. But by using a long pair of jack poles and a rope, the whole rack or box is swung in the air and lowered to the place wanted.

At butchering time the same jack pole is used to suspend the hog or beef when left to hang for cooling and the tractor is used to lift it.

Lifting a neighbor's windmill tower to place was but a five minute job with a tractor and saved the arranging of a set of tackle blocks as are usually used. To do this the jack pole was used and a threshing machine cable attached direct between the tractor and the mill tower.

One way in which the truck can be made to contribute to the farm profits is by hauling perishable commodities at night, during hot weather. The facility with which lighting equipment is employed, and the speed of the truck permit night operation without hardship and insure delivery of products in much better condition than if they had been exposed for some hours to the heat of the day and the jolting of a wagon.

On farms where potatoes, apples, or similar products are grown in large quantities, placed in storage, and put on the market at the proper time during the winter, it will be found entirely possible to provide a tightly built closed body in which the temperature can be kept above the freezing point by means of an exhaust heater. It will be found that not only does the heavy duty engine of the truck supply a greater volume of exhaust gas than does a motor car engine, but owing to the conditions under which it works the exhaust gases are hotter. Such an

arrangement will not only permit hauling to continue at a season when other work is not pressing and time not particularly valuable, but will enable the farmer to place his products on the market during the period when the difficulty in getting them to market by ordinary methods without freezing has brought about favorable price conditions.

CRANKING THE AUTO IS NOW A LOST TRICK

Avoid trouble in the carburetor by opening the bottom occasionally and drawing off the water or sediment which may have accumulated there. This is easily done if a drain valve is provided, but if there is only a plug this operation is apt to be neglected until trouble occurs. Have a drain valve fitted and do not neglect to use it.

If difficulty is experienced in starting the engine on a cold, raw morning, and flooding the carburetor does not help, try closing the air holes in the air pipe leading to the carburetor. This increases the vacuum slightly and may be the only thing necessary to start the engine.

On account of the almost universal use of the starter most of us have forgotten how to crank an engine by hand. Use the left hand and keep the thumb on the same side of the handle as the fingers. In case of a back-fire the handle will spin backwards. The left hand is weak and the handle flies out of it without doing any harm. Using the right hand, with its stronger grip the driver's head is likely to be thrown against the radiator, and the hand is more apt to be bit by the revolving crank.

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CANADA ATTAINS SECOND PLACE AMONG MOTOR OWNING COUNTRIES

This year will see Canada attain to the position of second biggest of motor owning countries. In fact it is not at all improbable that at this time Canada has attained to that status, for since the beginning of the year car purchasers have been extremely active as is instanced by the increasing registrations in every province. At the end of 1921, however, Canada stood third among the world's automobile owning nations. The United States naturally lead with a gross registration of 10,488,632 cars and trucks, about 83 per cent of all the automobiles now in operation. Great Britain and Ireland ranked second with 470,432 cars and trucks, and Canada was a close third with 469,310 machines.

While it is certain that English and Scotch car buyers have been active this year, this being established by the great volume of automobile exports to the United Kingdom, as well as by the heavy production of cars by home factories, it is not regarded as probable that the purchases have been as numerous as those effected in the Dominion, and consequently it is confidently predicted that by the end of the year Canada will be second only to the United States. There are several reasons why the United Kingdom cannot expect to hold its lead over the Dominion. One of these is that there is really less need for motor cars, that they are less of a necessity there than here, for the older modes of travel are better established, and the railway services are immeasurably superior, particularly for local travel. Another reason is that the automobile prices in the United Kingdom are very much in excess of the prices maintained in Canada, usually about twice as high. A third reason is that the automobile is very much more heavily taxed in Great Britain, and a fourth is that the operating cost is about three times as high, the price of gasoline per gallon, for instance being almost three times as much as in Canada.

In point of number of cars per unit of population Canada is already far ahead of Great Britain, as is evident from the fact that with a population less than 25 per cent of Great Britain's she owns only about ten per cent less cars. And in point of investment in automobiles per capita Canada is probably leading the world, for, as is generally known automobile prices in the United States are materially lower than in Canada, and those in Great Britain are not sufficiently higher to entail a greater per capita investment.

It is interesting to note that France ranks third in importance among automobile owning countries with a registration of 236,148 vehicles, while Australia is fourth with 81,000 machines. Argentina ranks fifth with 70,000 cars and trucks. Liberia is the least of all automobile owning countries. It boasts 17 machines.

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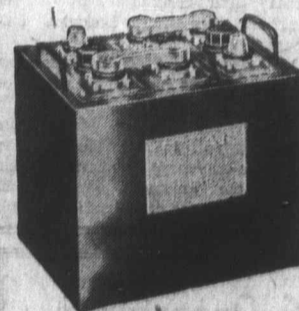
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