and at a minimum cost. It is necessary to attach a wire from one binding post to the other, short circuit it as we call it, to start it working properly and quickly.

The storage battery is coming into common use now for ignition purposes and is very reliable when understood, and where means are at hand for recharging. The recharging of these batteries is rather a delicate proposition and would require too lengthy an explanation for this article. Besides, every storage battery goes out with a book of instructions, and the man who charges it for you will give you all the information you may desire concerning them.

The current from an electric lighting system is sometimes used for ignition purposes, and works nicely and is very economical after being installed, but is rather expensive to instal, on account of the attachments necessary to use this current safely.

The magneto is coming into its own very rapidly for ignition purposes, especially since self-starters are in general use on heavy engines, which will give them speed enough to cause the magneto to give a spark of sufficient intensity to start the engine. There are numerous different types and makes of magnetos, but we will deal only with the various types in reference to their construction, such as direct current, alternating current, high tension, low tension, and the non-rotating magnetos.

Magneto ignition has developed wonderfully during the past ten years. There was a time not long ago when a magneto for ignition purposes was a curiosity but the engine not supplied with some kind of a magneto now is as much of a curiosity. The evolution of the magneto began with the old low tension direct current which required several hundred revolutions per minute in order to generate sufficient current for ignition purposes. With this type of magneto it was always necessary to have battery ignition to start the engine and get up the speed necessary to start the magneto to work. This magneto was later superseded by an alternating current magneto which did not have to run so fast, and which gave better service on account of making a hotter spark. It was also found to be more economical. High tension magnetos were then developed, which would work without the aid of a coil box, both of the older type requiring the use of a coil box to intensify the spark so it could be used for ignition purposes. These magnetos have been developed until they have been built to run at the same speed of the engine and produce a sufficient spark at a very slow