

Don't Risk a "Breakdown" in the Midst of Threshing

A BROKEN BELT MEANS BIG WAGES GOING TO IDLE HANDS. THE BELT THAT CARRIES THE LOAD—DAY IN AND DAY OUT—IS THE BELT THAT SHOWS THE PROFIT AT THE END OF THE SEASON



"RED WING" Stitched Canvas Thresher Belts have the extra strength and durability built right into them. They give the service as well as the power.

"STAR" and **"LUMBER KING"** are made of the highest grade rubber material, and are guaranteed to run true in all cases. Our nearest branch is always at your service.



Canadian Consolidated Rubber Co. Limited

Head Office - - - MONTREAL

BRANCHES AT

Winnipeg, Brandon, Regina, Saskatoon, Edmonton, Lethbridge and Calgary

THERE are three kinds of batteries used for ignition purposes, all three giving splendid service where they are at all adapted to the work they are to be used for, viz., dry cells, wet cells, and storage batteries.

Dry cells are properly named as far as outside appearances are concerned, there being no moisture of any kind visible. They can be used in any position, on their side or on either end, although it is claimed they will last longer when used in an upright position; that is, with the binding posts on the top. These cells consist of an outside shell made of sheet zinc, made in any form or shape to fit the place in which they are to be used. In the center is a carbon post which runs almost to the bottom of the zinc shell. Around this carbon or center post is packed the chemicals which are to furnish the electricity. The top for about half an inch is sealed over with sealing wax or tar, or anything that will seal it tight and prevent moisture either entering or escaping from the zinc cylinder. The current is produced by the chemicals within destroying the zinc on its inside surface. These batteries have wonderful recuperative powers; for instance, when you stop your engine in the evening the batteries may be almost lifeless, yet in the morning

Batteries and Magnetos

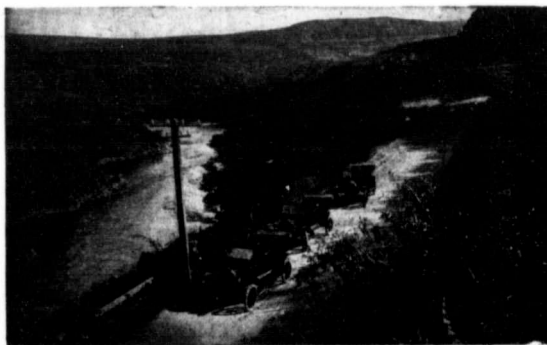
be good for another day and be used from day to day after they are thought to be almost worthless. Dry batteries will last longer when used a little each day than when allowed to stand without use. In fact they will deteriorate while stocked in a store almost as rapidly as when in use. For this reason you should require batteries tested at the time of purchase. This test can be made by a simple instrument commonly called a battery tester.

the scientific name of which is an ammeter, or a combination of ammeter and voltmeter. The merchant will know what you mean if you tell him you want a battery tester. A dry cell which is perfectly dead may be revived for temporary use by drilling two or three holes through the shell on top and pouring into these holes as much vinegar as will soak in. These holes should again be sealed with sealing wax and a wire passed from one bind-

ing post to the other for a couple of minutes when your battery will show temporary life. This is only resorted to as an expedient, but is not profitable, but will help out an emergency at times.

Wet cells are such as are commonly used by any telegraph operator, who will be glad to explain them and assist you in the proper construction of a wet battery. It may consist of from one to any number of cells, according to the strength of current desired. This type of battery consists of a glass or glazed earthen jar, which will hold about a gallon of water. Into it is inserted a zinc and a copper post, which can be purchased from any electric supply store, in the shape of a crow's foot. The chemicals consist principally of rain water and blue vitriol. A little sal ammoniac is also used. The electricity in this battery is also produced by the destruction of the zinc by the chemicals. The copper will also be destroyed in time, but not so rapidly.

If you have a clean, dry place in a basement where the water in these cells will not freeze, and where you can get at the cells occasionally for the renewal of the water, chemicals, and crow feet, you will have a battery which will give you good service



Motoring in Alberta