

a delicious COCOA CAKE try it yourself

DIRECTIONS

CHOCOLATE CAKE. 1/2 cup butter, 1 cup sugar, 1 1/2 cups flour, 1 teaspoon baking powder, 2 eggs, Mix 1/2 teaspoon soda with 1/2 cup sweet milk; mix 1 1/2 teaspoons cocoa with 4 teaspoons hot water, 1 teaspoon vanilla, pinch of salt. Mix yolks, butter and sugar, add milk, soda, flour and salt; beaten whites of eggs last. Use a cocoa or colored icing for filling, and cover cake with same.

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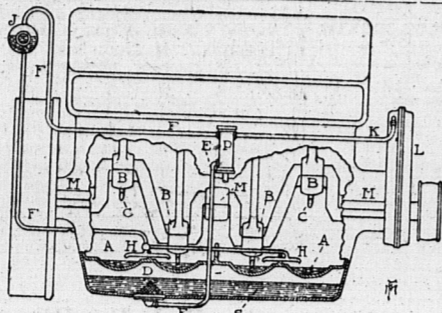
THE ST. LAWRENCE FLOUR MILLS CO. Limited MONTREAL

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

SPLASH LUBRICATION OF ENGINES

An automobile engine being fully enclosed and liquid tight, if sufficient oil were placed in the crank case, so that the connecting-rod ends should dip into it at each revolution. Lubricant would be splashed over all the internal parts so long as operation was continued. However, as there is some oil lost by passing up the cylinders, entering the combustion spaces and escaping through the exhaust the level of lubricant in the crankcase would fall, unless replenished. In this case the connecting-rod ends would dip less and less deeply in the oil and the splashing action would gradually grow less until it failed entirely, although at the beginning it might have been so energetic as to end to overfilling. Furthermore, if an engine thus lubricated were driven up a steep hill, most of the oil would flow to the rear of the crankcase, and the connecting-rod ends of the rear cylinders would dip too deeply and splash too energetically, while those of the front cylinders might not reach the oil at all and failure of lubrication in these cylinders would ensue. Moreover, the oil splashed by the rods would be from near the surface of the supply and as this dripped back from the parts upon which it was thrown, it would be hot and would tend to remain upon the surface of the oil pool from whence it came, with the result that the lower portions of the oil in the crankcase would be comparatively stagnant and cool, while the upper oil would become hot and thin. In other words there would be a poor circulation of the lubricant. Then, too, all carbon and metallic particles formed in the operation of the engine would remain in the oil and be likely to be splashed onto the bearing surfaces again and again. In order to make use of the splash principle of lubrication and, at the same time, to do away with the objections above referred to, the constant-level circulating system of splash lubrication has been devised. The principal objects attained by it are the maintenance of a constant level of oil in the connecting-rod ends to dip into and splash about, irrespective of the total amount of oil carried in the engine and the variation of the engine from a horizontal position; to insure the circulation and equal participation in lubrication of the entire body of oil carried and to secure the separation of harmful solid matter and its exclusion from the surfaces to be lubricated. In the accompanying diagram is shown in simplified form, such a system in which circulation of the oil is effected by means of a pump. The sump or oil reservoir contains most of the engine supply and its being exposed to the cold air rushing under the car, conduces to cooling it. The supply or suction pipe E of the pump draws its supply from the sump through the fine metal gauze strainer D, which catches solid impurities. From the pump P, a part of the oil is forced through the delivery pipe F, out through the branch delivery pipes H, one of which is provided for each cylinder into the splash-basins A, one of which is located directly under each connecting-rod. On its way through E the oil passes through oil-indicator J, where its flow can be observed by the operator as evidence that the system is working properly. Delivery pipe K furnishes the balance of the oil pumped to the timing-gear case L, from which it drains back after lubricating the gear faces and bearings. The rate of delivery of oil to the splash-basins or oil-crocks A is sufficient to keep them not only full but overflowing, and this implies that the connecting-rod B at all times dip into oil to the same depth no matter how much or how little oil there may be in the engine (assuming enough to fill them) and irrespective of the up-hill or downhill slant of the car. On the tip of each connecting-rod is carried a tubular splash-rod or dipper C through which oil is forced into the connecting-rod bearing at each revolution and by which oil is thrown or splashed all over the interior of the engine so energetically that the entire space is filled with a heavy fog or mist of oil, which settles upon all parts lubricating them, drips down into the sump from which it



is again lifted by the pump and fed to the oil troughs to be broken up into fine particles by the connecting-rod. As oil supply pipe E draws from the bottom of the sump a supply of oil is assured to the splash-basins so long as any remains in the engine and this is sure to be the coolest oil not that which has just been heated by passing over the bearing surfaces and thus a circulation is continually kept up in which all the oil takes part. The oil spray enters the cylinders, lubricating their walls and their pistons and some of it is scraped into the hollow wrist-pins lubricating their bearings in the connecting-rods, which also receive a part of the splash which enters inside the pistons. Oil moreover is splashed into the collecting pockets over the bearing surfaces and distributing grooves, so that the full length of the bushings is lubricated and the same collection and dispersion of splashed oil takes place at the main shaft bearings, while some oil vapor, escapes along the push-rods into the valve-gear compartment to lubricate the valve-stems. All oil, after doing its duty at bearings, returns to the sump to be re-circulated.

CARELESS USE OF THE "CHOKER"

Excessive Choking Floods Cylinders and Spoils Oil

So much has been published as to lubrication difficulties and dangers arising from the thinning of engine oil, by the leakage into the crankcase of heavy elements of the fuel, which have failed to burn, that attention is pretty well focused upon this evil. Naturally, when an engine is warm, most of these involatile, troublesome portions of the fuel burn, but when it is cold, they do not and therefore it is mainly while an engine is being warmed up to working temperature, that oil pollution takes place. In the case of an engine with its circulating water kept hot, with its intake passages exhaust heated and the carburetor supplied with warm air, this difficulty is reduced to a minimum, except during the starting operation and even then a warm garage diminishes the evil very greatly. Under existing conditions, it is practically impossible to start an engine from a cold condition, without feeding its cylinders a vast excess of fuel, from which sufficient of the more volatile constituents will vaporize to produce a combustible mixture, while the rest of it—and sometimes much the larger part of it—fails to burn and runs down into the oil. To furnish this excess of fuel, the choker in the carburetor must be closed, almost shutting off the air and thus momentarily changing the carburetor into a pump to throw liquid fuel into the piping and cylinders. Oil pollution is largely due to this choking or priming action and the careless or unskillful use of the choker or strangler greatly aggravates the thinning of the engine oil. The following suggestions are offered as to reducing the oil thinning resulting from choking: Use the choker no more than absolutely necessary. When the engine is started gradually, but as fast as possible without causing stalling or open it wide and then close it again momentarily when the engine seems about to stop. After the car is in motion the engine usually runs fairly well with the throttle slightly open on level going, but when it has been slowed down it frequently fails to pick up. On such occasions a momentary closing and opening of the choker will usually give the necessary fuel for acceleration. Do not leave the choker closed, but hold it closed when its effect is required and always leave it open. Questions of general interest to motorists will be answered in this column space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of our office.



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1914 CENTS ARE WORTH A LOT, SAYS WAG—BUT TELLER SAYS JUST \$19.14

MONTREAL, Jan. 24.—In the days after the armistice, a returned solder contemplating his small supply of cash on hand made the statement that 1914 cents are worth a lot. And he looked at the sum in his possession, \$19.14 with a doubtful smile. A wagish phrase picked up the chance proffered a misinterpretation on it and sent it out into the world to harry bank tellers, coin collectors and everyone who rejoices in finding that something of old value itself has developed into a treasure. The winged message permeated through all layers and classes of society until it reached the children. By this time, gathering unto itself as it wended its way, another legend and motto became attached to it. This said that when the cent of 1914 was minted, through an error some gold had been poured into the alloy which composed the copper coin greatly enhancing its value. Truly a tale worth telling, equal in romance to pieces of eight or the pot of gold at the rainbow end. Children began the pursuit of the magical cent. But possession, with children, does not entail the satisfaction which a collector experiences at the acquisition of his desire. No something must be done with the cent. So all over the town of Westmount youngsters have been dropping into the banks, with hot little coins clutched tightly in small hands. The astonished tellers have been informed by these tiny hustlers that when the cent of 1914 has been given in exchange for the copper currency. "My brother said it was true," lamented one kiddie when disillusionment was thrust upon him. So hundreds of children have been disappointed.

Not only the children are dazzled by a tale. On several occasions returned soldiers or their wives, in one instance the wife of a poilu, have come to the Star office with these coins carefully concealed in the innermost recesses of their dress. They could hardly trust the bits of copper out of their hand while the puzzled reporter tried to see if there was anything unusual in the designs. As a final resort the owners have been sent to the Century Stamp Company, where they are told the explanation which heads this story. New in the musical instrument line is a whistle with two tubes that is played like slide trombone.

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