

The Woman Who Loved and Earned

BY JANE PHELPS
A Modern Story of Home and Business

ROBERT'S FRIENDS TAKE A HAND

CHAPTER 61.

Robert was moody, silent, and disagreeable much of the time. He hated his work, the inferior quality of the goods he was asked to sell, the small business men's methods; and lastly the way he, as well as the rest of the help was treated.

quoted, laughing a little because Robert looked so lugubrious. But I really felt more like crying. "I suppose Calding and the other big stores had to start sometime in a small way."

"Talking that way doesn't make being treated like a lackey any easier!" Robert snapped, then begged my pardon.

"I don't know what ails me, Gerry! Honest, I try to keep my temper, but everything seems to rub me the wrong way. I am sorry I spoke so cross to you. You deserve better from me."

He spoke so humbly and looked so distressed that I made very light of his grumbling, and laughed at him for a silly goose to care what he did so long, as he had to depend on the time.

"I never care what I have to do," I told him. "Madame pays me for the time I spend in the shop. And it really makes no real difference whether I trim the window or sell hats. My time is hers."

"I don't see it that way at all. I am hired to sell goods, not to play errand boy."

and other things need to be done." "That makes no difference!" he said, so impatiently that I stopped arguing, although I couldn't stop thinking that perhaps if Robert had less sense of his own importance, and more interest in his work, he would get along better.

Betty Weed gave another little party about this time. She said she gave it so we could all rejoice together over Robert's recovery. So many had been killed with automobiles and so many others permanently injured, that she said it was only fair to have a party for Robert.

I knew it was only an excuse to cheer him up. I had met Frank on my way home from the shop, and had told him that Bob was depressed and blue.

"We'll have to do something to wake him up," he had replied. "You know that conditions grow on a fellow if he gives way to it. And really, poor old Bob has had it pretty rough lately."

"I know it, Frank. I—for the first time I had felt an inclination to speak of Robert and his failure in business to someone besides

Mary Ryan. But I caught myself just in time. There was nothing Frank could do. Why tell him? "What were you about to say, Gerry?"

"Oh, nothing! But Bob really needs cheering up. His accident kept him in the house so long, he isn't quite himself even yet. And then the loss of his position because of his enforced absence, the position with such a different type of man, has combined to make him unhappy."

"Was that the reason he lost his position with Burch. I didn't think they would do a thing like that. It's a rotten trick to discharge a man when he is sick."

I felt my face flush, and yet I could not say anything to disabuse Frank's mind of the idea that Burch and Company had been unfaithful without letting him see that Robert was to blame. So I said nothing, while he continued to say untrue things about that firm.

When he left me he said: "Betty and I will get our heads together and see if we can't have some sort of a gay shindig to cheer Robert up a little. That was a low down trick that firm played on him."

transmit this pressure, through the is present in the mixture, the time occupied becomes quite perceptible. The loss of time in securing the necessary movement of mechanical parts involved in ignition is known as "mechanical lag"; that absorbed in the electrical and magnetic actions upon which ignition is dependent is called "electrical lag" and that taken up, so to speak, in making the fire fully burn, after it is kindled, is spoken of as "combustion lag."

A system of ignition may possess all these "lags" in varying amounts and all three of them have to be added together to determine the time elapsing between the instant that the mechanism is ready to produce a spark and that at which the explosion pressure is ready to act effectively upon the piston.

In the best modern systems, mechanical and electrical lag have been reduced to very small values, but cannot be entirely done away with. Combustion lag is, however, always present, no matter what system of ignition is used, so that there always is a delay between the beginning and the completion of the act of ignition which though slight in itself, is of importance. Referring to Fig. 1 in the accompanying diagram, it will be noted that the crank is shown as about 30 degrees or one sixth of a revolution short of its upper dead-center position.

Assuming, as before, that the engine is running at 3,000 revolutions per minute or one turn each fiftieth of a second, one three-hundredth of a second will be required for it to move from this position to the dead-center position shown in Fig. 2, at which the working pressure should be developed ready to act on the piston. Now the total "lag" in an ignition system is often as much as the one three-hundredth of a second just spoken of and in some systems it may be considerably greater than this. Furthermore, it is practically the same in duration whether the engine is running fast or slowly. Suppose now that the spark

Tomorrow—Invitations.

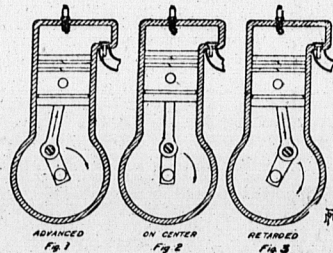
HINTS FOR The Motorist

BY ALBERT L. CLOUGH

IGNITION, THE SPARK

(Continued)

In the first part of this article it was stated that the fuel charge in a cylinder should be ignited and its useful pressure developed at the instant when the piston is at the top of its stroke and ready to



connecting rod to turn the crankshaft in the direction in which the engine is running. It is commonly believed that electricity acts instantaneously and moreover that there is no difference of time between the act that causes an explosion and the actual occurrence thereof, and if this were the fact it would only be necessary, in the ignition of a gasoline engine, to have the spark producing mechanism go into action just when the piston reached upper dead-center, in order to realize the condition above stated. In reality, however, the effects produced by electricity are not instantaneous, although they are so quick that they seem so to the unaided senses and it is also true that there is an interval, although a very minute one, between the kindling of an explosion and its full development. Both require actual time that is capable of being measured by refined methods.

In an electrical ignition system there are mechanical parts that have to move, whenever a spark is to be produced and it is a fact that a very little time, but still some time is required to move anything, no matter how light it is. Moreover electrical ignition requires the magnetization, by the current of certain devices included in the system and the development and dying out of magnetism require a very minute, but still an actual and measurable interval of time. When the spark actually occurs between the plug points in the cylinder, it is only the mixture immediately in their vicinity that is lighted at first and combustion has to spread from this point throughout the contents of the cylinder until all the gas and air present have become inflamed, before the pressure is actually developed. This requires but an extremely short time, but it requires some time and indeed,

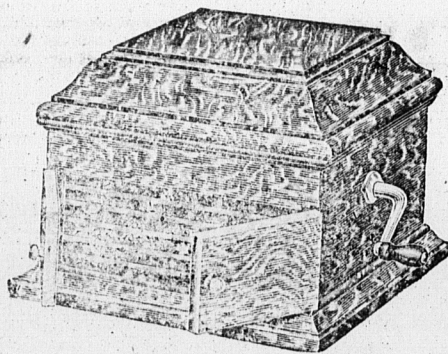
if too much air or too much fuel producing mechanism is so coupled to the engine that it begins to act just as a piston reaches upper dead-center. Under these conditions, ignition would not be consummated until one three-hundredth of a second later than the dead-center position and, in this interval the crank and other parts would have moved into the position shown in Fig. 3 or about 30 degrees after dead-center, so that the evil effects or retarded ignition, as previously described, would be realized. The remedy for this situation is obvious

Continued on Page Eight

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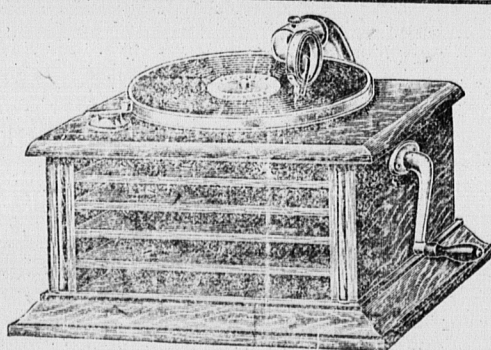
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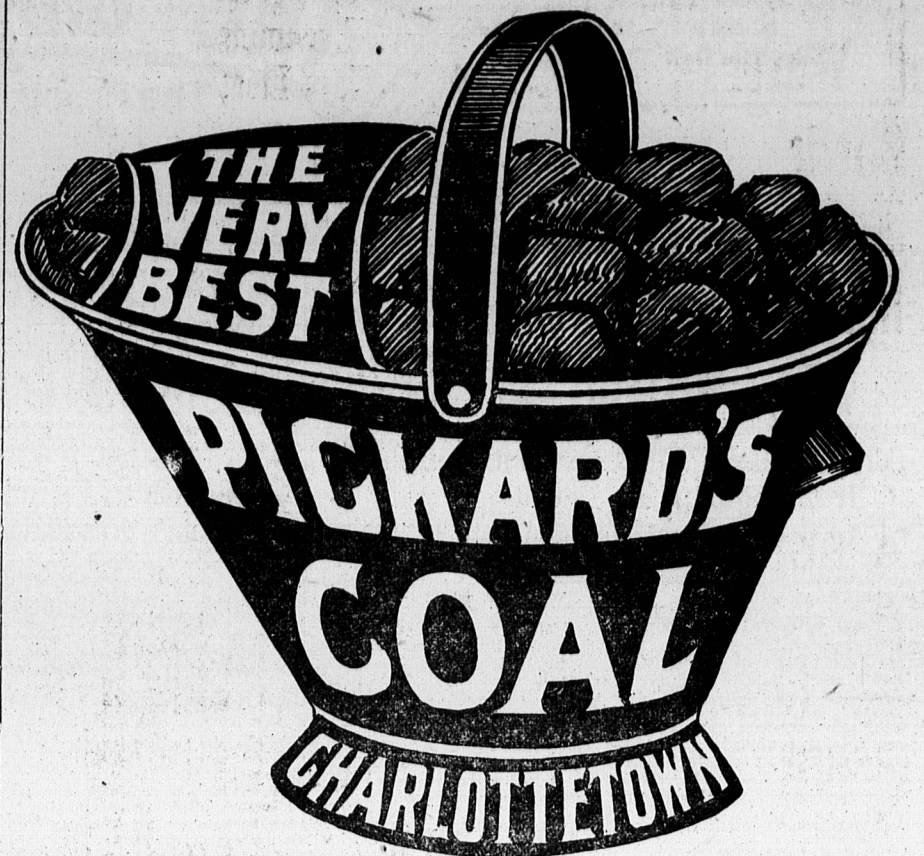
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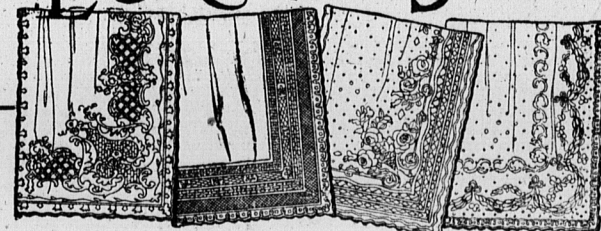
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