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The Unarmed Ranchman
By JOHN TURNLEE

When MacDonnell left his home in Edinburg for the wild west in America to engage in ranching he was as mild a mannered fellow as ever lived. Nothing troubled him so much as to have a difficulty with any one. On the day of his departure one of his friends said to him:

"It seems to me, Mac, that you will be out of your element in a country where there is no law except gun law."

"Oh, I won't be troubled," was the reply. "I'll not offend any one, and if any one offends me and I have to fight I'll try to arrange for a substitute of fists instead of guns."

"You'll not be likely to effect such an arrangement; you're too strong. Those fellows won't care to tackle you in a trial of muscle."

When MacDonnell reached his new home he astonished the inhabitants of the country by going about without the customary enormous revolver slung to his side. He was warned by friends that such a course was unsafe. True, the people of the region were a generous, whole souled lot, who respected any man for doing as he pleased so long as he did not injure his neighbor. But there were men who had come from the lowest haunts of vice, who would not hesitate to shoot any one they took a fancy to shoot, even if unarmed. But MacDonnell refused to be converted and continued to ride over his ranch with no other weapon than a lasso.

The only trouble he had was with a neighboring ranchman named Hawkins, who insisted on claiming MacDonnell's sheep. For a time, whenever there was a question of ownership between them, Mac would give in. This encouraged Hawkins to increase his demands, and it finally became apparent that if Mac did not call a halt all his sheep would in time be transferred to Hawkins' ranch.

One morning Hawkins rode up to MacDonnell's ranch house, called him out and began to abuse him scurrilously, accusing him of branding one of his (Hawkins') sheep. MacDonnell was obliged to stand and take what was said to him, for should he retaliate in any way Hawkins was liable to draw his revolver and shoot him. Mac wanted till he had finished and was about to ride away. Then he said to him:

"Mr. Hawkins, you have grievously insulted an unarmed man. I am opposed to the use of firearms, but if you will give me such satisfaction as may be afforded in the ring with fists I shall be obliged to you."

"That kind of fightin' may do for a milkop like you, but it isn't the kind we're used to in this country. When we fight out here we fight to kill."

With that he rode away.

MacDonnell did not take this attack kindly. Several of his employees, including one of his herders, witnessed the torrent of abuse heaped upon him, and it galled him to live under the obloquy of having taken it without a fight. Besides, he knew that such a public insult would spread abroad, and he feared that the community would consider him a coward. Finally he made up his mind that he must follow the custom of the country, and the day after the insult the 42 caliber revolver of the country appeared at his hip.

Fortunately he did not happen to meet Hawkins for some time. When he did it was up in the mountains back of the grazing lands. Mac was passing over a path about a yard wide leading around an almost perpendicular cliff. Behind him were two of his herders. Suddenly turning a bend, Hawkins and MacDonnell met face to face and not ten feet apart, Hawkins being first of four men.

MacDonnell was a very different man from the man who had left Scotland a year before. He had been brooding over the insult he had received till he was ready to fight to the death the man who had given it. He was very quick in his movements, and before Hawkins had quite taken in the situation Mac had drawn his revolver and had the drop on his enemy.

"Mr. Hawkins," he said, "I'll trouble you to ask the man behind you to relieve you of your revolver and drop it over the cliff."

Hawkins made no reply for a few moments, glaring at his antagonist.

"Suppose I decline," he said presently.

"In that case I'll drop your dead body over with a ball in it."

Hawkins stood MacDonnell's glance and the muzzle of his revolver a little longer, then told the man behind him to obey the order. His revolver was dropped over the cliff.

It was followed by Mac's weapon, and both men stood unarmed.

"I now propose a wrestling match, Mr. Hawkins, right here. If you can throw me over after my revolver you are welcome to do so."

"I decline certain death for both," said Hawkins.

"Then turn around with your party and go back."

Hawkins made no reply for some time. It was quite a distance to a place where the parties would have plenty of room to pass. Presently he turned and directed his party to go back.

MacDonnell never replaced the revolver he had thrown over the cliff, and his replacement was never needed.

Expert Advice For the Automobile Owner
Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

In washing a car will a mixture of gasoline and water cut the grease? If so, how should it be applied?

No doubt the addition of gasoline to the water in connection with sponging the car will efficiently aid in the cutting of the grease. It would have to be applied either in a spray or sponge, as these are the only two practical methods of mixing it in such a way that it would combine closely enough to form a suitable mixture for cleaning. Kerosene is also frequently used in this manner with success.

I have a car with a two speed rear axle. Whenever I go down hill or over a bump with the clutch out I hear a rattle. What is the cause of this?

The rattle you mention is probably from the idle pinion on the rear axle. In this axle there are two bevel pinions constantly in mesh, and one of these is always running idle, and the particular gear which is delivering the power from the motor depends upon the position of a dog clutch. When the car goes over a rough spot with the clutch out there is a tendency for the drive shaft to revolve at an unequal rate of speed, due to the inequalities of the road, with the result that the idle pinion is alternately thrown backward and forward against the bevel gear, with which it meshes, thus making a rattle. There is always a certain amount of back lash in these gears, and the amount of noise will naturally depend upon the extent of this play. There is nothing serious about this, as the noise occurs only at rare intervals, and then is not the indication of trouble.

Will you kindly tell me how to bend the gasoline and other tube lines in short arcs without the pipe flattening?

Copper tubing of small diameter can be readily bent into short curves by drawing the rod and pouring it into the tube. When this becomes cold it solidifies within the tube, and the tubing can be bent like a piece of solid copper. After the desired bend has been obtained the resin can be run out by heating the tube with a blow torch. Another method sometimes used is to fill the tube with sand, but the resin method gives the better results.

Why has a rotary valve engine five or seven cylinders instead of four, six or eight?

The odd number of cylinders gives a more even torque in a rotary cylinder engine. Questions of balance make an even number of cylinders preferable in the conventional type of motor.

Is it possible to start the motor in a car when the self starter fails to work and the crank is missing?

When the starter fails and the hand crank is not available the best method of starting the motor is to jack up one of the rear wheels so that it will turn without touching the ground. Then place the gear shift lever in high, and a few turns of the uplifted wheel will start the motor. Place the gear shift lever in neutral before letting down the jacked up wheel or you will have a rattling on your hands, or at least the motor will stall, and you will have all your work to do over again. Properly done the entire operation takes only a few moments.

What are the common causes for a motor missing fire?

Missing fire may be caused by an overrich or too lean mixture, by poor valve adjustment, inaccurate valve or ignition timing, leaks around the spark plugs, cylinder plugs, manifolds, etc., loose ignition wires, weak magneto magnets, water in fuel, faulty spark plugs or those with poorly adjusted electrodes, carbon deposits in the cylinders and overloading.

When I throttle my car down on high gear it begins to jump and jerk as though the clutch were slipping. The clutch is all right, however. What can be the reason?

The jumping and jerking action is probably due to the motor missing fire, caused either by poor ignition or faulty carburetion at low engine speeds. Mixtures may be too lean or too rich, there may be leaks in the intake manifold, or the spark plug points may be too far apart or too near together. Look at them first and see that they are spaced a thirty-second of an inch apart. Then see that your vibrators are adjusted. If the trouble is still in evidence your magneto magnets may be weak and require recharging.

What is the advantage or disadvantage of the cantilever spring in regard to the three-quarter elliptic?

The main advantage of the cantilever spring over the three-quarter elliptic is that it will give the same carrying capacity with the proper flexibility with considerably less weight. Another advantage lies in the slow period of vibration and the ability to eliminate rebound to a great extent. The weight of a cantilever is nearly all unsprung weight.

In the disadvantages the principal one is that a stiff frame is necessary and that a roll is given to the body when the car turns a corner.

How can one tell when a magneto needs remagnetizing?

The T head motor, because its valves are held about fifteen pounds they are said to be weak. Missing fire at low speeds is the result of weak magnets. When this occurs the magnets should be recharged.

What are the respective advantages and disadvantages of the T head and L head types of motors?

The T head motor, because its valves are located on opposite sides, allows of the use of large valves, and hence more power is obtainable than in the L head variety, other things, of course, being equal. It is usually more costly to construct than the L head type and has a more symmetrical appearance. The T head, however, is heavier and more complicated than the L head design, the latter using only one cam shaft and having the valves all on one side.

What are the advantages and disadvantages of the valve in the head motor?

The chief advantage claimed for the valve in the head motor is that, for a given size, it has more power than an L head or T head, because of the fact that larger valves may be used and the combustion chamber given a more spherical shape. There are a number of manufacturing advantages, one of which is that the entire combustion chamber may be machined and given a great polish, thus preventing, to a great extent, the accumulation of carbon.

The loss of heat through the cylinder walls of a motor depends to a great extent upon the surface of the walls, and in a properly designed valve in the head motor this wall area is small, compared with that of another type of motor of the same size. This reduction of wall area is obtained because of the absence of valve pockets.

The main disadvantage of the valve in the head motor, especially one using valve cages, is that the valve seats cannot be cooled as effectively as if the seats were a part of the casting. This is true in the cage construction, because the heat, in order to get from the valve seat to the water jacket, must overcome the resistance of the joint between the cage and the cylinder casting. This lack of cooling would not materially affect the inlet valves, as they are kept comparatively cool by the incoming gas, but it would mean more valve grinding in the case of the exhaust valves.

Is it possible to maintain pressure in a rear fuel tank when the tank cap is missing?

In cases of this sort take an old inner tube, cut out a piece about eight or ten inches long, tie one end tightly, so as to be air tight, then insert the tied end into the tank. Next remove the valve connection from the pump, insert the hose in the open end of the tube and pump until the tube completely fills the hole in the tank. Then tie the outer end securely. This contrivance will hold several pounds pressure in the tank and will last for some time.

Is three-eighths of an inch too much play in the wrist pin bushing?

Three-eighths of an inch is entirely too much play for the wrist pin bushing, assuming that up and down play is meant. There should be so little play that it cannot be felt by a movement of the wrist pin.

Can I silverize glass reflectors? If so, what are the ingredients and in what proportions are they used?

An amateur can silverize reflectors, but it is very difficult to make a good job of it. The method by which this work has been carried out is as follows: First fasten to a block of wood the finest possible grade of emery cloth. With this the reflector is smoothed down to a fine finish. It is next necessary to have a melting pot and a thermometer which is capable of measuring more than 212 degrees. Two ounces of lead, two ounces of tin and four ounces of chemically pure bismuth are melted together. Eight ounces of mercury are added at 212 degrees F. and mixed with the melted mixture. This is applied while warm with a smooth camel's hair brush.

Which will give the better results, 60 or 74 test gasoline?

As between 60 and 74 test gasoline, the 60 test fuel has been found to give the best results as far as mileage is concerned. The gasoline which we get nowadays is much heavier than that on the market, say, five or ten years ago.

Can an expert gain any advantage by changing from automatic to hand control in a battery ignition system?

A skilled driver might get better results with a hand control of the spark than could be obtained with the automatic type of ignition control for the reason that grade climbing can be accomplished much easier and the loads of the motor considered. In other words, the driver can shift his spark to suit road and motor conditions and thus get the highest efficiency at all times.

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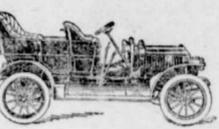
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