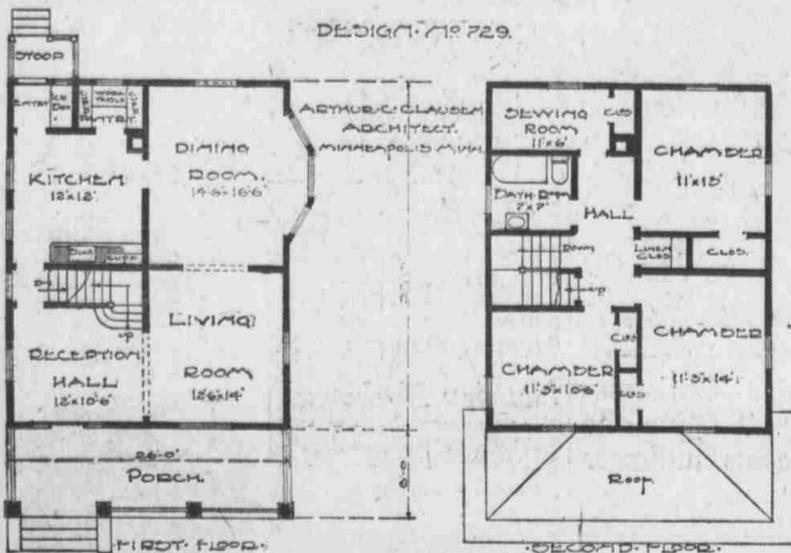


THE HOME BUILDERS PAGE

Running a Heating Plant

By Arthur C. Clausen.



MANAGING a heating plant is very much like training a child; each plant is apt to have its own little short comings and eccentricities which only you will make evident, and which in each individual case must be met and overcome according to individual requirements. All heating plants can not be controlled according to certain rules, any more than all of the children of even one family can be raised by rules, not making allowance for individual differences.

Everything considered, whether it be in a mild climate requiring but little heat, or in a cold climate requiring considerable heat, there is no question but what a hot water heating plant is the most practical and economical for the heating of homes. There is but one advantage which a hot air heating plant has over a hot water heating plant, and that is that a hot air plant can be quickly heated up and as quickly cooled off, while with a hot water heating plant, it takes longer to get up heat.

On the other hand, with a hot water plant the heat can be controlled better, so as to keep an even temperature at any degree desired. For the controlling of heat, there are several well known devices on the market, the best of these being a thermostat or automatic thermometer located near the center of the house which is electrically connected with a small motor in the basement, run by storage battery, that automatically opens the dampers when the thermometer registers slightly below the temperature desired, and closes them again when the temperature has raised a degree or two. This arrangement is not only a fuel saver, but saves a great deal of time and attention.

To have heat, however, there must be fire in the boiler or furnace as the case may be, for the operation of the heat regulator will not put heat into the radiator or register, when there is none

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system is once allowed to cool down, it takes considerable fuel to warm it up again. That is why it is cheaper to maintain a low fire over night than to let the fire go out every day during mild weather, and make a new fire each morning, for building a fire always takes considerable fuel. Hard coal will give some clinkers and these if sifted out and mixed with the coal, usually by throwing in on the coal pile and allowed it to mix in as the coal is used, will burn down to an ash and while burning will give off a fair amount of heat, that would be wasted if the clinkers were not sifted out. Even the very best draught conditions will usually leave enough clinkers to make the sifting worth while.

In the case of hot water plant, the flues should be thoroughly brushed and scraped out, leaving them perfectly clean at least once a week. When there is a blanket of soot over the flues the soot acts as an insulator, very much in the same manner as asbestos would, and keeps the flues from coming in close contact with the heat.

The water in a heating plant should always be changed at least once a year. What is known to heating men as "dead water" never circulates well. The clear-

est, best drinking water will give the best results in a hot water heating plant. Just after being put into the plant it will be noticed that considerable air forms in the top of the radiators, and this should be allowed to escape every few days. Also, careful attention should be given to the water gauge on the tank to see that the tank is at least one-half full, thereby insuring the proper pressure in the radiators and be sure that the entire system is filled with water.

When the kitchen stove is connected with the same flue as the heating plant (this should never be done when it can be avoided) the dampers on the kitchen stove must be kept closed whenever not in use. When the kitchen stove is in use the impairment to the draft in the heating plant can not, of course, be avoided. A little care given to all details in the running of any kind of heating plant will always result in considerable saving of fuel and a great increase of comfort with a minimum of annoyance.

Plans are being prepared by Architect J. M. Nachhall for the proposed Knights of Columbus club quarters, property for which has been purchased on Dodge, between Twentieth and Twenty-first streets. The property, known as the Menell home, was acquired at an approximate cost of \$10,000.

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Savannah Races a Failure

By BARNEY OLDFIELD.

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Where will the Vanderbilt cup and the grand prize races be run in 1912? The reason this question has arisen in my mind and will without doubt be asked throughout motoring circles shortly is because there is little chance that there will be another racing carnival in or near Savannah next year. This news will surprise many well posted automobilists who have considered that the hustling Georgians solved the road racing problem when they provided an excellent course, well policed and promised that visitors would be fairly treated during the carnival period. The real reason there will not be a 1912 race near Savannah is that with all the gouging and overcharging the citizens and business concerns were guilty of the recent meet lost a lot of money, and up to date there has been no scramble between the members of the automobile club or business organizations to see who would put up the amount of the deficit.



BARNEY OLDFIELD.

The first week I was in Savannah things went fine. It was two weeks before the crowds began pouring in rates for hotel accommodations soared sky-high and restaurants put out new bills of fare on which the prices were trebled in many instances. Newspaper writers, usually protected by reception committees, were "stung" just as hard as the most hapless victim. Nine-tenths of the visitors went away from the town declaring they would never return. I remained in Savannah for almost a week after the grand prize race, and am qualified to speak of the manner in which the different automobile club officials who posed in the spotlight before and during the races, are now trying to "pass the buck" to each other, since the meet was a big financial failure. "We've had enough racing," is the popular cry in Savannah. "We've had enough of Savannah," is the cry of the racing drivers and entrants, who were held up for rent for training camps and supplies.

I am strongly in favor of the grand prize race going to Los Angeles, but the Vanderbilt event should stay in the east. In the first place, it is a most unwise plan to pull the two races off less than two months apart. In the second place, the name of Vanderbilt, which spells magic in portions of the east, does not mean anything to the people of the west. The Vanderbilt race should either be abandoned altogether or be assigned to Philadelphia to be run in conjunction with the Fairmont park race or over the Fairmont course as the Vanderbilt cup race. There is no questioning the fact that there are far too many racing events. It should be a survival of the fittest. Philadelphia has shown that it can run a big road race in an almost perfect manner. New York has shown clearly that it cannot do the same. It should simply be a question of whether or not the Quaker City crowd would accept the Vanderbilt trophy in place of their Founders' trophy.

The announcement a week ago that one of the largest automobile manufacturing concerns in the country, doing most of its business direct with retail purchasers from its own branch houses, will henceforth sell automobiles on the installment plan came as a flash from a clear sky

to the majority of dealers and manufacturers in the trade. Two months ago, while in Detroit, I was told confidentially, of course, by a big man in the organization that such a policy would soon be announced. Owing to the standing of the corporation and the immense number of cars its factories turn out, there can be no meaning other than that other makers will have to come to the same basis of trading with the car buyer. For years the automobile business has been conducted along lines nothing short of arbitrary. No matter how highly a concern was rated, it had to pay a deposit on a future season's order, even where the machines purchased were yet unbuilt. It was only a question of time before the end would come to such a policy. Competition is now too great and there are too many dealers in the field. It costs too much to sell a car. Concentration of distributing methods will have to come. Cars must be sold to men who have not the ready money to plunk down for an automobile, but who are able to meet monthly payments on a moderate-priced car.

The announcement in question will hasten the formation of a gigantic merger of the big automobile factories of this country. Wall street is interested heavily in three big automobile corporations. The "sure thing" financiers will soon become aroused to the crisis of the selling situation and then the formation of a huge automobile trust is sure to follow. Too many millions are tied up in the manufacture of automobiles to permit individuals to dictate the selling policy of so great an industry. Combinations have always taken place in other vast manufacturing lines, and one is certain to occur before a year passes in the automobile industry.

Musings of an Old Sport.

Be sure you're right—and then go to bed.

The man who says he "can't help it" doesn't want to.

Adversity enjoys a ghoulish glee in picking on the peevish man!

—Expend some of the courage before you're cornered!

If you can't profit by your mistakes, break even, anyhow!

"Sticking around" doesn't mean letting your circulation clog!

The path of dalliance always leads to a blind alley!

The trouble with some of us is that we wait till we're tripped up by the thumb before we'll consent to take a brace!—New York World.



in the boiler. Where natural gas is obtainable, the heat regulation is a very simple matter, the regulator merely raising or lowering the flame according to variation of the temperature above or below the degree desired.

The most important consideration where fuel is used, is of course, its kind. Wood, even at a very reasonable price is expensive fuel to use in a heating plant, as well as requiring a great deal of attention to keep the heater full. When there is a very strong draught, and the heating plant is perfectly installed in every respect, the cheaper grades of coal can sometimes be used with a little economy, but require a greater quantity which means more attention in shaking down ashes and replenishing the coal on the fire. For the average size home, the best coal is usually the cheapest. It costs more, but you get value received. Among the different kinds of hard coal the sizes known as stove, egg, nut, pea and pea dot are the most commonly used. Pea and pea dot coal require a strong draught. Stove and egg give the greatest amount of heat and will overcome imperfections in either draught or installation of the exhaust.

Many people make the mistake of shaking down the fire too often. To carve out the fire thoroughly burnt ashes at the bottom of the fire bed by one turn of the grate once a day, with a little more thorough shaking down once or twice a week, according to the weather, is all that any good boiler or furnace should require. The habit of shaking down the entire fire bed so as to leave only bright, half-burned coals on the grate and then fill up high with fresh coal and leaving the dampers wide open for a time, is very wasteful of fuel. In the first place, a fire when so blanketed gives off but little heat, for sometime, and in the meantime, the entire system cools down. When a

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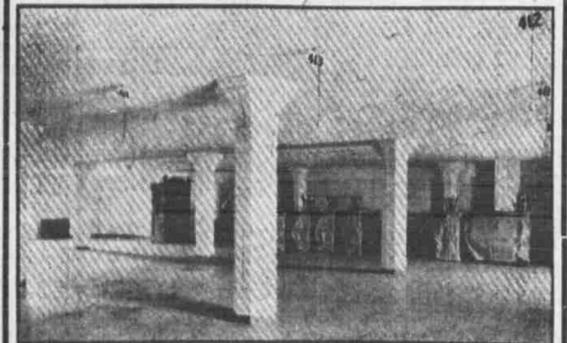
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