ANDOVER NEWS

PUBLISHED WEEKLY

By J. HARVEY BACKUS & SON

OUR KEYNOTE:

"If There Is Not A Way, Cut A Way"

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Gardening as a Recreation

IT IS an amusing paradox that a good many otherwise truthful men and women, whose hobby is gardening, explain that their purpose is to save money.

Flower gardeners seldom resort to this thin subterfuge, for they realize that no one will credit them with such a demand for flowers that they have to convert the yard into a bouquet. The vegetable gardeners, in the recreation class, are the offenders.

An energetic person with sufficient time and ground at his disposal can reduce the family grocery bill during summer months by running a vegetable garden. But if the average backyard gardener appraised the value of his time on the basis used in his daily affairs, he would find that the cost of his vegetables is more than the market value. He cannot beat the commercial gardener, especially in these days of improved growing conditions, efficient market methods, and superior shipping facilities. Perhaps it is not wholly fair to confront him with this stark fact, but there is a purpose.

Gardening as a recreation should stand on its merits as a healthful diversion. Flower gardening long has claimed the loyalty of a devoted weakness and win the admiration of their neighbors and friends by steadfastly clinging to their avocation. The recreational flower gardener never puts his fun on a commercial basis by placing a price tag on his harvest. And not because he is ignorant of the value. The florist has no more faithful patron than the flower lover.

Growing vegetables may not be as glamorous as raising flowers, but it has its points. Many a man of farm upbringing has found in a few feet of back lot the means of regaining some of his boyhood capacity for wonder, and of building up his health, in growing some vegetables. If he informs himself about the latest cultural methods, shops around for his seed, and equips himself with the tools to do the job right, he has enough on hand not only to tire his muscles pleasantly but to occupy his mind in a useful bypath.

While clouds have their silver linings, so also do silver linings have their clouds.

Strenuous Week-ends

FATIGUE may be compared to a speedometer which tells when we are exceeding the speed limit of physical endurance. We are all inclined to overdo things, especially so-called diversions. The strenuous week-ends in which we often indulge are typical.

For many years, the tendency has been to increase speed until now we have reached the age of little rest for nerve, brain or muscle. This rising tide of mental and physical tire is interpreted by many as a need for more exercise. As a result, our week-end vacations are crammed so full of exercise and activity that we are totally exhausted when Monday morning arrives, when instead, we should be rested and anxious for the resumation of work.

If we play golf, it is too often 36 holes instead of 18; if we play tennis, it is five sets morning and afternoon instead of two or three as it should be; if it is walking in which we indulge, it is too often strenuous cross country hiking with hills to climb. Even if it is merely motoring, the trip too often develops into a "record run" at breakneck speed which leaves us tired and tense.

In fact, the average American has a tendency to go in too much for spasmodic and not enough for regular, normal exercise. Hence, our speedometer known as fatigue is continually warning us that we are exceeding the speed limit of intelligent activity.

A two-fisted he-man may enjoy a dainty salad now and then, but he doesn't relish having another he-man watch him eat it.

Our Interest In Others

TO RISE above selfishness and narrow personal ambition, it is necessary to recognize that the interest of every individual is inseparably wrapped up in the interests of all.

There is a natural desire in the heart of the average person to do something for others. This is evidenced by the interest that is shown in times of emergency when total strangers rush to the aid of those in need. The only thing that keeps this distinctive desire from bringing about full and constant co-operation is the repeated cropping forth of a fear that man's first effort should be for himself. This fear has grown in the minds of the face until it has become almost an obsession.

The use of a statement that recognizes and emphasizes the mutuality of human interests helps to abolish such a fear; it brings back to man the joy of service and impresses upon him the fact that his efforts for the universal good are not wasted.

The repetition of the statement should be followed by action that is in accord with the statement. That is, the word should be made flesh by being transmuted into action. Our words acquire force by being acted upon, for the action lends to them a reality that they may not otherwise convey to us.

The fellow who gets anywhere in life usually has the scars to show for it.

Things are nothing more than what you think, and usually not as much.

In the same class with the reckless driver and the man who rocks the boat, are parents who permit loaded guns to fall into the hands of their children.

The weight of the world has been calculated by scientists as being 5,997 followed by 18 naughts, all of which gives us a greater appreciation of Atlas' job.

Who Wants To Go Backward?

PEOPLE who mourn for what they call "the good old days" are out of step with things and are really a silly lot. Who wants to go backward? To desire to return to the past is to admit that the sap has ceased to run.

The London of today is the most fascinating of all places for the student of history. Its old buildings suggest romance and remind one of daring deeds.

But who of us would care to go back to the days when those old buildings were new? Back in the 17th century, or thereabouts—if we are to take the word of John Ridd in Blackmore's "Lorna Doone"—The lanes and fields, between Charing Cross and the village of Kensington, are, or were at that time, infested with footpads and highwaymen."

At that time, in the country districts of England, wheeled vehicles were unknown. The roads were so bad the people either went horseback or in sleds which could be jerked along over rough places. When an occasional wheeled vehicle made its appearance in a community, its owner was looked upon as an introducer of a dangerous, possibly a sinful, innovation.

And think how uncomfortable the palaces of the nobles were at that time? Would any sane man trade his comfortable central-heated home of today for a castle thru which the biting winds swept, hindered a weak bit here and there by tapestries, but never harmed much by the fires on the hearths?

Almost the same conditions were true in early America as pertaining to living comfort, travel and security. Log cabins and fireplaces were the acme of comfort. Rough riding wagons or horseback were the only means of travel. Communication was slow and tedious.

These conditions gradually improved until now we have the modern day's standards of living but only in the past few years have they reached the perfection that we enjoy today.

Who wants to go back to the good old days?

The old timer who used to break his arm cranking an automobile, still breaks his arm trying to unfold a road map.

Purveyor of Happiness

THE "second edition" of the Century of Progress Exposition, which opened on Saturday, May 26th, is said by those who have seen it to be better, bigger, easier to see and more interesting and varied. than the great show on Chicago's lake front last year.

The management is said to believe that there will be even a larger attendance than the record-breaking figure of 22,000,000 who went thru the gates in 1933. We hope that will prove to be true, for we know of nothing that is of more definite and durable value than the impressions and knowledge the visitor to a great exposition, such as this, takes away with him. That sort of thing is wealth that nobody can take away from its possessor; and in all of the frantic pursuit of happiness too many people think they can gain it only by "making money" and too few realize that happiness comes from an inner content of knowledge, memories, hopes and beliefs which have nothing at all to do with money.

In a very real sense, it seems to us, such international expositions as this one at Chicago are genuine purveyors of happiness. Entertainment alone is not happiness; but there is plenty of that promised for this season of 1934.

We have an idea that a very much larger number of people this year than last are going to find themselves in a position to motor to Chicago, or fly there, or go by rail or bus or boat—what a lot of ways there are to go places nowadays!—and that there will be a great desire on the part of those who missed out on the exposition last year to go now and see for themselves the wonders and the beauties which their friends who went last year have been telling them about.

We can't think of any better way to spend one's vacation than to take in the Century of Progress this summer.

Those New York to Rome fliers landed among the Blue Shirts instead of the Black Shirts.

A World of Flattery

THE world is full of flattery, but it is not all the same brand. There is the kind that is downright dishonest, by the use of which one seeks to better his own fortunes and his own position at the expense of others. The fake stock salesman is a good example of the users of this brand.

Then there is the gentle, pursuasive, life-oiling kind in common use by nearly everyone who is successful in any pursuit, the purveyor of which seeks to gain his ends without injury to others by means of subtle flattery or merited praise of others.

This latter kind is dispensed by the woman who has the reputation of being a delightful hostess, by the man who is said to have a winning personality and by another who is known as a good salesman.

The distributor of gentle and polite flattery is a bright and shining star in a clouded sky, a small candle always busy brightening up the corner where he is. Men seek his favor and woman hang upon his words, for they are honeyed words, not too untruthful and always appealing to the innate egotism that exists in every one of us.

Without the flattery spreader, no party would be a success, a banquet would be a funeral feast, and politics would be robbed of all its savor.

Our idea of a pest that we could easily do without is the man who argues politics or religion.

One of the unsolved mysteries of life is how anyone can enjoy resting without first having done some work.

The day of the log cabin has passed but almost any great man now will tell you that his grandpap used to drive a two-cylinder automobile.

Now if some archaeologist could dig up last summer's straw lid in a fine state of preservation, this would be a perfect spring.

The old days had their advantage—you could build a fire under a balky mule, but when your automobile goes wrong there is little left to do but walk in.

If silence is golden, no wonder some men are broke.

HOW, WHAT and WHY?

The Andover News has arranged with the Office of Information of the New York State colleges of agriculture and home economics to answer questions about problems of farm and home. If you enclose a self-addressed, stamped envelope and mention the name of this paper, you will receive a direct reply to your query from the colleges. Do not ask more than one question in one letter or on one post card. Ask as many questions as you like, but make each one a separate communication.

Building Power Ice Saws

G. A. S., Norfolk, writes: "I am thinking of building a power ice saw this summer, using a circular saw and an old car motor. Have you any bulletins or plans concerning power ice saws, or can you tell me where I might get them?"

Professor B. A. Jennings of the department of agricultural engineering replies: "We do not have any plans or bulletins on power ice saws and I do not know where you can get this information.

"The only suggestion I make is to ask questions in your vicinity, because many of these rigs are in use thruout the country. I am sure you can obtain the name of some man who has built one and he probably can give you all the information needed."

Diseased Bulbs

L. F., Cape Vincent, writes: "I am sending some diseased gladiolus bulbs. The blooms on some were fairly good but not up to standard. Some did not bloom, but would bud and then become dry.

"They were planted in loose soil, ten inches deep, and watered twice a week in the evening. The leaves on some turned brown before drying completely, and a few bulbs decayed. Can you tell me what the trouble is, and what can be done for it?"

Professor L. M. Massey of the plant pathology department answers: "I examined the gladiolus bulbs and find the disease due to scab caused by 'bacterium marginatum.' It is one of the more prevalent diseases and may cause heavy losses. The disease may usually be held in check by planting corms in a light, well-drained soil with a sandy or gravelly sub-soil which is also well-drained. While chemical treatments of the corms have given inconsistent results, some people report excellent control with calomel. The corms are dipped in calomel for three to five minutes before planting. I am sending a circular which gives more information on how to treat corms.

"From your description I think your plants were also affected with thrips which have been very prevalent and severe on gladioli for the past several seasons. I am asking the department of entomology to write you with reference to the control of this pest."

Frozen Canned Goods

Mrs. M. S., West Amboy, asks: "Are canned goods that have been frozen, harmful to eat?"

Professor Marion C. Pfund of the New York State college of home economics replies: "Freezing does not harm any kind of canned goods unless it breaks the seal on the can. The freezing alone does not cause formation of harmful gases, acids, or other poisonous substances, as some people suppose. If the seal is broken, however, the effect is just the same as if it had never been made properly; the food will not keep without spoiling.

"If your food was all packed in tin cans, it is probably all right, as the seal of jars is usually injured by freezing. Examine the cans carefully. If you find them perfectly whole, you may eat the food safely and feel sure that neither the wholesomeness nor the food value has been affected."

Boiling a new rope clothes-line for a few minutes in soapy water makes it more pliable and more durable.

Fish should be cooked at a medium temperature for a short time to keep it soft and moist.

Around Our House

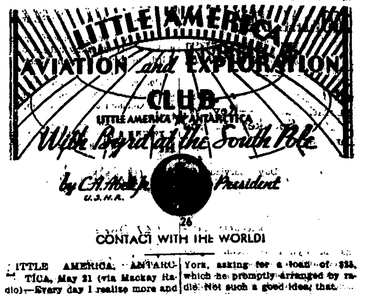
SUNSUITS—NEW STYLE

The best summer clothes for children's playtime are those that are nearest to nothing, according to the New York State college of home economics. They should expose most of the child's body to the sunshine, for health as well as for coolness and freedom.

Sunsuits have been growing steadily more popular for several years. The commercial variety, consisting of knitted trunks with a suspender top, is still popular, but home-made suits with other uses than for play in the privacy of the back yard are coming into demand.

A good summer style for small children has the panties or drawers of several dresses or suits fastened to a net waist—which may or may not be cut low in the back—or to crossed suspenders. The panties are of course, made of the same material as the dress or tunic, which may be quickly slipped on when "company" comes, or when the youngster has to go to town with mother.

Allow for growth in the undersuit either by making the waist considerably longer than is needed, so the drawers can be set farther down as the youngster grows, or by having the shoulder straps adjustable. In the dress or tunic, raglan sleeves or no sleeves at all, and plenty of width thru the chest serve the same purpose. Self-help features may be added in the form of large buttons and buttonholes on the front closing of the overdress; two large buttons on the backdrop of the panties, so buttons do not come exactly in the center of the back.



CONTACT WITH THE WORLD!

LITTLE AMERICA, ANTARCTICA, May 21 (via Mackay radio)—Every day I realize more and more what a wonderful scientific age we are living in. Here we are, 55 of us, living on a sheet of snow and ice with 1600 feet of water under us in total darkness, 2100 miles from the nearest human habitation, and so surrounded with ice, some of it 30 and 40 feet thick for hundreds of miles, that all the combined navies and icebreakers in the world could not reach us. And yet we have electric light and many other luxuries and through the miracle of radio, we know pretty well what is going on in the rest of the world. Three small incidents during the past few weeks, involving Commander Noville, with whom I live in a little hut we built in the way down, made me ponder these things.

John N. Dyer, of Haverhill, Mass., Our Radio Engineer

In one of the news broadcasts we are receiving we learned that his favorite baseball team, the New York Yankees, were about to open their season, which gave George a chance to radio his good wishes for a successful season full of home runs, to Col. Ruppert, owner of the team, and Babe Ruth and Lou Gehrig. This message, we understand, was delivered to the team just before the first game and while it didn't make them win it, we are happy to know they have won almost every game since and are way out in front. Learning that his old friend, Hal Skelly, was about to open in a new play, Commander Noville sent him a message of good will on opening night and was tickled to get word that the play, "Come What May," proved a substantial success. He told me he hopes it runs until we get back and can see it. Some run! We expect to get back to Broadway in about August, 1935. Not all of our contacts with the world are so pleasant. We also have considerable grief. Yesterday, Commander Noville got a sad tale of woe from a pal of his in New York, asking for a loan of $25, which he promptly dressed by radio. Not such a good idea that.

Contrary to the general belief, Little America is built on a blanket of about 40 feet of snow, not ice, although there are many feet of ice under the snow. This fact gives us a great scare every little while. We'll be sitting at dinner, or around the table working, and all of a sudden the house will give a lurch and shiver, making us hold our breath and wonder what is going to happen to us. Nothing has yet and we're hoping. . . These are called tremors and are exactly like moderate earthquake shocks, and frankly, we don't like them even a little bit. They tell us they are due to the settling of the snow and that Little America is temporarily out of danger. We absorb these assurances but back in our minds there lurks the thought that these shocks may be caused by some disturbance under the ice. And we wonder what is going to happen to our Antarctic village—and us—next October when our hundreds-of-miles-wide ice foundation starts to melt.

Our tunnels, where we store our food, are beginning to smell like a butcher's ice box. They are full of chopped up seals. We got about half of the 500 seals we had to kill in order to have darkness prevented us from working on the day ice any longer. Now we have plenty to last us for the winter. The rest are lying out there on the ice. We'll dig them out of the snow when daylight returns in August. We needn't worry about wild animals taking them away. There are no such animals down here. Spring must be well under way up where you live by now. I'd like to see a few flowers and some birds. Well, when the weather gets too hot to please you, think of us in Little America—in the dark and 35 to 60 below zero.

We're about to publish a new lot of beautiful big 20½ x 27½ inch working maps of Antarctica to send to new members of the club. If you have joined yet, now is the time. No dues or other expenses. Membership card, map, and everything else free. Simply send self-addressed, stamped envelope, or, if you are a teacher, scout master, Legion Commander, or head of any group interested in aviation, exploration and adventure, and wish to enroll the entire organization, send names and home addresses and a 2 cent stamp for each of your members to Arthur Abele, Jr., president, Little America Aviation and Exploration Club, Hotel Lexington, 48th Street and Lexington Avenue, New York, N. Y.

on the S. S. SEEANDBEE

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These cruises, seven days in duration, begin the second week in July and continue through the first week in September.

On each operation cruise a day and night for exploring the wonders of the Chicago World's Fair, and a full day at Buffalo permitting trip to Niagara Falls.

One low fare includes all expenses—cruise, stateroom, shore excursions, meals, entertainment, and sightseeing trip at Mackinac Island.

One way rates also available at proportionately low costs for those who do not wish to make the complete round trip cruise.

OTHER C & B TRIPS

C & B Line's southbound operates regular nightly service between Cleveland and Buffalo. Auto tourists save a day's time and money too by taking their car on the boat. Rates from Cleveland, July and August, are Saturdays, Sundays and Holidays, round trips only, between Cleveland and Buffalo, $3.00. Daily service between Cleveland, Cedar Point and Put-in-Bay. Regular rate of 50c round trip. Week-end rates and staterooms from Cleveland to Detroit and Sagamore Birch are available. Write for folders.

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Name

Address

GREENWOOD

(Mrs. H. C. McCaffery, Reporter)

Man Dies Suddenly

Arthur Alexander, aged 55 passed away Friday afternoon at the home of his sister, Mrs. Edward Plaisted, following an illness of only a few hours. Mr. Alexander was working with the road construction crew near the Owen Dennison farm when he was taken suddenly ill. He was brought to the home of his sister about 10 a. m., where he died at 2 p. m. Acute indigestion was attributed as the cause of his death.

Arthur Alexander was born in Tunkhannock, Pa., Jan. 29, 1879 and spent his life there and in Hornell. He came to Greenwood eight years ago to reside with his sister. Besides Mrs. Plaisted he is survived by a sister, Mrs. George Armstrong of this place and a brother, George Alexander of Factoryville, Pa.

Funeral services were conducted by Rev. Shirley Travis at the Plaisted home Monday morning at 9 o'clock and interment was made at Tunkhannock.

Former Resident Very Ill

Word has been received here of the critical illness of Mrs. David Parshall, formerly of Greenwood, who suffered a stroke of paralysis at the home of Mr. and Mrs. Harry Taylor in Webster last Tuesday.

Home Bureau Meeting

Mrs. Arthur Lamphier of South Canisteo was in charge of an all-day meeting of the Greenwood Home Bureau at the Grange Hall, Thursday. The meeting was devoted to the making of lamp shades.

Man Burned About Face

While soldering a gasoline tank one day last week, Lewis Cornell of West Union was badly burned about the face. The acetylene torch which he was using ignited a bit of gasoline which exploded in his face. Dr. Taylor of Whitesville dressed the burns.

Mr. and Mrs. George Wearkley spent Sunday with relatives in Wayland.

Mrs. Nell Ersley and Miss Minnie Ersley were in Hornell, Friday, to call on Chauncey Ersley at the St. James Mercy hospital.

Mrs. L. T. Hardenburgh, Mrs. D. D. Baker and Miss Roberta Baker were in Hornell Thursday.

Miss Neree Doron, Miss Jane Kellogg and W. G. Kellogg were in Troupsburg, Sunday afternoon.

Mrs. Stewart McCaffery was brought home from St. James Mercy hospital, Sunday afternoon.

Orio Freeland spent last week in Hornell doing paper hanging.

Miss Loretta Casey spent the week-end at her home in Geneva.

Mrs. Herman Wallace suffered a severe heart attack Saturday. Her daughter, Mrs. Fred Short of Wellsville is caring for her.

Misses Louise Rogers and Sadie Bly, Ernest Scribner and Milton Cline motored to Rochester, Lilac Sunday.

Mr. and Mrs. W. G. Kellogg, Mrs. Arling Cobb, Mrs. Cassie Donaldson and Mrs. Hubert Foster spent Wednesday in Hornell and Rochester.

Archie Stephens, Dever Stephens, Miner Streeter, Charles Taylor and Fred Miner attended Masonic lodge in Jasper, Monday evening.

Kenneth Brown of Kenmore was a caller here Saturday.

Mr. and Mrs. George Wearkley and daughter, Eleanor, were week-end guests of Mr. and Mrs. Burdette Russell of Hunts.

Floyd Miller of Raybrook spent the week-end with relatives here.

The pupils and parents of Rough and Ready school gave their teacher, Mrs. Madeine McKinley, a surprise birthday dinner, Tuesday noon.

Mrs. Minnie Riley, Frank June and Robert Whiteman of Jasper were callers here Thursday.

Mr. and Mrs. Arthur Davis of Castile were luncheon guests of Mr. and Mrs. W. G. Kellogg recently. Mr. Davis is an auditor from the State Comptroller's office.

Fay Taylor and daughter, Miss Louise were in Rochester, Wednesday.

Lynn Travis of Canisteo was a business caller here Friday.

The Rural New Yorkers staged a dance at the Masonic Hall, Friday evening.

Miss Caroline Raeder of Valley Stream, Long Island, has been passing several days at the Young home.

Mr. and Mrs. H. A. Fish and two children were dinner guests of Mr. and Mrs. Fay McChesney of North Hornell, Thursday evening, attending the circus later in the evening.

Mrs. Charles Taylor has been suffering with whooping cough.

Mr. and Mrs. Stewart Muchler, Mrs. Howard Graves, Carolyn Brundage, Mrs. Fred Ress and Ruth Bess attended the circus in Hornell last Thursday afternoon.

Mr. and Mrs. W. G. Kellogg and daughter, Jane, were shopping in Hornell, Saturday afternoon.

Glenn Freeland and two children of Canisteo were calling in town Saturday.

Mrs. Miner Streeter had business in Hornell, Friday.

Mr. and Mrs. H. A. Fish, Mr. and Mrs. E. M. Buck and Miss Helen Brown were guests of Mr. and Mrs. Werner Hug, Sunday evening, at a dinner in honor of Mrs. Grauby of Naples.

Mr. and Mrs. A. M. Groff of Canisteo and Miss Florence Groff of Rochester were calling on relatives here Saturday evening.

Lester Cornell and Edgar Cornell of Jasper were in town Saturday.

Mr. and Mrs. Otto Freeland and son, Clifton, of Andover were in town Saturday evening.

Mr. and Mrs. Lyle Jackson of Hornell were calling on Mr. and Mrs. H. A. Fish, Sunday.

Howard Graves and son, Arthur of Wellsville spent the week-end with Mrs. Graves here.

Mr. and Mrs. Harry Bassett of Whitesville were dinner guests of Mr. and Mrs. Arling Cobb, Sunday.

Mr. and Mrs. B. S. Brundage of Andover called on relatives here Sunday.

Mrs. Miner Streeter and Marion Streeter motored to Buffalo on business, Monday.

Mrs. Marze Blair and children of Scio spent the week-end with her mother, Mrs. Jennie Carney.

Mr. and Mrs. Edward McAndrew and two sons of Andover and Bernard Murray of West Hill were Sunday dinner guests of Mr. and Mrs. H. C. McCaffery.

Mr. and Mrs. Rupert Aman and daughter, Virginia and Miss Doris Amah of Irondequoit spent Sunday as guests of Merritt Atkins and Mr. and Mrs. Arvine Stephens.

Mr. and Mrs. Herman Wallace, Mrs. Arthur York, Mrs. Jennie Carney and Mrs. J. H. Goodno attended a Rebekah meeting in Canisteo Friday evening.

Mr. and Mrs. H. A. Fish were guests of the Arkport Exchange Club Monday evening, the occasion being ladies' night. Mr. Fish was the speaker of the evening. His topic was "Life in the Far East."

A horse belonging to Perk Waters of Rough and Ready was found dead in the barn, Tuesday morning. The animal had a broken neck. It was a heavy loss for Mr. Waters, as the horse was valued at $900.

Miss Waltrude Tunney and Harold Wolfe of Wayland were dinner guests of Mr. and Mrs. H. A. Fish, Tuesday evening.

LAKE PASSENGER TRAVEL GROWS IN POPULARITY

The C & B Lines Appeal Especially to Motorists Who Save a Day's Time and Driving Strain by Putting Their Cars on the Boats.

The Great Lakes have had a tremendous influence in creating the industrial and commercial supremacy of the states which border on their shores. While the average man or woman does not think of the Great Lakes in terms of coal and iron ore, they are appreciative of the wonderful opportunities offered by these great inland bodies of water for vacation trips, outings and pleasure and time-saving convenience of overnight travel by water.

One of the important contributing factors to the popularity of lake travel is the C & B Lines, whose large, luxurious steamers operate regular nightly service from early May until the middle of November, between Cleveland and Buffalo.

While the automobile, because of its personal convenience, continues to be a favorite mode of travel, motorists in increasing numbers are taking their cars with them on the boat. In this way they save a day's time and the wear and tear of a day's driving. They enjoy a restful, refreshing night on the lake and this break in the monotony of motor travel is most welcome. Rates for automobiles continue to be very low, so that when all costs are considered it is really a distinct saving to travel by boat.

From June 16th until September 3rd the steamer GOODTIME operates daily service between Cleveland, Cedar Point and Put-in Bay. Cedar Point has the finest bathing beach on the Great Lakes, and Put-in-Bay, one of a group of beautiful islands in Lake Erie, is famed not only for its scenic attraction but for its historic interest as well. A towering monument, 350 feet high, commemorates the great naval victory of Commodore Perry in 1814.

During the months of July and August, the C & B Line operates between Cleveland and Port Stanley on Saturdays, Sundays and holidays. This is not only a pleasant trip across Lake Erie but it is a big time-saver for the Canadian-bound motorist, who saves at least a day's time and many hundreds of miles in this manner.

Agrigraphs

Uncle Ab says some weeds are all right in their place, but that he cannot find a place for them.

* * *

Carefully planned tests at Ithaca and on Long Island indicate that no more cultivation is required than is needed to control weeds in vegetable beds.

* * *

Regardless of cost, a good bull is a valuable investment. Greatest returns are received if the bull is kept in active service for a number of years.

* * *

Nitrogen in commercial fertilizer applied to the surface goes into the soil with the rains and must be taken up by plants the first season or it is lost in the drainage.

* * *

Correct adjustment of plows will make plowing easier, both for the men behind the plows and the teams in front.

DISCOVER VALUE OF GLUTEN MEAL

Three Years' Study Shows New Feed Satisfactory for Poultry.

Corn gluten meal can be used satisfactorily to feed growing chicks and laying hens when used with other types of feeds that furnish protein and vitamin-G, announce R. C. Ringrose and Professor L. C. Norris of the poultry department at Cornell.

Results of three years' study to determine the value of corn gluten meal in feeding poultry have just been made public. The experiments showed that gluten meal gives best results with chicks when used with rations containing 20 per cent flour wheat middlings and 20 per cent. wheat bran. It was found possible, however, to substitute standard wheat middlings for flour wheat middlings with equally good results. Part or all of the wheat bran, also, can be replaced with finely ground oats, they say, but since such oats usually cost more than wheat bran, the change offers no special advantage. Ground barley, on the other hand, proved to be inferior.

Mr. Ringrose and Professor Norris discovered that ten per cent. of dried skim milk and five per cent. of alfalfa meal supplied sufficient vitamin-G to support good growth, and development when rations containing corn gluten meal and liberal quantities of wheat by-products are used. When a combination of gluten meal and meat scrap is used, in place of all gluten meal, the results showed that the amount of dried skim milk could be reduced from ten to seven and five-tenths or possibly five per cent. They recommend seven and five-tenths per cent.

Study Yellow Coloring

Feathering of the chicks and the degree of yellow pigmentation, of legs and beak were also studied. No difference in feather development was detected, but a much greater depth of color was noted in chicks receiving corn gluten meal. In one experiment shanks were about two and one-half times more intense in color than the shanks of chicks receiving meat scrap.

In another experiment with laying hens, one group of 24 received a ration in which one-half the meat scrap protein had been replaced from corn gluten meal. Another group received the meat scrap without the gluten meal. An all mash ration was fed in order to eliminate individual variation among hens tending to eat more of one type of feed than another.

Results of the test showed no essential differences in the two types of feed. The hens receiving meat scrap averaged 154 eggs each; those receiving gluten meal averaged 159 eggs each. Both groups laid eggs of about the same weight, and the mortality among both was about the same. The hens receiving gluten meal ate slightly more feed. A second test to check results verified the first test.

Corn gluten meal, the Cornell poultrymen point out, is the part left in the corn kernel after germ, bran, germ, and corn starch have been removed. It is a high protein concentrate and contains about 43 to 44 per cent. crude protein. It should be classed with meat scrap, fish meal, soybean oilmeal, and other protein-rich feeds. Carotene or primary vitamin-A is also highly concentrated in corn gluten meal.

VICTIMS

As time goes on, I become more and more impressed with the devastating effects on the health of the people by this socalled "depression." To be candid, I have never witnessed anything like it. Literally thousands of mature men and women are breaking down in their nervous systems—the break-down striking at the very foundation of the physical structure, sweeping the victims from the field of combat—the zone of making a living. Never in my existence have I seen anything more devastating.

I have urged my patients, "don't worry; there is nothing worth so much to the individual as his LIFE. And, life can be made little else than constant torture—by worry! Yes, dear reader, we family doctors giving our life-energies to our patients—we advise people not to worry—only to catch ourselves doing the very same thing.

Symptoms of impending break: general weakness in hands and legs. There may be numbness and tingling, with very little actual pain. Just a feebleness—feeling of incapacity, "unequal to the day's task." When these symptoms are felt REST, at whatever cost.

All sorts of surface sensations may be noticed; coldness of the hands and feet is common. I have observed "nervous chills," the sort not followed by noticeable fever. The patient himself remarks that "he can't stand anything any more." Some imagine that they have influenza, but the absence of cough and marked nasal symptoms prove no infection. There may be loss of appetite, languorr and above all, marked discouragement with daily affairs; the feeling that it isn't any use to try to venture further.

Mental break-down — nothing strikes me with more feeling of dread. Dethronement of reason! To all my readers, REST—before too late.

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NEW SYSTEM OF CAR LUBRICATION

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Every automobile owner is interested in saving money, yet the average owner spends over $80 per year in needless and preventable repairs. This burden is due to the fact that with motor horsepower more than doubled in the past few years, quick acceleration, speed and hill climbing ability, the various car units have not been properly and regularly cared for. Free wheel units, improved rear axles, universal joints and 20 more devices, under more severe strains, need to be properly and regularly cared for by modern specialized lubricants which have been especially developed for these units during the past few years. Just as regular cleaning of the teeth saves teeth and paint saves what's underneath, so proper lubricants, properly and regularly applied will save that $80, and it will cost far less than $20 a year to completely lubricate the car and change oil at regular intervals.

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"Nothing is more important in passenger car lubrication than that every single lubrication point should receive the proper kind and amount of lubricant at regular intervals," says Mr. McGill. "Naturally, every attempt is made to see that no lubrication points are overlooked while a car is on the lift or pit. But the number and variety of cars on the road today make it almost impossible to prevent a certain amount of guesswork. Unless a man knows every detail of every car, it is difficult to make sure that nothing has been overlooked—that every fitting and bearnig has had attention.

Insures Absolute Accuracy

"The new system we have just adopted is known as Chek-Chart—the Automotive Lubrication Encyclopedia. It practically puts a factory trained lubrication engineer at the elbow of the man who is going over your car. It points out to him all lubrication points and the kind of lubrication for each one and leaves no room for his possibly making a mistake.

"This 'Chek-Chart System' consists of a book of big, legible lubrication charts of every passenger car made, including the very latest as well as models several years old. The charts were carefully prepared in collaboration with factory service engineers and are absolutely correct in every detail.

"Every point on the car requiring lubrication is numbered and located by an arrow on the diagram of the chassis. Beneath the diagram these numbers are listed in order with the name of every part opposite its number as well as the character of lubrication that particular part should receive.

How System Operates

"When your car goes on the lift or pit the operator turns to the proper chart and checks it with the serial number on the car to insure absolute identification. Then starting with Point No. 1—usually the right front spring bolt—he works right around the car, treating each point in order and missing none.

"The charts show the capacities of crankcase, transmission and differential. Even tire inflation pressure and the capacity of the cooling system are plainly indicated on them. Not a single important factor has been overlooked in their preparation.

"So, as the life and service of a motor car depend on the care and thoroness with which it is lubricated," concludes Mr. McGill, "we now have an Automotive Lubrication Encyclopedia that enables us to guarantee a lubrication job to be as complete and efficient as it would be if done at the factory where the car was built."

Cold water without soap is best for fresh grass stains. Moisten oilder stains with kerosene, let them stand a little while, and then wash with soap and warm water.

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