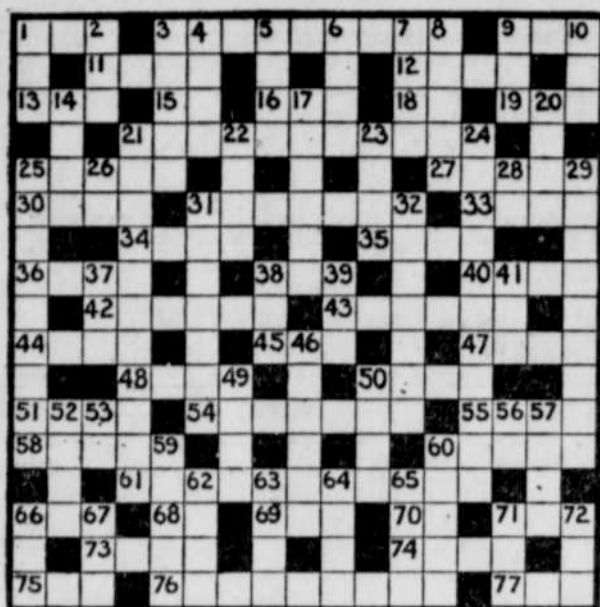


CROSS-WORD PUZZLE



(Copyright, 1925.)

- Horizontal. 1-From 3-Come together 10-Noise 14-A Norse god 17-Offended 20-The same 21-A city of the southeastern United States 22-One who uses 23-Again 24-An arbitrary division of the globe in Oceania 25-A humble petitioner 26-A note of the scenic 28-An Italian river 29-Those who compute 31-Capital of an Atlantic state 32-Senator from Pennsylvania 37-Abbreviation for a month 38-A kind of serpent 39-A tribe of Israel 41-Hebrew 46-To take for granted 48-Not sweet 50-Disposed of for a price 62-Prefx referring to the atmosphere 63-Abbreviation for bishop 65-Preposition 67-One of the minute indivisible particles said to compose the universe 69-Enthusiasm 70-To exchange 72-A dessert 73-The margin 74-In line 75-A kind of tree 76-Record (noun) 77-To recede 78-A hotel 79-To reimburse The solution will appear in next issue.

Solution of Last Week's Puzzle.



HOW TO SOLVE A CROSS-WORD PUZZLE

When the correct letters are placed in the white spaces this puzzle will spell words both vertically and horizontally. The first letter in each word is indicated by a number, which refers to the definition listed below the puzzle. The No. 1 under the column headed "horizontal" defines a word which will fill the white spaces up to the first black square to the right, and a number under "vertical" defines a word which will fill the white squares to the next black one below. No letters go in the black spaces. All words used are dictionary words, except proper names. Abbreviations, slang, initials, technical terms and obsolete forms are indicated in the definitions.

War Memories Fade With Passing Years

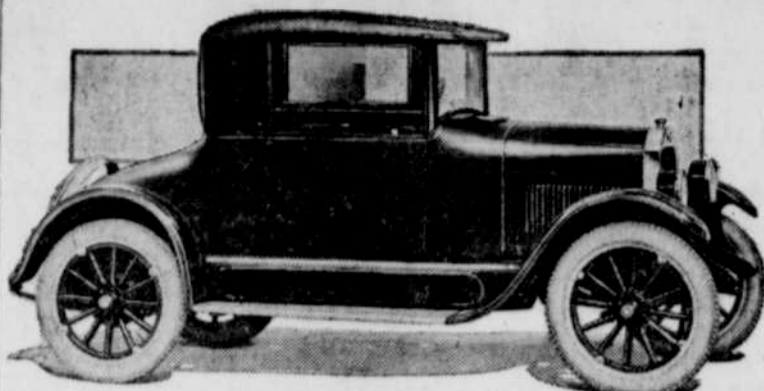
The memory of the war days is fading from the mind of the world. The 10,000,000 dead lie in their graves, but life goes marching on. Self-preservation, vital interests, new and exciting problems, the human whirligig, are too absorbing for a continual hark back to the thought of that mortality. We are no longer conscious of any gap in the ranks of youth, torn out by the machinery of destruction. We do not realize the loss of all that spirit, genius, activity and blood, except in private remembrance of some dead boy whose portrait in uniform stands on the mantelshelf, Sir Philip Gibbs writes in Collier's.

to bits, where old Dick got his "blighty" wound? No. Something has passed a sponge across those tablets of memory—things that happened afterward. Now and again at divisional banquets officers try to revive the spirit of those days and exchange yarns about trench warfare and days of battle. It is queer how they remember only the jokes, the comradeship, the thrill. The horror has passed.

Too Many Cannot See Finer Aspects of Life

One autumn evening at sunset two men were loitering on the picturesque old bridge at Battersea, England. One of them was a writer, hard-working but unsuccessful. The river was at a low stage, at least three-quarters ebb, and on each side of it there were patches of shingling mud that reflected the glorious western sky, which turned the ooze into a mass of wonderful colors. Though the writer was hungry, he forgot his hunger as he stood there watching. He was pleased to see the other man also watching. Presently the other man edged a little closer to the writer and remarked, "Throws up a 'eap of mud, don't she?" It was not the sunset that he was seeing, but the mud. The glory that was thrilling one was lost on the other. The world is there in those two men. They are representative; the whole world might be ranged behind one or the other—those who see the mud and those who see the glory. In life everything depends on the eyes we look with, and it is worth while to sacrifice almost all else if we may only get the right sort of eyes. Modern realism, so-called, is often the ability to see only mud. It is also a form of blindness, the inability to see the finer, purer aspects of life.—Youth's Companion.

STRIKING FEATURES OF NEW STAR COUPSTER



Flexible door windows that may be lowered or raised like pullman car curtains and that disappear within the top of the body when raised are a striking feature of the new Star Coupster. In reality the coupster is a convertible car, affording all the comforts of closed car transportation, yet convertible into an open car by the simple expedient of raising two disappearing windows—a five-second operation. For all practical purposes it is two cars in one.

EFFICIENCY AND SAFETY OF CARS

Numerous Devices Add to Comfort and Satisfaction of Owner.

It is difficult to believe that the oil pressure gauges and the amperemeters which now appear on the instrument boards of virtually all makes of cars were once regarded by many as unnecessary frills. Today there are a number of accessories being offered which are similarly regarded, which is the same as saying that they would be appreciated if only their advantages were better known. By equipping a car with some of these fittings, greater satisfaction, efficiency and safety will result. Add front and rear bumpers to the car, attach one of the many rear signaling devices, keep a set of anti-skid chains handy and the car will be enormously benefited in proportion to the cost of the protection. Frequently such safety devices add to the car's appearance and thus not only help protect the owner's original investment, but add to it. A spotlight attached to the windshield and played upon the road may prevent wrecking the car in a ditch.

Take efficiency as another instance. A car that is operated without proper regulation of the cooling system is at all times running inefficiently. This is especially true in winter when the engine is constantly operated at the wrong temperature, either boiling over because the radiator is covered with the lap-robe or running cold because there is no covering at all. The market now offers several radiator covers with openings which can be operated from the dash.

Along the efficiency line are other devices which are destined to filter the gasoline before it is admitted to the carburetor, thus preventing the entrance of dirty or watered gasoline to the carburetor or engine. A device of this character may pay for itself within a month after it is installed. Then there are shock absorbers, which in addition to giving greater riding comfort, save the springs from breakage on the rebound and thus increase the usefulness of the car by preventing breakdowns. Even cut-outs which were at one time regarded as toys for the speed maniacs are now shown to have a very important use.

Regardless of the selling points of each accessory or all of them as a group, it is a fact that any one of them adds to the second-hand value of a car. So the motorist not only has the use of the accessories with which he equips his car and the savings on insurance, inconvenience, repair bills, etc., but he gets a return premium when he goes to sell the car.

Good Advice Is to Give Machine the Once-Over

There's economy, also satisfaction in giving your car the once-over in the spring, then if it needs replacements or anything else to bring it back to perfect form, have it done as quickly as possible. Naturally the toll of a year's driving is most severe, and generally there is a reminder or two. Right here the old stitch in time principle works out. When the car is restored to its best shape, almost as good as the day it was bought, riding in it is far more enjoyable, also it will bring a much better price if you care to sell or expect to trade it in on a new car. Letting your motor car run down is false economy. Eventually it costs you more and in the interim you are not happiest when riding along the highways. Even little things which you may think are of no special consequence develop into big items in repair bills if allowed to run on without interruption.

Windshield Rattle

When the windshield glass becomes loose in its frame, it causes an annoying rattle. It is very difficult to close the frame so that it will grip the glass more securely without the possibility of breaking the latter. If the glass is not too loose the rattle can be eliminated by filling the space in the frame with shellac. This can be applied with a sharp pointed stick or a brush and should be applied slowly so that it will pack tightly in the opening.

WATER INJURY TO TIRES IS SMALL

Running Through Stream Is Not Injurious.

Now and then in the course of an automobile trip a car has to pass through a stream, and the question is sometimes discussed whether the action of the water is harmful to the tires. The same question arises when the car is out in a heavy rain.

Such a wetting is practically nothing at all, either for damage or improvement. At any rate, the effect on the tire is not harmful. Two chief constituents of a tire are rubber and cotton, both vegetable substances, and as a rule water does not injure vegetable matter. As illustrative of this point, there is the old but true story of the farmer who, when one of his rubber boots fell into a well, placed the other on a shelf in a closet. Twelve years later when the well was cleaned the lost boot was found to be in excellent condition, but the boot on the shelf had fallen into ruin.

If running through a brook resulted in cooling a tire the effect would be decidedly beneficial, but a quick dash through the water has little effect on the heated air within the tire and consequently the temperature change in the tire after its bath is negligible. Water itself apparently does no harm to tires, but the combination of air and moisture commonly known as humidity is very destructive, especially on the cotton in ordinary fabric tires. The moist air works in between the layers of the fabric and rots them out, sometimes even before the tires leave the dealer's storeroom. Cord tires stand humidity better.

The harmful effect of moist air is the chief reason why, when tires are stored, they should be kept in a dry atmosphere. As sunlight is also harmful, the storage place should be darkened.

Shabby Tires Are Not Favored for Any Car

Shabby tires on a good-looking car! Yet stand on any street corner today and count the number of patched-up, dilapidated tires which are being used to the last mile. The cost of keeping these tires running for a few thousand miles would nearly pay for new ones. Mileage such as this comes high.

Tire conservation does not mean picking up a decrepit tire and putting it back into service at a big repair cost just to save a little rubber left in the tread. It means taking care of the tire from the first so that it will be able to deliver all the mileage built into it by the maker. When tires are so far worn that they are soon to blow, it is poor economy to repair them. Such a course means sacrifice of the inner tube as well.

Cheap, makeshift patches, boots and temporary repairs of all kinds are now being called into use as never before, but patching up an old casing in which separation of fabric plies has already begun, cannot give the freedom from tire trouble on which the pleasure in motoring so largely depends.

Tying in Spring Leaves Will Prevent Spreading

Since the leaves in a spring have a tendency to spread apart, it is often hard to replace the spring tie-bolt in autos or trucks. The easy way is to grip the head of the tie-bolt in a vise, and put all but the last four leaves one on top of the other. The last four leaves are put on crosswise, or spread around like the ribs of an umbrella, which allows the nut to be easily started on the bolt. With the nut on the bolt, swing the bottom cross leaf into place. Then each succeeding leaf will slide easily into position. Then tighten the tie-bolt nut. Of course, the clamps on each end will have to be removed until the spring is assembled.

Anything These Days

Running downhill recently a driver found to his utter surprise that a motor truck, supposedly at rest in the downhill position on the right side of the road, was actually going uphill backwards. The driver could not get it through his head for a moment and nearly lost control of his machine trying to dope it out, which showed that he was not prepared to expect most anything nowadays. The truck driver was utilizing the lower gear ratio of reverse in order to enable the engine to pull up an extra heavy load.

DAIRY

SATISFACTORY WAY OF MARKING CANS

In checking milk and cream shipments at depots, dairies, and creameries, we find that quite a number of the milk and cream cans are not properly marked so that they can positively be identified. Most any farmer or dairyman can tell his own can by some peculiar mark or particular dent or scratch on the can, but he must remember these marks mean nothing to a stranger.

Milk cans that are shipped in by truck sometimes have no marks on them or are partly worn off.

Usually the truck driver or the man at the milk plant can tell whose can it is, but if a strange truck driver or new man at the milk plant be on the job, he would be unable to recognize these cans.

There are several ways of marking your cans that are satisfactory. A brass name plate may be soldered on the can or a brass tag attached to the link which holds the cover to the can, bearing the owner's name and address. Another way is to have your name and address embossed in the body of the can. This can be done when you buy a new can. The cost of embossing the name and address in the body of the can is about 50 cents for a single can and less where more are done at the same time.

If for some reason you prefer to paint your name and address on the cans, be sure to put it on plainly and look it over occasionally to assure yourself it can be understood by others.

If a can of cream should arrive without any tag or identification as to who sent the can, the only thing the express company can do is to sell the cream and await developments which come only after long delay and annoyance to all concerned. Remember the express company and the creameries and milk plants handle thousands of cans every day and they all look alike to them, if not properly marked.—W. H. Skitt, Dairy Inspector, Colorado State Dairy Commission.

Cow at Calving Time Is Entitled to Right Care

A Wisconsin dairy expert recommends the following care of the milk cow at calving time:

Have cows in good condition to insure reserve energy and body tissues for milk production.

Provide a comfortable box stall or suitable place for calving.

Be prepared to treat an attack of milk fever by having a milk-fever outfit to inflate udder with air.

Blanket cow immediately after calving if weather endangers her becoming chilled.

Do not milk cows completely dry for 48 hours after calving.

Feed cows sparingly the first few days after calving.

Warm water and a few quarts of scalded bran or oats and good hay is sufficient for the first day or two after calving. Gradually work cows out to full feed, which ordinarily requires two to three weeks.

Be careful not to overfeed.

Remove the afterbirth if necessary inside of 48 hours after calving, and do not allow the cow to eat it.

Remove the calf from its mother after the first two to four days, and teach it to drink from a pail.

Produce High Producers to Make Cow Profitable

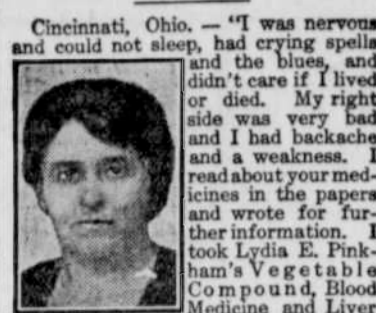
No one can tell with certainty just what the daughters of a pure bred dairy sire will produce until after they have been milked, but it can be stated with certainty that the daughters of common or scrub cows sired by a good pure bred dairy sire will be better than their dams. As nearly as can be estimated the average production of the western dairy cow is under 2,600 pounds of milk per year. If this milk tested 4 per cent the average butterfat yield per year would be 104 pounds. With feed at present prices, approximately one-half the dairy cows are below the production that will yield a satisfactory profit. Economy and logic indicate that the most satisfactory method of obtaining higher-yielding dairy cattle is to breed them. The poorer cows can be replaced by better ones and then pure-bred sires from high-producing cows can be used to build up the production of the present herds of the state.

Keeping Up Milk Flow

Cows at the beginning of their lactation period are more sensitive to change in feed, water and weather than when they are nearer to the end of lactation. If a cow is so affected that her milk production drops down shortly after calving, it is almost impossible by the most careful management to bring her production back. This means that a successful dairyman must plan in advance so that his cows will be amply fed on a balanced ration.

EXPERIENCE OF NERVOUS WOMAN

Weak, Blue, Discouraged—Relieved by Taking Lydia E. Pinkham's Medicine



Cincinnati, Ohio. — "I was nervous and could not sleep, had crying spells and the blues, and didn't care if I lived or died. My right side was very bad and I had backache and a weakness. I read about your medicines in the papers and wrote for further information. I took Lydia E. Pinkham's Vegetable Compound, Blood Purifier and Liver Pills, and used Lydia E. Pinkham's Sanitive Wash. I have had good results in every way and am able to do my work again and can eat anything that comes along. My friends tell me how well I am looking." — Mrs. F. K. CORNELL, 129 Peete Street, Cincinnati, Ohio.

Willing to Answer Letters

Philadelphia, Pa. — "I have used your medicines for nervousness and a run-down system with a severe weakness. After taking Lydia E. Pinkham's Vegetable Compound and using Lydia E. Pinkham's Sanitive Wash I feel like a different woman and have gained in every way. I am willing to answer letters asking about the medicines." — DORA HOLT, 2649 S. 11th St., Philadelphia, Pa. Sold by druggists everywhere.

Severe Headache and Constipation Relieved Over Night

"After a serious illness I became very constipated and suffered from awful headaches. One day I bought a box of Beecham's and found that if I took them on going to bed I would feel fine in the morning. I never have a headache now. I am 53 years old and have taken Beecham's Pills for 29 years."

Mrs. W. C. Straub, Bethlehem, Pa. For FREE SAMPLE—write B. F. Allen Co., 417 Canal Street, New York. Buy from your druggist in 25 and 50c boxes. For constipation, biliousness, sick headaches and other digestive ailments take

Beecham's Pills

Cuticura Soap Is Pure and Sweet Ideal for Children

Sample Soap, Ointment, Talcum free. Address: Cuticura Laboratories, Dept. M, Malden, Mass.

Holds Overshoes On

Those who traverse muddy roads will be interested in a recently patented device for preventing overshoes from being pulled off by deep mud. It is in the shape of two metal grippers that clamp the overshoe to the shoe itself. For a high shoe there is a hook that is attached to the top of the shoe and extends down to hold the gripping jaws. The jaws are movable so that too much wear will not be brought to bear on one spot.—Scientific American.

SWAMP-ROOT FOR KIDNEY AILMENTS

There is only one medicine that really stands out pre-eminent as a medicine for curable ailments of the kidneys, liver and bladder.

Dr. Kilmer's Swamp-Root stands the highest for the reason that it has proven to be just the remedy needed in thousands upon thousands of distressing cases. Swamp-Root makes friends quickly because its mild and immediate effect is soon realized in most cases. It is a gentle, healing vegetable compound.

Start treatment at once. Sold at all drug stores in bottles of two sizes, medium and large.

However, if you wish first to test this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.

How She Knew

A city-bred girl married a young farmer. As her husband came into the house one day she exclaimed: "Oh, John, I found four ducks' eggs among the two dozen you brought in this morning."

"Ducks' eggs?" said John. "How do you know they were ducks' eggs?" "Why," she answered, "I put them in water and four of them floated."

Rubama Baptist church, in East Lake, Birmingham, claims to be the oldest in Alabama, with a history back of it of 106 years.



ASPIRIN

Say "Bayer"—Insist!

For Colds Headache Pain Lumbago Neuralgia Rheumatism

Safe Accept only a Bayer package

which contains proven directions Handy "Bayer" boxes of 12 tablets Also bottles of 24 and 100—Druggists Aspirin is the trade mark of Bayer Manufacture of Monoclonalacetate of Salicylic Acid