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RAILWAY WRECKS

Quick Rescue Work the Rule When a Smashup Occurs.

"SAVE LIFE" IS FIRST ORDER.

To Accomplish This Every Effort Is Strained, and When That Work is Done "Clear the Tracks," Regardless of Property Loss, is the Next Task.

Marvelously efficient is the system of wrecking machinery in use in these days for quick work when a smashup occurs on one of the great railroads. Some of the latest inventions and appliances for clearing tracks after a wreck are described in the Popular Science Monthly. The magazine says:

"Wrecking trains are located on every division of important railroads, standing idle in the yards waiting for calamity—a crane car, with sufficient power to lift a freight car as a child lifts a toy; a supply car, containing ropes, cables, chains, jacks, crowbars, tools, lanterns, fire apparatus, dynamite, rails, ties; a caboose for the wrecking crew.

"When the word comes over the wire that the express and the fast freight have tried to see which could beat the other off the track the wrecking crew assembles in a hurry. They are picked men—these minutemen of the rails—each with his specialty. Mechanics, trackmen, men skilled in explosives, strong men, slender men, at least one small but muscular man they come from roundhouse and shop, freight yards and office at the supreme call. The wrecking boss takes command, the best engine available backs down, and with a clear track the wrecking train gets to the disaster, often ahead of the special containing doctors and nurses.

"There is only one order to be obeyed when the wrecking crew gets into action—'save life.' But once the victims are extricated—and they are taken out in remarkably short time the order changes. It is not, as might be expected, 'save property.' It is 'clear the line.' It makes no difference that the jammed freight cars contain expensive automobiles, or pianos, or phonographs, or fruit, which might be saved by careful work. If the contents cannot be saved in less than an hour there is only one thing to do. The big steam crane is backed down to the mess; a long, tentacle-like hook descends, chains and ropes are brought into play, and slowly, surely, almost dumbly, the crane swings the wrecked freight car and its contents to one side.

"Sometimes the easiest way to clear the lines is to burn the wreck or blow it up. Tracks can be quickly relaid if damaged, but nothing can replace lost time. The price of the cargo of automobiles is nothing against a five hour delay, for the price of delay mounts in stunning geometrical progression. A few hundred dollars for the first hour, it may be many thousands of dollars in the second or third hour.

stoppage of the lines may mean a stoppage of the whole railway system, with hundreds of thousands of dollars' worth of freight tied up in confusion, loss, waste.

"And well he knows his work—the crane for this car, the jacks for that. This engine looks like a scrap, but probably will run out here on the other track. That engine looks all right, but is it really sound, throw her off. This is too intricately tangled with another in loving embrace to take to pieces, part by part, burn it up and throw the trucks to one side. The small man, a necessary factor, crawls into and out of holes too small for his stouter mates, attaching chains and ropes, reporting conditions, doing work as valuable as that of the Hercules who with a crowbar heaves up a ton of wheels that a jack may be slipped into position.

"The doctors and the nurses and the relief train have come and gone. Down the line stands an impatient express, behind it a long freight. In the other direction a local is filled with fuming commuters, and perhaps the president's special is close behind. All along the division and soon to spread through the whole system is delay, stalled trains, trains waiting orders, trains costing the company thousands of dollars a minute.

"Over the tangled debris one man stands supreme, snapping his orders like the crack of a whip, utterly unmindful of the property he destroys that other property may move. And as if by magic the lines clear. The last of the bent and broken cars are turned on their side and slide down the bank. The limping engine goes off behind a swift-bug engine sent for the purpose. If the delay looks long a temporary sidetrack has been swiftly built and the several waiting trains pulled slowly by. The wrecking train whistles its crew, taking the last spike to make the track secure, pull out jimmie pipes. The big crane folds its single arm and rests. The men pile into their cabs. The wreck is off the lines—time fifty-five minutes. The wrecking train has finished its work."

A Straightforward Answer.
J. B. Lippincott once ventured to ask Ouida, the novelist, how she came to know so much about clubs, camp life, barracks, gambling houses and other places which are only visited by men. She placed her hands upon her knees and, looking straight at her questioner said, "It is none of your business."

Whose Mouth is his mouth and his tongue keepeth his soul from troubles.—Solomon.

HOW

To Wind Watches So They Keep Good Time

YOU cannot secure the best services from a good watch or clock unless you know how to wind it so as to cause the least wear and irregularity in its delicate machinery.

A watch should be wound at the same time every day. If allowed to run down, or even almost do so, and then wound up until it will not wind any farther, it cannot do as perfect work as a watch that is not allowed to run to its full capacity or wound up until it is as tight as it can be made.

If the watch is wound both morning and evening at about the same hour and the key is given only enough turns to wind it a little less than half what it could be wound the watch will run more evenly, wear much longer and keep more accurate time than if it is wound up tight once a day.

A watch spring will last longer if it is wound when there is the least extreme of temperature, and morning and evening are, of course, the best in that respect.

It is more or less dangerous to wind a watch during a heavy electric storm, and it is best to avoid winding while on an electric car.

An eight day clock should be wound twice a week at its regular periods as possible to secure the best results. Never allow the clock to run down, and if possible do not wind it until it is tight.

Learn by experience just how many turns of the key it takes to wind the clock to run eight days, and then when half the week is gone wind the clock by giving the key just half as many turns as it would require to wind it all the way. More accurate time will be had, and it will avoid placing any of the parts on a strain, which is frequently the cause of good clocks giving out in some particular before they have served half as long as they should.

A little attention to this advice will lengthen the life of any watch or clock, and make it a better timepiece.

COOLER ICEBOXES

How to Keep Your Refrigerator Cold Without Extra Ice.

Many people do not keep their refrigerators at the proper temperature. Their economical nature permits the ice to melt away until there is little, if any left in the compartment. This is a big mistake, for there is no economy in an empty refrigerator. The more ice you have in it the greater the economy. It is the melting of the ice which makes the refrigerator cold. The colder the refrigerator the more slowly will the ice melt.

Another way to keep the refrigerator cool is to open it as little as possible. It is also advantageous to keep the refrigerator in a cool part of the house. It is difficult to say whether it is more important to keep the refrigerator cool or keep it clean. They are both big essentials in maintaining the health of the family. Every morning the refrigerator should be wiped out to remove the dampness which collects on the sides and affords a splendid place for bacteria growth. Once a week wash the refrigerator thoroughly with soda water. Cleanse all the corners and the drainpipes well. Fish, cheese, bananas, cantaloupes or any other strong smelling food should be kept well covered if placed in the refrigerator.

HERE'S TO CAMPERS.

How to Build a Campfire For Cooking Purposes.

In the Woman's Home Companion are the following directions for building a camp fire:

If you can get the contents of a small bag of charcoal for your wood fire as soon as it has a good start the fire burns with a steady glow conducive to culinary success.

We have a way of building a fire which has proved most satisfactory. With a stick or flat stone dig a trench about eighteen inches long and four inches in depth and width. Build the fire in this, placing two flat stones across the top, one for the frying pan and the other for the kettle. Bacon can be broiled by holding it on the ends of green pointed sticks. Potatoes, corn and apples can be roasted in the same way. One of the chief charms of this fire is that there is little danger of its spreading. Then, too, it can be easily extinguished. Be sure to carry matches and an old newspaper to start the blaze.

How to Mend the Screens Without Hailing a Carpenter.

The broken door or window screen is an eyesore all summer if it is left unattended or the repairing is done clumsily. The neatest way to mend the screen is to cut a piece of wire netting about three inches larger than the hole. Remove the wires around the edge of the patch for half an inch or more, like drawing away the threads from a piece of linen. Bend the resulting prongs at right angles and fit the patch in place with the wire ends sticking through the screen. Press the patch flat against the larger surface, then on the other side press the ends back to their original position. This secures the patch.

How to Set Hooks in Hardwood Without Splitting It.

To put hooks in hardwood first make a hole with a small gimlet; then slip the handle of a knife or any small steel article through the hole and turn it until it is secure in the wood.

HOW AUTOS CAN OBTAIN GREATER MILEAGE TO THE GALLON.

Gasoline is elastic. A gallon will drive a car almost any distance—the record is nearly ninety miles—says a writer in the current number of Motor Print. This is food for thought for those who are worrying over the high price of fuel. By taking a few simple precautions it is possible for every owner to reduce greatly the consumption per mile.

If the car is run too slowly or fast there is fuel waste. Fifteen miles per hour is a good average. Until now the average motorist has been careless about the amount of fuel he used because it was comparatively cheap and was a small percentage of the total car expense.

Make sure that you are getting all the gasoline that you pay for. Some owners are not. Watch the counter on the pump to see that it registers the correct number of gallons and that the operator does not tamper with it while filling your tank. Furthermore, be certain that you obtain full measure. Some gas-line pumps leak; others have been "fixed" to give a short gallon. It is almost impossible to find the error by examining the pump, so it is necessary to check the amount in your tank by frequent measurement, or, if this is not feasible, it is advisable occasionally to buy a gallon in a can of your own and measure the quantity when you get home.

Most cars can be operated with a leaner mixture without affecting the production of power. Some motorists may even deem it advisable to run with a very lean adjustment, notwithstanding a reduction in hill climbing ability or speed. The exact adjustment must be determined by trial.

An auxiliary device which may be attached to the manifold and operated from the dash should be used. It will be found helpful when running with light load along a smooth, level road or downhill. When the motor is used as a brake the suction on the carburetor is reduced to a minimum by opening the auxiliary air device wide.

The car should run easily. All the bearings should be well greased and free. It should be possible to push the car without difficulty with one hand on a smooth, level surface. The importance of reducing friction to the minimum is shown by the fact that a racing car in good condition may be pushed with one finger.

THE HUSTLER.

How to Look Well Dressed Without a Great Expenditure.

In the American Magazine is an account of one of the most successful insurance solicitors in the country, who attributes a large part of his success to the fact that he always looks well dressed and prosperous.

"If you have only one suit of clothes keep that one suit clean and pressed all the time," he says. "Press your trousers yourself every day if necessary. I have pressed my trousers lots of times. Keep your shoes shined.

"If you can afford several suits change off from one suit to another frequently, and keep all of them spotless and well pressed. I never wear a suit longer than the second day at a time. To change every day is better. It gives the clothes a chance to rest."

I always hang my clothes on hangers the minute I take them off. It gives them a chance to "come back" into shape and the nap to come up again. "It is a great economy to have lots of good clothes. A suit will last twice and three times as long and always look well if you keep changing off from one to another. Besides, people get tired of seeing a man in the same suit day after day for a whole season."

INFANTILE WARDROBES.

How to Dress a New Baby With Little Expense.

If you are preparing a layette for a brand new baby these are the things you will need: Four abdominal bands of soft flannel, unhemmed, six or eight inches wide and twenty inches long; four shirts of silk and wool or cotton and wool; four flannel skirts made to hang from the shoulders; four night-gowns or wrappers of outing flannel open in front.

Three knitted bands of wool and cotton with shoulder straps; six very simple white slips; four dozen diapers—cheesecloth, bird's-eye or diapering; three pairs of socks for a summer baby or three pairs of long stockings for the winter baby.

One simple coat and cap, one pair of mittens for winter; two short, loose-socks for sudden changes of temperature; two crocheted knitted or flannel blankets.

How to Avoid Smoke When Lighting a Fire.

Simple way of avoiding the smoke and gas which always pour into the room when a fire is lit in a stove, heater or fireplace on a damp day: Put in the wood and coal as usual, but before lighting them ignite a handful of paper or shavings placed on top of the coal. This produces a current of hot air in the chimney, which draws up the smoke and gas at once.

Fighting a Railroad

By M. QUAD

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When the surveyors for the B. and B. railroad reached within a mile of the town of Scoville they were stopped by the owner of a farm, who threatened them with an action for trespass if they set foot on his land.

It was old Ransome who had lived on that farm since he was born and was now over sixty years old. Boy and man, he had been known as stingy and mean, and no one had ever dealt with him a second time. His wife was about like him in her disagreeable way. The two seldom or never disagreed with each other, but they disagreed with everybody else.

The town of Scoville wanted that railroad and wanted it built at once, but there was old John blocking the way and his old wife backing him up. It must cross his eighty acre farm to reach the town. The surveyors argued and "coaxed" but it was of no use.

The railroad finally guarded its surveyors and the line was run, but that was only the beginning of the fight. It collected its forces and began the grading. Old John was out there with his gun and his wife was there with a club, but the lusty men laughed at them and carried them off the scene, and in a few weeks there was the hooping and tooting that the old couple dreaded to hear. They would not sell, and the railroad waited for them to propose some sort of settlement.

There was a highway about a quarter of a mile to the south of the Ransome farm, and the new railroad crossed it at a level. The soft earth was soon gullied out by the wheels of the wagons, and this left the tracks three or four inches above the surface. When old John observed this he yoked up his oxen and hitched them to his wagon and went after a load of wood.

When he returned with it to the crossing he stuck there. The oxen could not pull the wagon across the rails. The old man sat down to patiently wait for a train to come along. One appeared in sight in about an hour and found its progress blocked. It took all the train hands and some of the passengers to boot to get that wagon across the track. There was fuming and threatening, but old John was very quiet and calm. He repeated this performance once a day for a week. Then the railroad put down planks and the scheme was defeated.

"Well, we'll have to try some other trick," said the old folks to each other. And as a result of their planning they went out at night with a big ball of soft soap and smeared the rails for a distance of thirty rods. The next train that came that way did not whiz past it stood still and whizzed, and it took the best part of an hour and a barrel of sand to make the wheels go round again and have a grip on the rails.

Old John was arrested for this soap trick, but they could prove nothing against him, and he was discharged from custody. After this a new attempt was made to bring about a settlement, but it was doomed to failure from the start. Then came another adventure. Old John cut the grass in his meadow, and while drawing it to the barn to store away he drove across the track at a point on his own farm and a wheel somehow came off the wagon and dumped hay and vehicle in a grand heap. There was just time to get the oxen out of the way when a locomotive of a freight train, plunging into the mess, flung and splinters few over half the county, and the whole train was derailed at a cost of many thousand dollars to the company.

There were two lawsuits begun immediately, one by the company to make the old man pay damages and one by Old John to collect the worth of a wagon and a ton of hay. The railroad folks could not show any scheme on his part and was the loser in its suit. A jury also held that an engineer who would slam bang into a load of hay in broad daylight should be held responsible, and Old John got about three times the value of the property destroyed.

By and by when the pumpkin season had come old Mr. Ransome kindly permitted a passenger train to run into a wagonload of them—that is, his oxen stopped to rest when the wagon was halfway over the track. He was heard shouting at them at the top of his voice and seen to flourish his gun in an excited manner, but he was forced to escape to save his own life. Pieces of those pumpkins were picked up miles away, and a week after the wagon was wrecked again, and one of the oxen was converted into fresh beef. Here was groundwork for another lawsuit, and the jury decided that any railroad that would strike to lessen the pumpkin crop ought to pay for it right smartly.

It is very probable that the old couple might have returned to the soap trick if they had been given more time, but fate willed it otherwise. They were coming home from a call on a neighboring farm, and it was a gusty, rainy night. As they approached the crossing they saw the light of a locomotive approaching, but defiantly kept on their way and were struck and hurled into a field and both instantly killed. No one in Scoville was mean enough to say they were glad of it, but the B. and B. railroad saw its chance and moved quickly. Before it could be sued by the heirs it went into court against itself and was legally permitted to settle the claim for \$5,000.

They say that the ghost of old Ransome and his wife haunt the farm.

WARSHIP FIGHTING TOPS.

They Are Now Mainly Used For Sentry and Signaling Work.

Lord Nelson was killed by a musket ball fired from the crossbeams of his French antagonist. Because of this fighting tops came into existence and, being developed to keep pace with other parts of naval construction, continue to be a traditional feature of the world's navies.

A century ago, when fighting men—marines, boarding parties, gun crews—crowded the upper decks of a warship, a sharpshooter posted aloft picked off many a man. But a big battleship in action today shows not a mark to the man in the fighting top.

In the days when it still remained possible for battalions of armed men to swarm up the sides and board a fighting ship plunging shots were dropped from the fighting top. But with great steel walls overhanging the waves and never an accommodation ladder swung out for their welcome it is impossible for uninvited guests to set foot on the modern deck.

The captain of the fighting top is usually in control of flag, semaphore and heliograph signaling, leaving the wireless to an inviolable operator stationed somewhere in the ship's vitals. He is the sentry against small insect-like craft and may enforce his orders by the rattle of a light quick fire.

He has the outlook, reports and questions passing ships and has virtues as a detective against spies. His functions, however, are limited. He is not high enough placed to see the submarine creeping along a score of feet beneath the surface or to note its wake of broken water.

The fighting top is in big cruisers quite a massive affair and no longer the tiny breastwork behind which the picked riflemen of the ancient knelt. A duplicate set of range finders is usually kept there and used to check off the work of the experts in the fire control tower. There are light quick fire and machine guns, possibly also a high angle gun or two for use against air craft.—Pearson's.

Original Home of Welshmen.

Jutland was probably the original home of our Kymric ancestors, as well as (at a later period) of some so-called Saxon invaders. It was peopled in classical times by the Cimbri, identified by ethnologists with the Oymari, or modern Welshmen. The Germans magnanimously declined to annex Jutland with Schleswig-Holstein. It was then considered a worthless waste of moors, sand-dunes and marshes. But the industrious Danes have transformed what once an English traveler styled "a forsaken wilderness" into the most prosperous pastoral country of western Europe.—Westminster Gazette.

Bee's Double Stomach.

The bee has two distinct stomachs. In the first it stores away the honey it so industriously gathers up from the flowers until such time as it is ready to yield it up, while the other stomach is used simply and solely for digestion purposes. Thus the food and the honey are never mixed. When the bee returns to the hive and is ready to deposit the honey it has gathered it contracts the muscles of the stomach, by which the honey is ejected through the mouth. As to bee food, it is various in kind, consisting largely of the honey it so patiently makes for others.

No "Poor Land."

"That land of yours was mighty good when you bought it," a friend of mine remarked to the wide awake owner of a beautiful farm we passed the other day, whereupon the owner delivered himself of a faithful saying and worthy of all acceptance—or might have said, "You're mistaken," he said. "There's not any poor land when you manage it right." It is a true rule that "there is more in the man than there is in the land."—Progressive Farmer.

Superstitions of Royalty.

Caesar, Napoleon, Bismarck and others were not above the superstition of "lucky" and "unlucky" days. Thursday was the "unlucky" day of Henry VIII, of his son Edward and of his daughters, Mary and Elizabeth. It is strange that they should have died upon this day.

As Regards Vanity.

"All is vanity. At least so says the philosopher." "I don't know about that," chimed in the Plunkville sage. "But there is enough of it to keep the drug stores doing a good business in complexion contraptions."—Exchange.

Couldn't Feel Him.

Lecturer (in small town)—Of course you all know what the inside of a cocoon is like. Chairman of Meeting (interrupting)—Most of us do, but you better explain it for the benefit of them that has never been inside one.—Puck.

Get Familiar With Them.

Professor Fugue—What do you mean, Mr. Jones, by speaking of Dick Wagner, Ludie Beethoven, Charlie Gounod and Fred Handel? Jones—Well, you told me to get familiar with the great composers.—Musical America.

Just Change.

Mrs. Bacon—Does your husband carry any life insurance? Mrs. Egbert—Well, I never happened to run against any when I've been going through his pockets at night.—Youkers Statesman.

Children and Reading.

That the child who reads rapidly gets the most thought out of the books read is the result of every experiment that has been made in this line.—Miss Mary Downey at Chautauque.