

Many of the folks who turned over a new leaf January 1, have discovered that they are writing with the same old pen.

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COST

WOMEN'S NATIONAL EXPOSITION SOON

ST. LOUIS, JAN. 29 TO FEB. 9

Princess Cantacuzene, Granddaughter of President Grant Will be Guest; Big Event

The Second Annual Women's Exposition, which will be held January 29 to February 9, 1927, at the St. Louis Coliseum, will witness the women of this section of the country grouped together for the purpose of showing to the people of the great middle west and the Mississippi valley the progress of women in all fields of art and education and in all lines of civic, professional and business endeavor.

Princess Cantacuzene of Russia, granddaughter of President U. S. Grant, who was himself a resident of St. Louis previous to the war of 1860, will come to St. Louis to open the exposition, January 29. Her visit to St. Louis and to the Exposition promises to be a notable occasion, with entertainment features rivaling those arranged for the recent reception of Queen Marie planned for the reception of the princess.

Highly Endorsed

The Woman's National Exposition has the endorsement of the St. Louis Chamber of Commerce, the Conventions Bureau and other civic organizations. The Chamber of Commerce has supplied the Woman's National Exposition with hundreds of names and addresses of business men, prospective buyers, who are coming to St. Louis during the first week in February. Letters of invitation have been sent to these men and their families with literature. Guest privilege cards to the Town club have been enclosed. The visiting women have been urged to send in their names to the entertainment committee so that they may be invited to the exposition teas and receptions.

Many of the railroads entering St. Louis have announced reduced rates for persons within 150 miles of St. Louis to attend the exposition. The round trip fare for the occasion will be reduced to a fare and a half from cities within a radius of 150 miles from St. Louis, with a ten-day return limit.

Awards Scholarships

Twenty scholarships totaling \$2,500 were awarded worthy girls out of the proceeds of the First Annual Woman's exposition held at the St. Louis Coliseum in February, 1926.

Among the organizations receiving scholarships were the Y. W. C. A., Council of Catholic Women of the St. Louis Archdiocese, Board of Religious Organizations of St. Louis, Missionary Federation of St. Louis, Music Settlement School, Women's Organization of Washington University, St. Mo., Life Service Educational Board, Nurses of the Evangelical Deaconesses, School of the Ozarks, Hollister, stage, when nationally known bands M. E. S. Church, and ten scholarships of \$100 each to the Extension Department of the University of Missouri for ten girls of rural Missouri who are members of the Girls' clubs of the college.

The home economics section of the exposition will feature continuous demonstrations in cooking, home making and arts and crafts work. Musical programs will be featured afternoons and evenings on the Coliseum stage, when nationally known bands and the famous Fisk Jubilee Singers will entertain the guests.

The St. Louis Board of Education and the Municipal Health Department are co-operating with the exposition officials. The public school exhibit will be one of the important features of the show. The health department will have a prominent part in the child welfare exhibit, which will be sponsored by the Congress of Parent-Teachers, where pre-age children will give health demonstrations daily during the exposition.

GIVING FIRST AID TO THE AUTOMOBILE

HINTS FOR DRIVER GIVEN

What To Do To Locate and Remedy Little Things That Go Wrong With Motor Car at Times

Nothing is much more distressing to the average motorist than to be unable to locate simple kinds of trouble which are likely to happen in the motoring experience of a careful driver. It is well known that in using an automobile there may come up certain situations which result in a poor performance or failure of the engine or other part of the machinery to function properly.

Quite often the operator is unable to readily locate the cause of the trouble. Of course, the simplest thing to do is to consult the expert advice of some service station but this is not always possible, in fact, it is quite likely to be impossible since motor troubles do not as a rule, conveniently happen within a stone's throw of a service station.

Most of the time the engine goes dead at some place where the ingenuity of the driver must be brought to bear upon the situation. He should understand a few simple facts about the machine, which, under such circumstances, will enable him to cope with the inconvenience and readily discover its solution.

Some Suggestions

If, for instance, the engine fails to start when cranked, the cylinders are likely to be flooded with fuel because the choke button has been kept out too long. Of course, the correction process here is to push the choke in completely and to continue to crank with the throttle closed until the excess gasoline has been expelled from the cylinders, when the ignition should occur. Another cause may be that there is no gasoline supply in the tank of the car.

A third possibility is a weakness or lack of spark at the spark plugs. Here the probable causes include a discharged battery, loose or corroded batter terminals, burned or improperly adjusted breaker points in the distributor, loose or broken wires or connections or spark plugs set incorrectly or fouled. The strength of the spark can be determined by disconnecting one of the spark plug connections and holding it about one-quarter of an inch from the plug base while the engine is being cranked. If the battery is discharged it may be possible to crank the engine by hand sufficiently to get it started.

Loose Terminals

Loose or corroded terminals need to be lightened and cleaned. As to burned breaker points, the metal adhering to the face of the points may be scraped off to provide temporary relief, and points adjusted. Spark plugs should be kept clean and adjusted to a proper gap. If the engine stops, the motorist should first examine the gas tank and supply and make sure that the small vent hole in the filler gap is open. If there is a supply of gas in the tank, test the carburetor by depressing the plunger on top of the flood chamber. If gas arises through the plunger hole, there is evidently gasoline in the carburetor and the gasoline system is in order. If no gasoline shows at the carburetor, test at the vacuum tank by removing the pipe plug from the bottom of the tank.

Other Tests

If gasoline flows, replace the plug and close the shut-off valve in the top of the gas cleaner. Remove the plug at the bottom of the strainer trap on the carburetor and clean the strainer. If no fuel flows from the vacuum tank when the plug in the bottom is removed, this indicates either a stoppage or air leak in the line between the main or vacuum tanks, a sticking valve in the vacuum tank or dirt in the strainer. Disconnect both ends of the fuel pipe and blow thru

it to find out if it is clear between the main and vacuum tanks. Examine the suction tube strainer in the main tank.

Make a test for a spark at the spark plugs. If a good spark is obtained regularly, it can be taken for granted that the trouble does not lie in the ignition system. If no spark occurs or the spark is weak, probably the battery is discharged or some connection is loose. Examine the wire connection back of the switch and ammeter and at the coil and distributor. If these are tight, look at the battery terminals and ground strap.

Look for Dirty Plugs

If the engine misses regularly on one or more cylinders, there is likely to be one or more dirty spark plugs. To locate such trouble, let the engine idle slowly with the spark retarded, then hold a screw driver against the plug terminal and the top of the engine, getting by this method a short circuiting of the plug. If this process causes the engine to slow down or stop, this is evidence that that spark plug is all right. If any dead plugs are located, they should be cleaned, adjusted or replaced by new ones.

If Engine Misses Irregularly
 If the engine misses irregularly, the trouble may be sticky valves or the improper adjustment of the push rods. It may be burned or improperly adjusted breaker points; possibly the trouble is due to loose connections in the battery circuit or short circuit in high tension wires due to broken down insulation. Sometimes a defective spark plug is the cause, and again it may be an incorrect carburetor adjustment. In any event, a thorough knowledge of such simple facts as given above should be of considerable value to the motorist who has trouble with his automobile engine.

FARMERS PLAGUED BY FALSE FRIENDS

Probably Would Be Better Off If They Got Rid of Political Quacks

The opinion in Washington which it must be admitted is often times one far distant from the opinion generally prevailing throughout the country, is to the effect that if the farmers would rid themselves of some of the political advisors who have elected themselves as directors of their agitation that the work of stabilizing agriculture as a basic industry, would be vastly improved. The Washington opinion today is, for example, that while the McNary-Haugen bill has been introduced, many of those interested in Washington in pushing that bill have already determined that they do not want it to go through at this short session of congress. They prefer to postpone it till the session beginning December, 1927.

In short, in the minds of these peo-

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ple, the passage of the McNary-Haugen bill has become secondary to the development of a political campaign to embarrass the President. There is no other way to construe it. Thus at the beginning, an unhealthy spirit is introduced. It is rather a relief to read an editorial by Henry Wallace in Wallace's Farmer, which ignoring this underlying determination to use the farm business as a political rather than an agricultural instrument, commends the President's message to congress and set forth that while eastern correspondents have been endeavoring to assert that the President's words do not mean what they say, adds that for his part, he pre-

fers to take the President's statements at their face value, and to give the President full credit for a generous interpretation of his phrases. More talk of that character and less of building up an agricultural club to worry the President, is what the farmers need.

The people who spent too much money celebrating New Year's may be congratulating themselves that now their creditors can't get it away from them.

Congress does not seem to be passing many laws, but anyway the Congressional Record is being filled up.

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