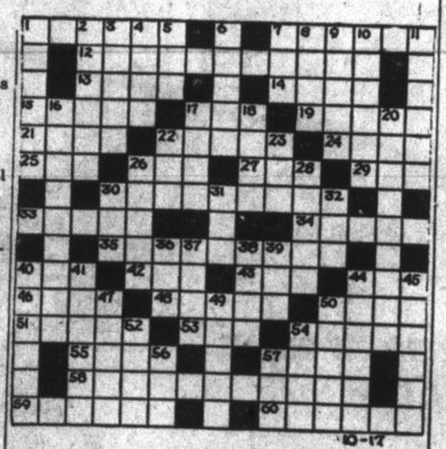
CROSS-WORD PUZZLE

From the first word this puzzle is a brain-teaser. Don't let it stump you!



Horizontal.

1. Herons.
7. Oaths.
12. Abnormal redness of the skin.
13. Duplicate.
14. To allot.
15. To obliterate.
17. Female animal (genus bos).
19. Intelligence.
21. Part in a drama.
22. Animal allied to civet cats.
24. To store.
25. Sun.
26. Insane.
27. Seed pod.
29. Sol.
30. Confinement.
33. To make stupid.
34. To join at an angle.
35. Covering (adj.).
40. To knot.
42. To regret exceedingly.
43. To lubricate.
44. Small eye tumor.
46. To sleep.
48. To flavor.
50. To abhor.
51. Broad neck scarf.
53. Digit of the foot.
54. Edible fungus.
55. Angle of an insect's wing.
57. To encircle.
58. Mock moons.
59. Minute button hole.
60. Mature.

Vertical.

1. Smoldering coals.
2. To remember.
3. Irregular as if gnawed.
4. Model.
5. Pig pen.
6. Cantaloupe.
7. Machine part.
8. Indians.
9. Ceremonies.
10. Smells.
11. Scattered.
16. Breding places for herons.
17. To give up.
18. Opposite of east.
20. Actress.
22. Natural channel.
23. Favorite Japanese dish.
26. Rhythm.
28. Pertaining to insensibility.
30. Period.
31. Born.
32. Nothing.
36. Violin string.
37. Flesh of an animal.
38. Short letter.
39. To bind.
40. Abnormal sleep.
41. To run away.
44. Sardine.
45. Pale gold color.
47. Pertaining to sound.
49. More painful.
50. Hourly.
52. Weight of container.
54. Where coal is dug.
56. Upright shaft.
57. Jewel.

10-17

SQUALOR FLAVORS
L PIE ABA CAD A
AT DAB E POT PI
TOG DIN HER TIL
NIL BASIN GAT
A GAP POD LEG D
DO PAR B AIM WE
VIE DISEASE BOS
ELKS BURNS LOOP
N EEL EMU LAW A
TO TAT I FIG AR
USE CHANGED ERA
ROAR ENDED RAID
ENTER TEE LASSO
SESTET D DONEES

10-16

Answer to Friday's Crossword Puzzle.

Mrs. C. D. Hayes, Cape Vincent, N.Y., died on Sunday, at Rochester, N.Y., aged seventy-nine years, while visiting there. For the past ten years she had resided with her daughter, Mrs. George S. Laird, Cape Vincent, N.Y.

Camera Lens Found.

Near Madoc a unique incident occurred at the Black Creek mine, which has just been pumped out. In removing some of the accumulations of debris at a depth of ninety-two feet, E. Ryan came upon a valuable gold-plated camera lens. A couple of days later H. Hungerford, Belleville, was in Madoc, and remarked that he had heard of the work at Black Creek and wondered if by any chance they would find a camera lens which he had inadvertently dropped when taking some pictures of the mine twelve years ago. During all that time the lens had been buried under bits of rock and water and emerged without even a crack or trace of tarnish.

Another good way to preserve your teeth is to avoid argument with large men who have red hair.

Testing Cylinder Bores Without Calipers

FAIRLY SATISFACTORY DETERMINATIONS of the extent to which a cylinder has worn out of true can be made by means of its piston and a set of mechanics thickness-gages or "feelers," which are merely narrow strips of thin metal graded as to thickness and marked in thousandths of an inch.

Finding The Amount Of Taper

To measure how much a bore has become enlarged at the upper part of piston travel, select a feeler of such thickness that, when held vertically against the piston in the plane at right angles to the crankshaft, will just allow the piston to be placed in its top position in the bore, without binding. Then find a thinner feeler that, when held against the piston, in the same manner, will just permit the latter to be moved to its lowest working position without binding. The difference in thickness of the two feelers will be the amount of taper.

Checking Up Ovalization

Find a feeler of such thickness than when held vertically against the piston in the plane at right angles to the crankshaft, will just allow the piston to be inserted in its top position, without binding. Then find a thinner feeler that, when held against the piston, in the plane of the crankshaft, will just permit it to be inserted again in its top position without binding. The difference in thickness between the two feelers will be the amount of ovalization at the upper end of the bore, where it is usually the greatest.

NOISE FROM UNDER CAR

D. M. writes: Sometimes, but not all the time, I hear a pounding noise from under the floor-boards of my ——— car, the cause of which I have been unable to discover, as the battery seems to be tightly supported and everything else all right. What do you think causes this?

Answer: Among the many possible causes we may mention: Clutch or brake pedals striking their stops or the floor-boards. Worn shackle-pins in the front springs or side-play at the spring ends. Play at the ends of the steering drag-link. Engine rear supports loose on the frame. Try jumping up and down violently on the front end of the running board, with the car standing and see if you can develop this noise. If so, perhaps you can determine its location.

WHAT VARIETY OF KNOCK IS THIS?

H. H. S. writes: There is a loud knock in my engine which sounds like a hammer pounding on an anvil and which is always noticeable at a speed of 25 m. p. h. or over and is especially pronounced when a hill is being climbed that can hardly be made on high gear. Is this a carbon, spark, piston, piston-ring or main bearing knock or some other variety?

Answer: It may be only a carbon knock. You better have the engine decarbonized in the hope that it is. If you retard the ignition properly, it cannot be a spark knock. Piston-slap is more of a rattling sound and not as loud as you describe this knock to be, while a piston ring tap is a light sound. Yours may be a main-bearing knock, although this is usually more like a dull pound. If cleaning carbon does not eliminate this noise, you better have the main-bearings inspected for looseness.

WASTE TOO MUCH WATER

W. A. McC. writes: The radiator of my ——— car overheats so that I am continually filling the system with water. Everything about the engine that could cause this has been checked up and found correct, and the cooling system has been treated with sal-soda solution. Can you make any suggestions?

Answer: If the water you have been using is rather "hard," it may be that the sal-soda treatment has not removed all the deposited scale. Perhaps the external surfaces of radiator cells are so covered with dust as to reduce their conductivity, in which case you can clean them by playing a hose stream through the radiator from the front, after covering the engine with a piece of oil cloth. You do not state that you have inspected the fan belt, to be sure it is properly tight, but as this belt also runs the generator, you would probably be notified of its undue looseness by charging failures. Are you sure that all the water you lose is from evaporation and that there are no leaks? Leakage at the upper hose connection and past the packing at the filler-cap is sometimes much faster when the water is circulating energetically than when the engine is stopped. Although these large thermosiphon hose-connections seldom give trouble by loosening of their inside rubber layer, you better make sure that they are in good condition.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

Still, a woman never makes a fool of a man without his whole-hearted co-operation.

The happiest people are those that haven't anything to scold about except feminine styles.