ANDOVER NEWS

PUBLISHED WEEKLY
By J. HARVEY BACKUS & SON

OUR KEYNOTE:
"If There is Not a Way, Cut a Way."

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Courtesy Pays Dividends

COURTESY is the cheapest commodity in the world, yet it is probably the least used.

It doesn't belong to any corporation, and isn't quoted in Wall Street. It is not regulated by any federal commission—there are no restrictions on it. The price of courtesy is not fixed because there are no "production costs."

Courtesy is as free as the air we breathe, and costing nothing, many view it as a worthless asset and do not make it a part of themselves.

For many, many years the commencement day orators have been telling us that courtesy is a factor to be reckoned with if we wish to succeed in life.

Some high school graduates have remembered this bit of timely advice and in their efforts to get ahead in the strenuous game of life, they have made it their constant aim to be courteous to others.

To them the list of your acquaintances and see how many have made courtesy pay. You will find the number lamentably small because they have been too busy with the small perplexities of life to take time for little courtesies that make the brief stay here pleasant.

Courtesy pays big dividends in what we generally term success. It likewise creates within the individual a certain sense of satisfaction in the thought that he makes friends by treating others courteously.

And it always comes back abundantly in proportion to the way it is extended to others.

One of the greatest problems of the summer is to find a place to carry all of the stuff that you carried in your vest pocket during the winter.

Fit To Eat

THIS has been called a "tin can and paper bag age" because so much of our food is prepared for us by factories and sold to us in containers of one sort or another. Our confidence in these foods is largely due to the general belief that they contain pure ingredients and are made under sanitary conditions.

Food manufacturers, in many instances, have justified this confidence by going far beyond the requirements of any laws to assure the purity of their wares. Soap and water are ingredients as important as flour, vegetables, fruits or sugar in a growing number of bakeries, canneries, candy factories and other food plants. Cleanliness is made an essential of plant and personnel. White uniforms, spacious wash rooms, handwashing rules, machinery which eliminates the handling of food by individuals, packaging which insures its delivery to the ultimate consumer in a clean condition—these are the items by which food manufacturers are protecting the public and establishing a good name for their industry.

Recent investigation into conditions in certain industries made by a special investigator for Cleanness Institute shows how sincere is the effort of certain manufacturers to merit public confidence. In many food factories he found a state of cleanliness that would have done credit to a hospital ward.

It would be a splendid thing if this were a universal condition in the food industry. That it exists to a great extent is to its credit. That it pays in sales and in the contentment of employees is the testimony of those who have tried it. Manufacturers who are lagging behind with antiquated notions of sanitation and manufacture are blind indeed if they cannot see the moral.

A scientist says that soft lights in a home would help prevent divorces. And probably soft words would also help.

Psychology In Industry

THAT color in the factory increases the efficiency of workers has been demonstrated by an interesting series of tests in one of the country's great industrial establishments. In order to secure data on the subject, color schemes for painting machinery were worked out in conjunction with the efforts of psychologists seeking means to better factory conditions and reduce the effects of fatigue. As a result of finishing machines in carefully selected color combinations, it was found that workers ended the day in better spirits and with less evidence of weariness, while a marked increase in daily production was noted. Machinery as attractive to the eye as gaily finished automobiles appealed also to the pride of employees operating them.

This latest development of the application of color extends to the field of so-called paint prescriptionists whereby manufacturers of finishes designate the kinds and colors of finishes to use for factory exteriors and work rooms. In many plants, different colors are prescribed to indicate water pipes, steam pipes, air pipes, chemical lings of various sorts, to warn against danger and for many other useful purposes.

Why are men taught to step off with the left foot first? We invariably kick the cat with the right one.

Years may come and go, but there will never be one without its family reunion.

Woodlands As A Crop

FARM woodlands occupy a larger part of the farms of this country than any other crop—as much, in fact, as all the cereal crops combined, according to the forest service of the United States department of agriculture. Farmers own as much forest land as do all the lumbermen and other private holders together.

At present, however, most farm woodlands are yielding only from one-third to one-half the wood they could grow. Because comparatively few farmers realize the possibilities in their woodlands or give the woodlands sufficient care, the home forest is generally failing to contribute its full share to the farm bank account. Haphazard cutting without plan or thought for the future, letting the woods burn over, and too much grazing in the woods result in deterioration in quality and value of the timber. Devoting woodland to the growing of scrubby trees is a much a case of mismanagement on the farm as using good pasture land to support scrub live stock.

Timber land on the farm is capable of bringing in good returns. Saw logs, poles, piling, cooperage bolts, handle bolts, posts, pulpwood, spoke blocks, firewood, tanning bark—these are some of the wood products of the farm that can be turned into money. They can be grown on the waste lands or the lands not required for other crops, the poor soils, steep slopes, rocky lands, wet lands, eroded lands, and unused corners on the farm.

Well managed, the woodland increases the farm income. Farm forestry, or proper management of the woods, looks to growing more and better timber and keeping the land constantly at work doing it. Some of the woods management practices recommended by the forest service are: Cutting the mature, defective, overcrowded and inferior kinds of trees, leaving the straight, thrifty and better kinds for further growth; protection of the woods from fire and overgrazing; planting trees on "slacker" land and in open spaces in the woods; increasing crop yields by planting forest-tree windbanks; utilizing timber better by cutting low stumps and small tops, using home-grown woods on the farm whenever they will fill the bill, and creosoting short-lived woods to make them last longer; selling the surplus timber and choicest grades not needed for home use.

As a rule men are not in favor of women engaging in the habit of smoking. It is all that we men can do to pay for our own tobacco.

Modern Day Cave Men

ARE men more cruel than they once were? Is the twentieth century male of the species a cave man in fact, instead of a character of fiction and movie as we were led to believe?

The affirmative must be the answer, judging from the census bureau's analysis of statistics gathered in its survey of marriage and divorce in the United States which showed that all causes for divorce, cruelty has become the most common.

Forty years ago, cruelty accounted for less than one-fifth of the divorces; now it accounts for one-third—was formerly the most common cause for legal separation; now it is second place.

The old-fashioned husband just left home without any ceremony; the cave man type, we have the right to presume, doesn't leave, but his actions are so "cruel and inhuman" that the wife finds it necessary to petition the court for a decree breaking the marriage vows.

Whatever may be the causes for divorce, it must be agreed that 164,600 divorces granted in one year is altogether too many.

Every man who parts his hair in the middle does not necessarily indicate by it, that he is evenly balanced.

The oldest inhabitant makes an annual prediction that turkeys will be plentiful again this Thanksgiving if that is of any interest to you now.

Figures Value Of Schooling

A UNIVERSITY professor made a study of the lives of a number of men in the light of their school training and arrived at the conclusion, which is open to debate, that a high school course has a cash value of $33,000 and a college course $72,000.

While we would not minimize the value of an education, it would be foolhardy for one past the school age, to become discouraged by these arbitrary figures.

They strike an average. No one should lose sight of the fact that a man or woman adequately equipped for life from the standpoint of an education, may be a dismal failure.

And men and women without any schooling of any consequence have attained great heights in life.

Nothing will take the place of hard work and strict application to the task in hand. While education is of great value, when properly applied, it is not the supreme thing in a successful life.

Dead men tell no tales, but their tomb-stones are sometimes awful liars.

No Element Of Chance

THE merchant who uses newspaper advertising to tell his customers what he has that will be useful to them knows whether or not it pays.

The fact that the volume of newspaper advertising is increasing, that the large newspaper advertisers of today were the small advertisers of yesterday, is evidence that it pays, and pays well.

It pays because it carries to the people of the merchant's trade area a message worth while—a story of what he has purchased from the wholesale markets to supply their everyday needs.

It pays to read advertisements in the same measure that it pays the merchants to advertise. Advertising removes the element of chance.

The buyer knows when a merchant advertises he is ready to back up everything he says; otherwise he could not stay in business.

Patronize the merchant who advertises—you can depend on him.

One good fish story deserves another, but they seldom get better—only bigger.

A picnic is a place where everyone brings olives and pickles and one wonders why the fried chicken runs out so soon.

"WATCHING the WHEELS GO ROUND"

PUBLIC WORKS DEPARTMENT

(This is the ninth of a series of articles outlining the functions of New York State's government.)

In its reorganization the Department of Public Works now embraces the powers and functions formerly exercised by the State Engineer and Surveyor, whose office was abolished on Jan. 1, 1927, and the Department of Architecture, consolidated under the constitutional amendment.

Col. F. S. Greene

The organization of this department, as it has existed, including the former Bureau of Canals, Highways, and Public Buildings, is continued, each being under the direct supervision of the head of the Department of Public Works, Col. Frederick Stuart Greene.

Ambitious Program

Col. Greene has reported to Gov. Roosevelt that satisfactory progress in the large construction program upon which the State now is engaged is being made by all of the construction divisions of his department.

"I believe it is no exaggeration to say that at no time in the history of the Union has any one State engaged in so ambitious a program," reports Col. Greene. "Last year the moneys expended and obligated by the Department of Public Works totaled $93,286,471."

Channel and navigation conditions generally throughout the Barge Canal now show marked improvement over conditions of any previous year.

Motorists these days are amazed at the speed the new concrete highways are laid and opened for traffic. The greatest factor in the increased mileage built is the tremendous advance in road building machinery and organization. Contractors unable or unwilling to "scrap" old equipment and methods are no longer able to compete.

Five years ago, one thousand feet of nine-foot slab in a day was rare. Now two thousand feet in the same length of time is not uncommon.

In his recommendations to Governor Roosevelt, the Superintendent recommends the sale of useless canal terminals; the placing of a tax upon advertising signs visible from state highways; and the purchase by the State of building materials direct from the manufacturers instead of by contractors through brokers.

In the Department there are the following divisions: Canals and Waterways, Highways, Public Buildings, Engineering and Architecture. The Commissioners of these various divisions are appointed by the Superintendent.

Five Divisions

The duties of these divisions are as follows:

Canals and Waterways: All necessary canal improvements and repairs are made by this section, which also performs the duties of the commission on boundary waters between the United States and Canada. The canals of the State are: Erie Canal, Champlain Canal, Oswego Canal, Cayuga and Seneca Canals, with Cayuga Lake inlet; Black River Canal, Glens Falls Feeder; lakes, reservoirs and feeders connected therewith.

The Shinnecock and Peconic Canals, located in Suffolk County and connecting the waters of Shinnecock and Peconic Bays, also are officially a part of the canal system.

Highways: This division has charge of the State highway work, including the construction and repairs of both roadways and bridges. The Commissioner also performs the duties of the interstate bridge commission.

Public Buildings: The Commissioner has charge of all State buildings in Albany.

Engineering: The head of this division is the chief engineer, who performs such engineering service or supervision as the superintendent or public works shall direct; keeps in his office all necessary maps, drawings, field notes, levels and surveys and engineering instruments belonging to the State. The chief engineer also makes surveys, maps, plans, specifications and estimates for canal and terminal improvement.

Architecture: This Commissioner prepares plans and specifications for all work and materials used in the erection and alteration of State buildings. The Bureau of Housing also is a part of this division and carries out the provisions of the State housing law. The functions of the Fine Arts Bureau and Commission also are performed through the division of architecture.

Regulates Traffic

The Superintendent of Public Works also regulates boat traffic in the Hudson River north of the metropolis. He also performs the functions of the salt water bays commission.

Col. Greene, head of the Department, achieved an enviable war record overseas with the Combat Engineer Regiment of the 77th Division. He was first named to head the Highway Department after returning from France in 1919 and served a year in 1923 he was reappointed and has since been at the head of this department.

STATE'S BUSINESS EXPANDS

Departments Advise Governor Roosevelt of New Records as Fiscal Year Ends—Gas Tax Nets $2,100,000 in One Month.

Albany.—An indication of the rapid growth of New York State is reflected in the state department reports to Governor Franklin D. Roosevelt for the fiscal year just ended which show in every instance that records are being surpassed.

Thomas M. Lynch, commissioner of taxation and finance, reports that the first month of the new gasoline tax exceeds expectations. In one month automobile owners paid $2,100,000 into the state treasury in gasoline tax alone.

The Bureau of Motor Vehicles, headed by Commissioner Charles A. Hamnett, reports that 6,125 more persons took the examination for operators' license during the first six months of 1929 than in a similar period in 1928.

Secretary of State Edward J. Flynn reports that the receipts for the Department of State for the year totaled $3,210,000 or $3,306,000 more than in 1928.

Gasoline Tax

"New York State automobile owners during the first month that the gasoline tax was effective paid into the state treasury $2,100,000, or more than the total collected in six months in many of the other states where the tax is higher," Mr. Lynch said. The first return indicates that the total revenue from the gasoline tax in its first year of operation will be between $24,000,000 and $25,000,000.

There will be divided among the fifty-seven upstate counties $277,722 while New York City is to receive $50,430 of the first returns. The state's share will be $1,051,459. The share for upstate counties is to be apportioned on the basis of highway mileage.

Commissioner Lynch is satisfied with the first month's result. He had this to say: "The amount collected in one month in this state, and in the first month of the so-called gasoline tax, compares most favorably with the collections of an entire year in some of the states.

"The last available figures for all other states in the Union are for the first six months of 1928 and the moneys collected in this state in one month equal or exceed the total collected in six months in Arizona, Colorado, Connecticut, Delaware, Idaho, Illinois, Louisiana, Maine, Montana, Nebraska, Nevada, New Hampshire, New Mexico, North Dakota, Oregon, Rhode Island, South Dakota, Tennessee, Utah, Vermont, Washington, West Virginia and Wyoming."

State Department

"Receipts of the Department of State for the fiscal year just ended reached a total of $3,210,000, which represents an increase of $3,306,000 over the fiscal year of 1928," Secretary of State Flynn said.

The tremendous increase is attributed almost entirely to a gain in organization taxes brought about through heavy capitalization and likewise increases in capitalization of companies already existing. Checks for one-third of a million dollars have been received from firms increasing their capitalization.

Out of a total of 2,088 stock companies incorporated in New York State last month, there were 1,784 located in New York City. There were more than the usual number of companies incorporated last month to deal in securities. Real estate corporations and companies incorporating to carry on garage businesses also increased.

The number of automobiles registered and operators licensed by the New York State Bureau of Motor Vehicles has broken all records since the organization of the bureau in 1925. So great has the work increased that filing is now thirty days behind. The total number of automobile drivers examined during the first six months of this year was 175,501, or 6,125 more than in the same period of 1928. The increase was uniform in all sections of the state.

ANDOVER LODGE NO. 766 I. O. O. F.
Meets Every Tuesday Evening. Visitors are always cordially welcomed.
J. E. JONES, N. G. C. E. BOSS, Sec'y.
LLEWELLYN CLAIR, Noble Grand

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Meets Second and Fourth Monday Evenings of Each Month.
C. B. JONES, C. P.
A. L. ROGERS, Scribe.
Visitors Are Always Welcome.

ANDOVER LODGE NO. 858 F. & A. M.
Meets 1st and 3rd Monday Evenings of each month at 8 o'clock. Visitors always welcome.
B. B. HANN, Secy.
CLARENCE MEAD, W. M.

Andover Grange No. 1098
Meets Every Second and Fourth Wednesday Evenings, I.O.O.F. Hall.
LESTER GREEN, Master.
EMMETT ROBINSON, Lecturer
AMES L. ROGERS, Secretary
Visitors Always Welcome

Andover Dairymen's League
Co-Operative Association, Inc.
Meets First Saturday Each Month.
JAMES McANDREW, President
HENRY JOYCE, Vice President
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Notice to Creditors

Pursuant to an order of Hon. Guy O. Hinman, Surrogate of the County of Allegany, notice is hereby given to all persons having claims against the estate of Randall A. Pease, late of Andover, N. Y., deceased, to present the same with proper vouchers thereof to the undersigned Executor of said Estate, at the Law Office of Crayton L. Earley in the Village of Andover, N. Y., on or before the first day of September, 1929.

Dated this 15th day of February, 1929, at Andover, N. Y.

A. E. MEAD, Executor
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Notice to Creditors

IN PURSUANCE of an order of the Surrogate's Court of Allegany County, State of New York, made by Hon. Guy O. Hinman, Surrogate of said Allegany County:

NOTICE is hereby given to all persons having claims against the Estate of James Joyce, late of the Town of Andover, County of Allegany, and State of New York, deceased, to present the same with vouchers thereof to the undersigned, Administratrix of the Estate of said deceased, at the Law Office of Crayton L. Earley, in the Village of Andover, N. Y., on or before the 1st day of February, 1930.

Dated at Andover, N. Y., June 25th, 1929.

CAMILLA JOYCE HARRIS,
51 Administratrix.

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CONTROL

FRANK E. ADAMS

ILLUSTRATED BY FRANK B. ROYER

CHAPTER I.

What's the Use?

Grandmother Page refused to budge. I turned her over again, but there was no sign of life. I squirted gasoline into her cylinders, but she didn't seem to care for it.

As you may have surmised, Grandmother Page is a relation of mine only by adoption and purchase. She originally was created and assembled by the Page Motor Company of Detroit, but that was so long ago that her years fully entitle her to the title of "Grandmother."

She has had a hard life, too. For four years she has been going nearly everywhere that I go, and for a long time before that she was the traveling companion of a suburban real-estate man who could sell gold bricks to placer miners. I suspect that he taught her some of her deceitful tricks.

It must have been from him that she got her love of the country. She revels in green fields and running brooks and sand banks and mud-holes. Whenever she finds one she always wants to stay there all day. The farther from the city it is the better she likes it.

I personally am fonder of the city, and when she decides to remain all night on some road fourteen or fifteen miles from anywhere I have sometimes walked home rather than share the sylvan solitudes with her.

Maryella Watching the Struggle From the Front Seat of Grandmother Page.

Under my breath I murmured: "Durn you, Grandmothed," and hit the engine a vindictive tap with a monkey wrench.

"Maybe there is no gasoline in the magneto," suggested Maryella, who had watched my struggle from the front seat.

I made no reply. When some one begins offering me suggestions after I have tried every known trick on a stalled motor I find that the only way to preserve my reputation as a gentleman is to keep absolutely quiet.

Even Maryelle, whom I have been trying for two years to persuade to become Mrs. Tom Bilbeck, can draw fire from me on such a dynamic occasion.

"We've got to get home, Tom," she fretted. "There's a rehearsal of 'Pygmalion and Galatea' tonight, and if we're away they can't do a thing."

No, reader, we are not actors. I am positive of that. Our stage-work receives mention only in the society column. We perform for charity before people who have to like us because we represent such worthy causes. Whenever the Social Settlement sends up a yell for funds we spend about a thousand dollars' worth of time enticing five hundred people to part with fifty cents each to hear us forget our lines.

When Belgium needs bread, or the Fiji Islanders run out of pants, who comes to the rescue regardless of consequences? The Sheridan Dramatic Club!

And now we were doing "Pygmalion and Galatea" for the Old Soldiers' Home, which needed some new window-shades or an electric piano, I've forgotten which.

"Besides," continued Maryelle, shivering slightly, "it's getting colder, and I think I felt a drop of rain a minute ago."

"That being the case," I observed sarcastically, "we'll start."

"Let's" she encouraged.

Grandmother Page and I repeated our justly celebrated repertoire of tricks, from adjusting the spark-coil to putting gasoline in our eye while lying prone under the tank. Each separate adjustment was preceded and followed by reducing-exercises with the starting crank.

"Jim Cooper has a self-starter on his car," Maryelle observed sympathetically while I was trying to catch my breath.

"Then why," I inquired in icy exasperation that I regretted instantly, "why don't you marry Jim Cooper, if you're so crazy about a self-starter?"

"Oh!" exclaimed Maryelle, inarticulate with rage at my remark. "You have no right to insult me like that!"

"I didn't mean to insult you, dear."

I forgot Grandmother Page for the moment in my anxiety to square myself for my tactical blunder.

It was the wrong move. My very humility made her think that she really had been offended in some way, so she dabbed at her pretty eyes to see if she could scare up a tear. She could not. That made her more angry.

"I know one thing," she stated, clambering out of the seat: "I'll never ride in your old car again as long as I live!"

She started down the road.

"I'll walk home first!"

Why are girls of twenty so adorable—and why are men a few years older such fools about them? The answer to that question may explain also why I followed her thru the dusk that was part twilight and part gathering rainstorm.

"Listen, Maryelle," I called after her. "Be reasonable."

No response.

"You can't walk all the way home. It's ten miles."

"I'd probably have to walk anyway," she observed dispassionately. "So I might as well get started before dark."

That remark about walking home anyway was the crowning insult to me and Grandmother Page. It hurt the more because it was probably true. I turned back angrily. She trudged on . . .

Down the road came a purring motor. I had hardly expected a car to pass that way. I had purposely chosen a back-country road for my drive with Maryella that day. This machine was coming from town.

I looked at a turn of the road around which it would presently appear. Maybe it was a friend of mine.

The car rounded the turn. I swore under my breath.

It was the racing runabout belonging to Jim Cooper. No situation that I could imagine would please him more and me less than that in which we were placed.

He pulled up alongside of Maryella, who had proceeded about two or three blocks before he arrived.

He got back into his car and insulted me once more with the subdued but efficient purr of his electric starter. Then waving at me airily, he turned about and disappeared in a cloud of dust toward the city.

I sat by the roadside and told myself that I was probably one of the seven worst "fussers" in the United States and the Dominion of Canada.

I had played by game like a fifteen-jeweled book. The first rule for making a girl eat out of your hand is never to let her know when you get mad. The second is not to be sorry if you do. I had a blow-out in both rules.

While I sat there it began to drizzle, but I thought too little of myself to care to move, so I didn't. Instead I recollected with delightful pain how eminently desirable Maryella was.

Slim and slender and cool-looking she was obviously the handiwork of a beauty-loving god who wanted to show what he could do. But she had eyes, dark ones, that came from no heavenly work-shop. In them there was a bit of temper, of daring and an invitation to come along that was irresistible.

If a man must lose his head over a woman, Maryella's type offers the utmost justification. If you had any curiosity and a wee bit of nerve, you made up your mind that you would have to find out whether to believe her eyes or the rest of her face.

Up to that afternoon I had been doing pretty well, too. Not having money in bales, I had started against Cooper with a considerable handcap. He worked short hours in his father's office, which would eventually be his; while I plugged away for a salary—a good one, but nothing that would make the mint work overtime to keep up with me.

There is no use concealing what my job is. A good many people know already from having seen my name signed at the bottom of a column of alleged humor which I conduct daily for a syndicate of newspapers. Anyone who has read my stuff knows that I work hard for my money, especially when I write verse.

Besides my syndicate work I do all the big stories for the Daily Mail, which is the principal morning paper of our city. It is pleasant, because I do not have to be in the office constantly like a regular reporter. When they need me they send for me. When there is a big political convention or a disaster or a sensational murder I usually cover it.

I had been offered a job as war correspondent, but I declined. Just because Irvin S. Cobb got back with all his arms and legs attached is no sign that they wouldn't be able to hit the next fat man that went over.

When I was thoroly wet thru so that it didn't make any difference what I did, I decided that I might as well start for home. It would be more comfortable to die of pneumonia in my own bed. So I got up and sloshed over to the car to get my coat, which I had laid aside when the contest between me and Grandmother began.

Just by way of a passing expression of my feelings I gave the crank a turn.

"Bang!"

The engine started.

I stood in the rain a full minute longer relieving my mind before I mounted to my seat and steered Grandmother Page back over the sloppy roads to the city.

What was the use now?

(CONTINUED NEXT WEEK)

Agrigraphs

Alfalfa makes a well-balanced ration for horses when fed with corn alone.

* * *

Aphis are likely to attack almost every tree, shrub, or plant, and this year the pests are widespread thruout the state.

* * *

When raspberries and blackberries have been harvested, cut out and burn the old fruiting canes. This will help hold disease and insect injury in check.

* * *

A single female fly will lay from 150 to 500 eggs which hatch in less than 24 hours, and in very warm weather a generation of flies may be produced in two weeks or even less.

* * *

Farms on which weeds are kept under control have less plant disease than have other farms where uncultivated areas grow up into a luxuriant mass of weeds.

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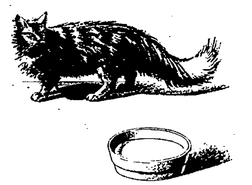

. . . or why sweet cream goes bad

PUSS will be changing her boarding house pretty soon, if the meals don't get better.

If the truth be known, she's going to look for a home that has a refrigerator. In an electric refrigerator sweet cream stays sweet—food's not spoiled and wasted. Steady, dry cold stays below the 50° danger-line . . . prevents milk or cream from turning sour.

"An electric refrigerator is wonderful," says Mrs. C. T. W. *(Name on request.)* "I never waste any food. The freezing compartment makes delicious desserts. And the increase in my electric bills is scarcely noticeable."

It's true—an electric refrigerator costs but a few pennies a day to run. For never has your electricity been cheaper. While the cost of most necessities has just about doubled, Niagara Power Service costs less today than when automobiles opened up at the back.

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