

NOBODY KNOWS BUT MOTHER.

Nobody knows of the work it makes
To keep the home together,
Nobody knows of the steps it takes,
Nobody knows—but mother.

Nobody listens to childish woes,
Which kisses only smother;
Nobody's pained by naughty blows,
Nobody—only mother.

Nobody knows of the sleepless care
Bestowed on baby brother;
Nobody knows of the tender prayer,
Nobody—only mother.

Nobody knows of the lessons taught
Of loving one another;
Nobody knows of the patience sought,
Nobody—only mother.

Nobody knows of the anxious fears,
Lest darlings may not weather
The storm of life in after years,
Nobody knows—but mother?

Nobody kneels at the throne above
To thank the Heavenly Father
For that sweetest gift—a mother's love!
Nobody can—but mother.

—Fireside

HOW AN AUTOMOBILE IS ASSEMBLED.

There are as many ways of assembling an automobile as there are of figuring a problem in interest. When I say that an automobile is assembled I do not mean that always the parts are brought from many different factories and assembled in one place. That may be true and it may not be. Some plants have their own foundries and forge rooms and some do not. But, whether the parts are made in the factory or outside, the automobile must be assembled; that is, all the parts must be brought together and put in their proper places.

In two things all manufacturers seem to be agreed; they all assemble the auto in three large parts, the body, the engine, and the chassis and they all arrange their work in such a manner that one man does but one thing and does that well. Many automobiles pass him in a day on each of which he does one little piece of work.

The axles are the usual starting point in assembling a car. In some factories these are mounted on a conveyor on which they move along in front of the workmen. Running perpendicular to this conveyor are many "lines of construction" which end near the conveyor. On these lines of construction, individual parts are being finished—wheels, fenders, lamps, etc. They reach the conveyor at just the right point to be attached to the car as it passes.

In another type of construction, the parts to be attached are all assembled first on a triangular-shaped rack. This is done on the second floor. The rack is then set on a slanting conveyor which carries it to the floor below, in front of a pair of axles all ready to be unloaded. The conveyor passes slowly along and, as it comes to a certain workman, he takes on a part from the rack and attaches it to the car. One by one every part is put into place; at a certain spot the body comes sailing down through a hole in the ceiling and at another, the engine makes its appearance. At last when the rack is empty the car is pushed from the conveyor, a perfect automobile, and the rack, which has carried the parts round the circle, is sent back upstairs for another load.

Other manufacturers, merely mount the axles on a four-wheel truck and push this truck from place to place gathering up the parts as it goes along.

It is very interesting to watch the workmen as they do the particular task assigned to them. Practically nothing is done by hand. Are there some burrs to tighten? You hear a strange whir and see an electrical wrench tighten first one then another and another with lightning speed. Is there a rivet to be hammered down? You hear a rat-tat-tat and see an electric riveter doing the work with characteristic speed. If the wheels are to be painted, a needle-brush is used. This shoots a fine spray of paint over each wheel, after which the wheel moves slowly, so slowly that you can hardly see it go, through a furnace which dries it by the time it comes out on the other side.

The bodies of the cars are usually assembled on an upper floor, from which they can be lowered to the chassis later. The upholstering of the better grade of automobiles, requires the services of very highly-skilled workmen. In this, as in every other department, every scrap of material is saved and carefully divided into classes. Small scraps of the leather go to New York where they are made into pocketbooks.

Throughout the entire factory everything moves with the precision of clock-work. Nothing is left to guess work. Small dial machines which measure variations to one-one-thousandth of an inch are put on every bit of shafting to test the accuracy of its grinding. Before it is used, every piece of steel is tested by a machine which submits it to a great pressure. If the machine makes a dent on the steel, larger than a circle drawn on a magnifying glass set in the proper place to allow a tester to examine it, the steel is rejected. It is by such methods as these that the American automobile is coming to have a name for service and perfection the world round.

When the car is assembled, it does not then go out of the factory at once but is set up on rollers and is "driven" some hundreds of miles on these rollers until it is determined that everything is working perfectly. Of course while the car is being tested, it does not move from the spot where it stands. Only the rollers, on which it stands move. But even this energy is not wasted, for shaftings are attached to the rollers and while the car is being tested it is turning wheels in the factory which are assisting in the

manufacture of other automobiles. The boy who finds himself obliged to work for a living is fortunate if he secures a position in an up-to-date automobile factory, for if he is a bright boy, and willing to learn there is almost no branch of science or industry which he may not in time use in that very factory. There is an opportunity to use all the knowledge of physics which he can master. There is the engineering room, the photographic department, the art room of the advertising department, the chemical laboratory, where accurate tests of steel are made, and many other problems are solved; in fact there is almost no branch of science in which a boy may be interested, but he will find a place for the use of his talents in these great plants.—The Boys' World.

SPRAY NOW FOR BETTER APPLES.

An imperative warning to Pennsylvania apple growers to save their crops from partial destruction by the worst epidemic of scab the State has experienced in years, has been issued by Pennsylvania State College extension plant disease specialists. Unless apple men spray immediately to control the disease, great losses will result.

The reason for alarm is based upon the recent and excessive rainfall that came just at apple blossoming time. The rain has made conditions ideal for the rapid spreading of scab infection into the blossoms, a sure sign of serious trouble, according to Professor E. L. Nixon, extension plant pathologist at the college.

"This week is all that is left to save the crop by application of the 'pink spray' to the susceptible varieties," Professor Nixon said after summarizing the reports of conditions from all parts of the State. "Growers in south eastern counties must spray at once. Those in central and northern

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Joseph Alters, carpenter, 310 E. Bishop St., Bellefonte, says: "I suffered for a long time with backache and kidney complaint. My back ached so badly I could hardly keep on the job. It was hard for me to do heavy lifting or sawing. My kidneys acted too often at times and the secretions were scanty and highly colored. I used Doan's Kidney Pills from the Parrish Pharmacy and they helped me so much that I kept on using them. My back is now well and strong and I am free from the trouble."

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counties should spray next week. The stage is set for one of the worst epidemics of apple scab ever known in the State, if the wet weather continues. There is a tremendous source of infection from the old leaves of last year. It cannot be controlled with all the rain we have had unless the 'pink spray' of lime-sulphur is applied at once, which is four days ahead of the usual schedule. Facing serious losses, the growers must act immediately,

even if the work must be done in early morning or late evening, or between showers."

Practically all the more prominent varieties are susceptible except the York Imperial. Those to be sprayed include Staymen, Rome Beauty, Black Twig, Mackintosh, Delicious, Baldwin, and Greenings.

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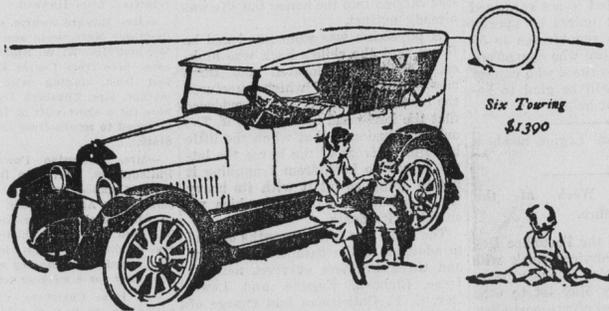
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Nash Leads the World in Motor Car Value



THAT leadership which Nash cars are assuming everywhere throughout the country in their respective classes can be seen reflected nowhere more clearly and unmistakably than in the figures for the annual sale of motor cars by all manufacturers.

But a scant five years ago Nash stood 24th in volume of business yearly. Now Nash is in 8th place and that in itself speaks weightily as to the quality and value embodied in the fours and sixes that bear the Nash emblem on the radiator.

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