

NORWICH BULLETIN and Courier

126 YEARS OLD

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CIRCULATION WEEK ENDING JUNE 17, 1922 11,589

NEW ENGLAND ROADS.

In various ways the railroads of New England have come in for a large amount of attention for the past several years. This has been increased by the financial problems which have been obliged to face.

Thus it can be appreciated that the question of uniting the New England roads into one system which has been advocated is one that must get more than slight attention. All New England roads may not be in the same class, but the weakness of the largest of them is apparent.

Under federal law it is possible for roads to combine in systems, and recommendations have been made in that direction. It is possible for New England roads to become part or parts of large trunk systems or to combine among themselves.

These are matters which must get careful attention in reaching a decision concerning the future of the New England roads. It is not desired to do anything that would operate in a detrimental way to this important industrial section or to the roads.

FORGING SAFETY.

Effective means of dealing with any weakness that develops in connection with the federal department is what the country expects, and what is needed if the undesirable conditions are to be overcome.

It was not so long ago that the country was disturbed with much frequency by the epidemic of holdups where valuable mail was involved, and some huge losses were sustained. While such holdups didn't always prove a total loss, inasmuch as large recoveries were made, they disclosed a state of affairs that was disconcerting to say the least.

Postmaster General Wood had good reason for referring to the measures undertaken for the protection of valuables in transit when he spoke to the Pennsylvania postmasters, and to indicate his satisfaction over the results obtained.

What a world this would be if all the dreams should come true! Europe may place its hopes in the Hague conference but there is no telling what will result.

Just as we get to the half way point in June it seems to get miffed and give us a cold, cold shoulder.

Those who are extremely fond of hot weather will wish for the early recall of that planetary influence that chills.

Those who cannot swim continue to invite death by drowning by taking chances in the unsteady and unreliable canoe.

WOMAN IN LIFE AND IN THE KITCHEN

When the chief of the department of agriculture states that "The public should be impressed with the fact that the timber supply for 100 years from now depends very largely upon what is permitted to grow upon the cut over timber lands," he is dealing with a fact that should be apparent to any who have given any thought to the matter.

We cannot have our cake and eat it, and it is also self evident that timber for commercial purposes is not obtained in a week or a month. The work is preparation in keeping with understood facts and with a view to obtaining the best results at the harvest time.

Nothing is plainer than the statement made in connection with the destruction of residences at Averne, L. I., that the difficulty of guarding against the lighting fire at seashore resorts is great.

When such facts are understood, however, there should be a corresponding increase in the efforts made to prevent fires. It takes only a brief time to wipe out two and a half million dollars worth of property, as the loss at Averne is now estimated.

It is at this season of the year when much of the shore property is being gotten ready for the summer season that some of the worst fires occur. It is the result of the careless activities of those engaged about them in the use of matches, torches or fire, in some form.

When driving a nail into a plastered wall first place nail in hot water until it is thoroughly heated. You can then drive it without breaking or chipping any of the surrounding plaster.

Do not overlook the value of the matching coat and hat, or dress and hat, for the child. Real distinction may be given to the simplest little gingham frock by a matching hat and shoes.

Colors are playing an important part in the new separate skirts, many being shown that are entirely in one bright shade, such as jade or grass green, poppy or sparg red, orange or dandelion yellow, while equally as many are of bright checked or striped silk and there seems to be a vigorous leaning to all white as well as to the bright shades.

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SUGGESTIONS FOR THE HOUSEWIFE

Strained spinach, pears, asparagus, young carrots and young beets are the first vegetables which should have a small embroidery hoop covered with mosquito netting makes a nice flower holder for short stemmed flowers.

The picnic salad can be wrapped in waxed paper, packed in paraffin dripping cups and eaten with paper spoons. If a recipe calls for one cupful of milk, you can use one-half cupful of evaporated milk and one-half of water in its place.

An easy way to wash small fruits and berries is to place them in the corn paper and shake in a pall of cold water. Strong lye water is a simple paint remover. Apply with a paint brush, and the paint can be removed with a scraper.

To whip evaporated milk, place the can in cold water and bring to a boil. After boiling five minutes, chill and when cold pour into a chilled bowl set in a pan of cracked ice. Whip, sweeten and flavor. Serving preserved ginger on ice cream is of Chinese origin, but has found its way into many American homes.

Prepare dishes as far as possible the previous day. Bacon can be ready cut and trimmed, fish to be fried can be filleted and coated with crumbs; rissoles, fish cakes, etc., made up ready for frying.

For variety serve hot, cold, grape nuts, shredded wheat, etc., occasionally in place of porridge, especially in warm weather, when oatmeal is apt to be heating. Have both tea and coffee well made. Serve plenty of hot milk with the latter.

See that toast is thin and crisp. Have both white and brown bread on the table. Hot rolls and plain scones are liked by many. Fruit, baked or raw, is a pleasant addition to the morning meal.

Coffee is said to be best if bought in the whole grain and ground just before using. If bought ground, keep it in an air-tight container and never leave it open. If the coffee seems weak or has become stale, freshen it by placing it in a hot frying pan. Stir over a small flame until thoroughly dry.

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The Majority of Men

Who graduate from high school and college follow a business career, but many of them go about it wrongly. They start without proper equipment, and are out-distanced by those who have fitted themselves to do some one thing particularly well. This is the age of the specialist. The apprenticeship system is too slow for the modern pace in business.

The most important thing to consider is not the particular line of business you desire to enter, but whether or not you are qualified for anything more than the duties of an office boy. Academic knowledge alone will not suffice. It must be supplemented with specialized training.

The most notable successes in business have been made by men who specialized in some one branch of business administration, and the best positions in business are filled by department heads who are specialists in their line. Business is so highly organized and complex that it is folly for one to attempt to become proficient in all branches of business administration.

Decide whether you prefer the merchandising end of business (buying, advertising and selling), or the financial end (credits, financial and accounting). The latter offers excellent opportunities for men properly trained for the duties of office manager, cost accountant, auditor, credit manager, assistant treasurer, or treasurer.

The Bentley School of Accounting and Finance is the largest professional school of college grade in the United States that is devoted exclusively to training men for such positions as those just mentioned, and for public accounting practice. The enrollment of over 2000 students attests its popularity.

To Be Bentley-Trained Carries Prestige in Business.

Day courses require two years for completion of prescribed courses in accounting, business law, business English, economics, corporation finance, commercial and bank credits, and business mathematics. Yearly tuition \$190, or \$200 if paid in monthly installments of \$20 each.

Evening courses require four years. Yearly tuition \$81, payable in monthly installments of \$9 each. Students range in age from 15 to 45.

Send for our catalogue; it will interest you. State whether interested in day or evening courses.

The Bentley School of Accounting and Finance

125 TREMONT STREET, BOSTON, MASS.

LETTERS TO THE EDITOR

No Ours and No Costumelands. Mr. Editor: The article in your issue of June 18th headed "Warning About Oil Plants," was evidently written by a man of no technical knowledge. The article was signed F. C. Williams, and intended to prevent so far as possible the erection of an oil-refinery on the Thames that would benefit hundreds of employees and tens of thousands of users of gasoline. The article will be produced at the plant to be erected will be known as super-gasoline. The process and machinery for making this high-grade product are patented. Under this process there is no odor, no sludge oil or refuse to contaminate the air. This process is worked under a vacuum and oil vapors are condensed, making a saving of at least 15 per cent over the processes used by the refineries about New York.

Every ounce is transformed into a fuel for internal combustion engines. Hence the economy and value of the process of our manufacture. The process transforms the unsaturated molecule of the hydro-carbon oil into a fully saturated fuel for internal combustion engines. The tanks to be used are absolutely tight, having been tested under hydraulic pressure. These technical points on the manufacture are under master chemical engineer supervision. No vapor is allowed to escape (one of the losses in the ordinary manufacturing by the old-fashioned still). While cracking of the crude hydro-carbon oil is in progress, all vapors are condensed by passing through condensing coils surrounded by cold water, so that no vapor from the oil can escape. The gas produced by the process, after being washed, is conveyed to gas-holding tanks, and used as fuel in the process of manufacture. When the fuel is condensed into tanks and we sell them for use for the pressure of 150 pounds there is no opportunity for the escape of vapors. It is then conveyed to tank-cars for shipment to consumers. We do not allow any of the products to escape as vapors into the air. We condense all these vapors into internal combustion engines and we sell them for use for the pressure of 150 pounds there is no opportunity for the escape of vapors. It is then conveyed to tank-cars for shipment to consumers. We do not allow any of the products to escape as vapors into the air. We condense all these vapors into internal combustion engines and we sell them for use for the pressure of 150 pounds there is no opportunity for the escape of vapors. It is then conveyed to tank-cars for shipment to consumers. We do not allow any of the products to escape as vapors into the air. 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