

LITTLE BOY AWFUL SIGHT WITH ECZEMA

Started on Child's Chin. Itched and Burned So Would Scream. Got No Rest. Healed by Cuticura.

"When my son was about a year old he got a very bad attack of eczema. It started on his chin in little blisters which broke open and became wet, and in about a month they were on his face and chest. They itched and burned so that he would scream and scratch, and he got no rest. His skin was inflamed all the time, and he was an awful sight. "He had it over a year when I read of Cuticura Soap and Ointment. I bought them and I used one box and a half of Cuticura Ointment and a cake and a half of Cuticura Soap and he was healed." (Signed) Mrs. M. Clark, Scottsdale Star Route, Pa., January 31, 1916. What a world of good hot Cuticura Soap baths followed by gentle applications of Cuticura Ointment have done in soothing and healing eczemas, rashes, itching, pimples and dandruff. And greater still where they have healed one they have prevented many by furnishing a pure, sweet, gentle soap without the irritation common to many strong, coarsely medicated soaps. Cuticura Soap may be used on the infant at birth. For Trial Free by Return Mail address post-card: "Cuticura, Dept. H, Boston." Sold throughout the world.

AVOID ALL MEAT IF KIDNEYS AND BLADDER BOTH

Uric Acid in meat excites Kidneys and irritates the Bladder.

Take Salts at first sign of Bladder weakness or Kidney-Backache.

Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, and later passes sometimes with a scalding sensation and is very profuse; again there is difficulty in voiding it.

Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from your pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder and urinary organs which then act normally again.

Jad Salts is inexpensive, harmless, and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and causes no bad effects whatever. Here you have a pleasant, effervescent lithia-water drink which quickly relieves bladder trouble. — Advertisement.

GEORGE H. SOURBIER FUNERAL DIRECTOR
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Bell Phone. Auto service.

EIGHT CYLINDER KING
"The car of No Regrets"
The King is the second oldest automobile in the United States; 1916 model \$1150
7-Passenger Touring .. \$1350
Good Territory For Live Dealers
King Car Sales Co.
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Auto Trans. Garage
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HUPMOBILE
7-Passenger \$1340
5-Passenger \$1185
Roadster \$1185
(f. o. b. factory)
Will demonstrate against any six, eight or twelve-cylinder car.

Ensminger Motor Co.
THIRD AND CUMBERLAND STS.
Distributors

Ensminger Motor Co.
THIRD AND CUMBERLAND STS.
Bell Phone 3515


MAXWELL WINS TWO CONTESTS

Carrying Greatest Weight, Goes Two Miles More to the Gallon Than Nearest Rival

Recent tests for economy in gasoline consumption conducted in different sections of the country show that the Maxwell car continues to enjoy superiority in this vital item affecting the motorist's purse.

Within the last month, two important economy contests were conducted one in California and the other in Virginia and in both of these, the Maxwell car was victorious, proving its ability to go farthest on the smallest amount of fuel. Both of these contests were participated in by a number of cars of well-known make and both were officially checked.

H. P. Jayne, government sealer of weights and measures, officially observed a test in the Yosemite Valley, Cal., recently. Five cars were started from the Commercial club in Fresno for the valley, after Mr. Jayne had sealed the tanks. The roads were in the worst possible condition. The steep grades were made doubly hard by having six inches of dust and the ruts from the heavy traffic let the cars down frequently to a point where the axles scraped the road.

Arriving in Yosemite Valley, Mr. Jayne broke the seals and with certified measures refilled the tanks with gasoline, also weighing the loads carried by the cars, including passengers and luggage.

The result showed that the Maxwell consumed seven gallons of gasoline and carried 875 pounds. Its nearest competitor used eight and six-tenths gallons and carried only 635 pounds. The third car in the competition used nine gallons and carried 874 pounds. Two other cars trailed along. In other words, the Maxwell carried a greater weight than any other automobile in the contest and did two miles to the gallon better than its nearest competitor.

At the Virginia State Fair held in Richmond early in October, the Maxwell won a big economy run in competition with practically all the four-cylinder cars sold in that city. All of the contestants were started with one-half gallon of gasoline in a special tank provided by the fair authorities. The Maxwell distanced all competitors by a wide margin, covering thirteen and three-tenths miles on the half gallon.

Leave Carburetor Alone, Says Studebaker Expert
When it comes to tampering with the carburetor on a car, the best advice is "don't," so says Max Hagelstine manager of the service department of the Studebaker corporation.

"The first thought with so many motorists is to change the adjustment of the carburetor with every decided change of weather," continues Mr. Hagelstine. "They seem to think the carburetor ought to be adjusted one way when the day is dry, another when it is wet, still another when it is hot, and again when it is cold."

"Sometimes the owner himself tries to make the adjustment, and at other times he turns the job over to a garage man. What he should do instead is either to consult the dealer for the car, or else the local representative of the carburetor company, if there is one in his town.

"Now, it is true that the mixture should be rich or lean, according to the kind of weather. But adjustment of the carburetor is the wrong way to secure the proper mixture. The right way is to make use of the 'choke' which on Studebaker cars is located on the dash. Pulling this 'choke' out secures a rich mixture, and that method should be adopted when the motor is cold. After the engine is running for a while and gets warm, the 'choke' should be pushed in.

"What happens when the carburetor has been tampered with to secure a rich mixture is that gasoline is wasted and the condition in general invites the formation of carbon deposits. That means loss of power, and incidentally it militates against economy, aside from the likelihood of getting the carburetor mechanism out of adjustment. So my advice is to leave the carburetor alone.

"Troubles are likely to occur from a continued improper mixture of gas and air due to a wrong adjustment of the carburetor. If the owner forgets the existence of his carburetor and lets it alone, the things he will find that he will secure the most satisfactory results from his car. He will get better performance, greater economy and longer service without the necessity of giving attention to the mechanism.

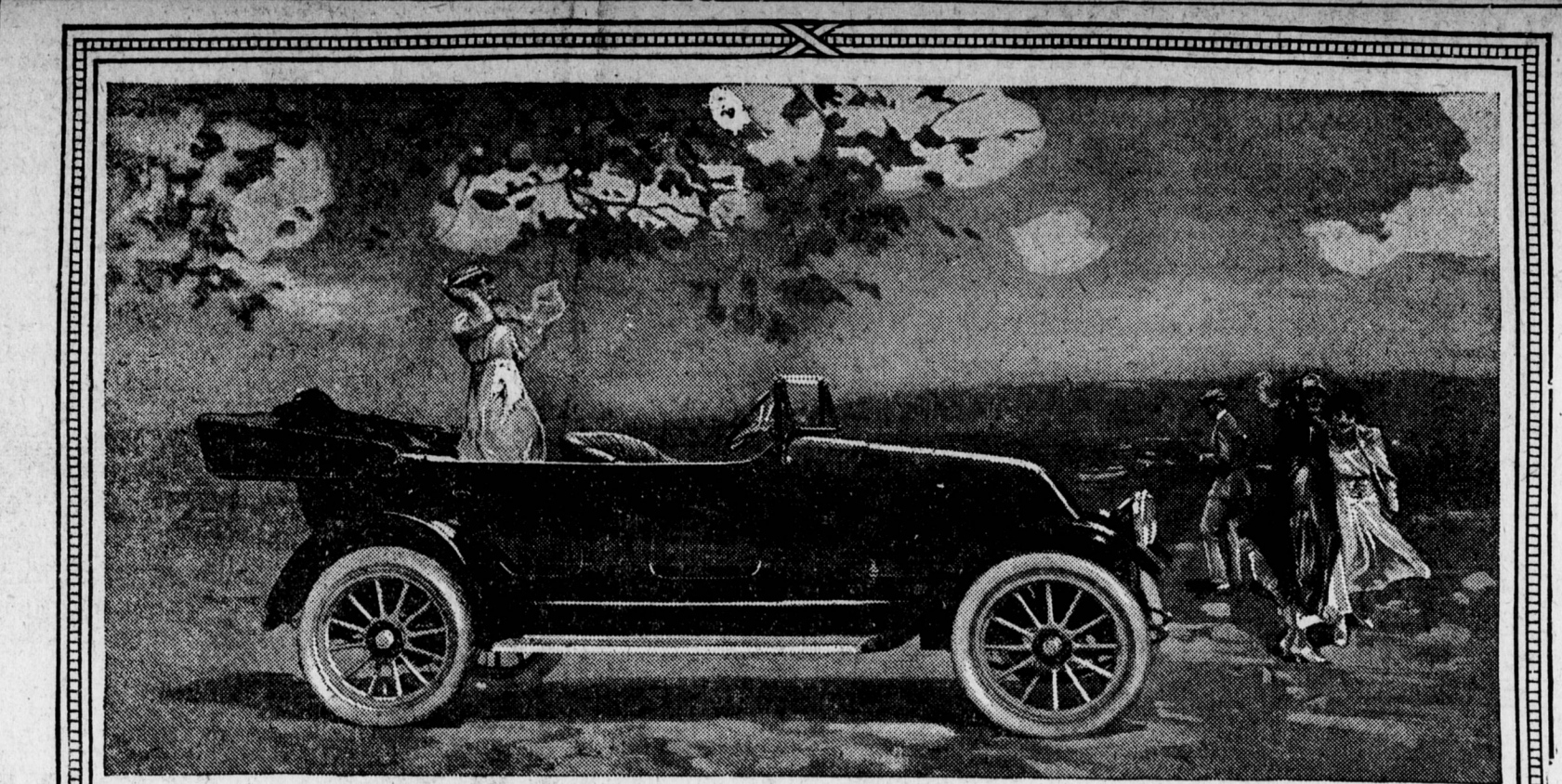
"After some automobile owners have had their cars three or four months, and have pretty well mastered the art of driving, they begin to get a desire to tinker with the mechanism. The carburetor generally tempts them first, because it seems so accessible. It is right there before them as they lift the hood; and they try their hand at making adjustments, although the instruction book states explicitly that the carburetor should never be handled except by an expert in the employ of the manufacturer of either the car or the carburetor."

Care of Storage Battery Told by Ensminger

In discussing the care of motors and the things that owners leave undone, E. C. Ensminger, local Dort distributor says, "One of the easiest things to take care of in an automobile and one of the things most neglected is the storage battery. Nine-tenths of all starting and lighting troubles, date right back to the storage battery and nine-tenths of the trouble is not the fault of the battery at all.

Your starting battery must have its drink of distilled water every ten days or it is going to get sick on your hands, sure as shooting, and it will usually do this at the most critical time—right in the dead of winter when the oil in your crankcase is so stiff you can barely 'turn her over' or to their batteries very carefully in the cold months.

Auto Gloves
Fur and Lamb Lined
Forry's
FOWNE'S Gloves, 3rd & Walnut



The New Series Franklin Car

Here is the solution for motorists of America of a difficult mechanical problem that is engaging the attention of some of the world's greatest engineers today. The method by which the Franklin Company has eliminated in the Series 9 Franklin 400 pounds from an already scientific-light-weight car is an achievement that is five years in advance of current engineering practice.

NOW that every informed motorist realizes how superfluous dead weight adds to expense, lessens safety and takes away from comfort, you are going to hear more about light-weight cars.

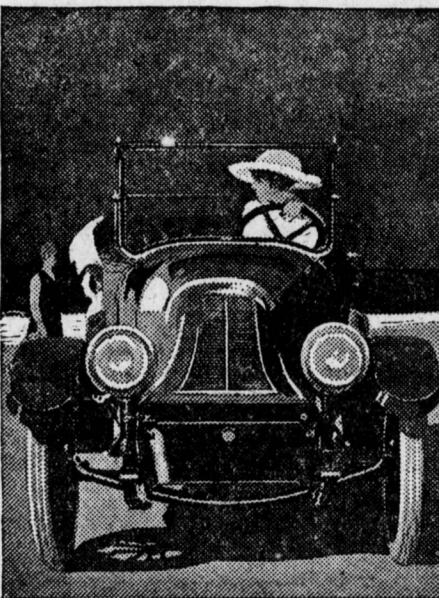
For 15 years, the principles of scientific-light-weight have been studied, developed and built into Franklin cars. The achievement in weight elimination, marked by the New Series Franklin, is based on the knowledge of how to cut down the forces which wear out a car—not mere weight cutting.

Making the Franklin car resilient instead of rigid, is the reason for the Franklin always being the lightest car in its class—the cheapest to own and operate, the easiest, safest and most comfortable to run.

LET the man who is looking for an automobile which gives maximum service—and by maximum service we mean more comfort, more safety, more reliability and less cost of upkeep and depreciation—consider the facts: The Franklin car holds the world's record for tire economy and gasoline economy.

The New Series Franklin car will deliver its owner 17 per cent. more tire economy and 20 per cent. more gasoline economy than the Franklin cars which established these world's records. The Franklin car is acknowledged to be the easiest riding car in the world. The New Series Franklin car is a smoother rolling, easier riding, easier controlled car than any of its predecessors.

HERE in the New Series Franklin is a full-size five-passenger car weighing only 2280 pounds. How has it been done? Note the aluminum in body, mudguards, engine base, oil pan, transmission case and



cover, rear axle gear case—150 aluminum parts in all. In the transmission gears is electric furnace nickel steel; in springs and axle shafts, electric furnace chrome-silico-manganese steel; in axle tubes and universal joints, 3 1/2 per cent. nickel steel.

You will be interested in seeing how a given amount of metal has been redistributed and a stronger part produced, or a less amount of metal used and a part equally strong produced.

The diminished weight—and particularly the diminished unsprung weight—means another increase in tire economy. Think of relieving the tires from direct pounding of unnecessary weight by making the front axle 30 per cent. lighter and the rear axle 25 per cent. lighter!

Then the reduction of friction! Ball bearings, the closest approach to frictionless mechanism, are used everywhere.

With all this weight saving and elimination of "drag" comes greater ability at less expense, more comfort, greater safety—a saving of trouble and dollars.

THE New Series Franklin incorporates all the established principles of Franklin construction: Six-cylinder direct-air-cooled engine; full-elliptic springs front and rear; wood chassis frame; flexible drive through the springs; large tires (cord type).

Built in eight types: Touring Car, \$1850; Runabout, \$1800; Four-passenger Roadster, \$1850; Cabriolet, \$2650; Sedan, \$2750; Brougham, \$2700; Limousine, \$3000; Town Car, \$3000.

An inspection of the car now on our salesroom floor will make these points plain. Driving it will open up a new conception of motoring pleasure.

E. W. SHANK

Distributor
107 Market Street - Both Phones

when you have an important engagement and must get somewhere in a big hurry.

Pays \$880 For Second-Hand Dodge Bros. Car
Much public discussion has been devoted to the subject of second-hand Dodge Brothers cars and their selling value. Only a few months ago, John Cheek, brother of the Nashville, Tenn., dealer, sold his Dodge Brothers roadster for \$500 after having driven it more than 25,000 miles. Curtis J. Miller, Dodge Brothers dealer in Nezperce, Idaho, now comes with an even more striking illustration of the great demand for this type of car. The Nezperce Herald speaks as follows of the incident:

"On Tuesday Curtis Miller sold a second-hand Dodge Brothers car, a four-cylinder model, to a local dealer. The circumstances leading up to this sale are rather out of the ordinary. Mr. Carey decided at once that he wanted a Dodge Brothers car and no other. Curtis Miller, the local dealer had none in stock and could not get one, so he pleaded with Prof. L. C. McMahan to let Mr. Carey buy his car, with the understanding that it was to be replaced with the first Dodge Brothers car that Mr. Miller could obtain. The deal was made. Prof. McMahan had run his car 2,198 miles, but it was just as good as new and there was no discount of the regular price—\$880."

to their batteries very carefully in the cold months.

Gasoline on wheels proved victorious over gasoline on wings in a recent race between a Cadillac Eight and a Curtiss aeroplane near Buffalo. Road and air races are becoming quite the thing at the Curtiss aerodrome on Niagara Falls boulevard. They usually are staged at early morning hours, when the roadway is clear of traffic. In this one, Phil Rader drove the flying machine, and Hal Nester the Cadillac. The car belongs to Nester, who says that a short time ago he made better than \$1 million an hour. When all was ready, Rader swung out into the road from the hangars at 30 miles an hour. He was flying 50 feet above the motorcar. The speed increased until the aeroplane's tractor screw was roaring. Yet neither gained, until the Cadillac's speed reached 85 miles an hour. This left the flyer behind and put the motorcar across the finish line as the winner. The race was over a four-mile stretch of the boulevard.

Cadillac Beats 'Plane at 85 Miles an Hour
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