

*I Got Bid of Blackheads in a Jiffy by Using Stuart's Calcium Wafers."

ces. Stuart's Calcium Wafers will make ou happy because your face will be a sloome sight not only to yourself when ou look into the ginas, but to every-ody else who knows you and take

Go to your druggist today and secure Go to your druggist today and secure a 50-cent box of those wonderful wa-fers and see what improvement your skin will show in just three or four



Rheumatism Sign and Mail This Coupon Today



followed. That was quick work and represented an unusually striking instance of the Using Stuart's Calcium Wafers."You can get rid of blackheads, plmples, tetter, blotches, liver apots, mudder a function of the same in the long run reprint is the most part of the same in the long run reprint is the envirable position of being and the watchful, patient, infailible system by which the movement of each Stude baker car can be traved.deliveries coming forward at an increased reprint in the envirable position of being at the watchful, patient, infailible system by which the movement of each Stude baker car can be traved.By this system a car stolen last year in the orders of skin diseases in a week multich a theorement of each stude baker car can be traved.By this system a car stolen last year in the orders of their sgents in Nebraska, western lows and South Dakota without delay.By this system a car stolen in Providence, R. L, turned up in Los Angeles, in each delay. Incillty with which a stolen Studebaker

finished product of this type.

Persistent Ebbets.

minin

A SIX THAT WOULD

sixes-

Run 700 miles per gallon of oil-

Average 7,000 miles per set of tires-

THE CHANDLER

What would you think

of such a "Six" as this?

Show speed of 3 to 55 miles without a shift of gears-

Climb every hill between Chicago and Boston on high-

Possess every high grade feature found on high priced

Weight only 2985 pounds completely equipped-

Do 16 miles or more to the gallon of gasoline-

HUFFMAN

Tective blood cleanser known-calcium sulphide. Remember this, too, that most pim-ple treatments reck with poison. And they are miserably slow besides. Sturt's Calcium Wafers have not a particle of poison in them. They are free from mercury, biting druss or venomous opiates. This is absolutely guaranteed. They cannot do any harm, but they always do good-good that you can see in the mirror before your own friends to be ashamed of you because of your face. Your blood makes you what you are traces. Sturt's Calcium Wafers will make the thieves had kept them out or Stude-baker garages they had passed on routs. Tracing of cars is done by means of a complicated system of numbers stamped on the motor, chassis and various other parts of each Studebaker car and its parts of each Studebaker car and its Ga. system of numbering can expect to it. face all the means of identification provided. Accurate record is kept of all the numbers at the Studebaker headquarters in

Detroit. The man in charge can, if given one of half a dozen numbers, identify anyone of 150,009 Studebaker cars and supply the name of its original owner. A simple bulletin service from this department puts on the trail of any stolen car

at least 2,000 skilled detectives. Sooner or later the thief must show up at a Studebaker garage; thus ending his joy ride and paving the way for a long rest, far from further temptation.

American Machines Prove Superior to English Built Cars

The main problem which foreign mantifacturers have encountered in trying to compete with the moderate price Amer-Ican automobile has been that of producing a powerful motor. This one featuxe has proved the stumbling block in every attempt thus far made to compete with American manufacturers, and it bids fair to continue as the unsurmountable obstacle in any attempted competition.

The aim of foreign manufacturers of small cars, according to officials of the Overland company, has thus fai been to provide a powerful and speedy light car. To accomplish an output of even a moderate horsepower and speed, English makers have utilized an engine of small bore and stroke, depending on the speed of the piston to develop the necessary power. As a result the light car of foreign manufacture has not yet made a pronounced success. The Americar of medium price, on the other hand, has a large motor of comparatively low speed. This car has proved a long-lived vehicle. There is no doubt that the American plan of providing a big engine, and restricting the number of revolutions, is vastly superior to that of the English maker, for the medium, priced car built in the United States is still giving excellent service with a minimum of repairs and adjustments, when the English light car has been worn out.

ers is Paul Smith sales manager of the Lozier company, and Paul himself took dinary one-piece eccentric type of platon Evidence of this lies in the fact that al- the first ride in the new Four. Paul ring, because of its single point of exready several carloads of these cars have wanted to drive-but Arbuckle would have pansion and its open vent, is responsible seen shipped into this territory. With none of it. "Suey!" he exclaimed-and for much compression loss. The exdeliveries coming forward at an increased Paul climbed over into the tonneau pansive force of this gasoline vapor is skin particles come with it. The entire outer rate, the Motor Car Sales company, dis- where, loking guilty as if he had been tremendous and in a high-speed machine, face is smooth, clear, fresh looking. No pain or caught in the mint patch, he sat tremsuch as the automobile motor with the bling in one of the extra seats. piston reciprocating 1,000 times a minute,

Mrs. Arbuckle was given the place of conor besides the illustrious driver and her cheery amile belied the phrase that Maciyn has made famous, "Nobody loves a fat man." Either she was mightlip pleased with that smilling fat man-o the new Lozler Four.

A Look by F. Chance.

Frank Chance looks for the Athletics to repeat this year. He is looking well these days.

Determination.

Howard Shanks says he'll make good with Griffith's crew this season or bust.

fore the contest in hauling was settled. the Carter car pulled a heavy load which the opposing car made no attempt to pull the refereo declaring it a draw and the Carter people claiming a victory because the other car made no attempt to haul

Do You Fear Constipation? Dr. King's New Discovery will help ire your cough or cold, no matter how chronic it is. Try it today, 50c and \$1.

Guaranteed Your

You should-and the time to do so is now — when your engine is being overhauled. Have the piston rings examined—power guarantee depends

Do you want to repeat last year's annoying experience with power de-ficiency — hill-climbing difficulty — carbon in the cylinder — back-firing and smoky, dirty engines?

It's simply a question of the piston rings. Power depends upon securing proper compression, and this is impossible where piston rings are de-lective. You'll find your old-style, one-piece rings at the bottom of power troubles. They wear quickly, fit badly at all times and soon lose the necessary tension against the cylinder wall. When you try to get compres-sion, the gas blows past them and through their unscaled openings. Sur-plus oil gets up into the combustion chamber. They are wasteful and in chamber. They are wasteful and inefficient.

If you want unfailing power satisfaction, change your equipment to

EANTROOF PISTON RINCS

They'll give you the power you should have.

FULL MOTOR POWER — Because being two-piece they have no unscaled open-logs. The halves being interlocking and concentric and having opposing points of expansion, tension on the cylinder wall is always uniform.

MINIMUM CARDONIZATION - Because surplus of cannot get up into the com-bustion chamber,

SERVICE -- Because they are made of special Processed Gray Iron of wonderful tough-ness, that never loses its elasticity and will outlast the motor.

STRENGTH — Because of construction on the angle-iron principle which gives them the greatest strength.

the greatest strength. OPERATING ECONOMY — Because they make every drop of fuel count and save waste of lubricating oil. MAINTENANCE ECONOMY — Because they do not wear or mar the roundness of the cylinder. MADE IN ANY SIZE From 1 Inch to 100 inches in diameter to fit any engine, pump or compressor. They are easily adjusted. (9) "Ask the User"



PISTON HEAD PACKING RINGS

In use on over 180,000 Automobiles

My unbounded faith in my Poot Drafts is built Als unbounded faith in my Foot Draits is built on my record of results. If you could use the thousands of letters I get, teiling of curve as every stage in the progress of this crust torture called Rheumatham, curves of this crust torture as all the mildes stages, you would lay aside your doubts. But I do not ask rou to believe, I send you my drafts to speak themselves. Send my colours today. You will get a 11 pair of Drafts by return mail to try FREE. Then, after trying, if you are fully satisfied with the comfort they bring you, send ms B. If not they could you due thing. You decide. Can't you see that I wouldn't mace mass did his I my Drafts

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Price-

don't worry the average man if he can only feel he is getting value received.

A good article at a fair price will make fast friends.

Where the policy is, 'Quality first-Price afterwards" - the results are usually satisfactory to all parties concerned.

In the making of one car (name above) this policy prevails.

Gauged by the number of years of satisfactory service in this car-the value to the discriminating buyer is greater than any other car at any price.

This is one of a series of talks on how to buy an automobile. The complete series containing a wealth of valuable information may be had in booklet form by asking-

Marion Automobile Co. _101-2103 Farnam Street. Omaha, Neb.

C. W. McDonald, Mgr.

WHOOLOGICAL STREET, ST

Worm Drive Tried on Steam Engines Hundred Years Ago

The introduction of the worm drive to the motor truck has been surrounded with a glamour-a haze of mysterywhich is difficult to account for by those who have had occasion to study the subject. There is no mystery-there is nothing weird to be encountered-there are even very few "niggers" to disturb the dreams of the engineer.

The worm gear drive was tentatively tried on steam traction engines about 1950, but was never very seriously adopted until Mr. F. W. Lancheater used it on his automobiles about 1525.

To Mr. John Dennis belongs the honor of first adopting the worm year to motor truck rear axle construction. This was used on a three and a half-ton omnibus chassis in 1903, and from the point of view of silence and efficiency, was an instant success. The ploneer work of introducing it, however, was enormous. At that time, ignorance of its actual work brought forth much unjust criticism.

This has now been overcome, and in the light of ten years of continuous and succostful use, on heavy motor vehicles, the Pierce-Arrow Motor Car company believes that the worm gear axle is a form of design which is unquestionably a dependable and efficient final drive.

T. S. BARBOUR AFFILIATED WITH FIRESTONE COMPANY

The Firestone Tire and Rubber company have added Mr. T. S. Barbour to their sales department in Omaha and he will cover Omaha, South Omaha and Council Bluffs in selling pneumatics and

ancessories. Mr. F. C. Rudisell will devote his entire time to motor and electric tires. covering Omaha, Stoux City, Lincoln and Denver.

Mr. R. L. Harpham, branch manager of the Firestone Tire and Rubber company, will leave next week for a three weeks' trip through Wyoming, establishing agencies to take care of the growing demand for Firestone tires in that state.

Morgan Scenting Boxers. Dunny Morstan has so many boxers in his stable that the report is noing around in New York that he is raising a regi-ment in case of war with Mexico.





old cream, she can easily overcome the trouble.

When the was is washed off next morning, flaky skin particles come with it. The entire outer

cuticle is removed in this way in a week or so, with all its defects. No bleach could so effect.

nconventence accompanies this simple treatment.

In onse of wrinkles which sink beneath the outer skin, a solution of asxolite, 1 cs., dis-solved in 16 pt. which hasci, makes a face bath which is wonderfully offective. -Advertisement.

any such looseness or unsealed opening

Trend Price

Squeegee

Tread Tires

skids-

You can't beat Diamond

quality—why pay more than Diamond prices?

 30 x 3
 \$12.65
 34 x 4½
 \$35.00

 30 x 3½
 17.00
 35 x 4½
 36.05

 32 x 3½
 18.10
 36 x 4½
 37.10

 33 x 4
 25.25
 37 x 5
 44.45

 34 x 4
 26.05
 38 x 5½
 57.30

All good dealers sell Diamond Tires.

Diamond

defend you against

short mileage and long

Size

25.25 37 x 5 44.45 26.05 38 x 5½ 57.30

Squeezes Trend Prices

means a continuous waste of power.

to one-half higher.

More Can't Be Given

We say to you-after 14 years of tryingthat more of value can't be given than we give in No-Rim-Cut tires.

And no other tire costs so much to make, unless that cost is due to wasteful methods or to smaller output.

We give you here, in a costly way, the one feasible tire that can't rim-

cut. We give you the "On-

Air Cure"-to minimize blow-outs-at an extra cost of \$1,500 daily.

At a cost of \$50,000 we have reduced by 60 per cent the risk of loose treads.

And in All-Weather treads we give you an antiskid with which nothing of the kind compares.

Not another tire on the market offers you any one of these costly features.



a way to add mileage, save through our All-Weather tread. So, in all probability, better tires never can be. Where We Save We save by modern equipment. We save by a matchless output.

They test them on roads and on testing

machines. But they have not in years found

efforts to get more mileage.

We save by a low profit policy. Our profit last year averaged 61% per cent.

Those are the reasons for present prices on Goodyear No-Rim-Cut tires. Higher prices have no reason which means anything to you. Prove this, if you doubt it, by actual mileage tests.

We could never have won the top place in Tiredom without building the best tires made.

