OUCH! PAIN, PAIN, RUB RHEUMATIC, ACHING JOINTS

Rub pain right out with small trial bottle of old "St. Jacob's Oil."

Rheumatism is "pain only!" Not one case in fifty requires internal treatment. Stop drugging. Rub soothing, penetrating "St. Jacob's Oil" right into your sore, stiff, aching joints and muscles, and relief comes instantly. "St. Jacob's Oil" is a harmless rheumatism cure which never disappoints and cannot burn the skin.

Limber up! Quit complaining! Get a small trial bottle of old, honest "St. Jacob's Oil" at any drug store, and in just a moment you'll be free from rheumatic pain, soreness, stiffness and swelling. Don't suffer! Relief awaits you. "St. Jacob's Oil" has cured millions of rheumatism sufferers in the last half century, and is just as good for sciatica, neuralgia, lumbago, backache, sprains.—Advt.

Geo. H. Robertson

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For 5 Years.

Write him and learn just how they have performed for him. He knows thoroughly their stability, economy of oil and gasoline; the beauty of their lines, their riding comfort, and every feature which makes a motor car most desirable. Particularly can he tell you about the service which every owner receives from us after he owns the car.

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Local Dealers in All Suburbs

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High-Grade Make
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At Your Own Price
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MOTORISTS' PROBLEMS SOLVED

George H. Robertson, America's foremost motor expert, says: Automobile owners, prospective owners and men wishing to become chauffeurs should not fail to take a course in your Day and Evening Classes; also private instruction at hours to suit convenience.

Special Classes for Ladies
Call or write for Booklet.
Stewart Auto School
Chartered by N. Y. State Board of Regents
WEST 57th STREET (at Broadway).

Men desiring to be trained as **Motor Truck Drivers or as Chauffeurs** can get full information without any obligation or expense by talking with F. C. MACDONALD Saturday evening at the West Side Y. M. C. A.
AUTOMOBILE SCHOOL,
303 West 57th St., New York.

What You Want to Know About Your Auto and How To Drive It and Keep It

Expert Advice How to Keep Automobiles Running Smoothly and the Best Way to Remedy Machine Troubles—Traffic Suggestions and Pleasure Routes for Evening World Readers.

By GEORGE H. ROBERTSON.

GEO. H. ROBERTSON.

THERE has been a much needed traffic arrangement installed at Riverside Drive and Grant's Tomb. Heretofore vehicular traffic used the east and west drive at this point when going north and south. Traffic coming up from Fort Lee Ferry used the long hill adjacent to the Drive, cutting off northbound traffic at the top.

Under the new arrangement vehicles must now proceed north on the east drive and south on the west drive. Drivers coming up the hill from the ferry must turn north on the top of the hill and follow the northbound traffic around the circle, then continue south in the regular way. Vehicles unloading at Claremont usually park just below the entrance. To pick up passengers they will now have to proceed down the driveway, and, instead of following the vehicular traffic as it is now arranged, will be allowed to come south on the east drive to the entrance of Claremont, where they again turn in. To further complete this excellent arrangement I would suggest that a roadway be formed, by the use of traffic stands or posts, in order to keep these southbound vehicles in their own lane.

As a means of rectifying traffic conditions around the Grand Central Station I have recommended to the police authorities that the cab stand on Vanderbilt Avenue in the centre of the thoroughfare be abolished and that the cabs be allowed to stand at the north side of Forty-second Street in front of the station. At present there is an unloading point here, but it is rarely used, vehicles generally discharging their passengers on the Vanderbilt Avenue side. I believe that if this entire length of curb could be employed as a cab stand, with a space for pedestrians to cross, that it would not only benefit the cabmen but relieve congestion at the Vanderbilt Avenue side.

ANSWERS TO LETTERS.

Automobile Editor:

Can I use a 6-volt, 120-ampere-hour storage battery to start a car without injuring the magneto? The magneto referred to is Bosh high tension, connected by a dual coil.

Can a battery such as the above be used for both starting and lighting and also give current to the horn?

When can I tell that the battery needs recharging, and when can I tell it has received its full charge after being recharged?

In my car the transmission and differential case is together. Is it only required to hold a certain amount of lubricant? The cover of the transmission holds a small brass cap in position and the lubricant manages to make its way out around this cap. L. S. A. L.

You can use this battery in connection with the dual system for starting. It is a 6-volt circuit.

This battery will operate the lights and horn and will also supply current for the battery side of the dual system. Would advise you to have two batteries of the same type, so that one may be always held in reserve fully charged. The horn or the lights will denote when the battery is run down.

Would fill the case about half full of heavy gear oil.

Automobile Editor:

I have an Abbot-Detroit, which runs with a multiple disc clutch and runs fine on level or slight grade, but on a long up-hill climb the engine will increase in revolutions, and then the clutch seems to let go, making me come down into second speed, where the clutch will hold all right. Can you advise me as to the trouble? EDWARD T. HAWLEY.

Would advise you to clean out clutch thoroughly with gasoline and to then put in a mixture composed of three-quarters light oil and one-quarter kerosene. If this does not remedy the trouble, look to see that the clutch pedal is not held out by the footboards; also, the clutch spring may need taking up a little, this increasing the tension.

Automobile Editor:

Could you kindly let me know what is the trouble with my electric indicator? When standing still with motor shut off it is between discharge and charge. It will show how many amperes it is charging when running only. Also, my gasoline gauge will never show how much is in the tank. It will stay at the top till near empty. JAMES C. WHITE.

Would advise you to have the agents of both these accessories look over them. It is, I believe, merely a matter of adjustment.

Automobile Editor:

I have purchased a model 81 Overland and think it is a good car. Would you recommend using oil-day in the oil for the engine? It is constant level splash feed, with pump for circulation. Do you think there is any merit in these so-called gasoline savers to be placed in the intake manifold like Speedo or similar, and what is best lubricant for wheels and transmission? A. L. WOOD.

Oil-day is a very good lubricant when mixed properly with oil. Regarding the gas savers you mention, would say that these devices act differently on various makes of cars, the carburetor adjustments having considerable to do with it. A good grease or graphite lubricant is good or the use of heavy gear oil is also recommended.

Automobile Editor:

Is it possible for me to obtain an old, discarded, 4-cylinder automobile engine? I am studying this line and want to practice how to take down and assemble engine. W. B. NORTON.

Am writing, giving the information you ask.

Automobile Editor:

What is the shortest route from Queensboro Bridge to Montrose, N. Y.? H. BROWN.

New York to Newark, Orange, Morristown, Bernardsville, Schooley's Mountain, Hackettstown, Bridgeville, Portland, Delaware Water Gap, Stroudsburg, Swiftwater, Tobyhanna, Moscow, Scranton, Factoryville, Nicholson, to Montrose.

Automobile Editor:

I have a gas friction license, having taken my examination on a Metz car. I am now driving a car with sliding gear transmission. Am I allowed to do this? Must I make a new application or can I have the one I have now transferred? EDWARD WALKER.

Would advise you to get in touch with the Secretary of State's office at Broadway and Seventy-fourth Street, where you will receive definite advice on this matter. The law is vague on this point.

Automobile Editor:

Can you give me the address of Stevens Institute? I had an argument with a friend of mine who said the Ford is not an automobile. Is it? Is Dixon's Graphite lubrication any good to use in a 1915 Buick car, model 37? E. J. S.

Address Stevens Institute, Hoboken N. Y. A Ford is a real automobile. Any one who tells you a Ford is not an automobile is irresponsible. It is some car. Dixon's Graphite lubrication is good to use on any car.

Automobile Editor:

I intend buying a car this spring. Will you let me know what is the value of a used 1914 Buick Roadster, models 24 and 36. What is the best way to tell whether the motor is in good condition. LARRY MARTIN.

The Buick model 24, 1914, in good shape, is worth from $500 to $600; the model 36, 1914, is worth from $650 to $750, if in good condition. Would advise you to secure the services of a good mechanic to pass judgment on the motor when you intend to buy it.

Automobile Editor:

Will you kindly let me know how a young man, twenty years of age, can get in the racing game or be an automobile demonstrator? Can you also let me know how I can secure a position with the Ford people at Long Island? ARTHUR WHITNEY.

Would advise you to secure a position in the shops of some good concern in order to get the necessary mechanical experience. You will have to push yourself forward in order to secure a place as either a racing driver or a demonstrator. Just at present the Ford plant at Long Island is being worked at half time owing to extensive building changes in the factory there.

SAFETY FIRST RULES TO BE CONSIDERED BY NATIONAL CONVENTION.

The first national convention of Safety First Societies will be held in this city next Thursday. Representatives from about fifty cities will attend the meeting, the object being to organize a federation of the many Safety First Societies throughout the country. The delegates will include Police Commissioners, Chiefs of Police, Directors of Public Safety, Boards of Trade and representatives of many social and transportation companies.

It will be the plan of the newly formed federation to standardize a set of traffic rules that will further protect pedestrians and drivers. To accomplish this the federation officials will not wait for suggestions.

Capt. J. C. Healy, commanding the traffic squad of the Chicago police force, will recommend the co-operative enforcement of an ordinance for revocation of chauffeurs' or drivers' licenses for failure to obey traffic rules.

Superintendent of Police Michael Regan of Buffalo will suggest that "street cars, automobiles, motorcycles, bicycles and all other vehicles, should not exceed four miles an hour when turning corners; that pedestrians should be made to use walks on intersections of all streets, when crossing from one side to the other, and not cross between blocks, and that in every street where a public or private school is situated, the speed of street cars and all other vehicles should be limited to four miles an hour during the period when children are coming or going to school."

What do you know about a woman driving her own automobile all the way from New York to San Francisco? It has never been done before, but Miss Genevive Marshe, formerly of Brooklyn, is quite certain she can make the transcontinental journey without seeking any masculine assistance.

Miss Marshe, accompanied by a woman "mechanic," will leave New York on the afternoon of March 2. If all goes well with her National touring car she expects to arrive in San Francisco the latter part of the month or early in April.

Miss Marshe is an ardent motorist. She always drives and takes care of her own machine.

Forty-eight manufacturers, including both pleasure cars and trucks, have signified their intentions of exhibiting at the Bronx Show next month.

FOOD SOURING IN STOMACH CAUSES INDIGESTION, GAS

"Pape's Diapepsin" ends all stomach distress in five minutes.

Wonder what upset your stomach—which portion of the food did the damage—do you? Well, don't bother. If your stomach is in a revolt; if sour, gassy and upset, and what you just ate has fermented into stubborn lumps; head dizzy and aches; belch gases and acids and eructate undigested food; breath foul, tongue coated—just take a little Pape's Diapepsin and in five minutes you wonder what became of the indigestion and distress.

Millions of men and women to-day know that it is needless to have a bad stomach. A little Diapepsin occasionally keeps this delicate organ regulated and they eat their favorite foods without fear.

If your stomach doesn't take care of your liberal limit without rebellion; if your food is a damage instead of a help, remember the quickest, surest, most harmless relief is Pape's Diapepsin, which costs only fifty cents for a large case at drug stores. It's truly wonderful—it digests food and sets things straight, so gently and easily that it is really astonishing. Please, for your sake, don't go on and on with a weak, disordered stomach; it's so unnecessary.—Advt.

Gives you the feeling "as simple, square meal fast," with the power ment you need for work—or play.

H-O THE ORIGINAL HOT BREAKFAST **Oatmeal**

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Eight Cylinder Supremacy

Over 3,000 eight cylinder Cadillac Cars have been delivered to date.

This number exceeds the annual output of any other maker of high-grade cars.

However, 3,000 cars is but a fraction of our yearly production.

It is this big yearly production, by a wide margin the biggest in the high-grade car field, that enables us to produce, in the eight cylinder Cadillac, a higher quality and lower priced car than any other factory in the world.

All that we have claimed for our product—greater flexibility and compactness, more power and lighter weight, greater comfort and luxuriousness, better design, workmanship and materials—in short, a superior general excellence—has now been conclusively proven by the performance of our product in the service of thousands of users.

We cordially invite your early inspection of our exceptional car and suggest a prompt selection in order to secure a convenient delivery date.

Styles and Prices

Seven Passenger Touring Car	$1,975	Three Passenger Landaulet Coupe	$2,500
Five Passenger Salon Car	1,975	Five Passenger Sedan Limousine	2,650
Two (or 5) Passenger Roadster	1,975	Seven Passenger Sedan Limousine	2,650

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Goodyear Tires Are in the Light Now

The Supreme Test

Some years ago the Goodyear tire reached the throne in Tiredom. Since then it has outsold any other.

That place in the light, as everyone knows, puts a tire to the test supreme. Men watch it. They expect super-quality in it. They suspect that it's over-rated.

Every seeming fault stands out in that glare, though due to mishap or misuse.

Higher Than Ever Last Year's Gain 26.6%

But the Goodyear Fortified Tire, after years in the sun, holds higher place than ever. Last year men bought 1,479,883 Goodyear pleasure car tires alone—a gain of 26.6 per cent in one year.

Despite some 50 rivals, Goodyear sold about one tire for every car in use. That, remember, after millions of tests and comparisons.

Who Is Wrong?

Is it the Goodyear user, whose choice of a tire is now confirmed by some 400,000 men? Or is it the man who assumes, for some reason, that another tire is better?

Isn't the best average service, as proved by Goodyear supremacy, the right way to judge a tire?

Lower Prices Now

On Feb. 1 Goodyear made the third price reduction in two years. The three total 45 per cent.

Yet the tires are constantly bettered. Now in five costly ways Goodyear Fortified Tires excel any other tire built. They have five great trouble-saving features employed by no other maker.

They will mean to you tire content.

GOODYEAR AKRON, OHIO
Fortified Tires
Fortified Against: Rim-Cuts—by our No-Rim-Cut feature. Blowouts—by our "On-Air" cure. Loose Treads—by many rubber rivets. Punctures and All Kinds—by our double-thick All-Weather tread.

Any dealer can supply you Goodyear tires. If the wanted size is not in stock, he will telephone our local branch.

$1200 Touring Car or Roadster — Hupmobile — **$1365** With Sedan Top

The Fastest Selling $1200 Car in New York

Hup sales in New York are greater than the sales of any other car of like price.

The Hup is the best moderate priced car to buy because it is strongly built and reliable. You will like its snappy lines. It is economical, easy to operate and dependable under all circumstances.

Owners are invariably "boosters" for the Hupmobile.

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