PERILOUS CROSSING AT HYATTSVILLE IS AVOIDED BY PILOTS

Way Is Over Good Roads and Little Longer Than Old Route to Baltimore.

Hundreds of Washington motorists every week risk a dangerous grade crossing at Hyattsville, on their way to Baltimore.

The crossing is reached after traversing the Bladensburg pike, which in many spots is a rough road.

The crossing, traversed at an oblique angle, covers fifty yards across unprotected steam and electric tracks, where in the past many people have been killed.

In an effort to plot another route by which this grade crossing may be avoided, The Times sent out a pilot car.

The pathfinders have mapped out a route which completely avoids the Hyattsville grade crossing. It is over good roads, and very little longer than the old route.

The New Route.

Starting from Fifteenth street and New York avenue, the route goes out Vermont avenue, to Rhode Island avenue; east to First street and north to Michigan avenue; out Michigan avenue to Brookland, turning to the route of the Brookland car tracks at Monroe street, following Monroe to Tenth street and back into Michigan avenue again, eliminating a grade crossing at University Station.

Bunkerhill road is reached from Michigan avenue. It is followed to Queen's Chapel road, which is used to reach a gravel road in Hyattsville.

Down Wine avenue Hyattsville for a short distance brings the motorist onto the Washington-Baltimore boulevard above the grade crossing.

Here are the details of the pathfinding trip and a comparison of the old and the new route.

Experiences on Road.

The pathfinding trip, in a new Packard twin six, with tested speedometer and odometer, driven by Samuel A. Luttrell, gave the following experience on the two routes:

Going out from Fifteenth street and New York avenue, heavy traffic was encountered to eVrmont avenue, .3 of a mile. There the road opened with little or no traffic on this broad boulevard to Rhode Island avenue, except at Thomas Circle, where there was no congestion. This .6 of a mile was made in good time, as was the distance 1.1 miles to First street northwest.

Though there are five street car lines to be crossed out Rhode Island avenue, teh twin six was held up at but one of them—at Seventh street.

Up First street from Rhode Island avenue to Michigan avenue, .9 of a mile, there was an open way, over fine asphalt, and practically no traffic. Turning into Michigan avenue you take to the road, after making a total of 2.9 miles, on fine streets.

From the Soldiers' Home gate at First street, the route follows Michigan avenue to Brookland. This is good oiled macadam, and traffic is generally light. Once the pathfinder had to turn out for a string of dirt wagons, that hogged the road, and once, at Lincoln street it was stopped by a funeral.

Follows Car Tracks.

The route leaves Michigan avenue at Monroe street in front of Catholic University, following the Brookland street car tracks. Down Monroe street to Tenth street northeast, and then north to Michigan avenue again. By thus following the street car tracks a dangerous grade crossing at University Station, at Brokland, is eliminated, as the Baltimore and Ohio tracks are bridged for the street railway line and other traffic at Monroe street.

Monroe and Tenth streets form the length and base of a triangle of which Michigan avenue is the hypotenuse. The route via Monroe and Tenth streets is perhaps a tenth of a mile longer than the straight line out Michigan avenue, but it is infinitely safer.

The distance from Soldiers' Home gate to the bridge over the Baltimore and Ohio tracks at Brookland is exactly one mile, the odometer at this point registering 3.9. It is another .7 to the Bunker Hill road. This road is every bit as good as Michigan avenue, but you leave it after .4 of a mile to turn into the Queens Chapel road, a sharp turn to the left. The distance from Fifteenth street and New York avenue to Queens Chapel road is an even five miles.

Fine Concrete Road.

It is .6 of a mile out Queens Chapel road to the District line, where a fine concrete road begins, and holds for 1.1 miles, where it abruptly ends and runs into a narrow gravel road. This gravel road is not good. It is rough in spots, and no doubt muddy in bad weather. There is a stretch of a little over a mile of it into Wine avenue, Hyattsville. From Wine avenue it is .3 of a mile down Spencer street to the Baltimore-Washington boulevard.

The odometer readings were 5.6 miles to the District line; 6.7 miles to the end of the concrete road; 7.8 miles at the end of the gravel road at Wine street, and 8.1 miles to the junction with the Washington-Baltimore boulevard, at the bank corner, at Spencer street.

There was but one bad grade on the entire trip, and that is on the gravel road in Hyattsville, just before reaching Wine avenue. It is a short, but steep and rough hill. tI could be graded with little difficulty.

The trip in through Bladensburg over the present boulevard to Fifteenth and H streets is familiar to practically all motorists of the Capital and Baltimore.

The first thing encountered, scarcely a cit- block below the bank, or Spencer street, is the dangerous double grade crossing, which the motorist or other driver must cross at an oblique angle.

Car Is Held Up.

The twin six was held up at this point, as was other traffic, by a long string of freight cars. The crossing is probably one of the longest to get over, in distance and time that there is in the country.

There are six tracks to cross at a long angle, two interurban electric tracks that are unprotected, and four railway tracks protected only by gates. It is fully fifty yards from the time the motorist crosses the first rail until he clears the last one, because of the long angle he must make.

It is good road, an even two miles, in to the District line at Bladensburg.

From Bladensburg into Fifteenth and H streets northeast, 2.4 miles, it is not so good. The stretch along the trolley tracks, from above Mt. Olivet Cemetery, all the way to H street, is rough, with big holes in many places.

Traffic in is heavy, but not sufficiently so to impede progress, though the automobile was compelled to take to the trolley tracks twice to avoid delivery wagons.

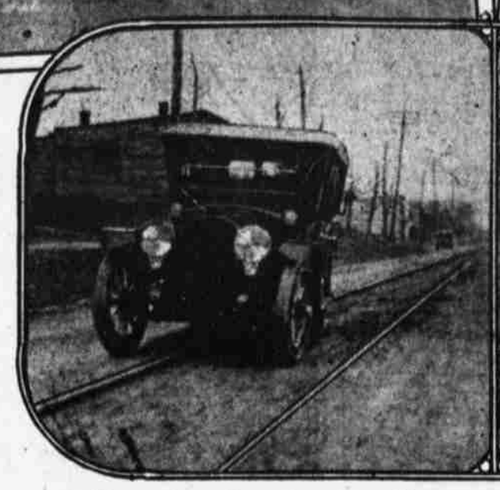
From Fifteenth and H streets the Maryland avenue route was taken to avoid crossings and also to avoid the street car tracks along H street. It is good paving and open running to the Peace Monument. From there to the Treasury there are three bad crossings to get over and traffic is heavy, necessitating many stops and much slow time behind wagons. At Eleventh street the pathfinder was held up behind an ice wagon by a falling horse. The car was running slowly behind the wagon when the horse slipped and fell, and, struggling, backed the wagon almost on the big car. The driver barely had room to turn out to avoid damage to the fenders.

The total dictance to Fifteenth street and New York avenue was 7.9 miles. This makes the Michigan avenue route .2 of a mile longer than the present boulevard route. It was found to be slightly shorter in time, however, because of the easier running and better traffic conditions on the Michigan avenue route. The trip out took just three minutes under an hour. Coming in it was an hour and ten minutes.

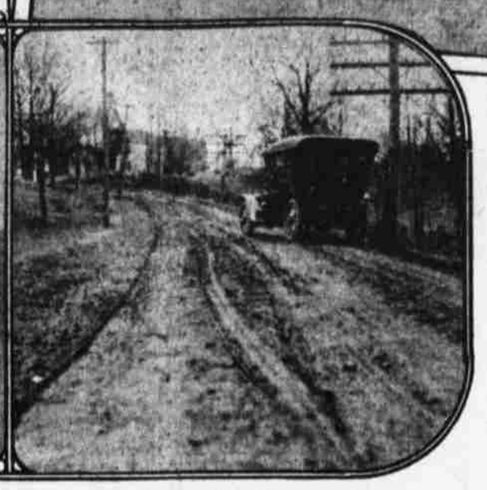
DANGER SPOTS ON ROAD TO BALTIMORE

Railroad crossing at Brookland that may be avoided by following trolley tracks over Newton street bridge.

Double grade crossing at Hyattsville, showing freight train parted to allow traffic through.



Worst piece of road on the old Boulevard, Bladensburg, below Mt. Olivet Cemetery.



Entering Hyattsville, the worst grade and worst road on the Michigan avenue route.

Romance of War and Big Industry In Rise and Power of du Pont Company

(Continued from First Page.)

fers took place in 1903, when the older generation retired in favor of the younger and sold them the business on the basis of a $12,000,000 capitalization. At that time it was a big co-partnership. The new controlling interest organized a New Jersey corporation, the E. I. du Pont DeNemours Powder Company, and launched it with $60,000,000 capitalization.

Millionaires as Democratic As Government Clerks

After the war had necessitated a vast expansion of the business, the construction of new plants, the building of new powder cities, and the financing of operations of magnitude never before imagined, a Delaware corporation was organized to take over the control, with an authorized capital of $240,000,000, of which, however, only $120,000,000 has been issued.

The stock of this new corporation, nominally of $100 per share, is not listed on 'change, but has been quoted as high as $450 a share. The good thing has been, to a very large extent, kept within the family and its associates in the management of the business, in accordance with the tradition of the du Ponts. So it is small wonder that millionaires in Wilmington are today about as common and democratic as Government clerks in Washington.

Let it not be imagined that the new fortunes, the immense new financial power, that has risen about the name of du Pont, have been merely the product of luck or the magical outworkings of some mystic art in high finance. Rather, they are the demonstration and the dividends upon an industrial and business efficiency that has recently performed one of the world's marvels in industrial development.

They tell here in Wilmington the story that shortly after the war's outbreak Earl Kitchener summoned all the British manufacturers of powder to a conference at the war office. He said:

"Gentlemen, I wish you would confer among yourselves, and report to me in a week from now what you regard as the utmost annual producing capacity you can develop in your plants at the end of a year, if we will pledge the government to take whatever amount you can turn out."

Producing Powder At Rate of 300,000,000 Pounds a Year

The manufacturers withdrew, and at the end of a week reported that if absolutely unlimited authority were given them they would be able to increase their plants until at the end of a year they would be producing powder at the rate of 100,000,000 pounds per annum.

Then Kitchener sent his agents to see what he could do about buying explosives in America. At that time the du Pont Company was making its products on the basis of an annual capacity of perhaps 10,000,000 pounds a year. It was given approximately unlimited orders, and set about expanding its production so as to care for them.

At the end of a year it was producing powder at the rate of 300,000,000 pounds per annum!

We have heard a great deal about the marvels of industrial organization and efficiency wrought by the European countries to meet the demands imposed by the war. It may well be doubted whether any one of these has equaled the performance of the du Pont Powder Company.

How was it done? To begin with, the du Pont interests, instead of being centralized in Delaware, were scattered all over the country. Very many years ago a wise old du Pont, who in his generation was head of the house, established the policy of taking minority holdings in explosive manufacturing concerns wherever they were formed.

The dangers of transporting explosives made it desirable that they be manufactured as near as possible to the place where they were to be used. So, in the nearly decades of development of the mining and oil regions, local interests began establishing powder factories. Instead of discouraging this tendency, the du Ponts were wise enough to encourage it and to take a minority of stock whenever they could get it.

After the transfer of control in 1903 and the organization of the New Jersey corporation, the new management adopted the policy of increasing these holdings in the minor companies, whenever possible, to control, if not complete ownership. As a result, when the European war broke out there were du Pont subsidiaries manufacturing various kinds of explosives in a majority of States in the Union.

Blueprints Would Have Covered Eighteen Acres

As soon as the war's development made evident that the demand for explosives was going to justify a huge increase in manufacturing capacity, the general offices at Wilmington proceeded to their mobilization. The heads of all kinds of factories, manufacturers of dynamite in one State, of black blasting powder in another, of smokeless powder in another, of nitroglycerin in yet another, men skilled and expert in all the processes of making and handling the dangerous goods, were summoned to a general conference.

"Come to Wilmington at once," was the substance of a telegram to these widely scattered lieutenants of the industry.

They came. The situation was explained to them, and a wonderful organization was perfected. New plants must be built, in some cases new cities must be raised almost over night. The engineering department was set to work planning structures and machinery. The real estate department went out to buy land on which might be built not only the great factories that were needed, but the houses in which the operatives might live.

I am told that the blueprints alone of the plans for new structures necessitated by this almost instantaneous expansion of the business, if spread out in one place, would have covered eighteen acres of ground!

One of the first things the du Pont Company did after the war orders began to roll in, was to announce an advance of 20 per cent in the wages of all employes from executive officers down to elevator hands and office boys. Nobody demanded it, nobody asked for it. It was simply one of those fits of paternalistic amiability that have been characteristic of du Pont policy.

The insiders didn't want all of the profits, and were wise enough to know that liberality would in the end pay best. So, despite whatever efforts may have been made to instigate troubles in their establishments, the du Ponts have almost no labor difficulties.

While the engineers were making plans and the builders were erecting structures, the industrial organizers were enlisting and training men in the work they were to do. As fast as a plant could be equipped for operation, trained forces were ready to enter and begin work.

Powder cities rose in wildernesses almost overnight. At Carney's Point, across Delaware Bay from Wilmington, is one of these wonder cities, where are now employed 17,000 or 18,000 men. Their homes are scattered for a mile up and down the bay, and the sky line of this new industrial district reminds one of a view from Manhattan Island toward the Jersey shore of the Hudson river.

The plants are operated with eight-hour shifts of workmen, day, night and Sunday. Viewed from Wilmington at night, Carney's Point is just one glorious, prodigal splash of electric light up and down the farther side of the bay.

Away off in the forests of the James river, in Virginia, at Hopewell, there sprang into existence another marvel city—Hopewell. It was literally carved out of the forest, streets were laid out, business establishments were erected, factories were put up, and today the place has a working population about as large as that of Carney's Point.

The establishments at Hopewell make nitrocellulose, which is then shipped to Carney's Point to be treated and converted into smokeless powder. There are also plants at Haskell and Parlin, N. J., where smokeless powder is produced from cellulose. High explosives are made at Gibbstown, N. J.—nitroglycerin, dynamite, and trinitrotoluol—the latter commonly referred to for short as "T N T."

Others of these modern explosives that are capable of showering consonants all over the enemy's trenches, are dinitrotoluene, dithenymolene, and various others too horrible to mention. Trinitrotoluol is the stuff in mines and torpedoes that makes international incidents.

As a result of this vast expansion, the du Pont Company now has in its employ probably 65,000 people. The war orders it has received are said to represent about as much as the entire cost of building the Panama canal; that is, something like $400,000,000.

Era of Expansion Believed To Be At An End

It is pretty well understood that the era of expansion is at an end. The explosive manufactories of Great Britain, France, Russia, and other countries that are in the war or fearful that they may be drawn into it, have been enlarged as rapidly as possible and it is believed that while the American establishments will be kept busy to their full capacity so long as the war lasts, there will be no occasion further to increase their expansion.

The investment that has been made in these wonderfully rapid expansions of manufacturing equipment are understood to represent the investment of from $35,000,000 to $40,000,000.

Right here may be told the story of a bit of characteristic du Pont financial management. When the war broke out the du Ponts were selling smokeless powder to the United States Government for 53 cents per pound. When the representatives of the allied governments came here to buy explosives they were told that they could get all they wanted, and get it promptly, for $1 per pound.

At first they demurred, but Col E. G. Buckner, vice president of the du Pont Company, and manager of the military sales department, was adamant.

He knew that the allies must have his goods, because nobody else could produce htme in the quantities demanded. He knew also that a huge investment must be made in new plants that would be well-nigh valueless when the war ended. It was therefore necessary to fix a price that would not only pay a profit under ordinary circumstances, but would insure paying the cost of new plants.

So the du Ponts stood pat on their proposition, of $1.00 per pound, and they added to it the condition that one-half of the amount involved in the contracts must be paid in cash when the contracts were made.

The advance payments were thus made to finance the construction of the new plant. There is no evidence that the buying governments were overwhelmingly enthusiastic about these terms; but they had to have the powder and they signed the contracts.

World's Record For Goods Sold By a Single Salesman

Incidentally, I am assured that Colonel Buckner, who has made all the war contracts, holds the world's record for volume of goods sold by a single salesman. He has peddled out about $400,000,000 worth of his touchy and temperamental commodities, and they say that if the war goes another two years he will about reach the billion dollar mark in sales.

Contracts are in hand covering capacity output for 1916, with every present prospect that there will be no slackening of the demand in 1917.

Already, in anticipation of the war's end, no matter when it shall come, the development department of the du Pont corporation is seeking oportunities for opening new markets in which explosives may be sold in times of peace. It is understood that a special effort will be made to find sale for smokeless powder, which is absolutely necessary in modern war.

It is the earnest desire of the du Pont manager that the great new plant which represents this country's preparedness, in one important direction, for any exigency of war, shall not be scrapped at the end of the European conflict.

So new industries are being sought out which can utilize the establishment and machinery. Recently the du Pont Company bought control of the Arlington Company, a New Jersey concern which manufactures a great variety of celluloid articles. This was done in order to secure a market for the cellulose, which is now going into explosives and which is the basis of celluloid manufacture.

Until the present war, the market for the du Pont Company's wares was chiefly in the industrial field. Only about 6 per cent of its product was in the form of explosives sold to the Government. The foreign business of the company never has been of real significance, most of it being in the Latin-American countries.

To what extent new markets can be found for military explosives after peace returns is thus far mere conjecture.

The world is getting full of powder factories, and for some time it is probable that every country will be afraid to permit its establishments to be dismantled, lest a new war break out. So there is likely to be a period of strong competition, during which the du Pont interests hope to have a considerable advantage by reason of their early-bird campaign to capture the worm of industrial demand.

Business In Explosives Industrial Barometer

Some of the things they tell you about explosives here in Wilmington are decidedly startling. One veteran of the du Pont system said:

"It is a common observation that the iron industry is the best barometer of industrial condition. As a matter of fact, the business in explosives is still better as an index. The demand for explosives is an absolutely accurate gauge of the activity in all kinds of mining, metal and mineral. One kind or another of explosives is required in the production of hard coal or soft coal, of copper, of iron, of gold.

Oil wells must be dynamited, and even the orchardists now-a-days are preparing their land for trees by loosening it up with explosions of dynamite. I know several farmers who have drained big ponds by sinking huge charges of dynamite in their beds and blowing them up, opening up the earth so that the water was readily absorbed."

One of the most astonishing things about the operation of this most dangerous of all industries is the fact that according to statistics it has actually been less dangerous to manufacture explosives since the war began than it was before. That is, the company's records show that in proportion to the amount of powder and other explosives turned out, there has been less loss of life than there was in time of peace.

The du Pont authorities very seriously doubt whether any one of the explosions that have occurred in their works was the result of anything other than ordinary industrial explosives. The plants are all guarded and policed with the utmost vigilance, but it is exceedingly doubtful whether a single life has been lost or an accident caused by reason of any efforts of agents representing any belligerent government.

Delaware Condition Direct Inheritance From Feudalism

My hair almost stood on end when a du Pont official made this observation: "Do you know that a man riding on a railroad train from Chicago to New York and return nowadays will probably pass on the route about one thousand railroad cars loaded with explosives? Well, that's a fact; and do you remember reading of a single case of accident or loss of life by reason of this transportation of high explosives?

"The fact is that the Federal laws and their administration have been developed to such perfection governing the packing of explosives and the placement of carloads of explosives in trains, that serious accidents are almost impossible."

Nearly everybody knows in a general way that the du Ponts for more than a century have exercised a curious paternalistic dominance in the little State of Delaware that has savored strongly of feudalism. But not many have realized that in fact this Delaware condition was a direct inheritance from the old regime of feudalism in France. The very name of the E. I. du Pont de Nemours Powder Company tells the story of this association and of family pride in the maintenance of its tradition.

There is a sleepy village in France, not far out of Paris, named Nemours. There is a story that Julius Caesar named it and that he established there a lumber camp, which was the beginning of the community. At any rate, as France and its medieval aristocracy developed, Nemours became a feudal stronghold, and a splendid castle was erected which may still be seen. To this village may be traced back the du Ponts of Delaware. The first du Pont in America was Pierre Samuel du Pont de Nemours. Literally translated, I suppose he was Pierre Samuel, of the Bridge, of Nemours. By a curious coincidence, the present president of the du Pont Company is also Pierre Samuel du Pont.

First Pierre Samuel du Pont A Friend of Jefferson

This first old Pierre Samuel du Pont was a good deal of a philosopher and politician. He was mixed up intimately with the affairs of the French revolutionary period, was one of the financial authorities of the old Bourbon regime, the friend and associate of Necker and Burgot, and also, despite his loyalty to the old Bourbon royalty, was really a friend of Thomas Jefferson.

He was exiled two or three times for various reasons, the old aristocracy seemingly considering that he was too liberal, while the old Jacobins rather opined that his head would look better in a basket than on his shoulders.

He spent considerable time in the United States, and in 1801, his son, Eleuthere Irenee du Pont de Nemours, came to the United States. He was the real founder of the family and its great business, which the family has always controlled from that day to this.

Eleuthere Irenee du Pont de Nemours had learned the powder making business in a government plant in France, and after his arrival in America he interested President Jefferson, an old friend, in the explosive industry. At that time the young republic was practically without facilities for providing these, and Jefferson lent his powerful patronage to the enterprise.

The result was the establishment of the first du Pont powder works, a little factory for making black powder, which still stands, on the Brandywine creek, a few miles out of Wilmington, and is one of the main places of distinguished historic interest in this region.

From this modest beginning, developed the great industry. Started under the immediate patronage of the President of the United States, the du Pont business has always maintained very intimate relations with the National Government, because it had, at all times, been the chief source of supply for military explosives.

Supplied U. S. With Most Of Its Powder in 1812

During the war of 1812 du Pont provided the Government with most of its powder. While Commodore Perry was building at Sandusky the little flotilla of vessels which were destined to win the battle of Lake Erie, du Pont was manufacturing, away off on the Brandywine, the black powder that was destined to be used in that fight.

It was hauled from Delaware to the shores of Lake Erie in Government wagons, guarded by cavalry. Just 100 years later, in the summer of 1914, when the centenary of Perry's battle was celebrated, a ponderous old Government wagon was laden with the same old black powder from the same old mill on the Brandywine, and hauled by six Government mules—the record doesn't pretend to say that they were the same ones, nor even their descendants—traversed the same route that had been traversed by Perry's cargo of explosives!

During the civil war the du Ponts were strong partisans of the Union cause. They did much to keep Delaware in the Union at a critical period. Still more important, the then head of the house of du Pont unquestionably saved the day for the Union cause by his handling of the powder problem.

Buys Every Pound of Saltpetre In London

Lammot du Pont, father of the Pierre S du Pont who is now president of the corporation, was its president when the civil war broke out. As soon as he was certain that a long and difficult war was ahead, he went to Washington and told President Lincoln that saltpetre must be had in the greatest possible quantity instantly or it would be useless to raise armies.

"You get on the first boat for London, without letting a soul know what you are doing," said Mr. Lincoln, after he had heard the case stated. "Buy all the saltpetre there is in London, all that you can get hold of anywhere else, and I will see that the money to pay for it reaches you on the next boat. I don't know just how I can get the money there by that time, but I will."

DuPont did precisely as he was ordered. On his own credit as head of the big American concern, he bought every pound of saltpetre in London, and every consignment headed that way. He was presently committed to the payment of between $500,000 and $1,000,000, and when the money should have come, as President Lincoln had promised, it didn't. Mr. duPont went through a trying experience, keeping his grip on that saltpetre and standing off his creditors until the money tardily came from the States.

Meantime, the British government and public had learned of the du Pont coup, and there was tremendous indignation. About everybody in England wanted that saltpetre to go to the Confederacy. The British government actually placed an embargo on the shipment of saltpetre, with the result that there was a diplomatic correspondence, at the end of which the embargo was lifted and the vitally necessary supplies shipped to the States.

Largest Makers of Explosives During Civil War

During the civil war the duPonts were the largest manufacturers of explosives for the Government, taking their pay, to a considerable extent, in Government bonds. At one stage the governor of Delaware objected to furnishing troops as demanded by President Lincoln. Gen. Henry duPont, father of the present Senator from Delaware, who was adjutant general of the little State, took matters in his own hands, administered the oath of allegiance to all the State troops, and saved the situation.

It is worth while to sketch the story of the most recent reorganization of the duPone interests, because it illustrates so effectively the family policy in handling the great business for more than a century.

Back in 1902, the active management of the business being in the hands of the elders of the family, some of them conceived the idea that they would like to quit. They had all the money they needed, the business was an attractive one that would sell well, and the board of directors took up seriously the question of disposing of it.

It happened that among the members of the board at that time was a young man, Albert T. du Pont. He was the sole representative of the younger generation in the management, and when the proposal was made to let the business pass out of the family control he begged that the younger men be given opportunity to buy it. He was given the chance.

Accordingly he called T. Coleman du Pont and Pierre S. du Pont into consultation. Coleman du Pont had established himself in business at Louisville.

(Continued on Page Eighteen.)

SEVERAL MEASURES MAY BE SACRIFICED

Many Observers Believe Adjournment Will Follow Defense and Fiscal Legislation.

Many observers believe that by the time Congress completes its preparedness bills and its twelve appropriation measures it will be ready to adjourn.

If so, here are some of the bills that would be sacrificed:

Rural credits.
District of Columbia prohibition.
Restriction of immigration.
Conservation bills.
Child labor.

The Philippine and ship purchase acts will be urged as defense measures by the Administration. If any of the other bills get through, probably they will be rural credits and some form of water power development, so as to be able to manufacture nitrates for munitions.

Child labor and immigrant restriction are regarded as dead, for a filibuster has been organized against the first and the President opposes the second.

BUSY SCENES AS CROWDS GATHER AT 428 9th ST. N.W.

With the addition of a large shipment of Trousers to the stock already on display at Friedlander Bros., 428 Ninth street northwest, this store is thronged with men who are sharing in the greatest bargain offer of the year.

The variety is almost unlimited, and it is a comparatively easy matter to match almost any odd coat that a man may have in his wardrobe. Every weave and pattern in every fabric and shade is embraced in the lot.

For the purpose of convenient selection, this stock has been divided into four lots, each lot specially priced as follows:

Trousers that sold up to $3.00, now $1.85; trousers that sold up to $4.50, now $2.35; trousers thot sold up to $5.50, now $2.85; trousers that sold up to $7.00, now $3.35.

The unusual values offered are proving such a powerful attraction that vast inroads are fast being made into the stock by economically inclined purchasers. Hence, it is essential that customers call without delay in order to have the advantage of a wider selection.

Bear in mind the name and address—Friedlander Bros., 428 Ninth street northwest.—Advt.

Editor Tells How D. D. D. Cured His Eczema

Clergyman and Banker Also Write

H. G. Hotchkiss, Editor Echo, Prophettstown, Ill.: Remember mine was eczema of fifteen years' standing. Now I am completely healed, after 4 bottles of D. D. D. I have seen a case of 25 years' standing cured. I have seen my own doctor cured of barber's itch, which he could not cure himself.

F. R. Tesar, Banker, Hopkinton, Ia.: I treated with three doctors for six months. They did me no good; my face and scalp were full of the disease. I applied D. D. D. Resul'—my face is as smooth as a baby's.

Rev. L. I. Downing, Pastor 5th Av. Presbyterian Church, Roanoke, Va.: For three years I suffered, intensely so. I have at last found relief in D. D. D. I am no longer tortured—completely cured. I have no hesitancy in acknowledging the great virtues of this specific.

Druggists are glad to recommend this soothing, cooling liquid. 25c, 50c and $1.00.

Come to us and we will tell you more about this remarkable remedy. Your money back unless the first bottle relieves you. D. D. D. Soap keeps your skin healthy. Ask about it.

TODAY'S AID TO BEAUTY

An especially fine shampoo for this weather can be easily made at trifling expense by simply dissolving a teaspoonful of canthrox in a cup of hot water. Pour slowly on scalp and massage briskly. This creates a soothing, cooling lather that dissolves and removes all dandruff, excess oil, and dirt. Rinsing leaves the scalp spotlessly clean soft and pliant, while the hair takes on a glossy richness of natural color, also a fluffiness which makes it seem very much heavier than it is. After a canthrox shampoo arranging the hair is a pleasure.—Advt.

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