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## LATEST FAD OF FASHION IS THE FLOWING VEIL

Draped on Small Turbans or Sailor Shapes It Is Quite Irresistible; Fall Dresses Have Longer Skirts.

SPECIAL CORRESPONDENCE TO MORNING JOURNAL.  
New York, Sept. 23.—I simply must have one of these new veils. I think they are so fascinating! This I overheard a young girl saying to her friend the other day on Fifth avenue.



Satin Dress Braided With Soutache.

back. No wonder this young girl was so enthusiastic about it, for it really was the most adorable affair on the smartly-dressed young woman who wore it. The veil formed a charming, cloud-like background to her pretty face and floated gently in the air as she walked. The veil was of lace and the hat was of satin.

There are ever so many charming veils of this type nowadays and one sees dozens of them. They are made of chiffon, silk net or lace, some of them finished with borders and others without. And they come in a variety of colors to suit every complexion and every taste. Some of the prettiest ones are in lovely shades of purple, soft rose-color, lavender, taupe, green and blue, as well as black and white. They are sometimes worn on small close-fitting turbans and again on larger sailor shapes. Hats and veils like these are worn with frocks of serge, satin or silk. The one pictured here was worn with a dress of black satin with a snug bodice fitted at the waist with soft pleats. The skirt had a full tunic pleated at the waist and made with popular loop pockets, which were faced with purple satin to match the purple-braided design which trimmed the dress. This is one of the favored designs for autumn and it certainly is a most becoming one. The sleeves were cleverly cut to form a point below the elbow, where a silk tassel was placed.

A Popular Fall Model.  
There is another type of dress for fall which is rapidly gaining more and



An Example of the Straighter Effect.

more advocates every day. This is the one-piece frock of which an illustration is shown here. It shows the straighter effect and long lines which Parisian houses have made a point of featuring this season. Long straps starting from the shoulders, under the large collar, and working their way down on either side of the front, relieve the severity of this simple design. Little slash pockets are placed on both the straps below the belt line. In some of the one-piece dresses, a long, narrow grille of the material is wound loosely around the figure several times and tied at the back or front in a loose knot. The ends are often finished with silk tassels. The

belt is generally arranged of the low waistline, giving a suggestion of the Boyen Age effect, which, it is predicted, will become popular again. The materials most favored for these practical frocks are satin, broadcloth, fine serge, tulle, fancy silks, gabardine and poplin. The Parisienne favors wool jersey very highly for these one-piece frocks, also the checked velours de laine which are considered so very smart. These materials are excellent for shopping, motoring and such occasions when one must be simply though smartly dressed. Some of the colors are dark brown, terra cotta, orange and green. The combinations in checked velours are dark green with beige, gray with navy blue, and beige with burgundy, not to speak of the black and white checks, which never seem to lose their popularity.

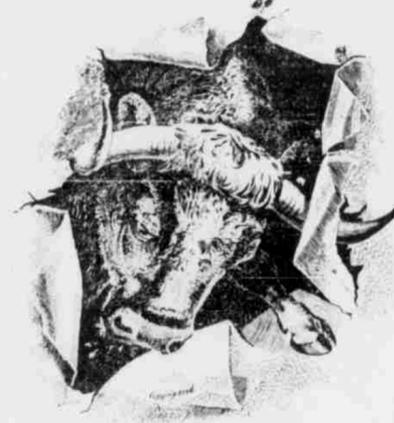
There is a decided tendency to longer and straighter hanging skirts in most of the autumn models. Paulin has made many dresses noticeably longer, both for street and evening wear, and many of the other Parisian couturiers have lengthened the skirts for the coming season, though not to an exaggerated degree. Their skirts have not lost any of their fullness in their downward tendency. They simply follow the lines of the figure more closely and do not flare so much. The hoop skirts and crinoline effects are practically dead and some soft draperies are seen in their stead, especially in evening, a defturous dress of satin, crepe and soft silks.

## FEED THEMSELVES ON THE RUN

(American Magazine)

Thomas H. Ince, the successful movie director, was earning \$5 a day in 1916. His income each year now amounts to the interest on \$2,500,000. Ince was one of the first to insist on experienced actors. One day Bob Hilliard met him in Los Angeles. Bob had known Ince as a child actor, and had heard much of his achievements, but he appeared almost offended when Ince himself suggested that Bob himself capitulate to the camera. Hilliard is one of the few actors who still hold out. In fact, the handsome stage star regards the film as the gulfstream of the spoken drama. Still, when Ince invited him to write his own contract, saying that he would pay first and count afterward, Bob was tempted. "I will think it over," he said, but it so happened that Hilliard a few days later was wedded to a brewer's daughter, possessing millions. It was quite the same with little Burke, now intrenched at Beverly. Ince had made up his mind to sign

## WELCOME VISITORS



While in the city drop in and see the most up-to-date market in New Mexico. The finest line of Meats, Fish, Oysters, Poultry, Fruits, Vegetables, Staple and Fancy Groceries, and Delicatessen Goods in the state. We ship to all parts of the state and are prepared to give all orders prompt attention.

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## THOMAS H. INCE AND HIS MILLIONS

(American Magazine)

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the Frohman star, provided money would induce her. Like Ince, Miss Burke became famous almost overnight, and was enjoying the sensation of finding a four figure check in her weekly pay envelopes.

When he offered \$40,000 for one month's effort on her part in the vacation season there was no sign of acceptance. Not until she gazed upon the spectacle of Ince directing a massive film production and had become a daily visitor at Inceville, did she commence to listen. Even then there were the Frohman interests to pacify, and the consent of Florenz Ziegfeld was essential.

## A 'MORE THAN A SATISFIED OWNER' IS C. O. GAMBLE

The following data was compiled by C. O. Gamble, a Maxwell owner of Wabash, Ind. He furnishes it "in appreciation of the courtesy rendered me last fall."

29.4 miles per gallon of gasoline, and 111.7 miles per quart of oil. Under the head of after-cost is the cost of gasoline, \$21.96, of oil \$4.81, bumper and tire \$15.00, and miscellaneous expenses \$25.97, or a total expenditure for the year of \$77.74. My mileage being 4,580, the average cost per mile has been 1.70. I am more than satisfied. I am delighted. I will be glad to testify to these figures.

## The Too Good

(Philadelphia Bulletin)  
The Rev. J. H. Jowett said to an audience: "Deliver me from the too good, from the straight-faced, from the light-colored." "The too good become hard, narrow and cruel. I know a too good Sunday school superintendent who said one Sunday in the course of his usual address: "Our attendance is very, very good today. In fact, we are all here but little Catherine! What obstacle has kept our little friend away? Let us hope that she is ill."

Results from Journal Want Ads.

## DUELLING GOES OUT OF FORM

Paris—The duel is one of the ancient institutions of France that has fallen into neglect during the war. The last sensational encounter on the "field of honor"—a bloodless one—took place after the election of the chamber of deputies in 1914, and not long before hostilities broke out. It was between Joseph Caillaux, former minister of finance, and his unassuming opponent, Louis d'Audoubert. Caillaux fired into the air and d'Audoubert fired into the ground.

Two men men contending for a favorable place from which to witness a review of troops on the Esplanade des Invalides came to blows, and one of them tossed his card to the other. "If you are so anxious to fight," cried a bystander, "why don't you do as those boys did?" pointing to some armless and legless soldiers lined up before the troops to be decorated.

Two young men in a popular cafe exchanged sarcasms, followed by insults, blows and exchange of cards. "To Verdun with them!" cried the spectators. "Put them out!" The manager threw both of them into the street, where the idlers joined them still in common defense they made

up their quarrel and walked off together. There are two hypotheses regarding the duel after war. In some cases the disputants both have been combatants in the great war and will find it ridiculous to make a show of courage against each other, after having already shown it together many times against a common enemy.

If they are not both combatants they will, one or both of them, have been heroes of the "year," to whom public opinion will say "No! No fighting!" If you were so thirsty for blood and so particular about honor, you would have gotten your satisfaction out of the Germans.

## TOMB BROUGHT OVER FROM EGYPT

An Egyptian tomb, approximately 3,000 years old, which arrived in New York in August, 1915, has finally been reinterred in the museum of art in that city. It is the tomb of Perneb, a chamberlain of one of the Pharaohs. Only two other tombs of this character and of equal importance have ever been taken out of the Nile country, it is said. This monument is a valuable relic because of its perfect and remarkably well preserved mural decorations, and because most other tombs of similar age in the vicinity from which this came have been destroyed.



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All popular Sheet Music, 15 cents; classics, 25 and 35 cents.

## INVITATION

We cordially invite all visitors to the big State Fair to call at our store and see the most complete and thorough piano house in New Mexico.

## The Baldwin Piano Company

Phone 987. Corner Second and Gold

# Scientific Proof of Maxwell Fuel Economy

In a test made by David L. Gallup, M. E., Professor of Gas Engineering, Worcester Polytechnic Institute, a stock Maxwell Touring Car made from 23 to 33.7 miles per gallon of gasoline at speeds ranging from 10 to 35 miles per hour. We reproduce a letter from Professor Gallup concerning this test.

DAVID L. GALLUP, M. E.  
CONSULTING ENGINEER

Worcester Mass. Sept. 1st, 1916.

Maxwell Motor Co., Inc.,  
Detroit, Michigan.

Gentlemen:-

I beg leave to submit the enclosed blue print giving the results of an economy test, made on a 1917 stock Maxwell Touring Car, furnished by your Boston representatives.

The course is self explanatory and needs no discussion other than the statement that the carburetor, which was stock, was adjusted to give the best combination of power, flexibility, speed, and economy, for such conditions of touring, as would ordinarily be encountered.

In tabular form the results taken from the course sheet are as follows:

SPEED (Miles per hour)	ECONOMY (Miles per gallon)
10	33.7
15	32.7
20	31.2
25	28.8
30	26.1
35	23.0

Respectfully submitted,  
DLS:z  
D. L. Gallup



Deferred Payments  
If Desired

NOTE that no unusual means were employed to get these results. The car used was taken from stock; the test was made with a full load and with top and windshield up; the regular Maxwell carburetor was used.

Any Maxwell car is capable of giving this same economy in gasoline consumption.

Maxwell operating economy matches its economy in first cost, making it *The World's Greatest Motor Car Value.*

BUTLER AUTO COMPANY  
PHONE 62  
FIFTH AND COPPER ALBUQUERQUE, N. M.

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