

# ELECTRICAL PROSPERITY SHOW IN FULL BLAST

(Continued from Page Four.)

decides to serve it. Food left in the electric range never burns. The fire always is of even intensity, never flaring up and cooling as does the coal fire; never accumulating heat as does the gas oven.

It is a matter of proven fact that the operation of any one of the different makes of electric ranges on display this week at the big exhibit may be operated in the kitchen at a less cost to the family treasury than a gas stove used for a similar amount of cooking, it is much cheaper than a coal stove.

Another convenience which would be a boon to many housewives if they could but be persuaded to try it, say the electrical dealers, is the electric washing machine. These machines subtract nine-tenths of the burden of the family washing from the woman's shoulders. They are an almost human device, receiving the soiled clothes with a welcome and discharging them with a clean bill of cleanliness with a vim.

**Sewing Machines.**  
Then there are sewing machine motors—little contrivances that are not even attached to the ordinary sewing machine; merely connected up with the light socket and placed on a shelf board of the machine—any sewing machine at all. Then to start and run the machine is merely to re-

lease the current at the socket. The motor does the rest. It is said these motors may be used on the sewing machine at a cost of something like ten cents a day.

A unique exhibit is a baker's oven—built in sections for use either in the home or the largest bakery. These ovens are handy examples of the triumph of electricity in labor saving devices for the home or business concern alike.

One of the exhibits at the show will be a complete home—parlor, sitting room, bed room, dining room, bath room and kitchen. In this home is installed all the known contrivances intended to ease the task of housekeeping. There are indirect lighting systems that give the artistic touch, and the washing machine that makes the last saying in the usual drudgery of housekeeping. Throughout the house there are heaters, lamps and countless little hidden sockets, each contributing a share to the sum of the pleasure experienced in caring for "the electric home." In the kitchen there are percolators, electric samovars, irons, kettles, an electric range; in the bed room electric curling irons, hair dryers, hot water bottle, heating pads, a vacuum cleaner, a massage set and various other appurtenances to make life easier; in the dining room there are electric grills for the dining room table, chafing dishes, toasters, table percolators and warming pads

upon which to place the meat platters. On the porch, even, there is an electric shoe dryer and duster that effectively goes away with the unsavory door mat.

**Farm Machinery.**  
Not the least interesting part of the display will be the demonstrations of farm and irrigation machinery. The use of electricity in the driving of farm machinery is a new departure. It has been thought to be, and still is by many who are not correctly informed, too expensive a luxury for the average farm. This week's show will prove the fallacy of this argument. Huge, cumbersome machinery that can be driven at a less cost than by a gasoline motor will be shown; and the method of using it will be carefully explained.

Taken all in all the Electrical Show should be made one of the most educational events of the season. To many a housewife it points the way to a lessening of the inconveniences of the home; to many a family head it will offer a solution of financial problems in the cutting down of the light bill, the coal bill and the gas bill.

## ATTENTION, WOODMEN

Weber Court No. 74, W. O. W., will hold its regular annual election of officers, Thursday night, December 2. A full attendance desired.—Advertisement.

"Mystery of the Diamond Belt," a four-reel feature and a two-reel drama and a one-reel comedy—all for a Jitney, at the Rex today. Open 6 p. m.

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## A Few Pointers You May Not Know of

# FRANKLIN

## Automobile Achievements

In 1898 John Wilkinson designed and built the first four-cylinder automobile in America that in 1902 took form as the first Franklin car. Among those features now common to automobiles, and which were first used in Franklin cars, are the float feed carburetor, throttle control, automatic lubrication, and driving through the springs. Light weight construction was mentioned as a Franklin principle in the first catalogue issued in 1902.

The Franklin was first in the field with a VALVE-IN-THE-HEAD motor, a design that has been used ever since 1902.

In 1905 the Franklin Company produced the FIRST SIX-CYLINDER car in America.

In 1913 the Franklin established a world's record for gasoline consumption of four-cylinder cars, 83.5 miles per gallon, in a test conducted by the Automobile Club of America.

On May 1, 1914, 94 stock Franklin cars in all parts of the United States averaged 32.8 miles to a single gallon of gasoline.

On September 24, 1914, 116 stock Franklin cars ran 100 MILES ON LOW GEAR within ten hours' time without stopping the engine.

In the last yearly report issued by the United States government the Franklin is shown as costing LESS TO OPERATE THAN THE CHEAPEST CAR MADE.

In a recent general test at Yale University, Franklin cars showed the lowest fuel consumption of ANY CAR HAVING SIX OR MORE CYLINDERS.

A test at the Worcester Polytechnic Institute showed that the Franklin delivered 84.4 PER CENT of its engine power to the rear wheels in actual driving energy.

On May 1, 1915, 137 stock Franklin cars in all parts of the United States averaged 31.1 MILES TO A SINGLE GALLON OF GASOLINE.

In this same test the Franklin established a world's record for gasoline consumption of six-cylinder cars, 55 MILES PER GALLON.

Between August 1 and August 4, 1915, during an elapsed time of 83 hours and 40 minutes, and going the entire distance on low gear, a Franklin car ran from Walla Walla, Wash., to San Francisco, Cal., 860 miles, without once stopping the engine.

Franklin owners' records of oil consumption show an average of 400 to 900 miles per gallon.

From reports covering a period of six years, Franklin owners have averaged 8,000 to 10,000 miles per set of tires.

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