MOTORISTS' PROBLEMS ARE SOLVED HERE

By WILLIAM H. STEWART, Jr.

Who as President of the Stewart Automobile Academy of New York City, is regarded as the leading authority in Motor Car Education in this country.

Let us solve your motoring problems and discuss your comments. Tell us of your experiences for the benefit of the other fellow. Correspondence invited for publication every Week-End.

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Motoring Department, The Herald—Kindly answer this in your next issue: "When an automobile takes a curve or is driven around a level circular track, does the inside or outside wheel leave the ground if sufficient speed is obtained."—Gus. Anderson.

If a gradual curve is maintained the tendency will be for the inner wheels to leave the ground. If a sudden change in direction is made—in other words, if the curve is suddenly sharpened—the tendency would be for the outer wheels to leave the ground. The angle at which the wheels are set, together with speed at which the curve is taken, will greatly determine this point.

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Motoring Department, The Herald—I am the owner of an automobile and drive considerably myself. I also have two sons who drive, as well as some other members of my family. My car is covered with liability insurance, and I would be interested to know whether there has been any legal test made of a case where other members of the family have been in an accident and the owner of the car, like myself, sued for damages. Can you give me any information regarding this? —Owner.

As to who is covered under the liability policy should be specifically set forth in your policy. In a recent case, namely, Maher vs. Benedict, 108 N. Y. Supp. 228, the court decided the father is not responsible for an accident on the part of his son while the son was operating the machine without his knowledge and consent. It would be interesting for you to refer to this case and read the decision of the court carefully.

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Motoring Department, The Herald—I have heard quite some arguments for and against the wire wheel. I am undecided whether to use wire wheels this year or not. I am told the wire wheels are more economical on tires. Will you please tell me why this is? Is it because the wire wheel is not so solid as the wooden wheel? Thanking you for this information in advance, I remain, yours very truly.

Adolf Harms.

It is true that the wire wheel is more resilient than the wooden wheel. It is also true that it is more economical on tires. A number of experiments have been made which favor the wire wheel. One of the principal features in favor of the wire wheel is that it relieves the tire from excessive heat. The tire is in direct contact with the metal rims, which is entirely exposed, likewise the wire spokes serve as an additional source for heat radiation. A tire used on a wire wheel will run at a much lower temperature than that on a wooden wheel. Since heat has a great deteriorating effect on rubber, you can readily appreciate wherein this factor alone will determine tire wear.

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Motoring Department, The Herald—I have a 1912 ——— car. About two months ago a knock developed in the motor. This is only noticeable when pulling slowly in high speed and trying to pick the motor up with my spark advanced. When the spark is retarded the motor seems to act better. Would appreciate greatly if you could tell me the cause of this. Thanking you for any information, I remain, F. Fly.

It is possible that the cylinders are overcarbonized. When the cylinders are in this condition you cannot carry the spark so far advanced. Even when a motor is in perfect condition it is not advisable to force it to pick up a load at slow engine speed with spark fully advanced. This will cause most any motor to knock. Over-carbonization of the cylinders would, of course, aggravate this condition.

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Motoring Department, The Herald—In looking over a number of new cars of various makes I find that different makes have different ways of attaching the self-starting device. On some the self-starter switch is attached to the steering post. On others it is operated by a foot pedal. Which device do you consider most practical? An answer will be appreciated.—Novice.

It makes little difference whether the starting button is operated with the foot or the hand. Both accomplish the same purpose—namely to make a proper electrical connection. In congested districts where the car must be left at times alone it would seem an advantage to have the starting lever secluded as much as possible, unless same can be locked. It is a matter of opinion, however, and should hardly influence a purchaser.

* * *

Motoring Department, The Herald—My car is equipped with electric lights which are fed from a storage battery. The battery is charged by a generator which is driven by a belt. I have a great deal of trouble keeping my battery charged. Every once in a while I have to take it out and have it charged at some garage. The generator appears to be in good condition and, it seems to me, should generate enough current for the battery. Do you suppose the battery is worn? Can you suggest any way I can overcome this annoyance?—Arthur Brower.

Perhaps the driving belt is considerably worn and needs replacing. If the belt is old, and not tight, the generator will not be driven at full speed, and as a result the battery will not be properly charged. Would suggest using a liberal sized "V-shape" belt and having this tight.

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Motoring Department, The Herald—(1) What is the best method of determining the horsepower of a gasoline motor? (2) What is meant by the flash point of gas engine oils? (3) What is the flash point of most best grades of oils in comparison with "Polarine" oil?" S. A. B.

(1) A simple formula for practical use is as follows:

"The square of the bore, times the number of cylinders, divided by the constant 2.5."

This formula has been officially adopted by the National Automobile chamber of commerce. It is a fair, conservative rating for a four-cycle motor, running at 1000 feet per minute piston speed. However, if a very accurate rating must be obtained a number of other factors must be considered. For instance, the bore, stroke, compression, ratio, number of cylinders, cooling facilities, weight of reciprocal parts, design of the compression chamber, diameters and lengths of bearing surfaces, etc. In fact, there are a great number of factors which enter in determining the actual horsepower delivered at the shaft. In considering all these elements, a complicated formula is required, and for this reason the National Automobile chamber of commerce adopted the above formula for practical purposes.

2. The flash point of an oil is that temperature at which the oil gives off inflammable vapors.

3. A good grade of cylinder oil should possess a flash point of not less than 360 degrees Fahrenheit.

The writer has not tested the flash point of "Polarine Oil."

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Motoring Department, The Herald—I am thinking of installing a magneto on my car. At present I am using batteries and coils, which give considerable trouble. There is a place on the right hand side of the motor where magneto may be driven direct from the pump shaft. What I want to know is this:

Is it necessary to put a flexible coupling between the magneto shaft and the pump shaft? There is just room enough to hook the magneto direct to the pump shaft, but there is no room for a coupling. Do you think this would work out all right? I can do this at very little cost. An answer to this as soon as possible would be welcomed. Albert Peters.

It is not advisable to instal a magneto and drive same from the pump shaft without there being some sort of a flexible coupling between the magneto and the pump. Usually the water pump instalation is not sufficiently rigid to permit the continuance of the shaft for the purpose of driving the magneto. While the armature bearings of the magneto are strong enough to stand any ordinary wear and tear, nevertheless they are not sufficiently strong to stand a constant thrust. If you can line up the magneto perfectly, and securely support the drive shaft, perhaps you will experience no trouble. It would seem more advisable, however, to set the magneto back on a sub-plate and use a coupling. You should be able to obtain a coupling with a floater which will take up very little space. With such an instalation you are sure to obtain better results with less strain and wear on the armature bearings.

* * *

Motoring Department, The Herald—Would thank you very much to give me some information regarding the following: I have a 1911 four cylinder car which has been run about 11,000 miles. Ever since I purchased the car there has been more or less trouble with motor knocking at times. While overhauling this motor I had occasion to have a friend inspect the parts, especially the pistons and cylinders, and he claims that the cylinders should be rebored and new pistons fitted. The present pistons have a convex head and I doubt whether I can obtain the oversize piston of this type. Will you please advise whether any great change will be noticeable, providing I use pistons with the flat head. I know I can obtain these, and my friend tells me that possibly the knock in the motor will be reduced by using the flat head piston. I would appreciate your advice in the matter, and trust you will make reply in the next issue of your "Questions and Answers."

Constant Reader.

The only material change will be that in the compression. By using the flat head piston the compression will be slightly reduced. This may be an advantage to your motor in that you state you have been troubled with the motor knocking at times. Where the convex piston is used a greater area is subjected to the heat, which area has no source of cooling. The flat head type of piston is more generally used in order to reduce to a minimum the surface exposed to the hot gases. As a result, the piston absorbs less heat. Under the circumstances, it would appear that such a change may prove a material advantage to your motor, especially if it is of high compression type.

In having the new pistons made, care should be taken to allow greater clearances at the top of the piston than at the bottom. There must necessarily be a greater clearance at the points subjected to greater heat. This clearance is usually about two-thousandths of an inch for each inch of cylinder bore at the head of the piston, and about one-half thousandth at the bottom.

* * *

Motoring Department, The Herald—I have recently purchased a six cylinder car which has to date run very unsatisfactorily—that is to say, I cannot get the motor to pull properly or let her act as it should. The motor will at times miss fire and act as if the carburetor were entirely out of adjustment. I have tried every possible adjustment of the carburetor. Magneto seems to be in perfect condition, yet there is something decidedly wrong, either with the ignition or carburetor. The magneto is of the standard make and the carburetor is of standard make. The valve timing has been carefully checked, and everything seems to be in perfect condition. Can you suggest anything which might possibly cause this motor to act so queerly? There is no authorized dealer of this car in this section and therefore am at a loss without their experienced advice. Can you suggest anything which might help me overcome my trouble? C. H. Alson.

You have not given enough detailed information regarding the type and construction of the motor. You state that the trouble seems to be a combination of ignition and carburetor. It is barely possible that the trouble lies in the ignition wiring. In a number of motors it seems to be a common practice to suspend the ignition wires carelessly or in such a manner which does not facilitate proper ignition. It is not good practice to bind together with tape into one cable all the ignition wires or to hang same in a tube of non-conducting material. Especially of motors it seems to be a common practice to suspend the ignition wires carelessly or in such a manner which does not facilitate proper ignition. It is not good practice to bind together with tape into one cable all the ignition wires or to hang same in a tube of non-conducting material. Especially of motors it seems to be a common practice to suspend the ignition wires carelessly or high tension wires. It is a known fact that on high tension cables static currents form of sufficient intensity to upset the firing order if not properly cared for. It is possible that the secondary wires of your motor are taped together and then suspended by means of a fibre tube. Would suggest that you remove such covering from the wires and separate them as much as possible, using a copper suspension tube, instead of fibre, care being taken that the metal suspension tube is grounded. While this method will not prevent static conditions entirely, nevertheless it should greatly obviate the trouble, if this is the cause. As stated before, it is much more advisable to separate the high tension wires as much as possible and not group them through any sort of a tube. The above suggestion, however, may prove valuable to you.

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HELPFUL HINTS TO MOTOR OWNERS

When ball bearings become worn it is not always necessary to have complete new bearings installed. The old ones can be repaired and be almost as good as new. This can be done by truing up the ball faces and using larger balls of proper size.

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The efficiency of ignition wires cannot be determined by the thickness of the insulation. Especially is this true of secondary wires. The insulation, however, should be of good quality. Unnecessary thickness of insulation increases the static capacity, which is undesirable.

* * *

Brake cable wires should be frequently inspected. If a single strand becomes broken the rest will give way very quickly. Especially is this true at points where the cable passes through or around sheave.

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When overhauling a motor care should be taken to assemble as many parts as possible before laying same aside; that is to say, bearings, bushings, bolts, nuts, and other parts should go back into their proper places at the time reassembling is commenced. Considerable annoyance can be avoided by bearing this in mind.

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While there is deep snow it is advisable to place chains on the forward wheels as well as the rear. Doing this will greatly facilitate driving and possibly avoid an accident in traffic. At least one chain should be used forward and surely a chain on each rear wheel. If only one chain is used on the rear unnecessary strain is placed upon the differential and axle parts.

NO TRUST AMONG THE AUTO MAKERS

Manufacturer Says There Are No Secrets in the Auto Industry About Prices and No Combines.

"This great public movement demanding that 'big business' be 'good' simply cannot apply to the automobile industry," said a general manager of a big motor vehicle company.

"The automobile industry is 'good.' It has to be. You might almost say that, take it as a whole, it is the only great industry which puts all its cards on the table in its dealings with the public. Yet it is said to rank second among the industries of the country.

"You can go out and buy an automobile, and know exactly to the penny just where your money goes and who gets it, and what he gets it for. I dare say there isn't an automobile owner in the world who doesn't know how much commission the salesman got out of the deal. More than that, there isn't an automobile owner who didn't feel when he bought his car that the dealer was actually earning his profit, and that the dealer expected part of that profit to apply to service to be rendered later.

"There cannot be any concealment in the automobile business. Literally every car bought might as well be taken apart. The buyer wants to know. If you buy a piano or a watch or a talking machine, you know there is a profit in it somewhere—a sales commission—but you don't know how much. But in purchasing a car you know right to the dot how much of the price covered sales expense—and the beautiful part of it all is that you regard this as part of the actual value of your car.

"There isn't any automobile trust. Yet the business is said to rank second in the world. Here is an illustration of active competition building up a huge industry.

"One thing more—an automobile company has to be 'good.' It has to be honest in its transactions with its dealers and in its dealings with its customers. If an automobile company isn't on the square, the public verdict goes against it so quickly that effect follows cause in the same breath."

MID-WINTER TRIP ACROSS CONTINENT

Adventurous Hobo Makes One in Aristocratic Sedan from Detroit to Portland.

To cross the American continent in a closed body motor car is an unusual feat, though no longer unique, since last summer, when an adventurous Los Angeles citizen did it. To make the trip, however, in the dead of winter, crossing deserts and mountain ranges and penetrating even the far northwest is a far different problem, yet is one recently solved by a "tourist."

The feat loses much of its motoring significance through the fact that the automobile rode in a box car and carried a nameless knight of the road. Nevertheless, it possesses many features of an unusual nature.

Late in December this resourceful hobo must have passed the factory loading platform in Detroit. He doubtless marveled at the many freight cars being loaded and noted that each car carried on its door the name of the city which was to be its destination. The variety from which he chose contained about every trading center of moment in the country, but he must have passed along until he reached a car tagged "Portland, Ore."

Portland sounded attractive. The hobo smuggled himself inside the car with the automobiles. An inspector came along and verified the shipment; the human freight kept out of sight. The car was sealed.

Once embarked on this trip, the tramp made his headquarters in a sedan, which was the crowning glory of the shipment. Its cushions made him a luxurious bed. He had but to touch a button to illuminate its interior. Its body gave him a double protection against the weather. He must have been provisioned for the trip for, when the car arrived at Portland and the door was opened for the first time, the hobo bounced out with rebounding energy and promptly disappeared.

An abundance of cigaret stubs and a large empty jug were left behind, along with a note which stated:

"Gents—I thank you for the ride. This is sure the swellest benzine buggy I ever rode in. Happy New Year."

AUTOMOBILES IN NEW MEXICO STATE

Santa Fe, N. M., March 7.—Secretary of state Antonio Lucero of New Mexico has just issued a little booklet devoted to mortdom in which 1699 automobile owners are listed, together with their address, car number, make and horsepower of each car. The 1699 automobiles represent 110 different makes scattered over 183 cities and towns. The Ford leads with 530; the Buick is second with 253, the Studebaker third with 152, and the Overland fourth with 122. None of the other various makes come within the 100 mark. Chaves county has the most automobiles, 361, while Bernalillo (including Albuquerque) is second with 235; Grant third with 161, and Eddy fourth with 138. Dona Ana has 80 cars, Socorro 196, Eddy has 138; Luna 89, Lincoln has 30, Roosevelt 30, Curry 28, Quay 27, McKinley 22, Otero 17, Guadalupe 10, and Sierra 8.

The leading automobile towns, with the number of cars follows: Roswell, 308; Albuquerque, 215; Deming, 83; Silver City, 79; Las Cruces, 57; Carlsbad, 51; Artesia, 42; Magdalena, 36; Socorro, 29; Clovis, 27; Portales, 21; Hagerman, 20; Tucumcari, 20; Carrizozo, 17; Lordsburg, 15; Alamogordo, 11; Santa Rita, 11; Hope, 10, and Mesilla Park, 10.

It is curious to note that Chaves county has six times as many automobiles as Santa Fe county, although about the same population.

The ratio of cars in New Mexico is one to every 200 inhabitants and New Mexico stands at the bottom of the list both as to the aggregate as well as the average number of cars per 1000 population.

EL PASO AMERICANS WIN FROM DE WITT NINE

The El Paso Americans walloped the De Witt nine by the score of 8 to 1, Friday afternoon, after nine innings of cleancut baseball. W. Caples and Carl Beiswenger distinguished themselves for the El Paso team by slamming out three base hits.

WILL PREACH ON PEACE-OBEDIENCE

(Continued from previous page.)

Character of God," leader, Miss Sharp; northeast neighborhood of Aid and Missionary society will meet Tuesday afternoon at 3 oclock with Mrs. W. G. Hofer, 2731 Boulevard, and the southneighborhood with Mrs. P. M. Rigdon, 1304 Magoffin avenue, at the same hour. The subject of the prayer meeting Wednesday evening will be "Amazing Grace."

East El Paso Baptist.

The services at the East El Paso Baptist church Sunday will be as follows: Preaching at 11 a. m. by Rev. W. F. Hatchell; his subject will be "Peace Through Obedience." Preaching at 7:30 p. m. by the pastor Rev. Ed L. Millican, subject "The Third Young Man." The Junior B. Y. P. U. will meet at 3 p. m.; the Young People will meet at 6:30 p. m.; the regular prayer meeting will be Wednesday evening at 7:30 p. m.; the Aid will meet Thursday at 2:30 p. m.

Grand View Baptist Mission.

At the Grand View Baptist mission, corner of Isalla and Myles streets, Sunday school will be held at 3 p. m.; at the close of the lesson Rev. A. E. Boyd, pastor of the Highland Park Baptist church, will give a short talk. There will be special music. Thursday at 7:45 p. m. Rev. A. E. Boyd will deliver a sermon to the Mizpah class of the Sunday school. Miss Myrtle Boyd will sing a solo and the Highland Park choir will lead the singing.

Highland Park Baptist.

At the Highland Park Baptist church Rev. A. E. Boyd, pastor, the subject for the morning sermon Sunday will be "Sitting at Jesus's Feet." The evening service will be evangelistic, with a 30 minutes song service preceding the sermon. Sunday school is at 9:45 a. m.; preaching at 11 a. m.; Junior union, 3 p. m.; B. Y. P. U., 6:30 p. m.; preaching at 7:30 p. m.

Christian Science.

Christian Science church, corner Montana and Stanton streets, first reader, S. T. Shirley; services every Sunday at 1 a. m.; subject, "Man"; Sunday School, 9:30 a. m.; Wednesday evening testimonial meeting at 8 oclock.

St. Paul's Lutheran.

Services will be held as follows Sunday at St. Paul's English Lutheran church, corner Montana and Ange streets, Rev. Chas. H. Armstrong, pastor; Sunday school at 10 a. m.; morning service, 11 oclock, theme, "The Lamb of God;" evening service at 7:30, theme, "Is Death a Sleep In the Grave or a Passing Into a Conscious State of Activity?"

German Lutheran.

At the German Lutheran church, 1109 San Antonio street, services will be held Sunday in German and will begin at 10:30 a. m. The subject of the sermon will be "Abound Ye More and More." Sunday school is held at 9:45 a. m.; midweek Lenten service Wednesday evening, March 11, at 8 oclock. Rev. Paul G. Birkmann, pastor.

Holiness Meeting.

At the Gospel mission, 408 San Antonio street Holiness meeting will be held Sunday afternoon at 3:30; bible study Monday evening at 7:45; evangelistic meetings are held Sunday and Wednesday evenings at 7:45; young people's meeting is on Friday evening at 7:45.

METHODIST KNIGHTS ARE GIVEN A FEAST

The Knights of Methodism held their monthly meeting Friday night at the First Methodist church in the Sunday school rooms. The first part of the meeting was devoted to punching bag exhibitions by the boys. Then a banquet was enjoyed, the chairs being arranged in a large circle. Following the banquet was the monthly business meeting of the organization, presided over by George Nold, chief of the "Victors." Among those attending were: S. H. McMullen, seer of the Knights of Methodism; O. J. Thomas, teacher of the "Victors." Of the "Victors'" class there were: Ernest Pringle, William Bins, Clyde Beecher, John McLean, Donald Light, Glenn Appleton, Newton Cullum, Able Fisher, Harold Mitchell, Edward Perry, George Nold, Edward Woehler, Arthur Lowe. Of the "Royal Princes" class there were present: Jack Light, Merlin Porter, Wesley Hyten, Ralph Kusinsky, Jack Field, Foster Crawford, Richard Maxey, Albert Maxey and Victor Stiles.

SCRIPTURE.

Isaiah 53:1-6.

Who hath beleved our report? and to whom is the arm of the Lord revealed?

For he shall grow up before him as a tender plant, and as a root out of a dry ground: he hath no form nor comeliness; and when we shall see him, there is no beauty that we should desire him.

He is despised and rejected of men; a man of sorrows, and acquainted with grief: and we hid as it were our faces from him; he was despised, and we esteemed him not.

Surely he hath borne our griefs, and carried our sorrows: yet we did esteem him stricken smitten of God, and afflicted.

But he was wounded for our transgressions, he was bruised for our iniquities: the chastisement of our peace was upon him; and with his stripes we are healed.

All we like sheep have gone astray; we have turned every one to his own way; and the Lord hath laid on him the iniquity of us all.

AUTO IN SERVICE OF MUNICIPALITIES

New York Is Replacing All Its Horses With the Motor Vehicles and Is Saving Money Thereby.

The report of the controler of the city of New York, recently made, shows that it costs $287,500 each year for the operation and maintenance of municipally owned automobiles. This is an especially interesting statement, when one considers that each of the several score of cars in use has replaced from three to five horses, for it gives an idea of what the city was spending for maintaining its equine equipment heretofore.

So important have city owned automobiles become to the metropolis, that there is now a move on foot way to have a central municipal garage erected, where the automobiles may be taken care of efficiently and economically. The statement is made that at present the city is paying too much for care of its cars, as service is purchased from various private concerns throughout the boroughs. Nearly every department of the city government has its quota of automobiles, from the 24 in use by the fire department to the one operated by the department of correction.

ARIZONA SCENIC HIGHWAY IS NOW WELL SIGNED, SAYS BANKER

Tucson, Ariz., March 7.—The Borderland automobile route is now well signed, according to N. E. Plumer, president of a local bank, who has returned from an automobile trip to Bisbee. He is enthusiastic over the work being done along the scenic section through Tombstone canyon by state convicts who are working on the road. The highway is being built of rock.

The 28 miles from Tombstone to Bisbee, said Mr. Plumer, is as beautiful as any he ever motored over. Mountains, well kept ranches, and orchards made a strong impression on him.

HERALD TEAM IS READY TO TAKE ON OPPONENTS

Kenneth Cummings, manager of the Herald amateur horsehide squad, issues an open challenge to all teams in the city whether amateur or otherwise. Cummings requires that the teams be of the same age as the challengers, however, regardless of playing caliber. Saturday morning the Herald met the Junior C. A. A. team on the Mesa baseball grounds.

THE ONLY SPECIALISTS IN EL PASO WHO HAVE MADE GOOD

THE TEST OF TIME---Eighteen Years Experience and Over Seven Years of Ever Increasing Patronage Right Here in El Paso, the Proof of Their Ability

TIME—The incorruptible judge of all things has put the seal of merit on the work of the International Specialists. For over seven years their work has been right before the eyes of an exacting, sternly judging public and the fact that during these years their records plainly show an ever increasing number of patrons, proves far better than boastful tirades "Of what one will do or promises to do," that their methods of doing business and their System of treating Chronic Diseases are topmost of all that Modern Medical Science can offer to the chronic sufferer. During their eighteen years of general and special practice they have been able to select all that they consider of true merit from the various schools of medicine and have not been too narrow in their views to see the good points in every system, as a result, basing their opinion upon their record of cures, they believe their Combined System of treatment the most successful in existence.

THEY COMBINE THE GREAT CURATIVE POWERS OF ELECTRICITY, LIGHT, VIBRATION AND ORGANIC EXTRACTS WITH STANDARDIZED DRUGS PREPARED IN THEIR OWN PRIVATE LABORATORY

Their Seven Years of Unparalleled Success Here is One of Their True Guarantees. They offer those seeking medical aid a guarantee far more binding and of much more value than any written contract or verbal promise

SPECIAL DISEASES OF MEN

In no other class of diseases is our "Ironclad rule," viz., (A correct diagnosis and removal of the cause), more applicable than in the case of maladies, neither is there any other class of troubles that should demand more careful attention and conscientious treatment because this has long been the fertile field of the quack and patent nostrum fakers.

The term, Lost Vitality, is not a disease, therefore there is no one remedy or combination of remedies that will effect a cure in any case. The weakness is the result of some actual diseased condition which is generally easily diagnosed and removed by skillful treatment, in this way the only rational way of treating this trouble. SOME CASES CAN BE CURED IN A FEW DAYS, while others, due to a complication of physical defects takes longer, but what we wish to impress most upon the man of weakened vitality is the importance of a correct diagnosis and give him warning to avoid placing himself under the care of any doctor who claims a specific for this trouble. He is dishonest and a charlatan.

Among the many causes of Decline are enlarged, infected or otherwise diseased prostate gland, chronic infections, varicocele and hydrocele, all of which respond more or less promptly to scientific treatment and after a removal of the cause our Special Combination of Animal and Chemical Extracts will rebuild any man no matter how weak or how long the trouble has existed.

DISEASES OF WOMEN

That hundreds of useless, dangerous and mutilating operations are performed daily upon the female generative organs, everybody knows to be a fact; then why should a sensible woman submit to an operation which often destroys these important organs and fails to give the relief they seek, when other simple, safe and sure methods of treatment such as we have perfected will give permanent relief. We always follow the principle to cure and preserve rather than to destroy important organs, in any diseased condition.

NERVOUS DISEASES

A great many diseases, uncertain in their symptoms, but nevertheless causing severe impairment of the general health, can now be traced to a diseased condition of the NERVOUS SYSTEM. Not recognizing the REAL CAUSE of this class of patients, who, unable to find relief, are frequently driven into the arms of unscrupulous charlatans. The careful and intelligent examination we give to every patient enables us frequently to find as the cause a derangement of the Nervous System, which readily responds to the Specific treatment we employ.

BLOOD POISON

In the course of Specific Blood Poison the discovery of "606" has marked an important advance, yet its administration is dangerous and often followed by serious after effects. All these disadvantages have been overcome and this treatment developed into fullest efficiency in our BRITISH CURE. The BRITISH CURE is the highest perfection of all methods for the purification of the blood, requires for its administration but a few days, is absolutely harmless and painless and its results are complete and permanent.

RUPTURE—RHEUMATISM

Under the various "SPECIAL TREATMENTS" that are administered in our Institution, our nonoperative Cure for Rupture, and our 30 day Cure for Rheumatism deserve special mention. These ailments have been treated heretofore without success, so that treatment that will positively effect a permanent cure should be welcome to the many disappointed sufferers of this class.

CONTRACTED DISORDER

Our improved methods cure in less than half the time required by old forms of treatment. When we discharge a patient as cured he will stay cured, and a relapse is impossible.

CATARRH

Taking into consideration the fact that there are so many different remedies advertised as sure cures for catarrh of the nasal passages, none of which could possibly cure, and the fact that so many good physicians claim that it is incurable, one has good reasons for being skeptical regarding any kind of treatment, but, when treatment is based upon an absolute knowledge of the cause and that cause can be permanently removed, it stands to reason that a cure will result and that's exactly how we cure catarrh, for instance, in the preliminary examination of many patients we find a tumor, a polypus, a spur, an enlarged turbinate bone, a crooked septum or some other mechanical irregularity the cause of all the symptoms, the correction of which is simple, easy and without danger. THIS IS THE REASON WHY WE STATE THAT WE CURE MANY CASES OF CATARRH IN ONE DAY—a statement that no one can seriously contradict, because the removal of the cause practically constitutes a cure.

In those few cases, due to repeated colds and the inhalation of irritating substances where there is a simple thickening of the mucus membrane, PINOZONE, as we use it, generated by a special apparatus which we have installed, produces some remarkable cures in a few weeks' time.

Catarrh of the throat, ears, bronchial tubes, stomach and intestines requires the same painstaking care and attention it does in the nose, and we believe that our system of diagnosis and treatment is unexcelled, and this statement is based upon the fact that WE HAVE CURED OVER TWO THOUSAND CASES right here in El Paso, many of whom had been told by good doctors they were incurable, and we will furnish anyone interested with a list of names of as many as they care to talk with.

RUPTURE, VARICOCELE, HYDROCELE CURED IN ONE DAY

These are three conditions that medicines never benefit, and it is therefore useless to take patent medicines, Home treatment, Free trial treatments or wear electric belts.

We treat these troubles under a guarantee of a positive and permanent cure, by methods practically painless and without detention from business.

PILES, FISTULA AND FISSURE cured by modern methods. We use no injection, ligatures or other painful measures.

IT WILL PAY ALL AFFLICTED MEN who have been wasting time and money on Home Treatments, Electric Belts, Free Trial Treatments and other useless methods, to investigate our claims and syste mof treatment. We do not claim to possess knowledge that other doctors cannot obtain, but, by making a special study of, and devoting our entire time and attention to the treatment of Chronic, Nervous, Blood and Special Diseases, we have perfected methods that are every day proving our superiority in mastering these afflictions. It will pay one to come hundreds of miles rather than subject themselves to dangerous experiments and delay in securing relief. REMEMBER IF WE FAIL TO DO ALL WE CLAIM OUR SERVICES COST YOU NOTHING.

OBSTRUCTIONS

Are the cause of more urinary troubles than all other diseases combined and many who are afflicted are not aware of the fact because they do not realize that the worst cases are the result of an injury. There are many doctors who advertise themselves as specialists who use sounds and other barbarous methods discarded years ago by those who know. WE GUARANTEE TO CURE ANY CASE WE ACCEPT WITHOUT CUTTING, SOUNDING OR STRETCHING. Why experiment?

SPECIAL NOTICE: All sick people coming to El Paso for treatment are requested to inquire of the banks and leading business men as to who are in their opinion the most reliable specialists in the city.

Over Seven Thousand Cases Treated in El Paso, Sending Us Their Friends.

INTERNATIONAL SPECIALISTS, Dr. Ketchersid & Co.

Hammett Block, Rooms 1, 2, 3, 15, 16, 17 and 18. Corner of Texas and Mesa Ave. (ESTABLISHED 8 YEARS) Entrance Opposite Rio Grande Bank Building, El Paso, Texas.