

FRANKLIN CAR WINS A \$2000.00 WAGER IN LONG DISTANCE RUN

PITTSBURGH, Pa., Aug. 28.—By covering the distance between Pittsburgh and Philadelphia and return, 624 miles, in actual running time of less than twenty pounds, with the entire round trip made within a twenty-four hour limit, a Franklin car has just won a \$2,000 wager for its owner, C. F. Mason of the Mason Oil Company of this city. The race was one of the most novel flights against time recorded in this section in several seasons. No tools were carried in the car.

Mr. Mason recently purchased a used Franklin car which had been driven about 5000 miles. He says, so often and so enthusiastically of its splendid performance that M. A. Friday of the American Sales Company happened to over hear him remark that the car would make the round trip between Philadelphia and Pittsburgh in twenty-four hours.

Mr. Friday said he doubted it—doubted it \$2,000 worth, in fact. Mr. Mason was brim full of confidence and the bet was on. The only stipulation made by Mr. Friday was that the long distance sprint should be made immediately. Mr. Mason agreed to this and next persuaded a friend J. M. Eyer, a prominent insurance man of this city, to drive the car for him. Mr. Eyer had made the round trip before and was familiar with the roads.

The Franklin, a four-passenger roadster with winter top, left Pittsburgh at 7:10 p. m., with three passengers. Philadelphia was reached at 5:10 a. m. Mr. Eyer checked in at a Philadelphia newspaper office, ate a hurried breakfast and started back, arriving in Pittsburgh at 5:10 p. m.

Instead of being tired Mr. Eyer offered to wager \$5,000 he could repeat the performance without rest, so fresh was he at the end. The total time consumed was twenty-two hours two hours within the bet.

The average speed of the car was 32 miles and the gas mileage was 26.7 per gallon. The car weighed one thousand pounds more than the standard Franklin touring car, the weight coming from the passengers and the winter top. The run was made without preparation of any sort and the only extra equipment carried was a ten-gallon can of gasoline. The only hardship encountered was

when Mr. Eyer discovered that the car previously had been in a slight accident that tipped the headlights so they illuminated the tree tops rather than the road. Not having tools or other equipment, he drove with the road in the dark rather than stop to straighten the brackets.

ALICE BRADY TODAY.

"Marie, Ltd.," a typical story of metropolitan life. Is Alice Brady's latest starring vehicle which Select Pictures offers today only at the Arcade theatre.

The story of "Marie, Ltd." revolves about the fashionable Fifth Avenue millinery establishment of Marie Hilliard, the mother of the character portrayed by Alice Brady—Drina Hilliard. The story opens when the mother leaves her husband and daughter in the West to come to New York to establish the firm of "Marie, Ltd."

Drina has been educated in a convent in the West with money furnished by her mother. Her father has been financially unsuccessful and while she would prefer to remain with him, she is determined that as soon as she is through college she will go to New York and help in the millinery business. In this way she will be able to prove her gratitude to Marie although she would rather teach or write.

On the trip East, the train is held up by bandits and she makes the acquaintance of Blair Carson, a wealthy New Yorker, who has been admiring her during the entire trip and hoping that chance would give him the opportunity of becoming friends with her. Blair is fascinated by Drina's charm and beauty, and promises himself much of her company.

But when Drina arrives East she is thrown constantly in the company of Colonel Lambert, an old rounder, who patronizes Marie's on behalf of his chorus girl friends. Mrs. Hilliard is anxious that Drina and the colonel marry but Drina protests, since she does not love him.

Colonel Lambert has become enamored of Drina, much to the jealousy of Zelle, a French girl, who in turn forms him that Marie has been overcharging for hats and dividing the profits with her customers. Lambert threatens to expose Marie unless Drina marries him. She refuses. Drina suddenly realizes that it is Blair she loves but knows it is impossible to win his love because she has constantly avoided him and he has become very friendly with Zelle.

Many exciting incidents follow each other in quick succession which bring the picture to a happy ending.

SWEETHEART FAIR?

WOULDN'T IT BEAR YOU?

That's What Miss Gish Thinks as Heroine of "Boots."

To have the man you love propose to you, accept him and be the happiest girl on earth, then, just a few minutes later, to find him kissing a woman you hate, is the situation which confronts Dorothy Gish in one of the dramatic moments of "Boots," her newest Paramount picture, which will be shown at the Arcade theatre Monday afternoon and Tuesday at 10:00 and 12:00.

Usually it is the other way. The man finds his sweetheart apparently false to him, and in his blind anger refuses to trust her. This time "Boots," in her own fearful resentment, refuses to trust the man whom she believes to have been false to her. "So," says Dorothy Gish, "it makes little difference which side of the fence the clover is on, the other side looks different anyway."

THRILLS AND LAUGHTER.

Thrills and laughter struggle for supremacy in Rex Beach's "Too Fat to Fight," featuring Frank McIntyre, which Goldwyn announces as the newest of the powerful productions from the pen of the American writer. This patriotic drama, in no sense a conventional war play, embodies phases of the world conflict which have never been depicted on the screen. The actual battle scenes are incidental. The work of the relief organizations—the Y. M. C. A., K. of C., Salvation Army and others—these are important elements in the play.

Rex Beach determined that "Too Fat to Fight" should be not only his most dramatic play, but also the most appealing. And never has he had such a wealth of material to draw upon. He has captured the wave of patriotism which is sweeping the country just now and transferred it to the screen. There it will remain a permanent record of the force which sent our boys to victory.

The Katzenjammer Kids are also on today.

First Woman's College.

The first woman's college incorporated as such, was Elmira college founded in 1852.

Arg. of Colorful Glass.

It is probable that the coloring of glass, and particularly the garnet tint, and not the ruby hue, as some authorities would have us believe, originated in Bohemia. This color—garnet—is obtained by alloying or fusing an extremely minute quantity of gold with the other ingredients—silica, soda, lime, iron, oxide and alumina. On its first heating the glass is colorless, but on reheating it develops its soft, rich appearance. —New York World.

Job Printing, The Observer, Main 37.

A thousand of will bring you.

THE BARNED BARN.

"Except a man be born again."

John III, 3.

The church has exulted much upon this passage. She has written libraries of books about it. She has been clear upon a few points and vague and confused about many. Possibly she confused herself somewhat by the ill-advised use of foreign languages, in one of which, Latin, she translated the phrase "born again" as "regenerated" and forgot the plain Anglo-Saxon of it, namely, the hint of two births, a "first birth" and a "second birth." Twice is man born, evidently.

Once, quite evidently into this world, and once—now just what normal sentence should follow?—It is: "And once into the other world." In other words, for many of the most practical, ethical and spiritual purposes, it is really all that seems needful to think of man as a resident of two worlds, one of which dwells upon his consciousness at birth into the present world, or the natural world, and another which dwells upon him at his birth into the other, the spiritual world, that birth being usually called "Death," but erroneously so called. For death is a second birth. It is as normal a birth into a future life as his birth to earth was a birth into future world. For the little one that was to be born into this world was waiting to be borne into a "future world" and entered it at birth, and so every one of us, wandering about among the shadows and unrealities of this valley of the shadows of death, can confidently look forward to birth into a "Future world," a world of real and spiritual things.

In these days when many breaking and broken hearts are looking out through the vacant places of the home into a world, hitherto uncertain and shadowy, into which their loved ones have entered, especially through and by reason of the late carnal of brutality, the world-war, the Church will make no serious error if she permits older concepts of a theological nature to evanesce and fade, and substitute for the older ideas of "regeneration" this newer one of second birth, called death. She may even go so far as to indicate that as the little stranger came into this world and was expected and met by a wondrous love and wonderful provisions for all its organs and

all its waiting eyes and ears, and lungs and heart, so our loved ones pass through a second birth into a world as confidently awaiting their coming as it was awaited when they came into this world. The same love, the same tenderness, the same care, and the same wonderful adaptation of the things of that world to the cravings and needs of their souls, may be as confidently expressed as were the older and obsolescent theological dissertations of those, older "days" which have ended. "Ye must be born again" to enter the "Kingdom of Heaven." And is not that what takes place at death?

REV. ABOLPH REEDER.

Orange, N. J.

Limousine Tour From the Atlantic to Pacific Is Planned Next Year

The American Automobile Association announces that it will stage a

limousine tour from the Atlantic to the Pacific coast next year. This is to be promoted in conjunction with the revival of the old Gladiolus tour. It is proposed to have a Pullman train accompany the limousine contingent, so that comfortable sleeping quarters and a well-stocked larder will be assured en route.

The announcement of this tour calls attention to an interesting phenomenon in motor travel—the rapidly increasing popularity of closed cars. This year fine leading manufacturers vying with each other in new offerings of the closed type.

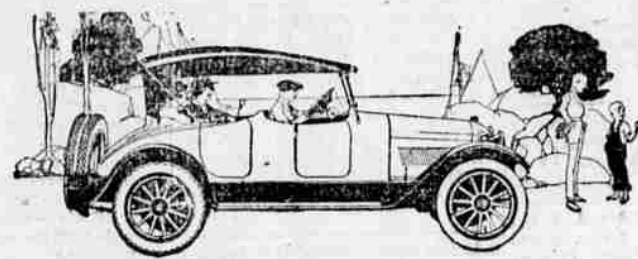
The Auburn Company, for instance, has just announced two new models—a sedan and a coupe. The closed models of the Beauty-Six are characterized by the same verve and grace of line which have won such marked favor for the open models. They afford ample room for luxurious comfort rather than mere riding space, and in elegance of appointments and fittings they are up to the usual Auburn standard of excellence.

In the production of fine bodges, the Auburn Company occupies an enviable position. Then men who build Auburn bodies are trained carriage builders. Many of them have been long engaged in the construction of coachwork widely known for its beauty and enduring worth. The ideals of this guild of coach workers permeate the atmosphere of the Auburn shops. Time, effort, expense, are minor considerations. Quality is the prime requisite. Supplied with the finest materials and with every facility, these highly trained coachbuilders work with but one idea in mind—to produce for the Beauty-Six bodies of the utmost excellence. "In my opinion, the growing popularity of the closed models is due to their wide serviceability," says Al Daniels, distributor of the Auburn Six.

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In outstanding grace of line and luxury of appointments, the Auburn Beauty-SIX marks the ultimate triumph of motor car designing.

AUBURN Beauty-SIX

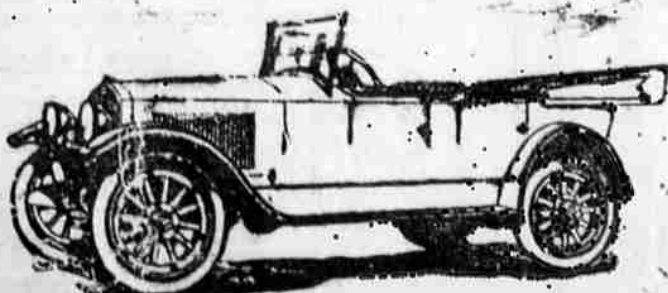
And Auburn performance is a perfect complement of Auburn beauty. In rough going on country roads, at forty or fifty miles an hour on the highway, or crawling along crowded streets, the Beauty-SIX is unsurpassed in comfort and ease of control.

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THE CONSUMER'S FRIEND.

SAVINGS OF WAR SCENE

AN POINTS OF ACTION, A

EVENTS FROM WAR'S B.

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Make Washday More Pleasant, by Purchasing some of the Necessities of the wash room, at—Reasonable Prices—

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Brass Washboards	39c, 69c, 89c
Copper Bottom Wash Boilers	\$2.89 to \$4.49
Heavy Tin Wash Boilers	\$3.19, \$3.35, \$4.25
Clothes Wringer	\$5.69, \$5.95
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Galvanized Wire Clothes Line	33c, 43c, 53c
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