WHEN YOU GO ON TRIP TO BOSTON

Ware Pickpockets, They're On The Lookout

Some "Don'ts" by Police

Money Thieves and Suitcase Men in Town as Well; Their Victims Vacationists at Sta tions and Wharves





Motor Company, adapted for Ford Cars. cost, and vel-

Canadian Fairbanks-Morse Co., Limited Exclusive Wholesalers for Canada.



SPECIFICATIONS

MOTOR-3 3-4x4, cast en-bloc. RADIATOR-Thermo syphon

TRANSMISSION—Selective type, three speeds forward and one reverse in unit with motor.

CONTROL—Centre lever operated by right hand, on transmission direct.

IGNITION—Distributor in connection with battery.

CARBURETER—Float feed,

GASOLINE-10 gallons capacity.

FENDERS—Crown.

LAMPS—Two head and one tail.

HORN—Electric.

TOOLS—Tool kit, jack, tire repair kit and pump.

CLUTCH-Multiple disc.

Make your

it. And Grade-One Liquid Creosote
Oil brings this advantage right to
your door because it is creosote in
such form that the average home
owner and farmer can use it.

Grade One
Creosote Oil

The biggest point about Creosote Oil is that you can apply it by brushing or dipping. No cumbersome, closed -cylinder method. Just as simple as painting. And it penetrates deeper than any other preservative. Stop those costly renewals. Use this wonderful preservative on all wood work exposed to earth or dampness.

Carritte-Paterson Mfg. Co., Limited Halifax, N. S. St. Jean, N. B. Sydney, N. S.

FENCEPOSTS ROT-PROOF

ALLIES' AIRMEN ARE SUPREME

Conditions Similar to Blackade

Our Men On Offensive

German Aviators Dare Not Approach British Lines; Allied Air- Beating the Fokker. men Take All the Chances

Catarrhal Deafness Cannot Be Cured



WHAT is LUX? It is

All grocers 10c.

Won't shrink

Goethe on the Scottish Highlanders.
At the close of his life Goethe was very much troubled by the evil influence of large European towns on health and on morals. He discussed this matter with Eckermann mentioned some puny, diminutive troops drawn from a great city.

"The Scottish Highlanders under the Duke of Wellington," said Gothe, "were doubtless heroes of another sort."

"Is aw them in Brussels a year before the Battle of Waterloo," Eckermann answered. "They were, indeed, fine men; all virile, eager and active, as if fresh from their Maker's hand. They carried their heads so freely and gallantly, and their strong bare legs stepped out so lightly that there seemed to be no original sin and no ancestral falling, in so far as they were concerned."

The Stottish Highlanders under the Duke of Wellington," said Gothe, "were doubtless heroes of another sort."

The British aviator having both his outward and his return journey to calculate upon, cannot rise as high as Immelmann, and, moreover, he wants of the Battle of Waterloo," Eckermann answered. "They were, indeed, fine men; all virile, eager and active, as if fresh from their Maker's hand. They carried their heads so freely and gallantly, and their strong bare legs stepped out so lightly that there seemed to be no original sin and no ancestral falling, in so far as they were concerned."

The Stottish Highlanders under the Duke of Wellington," said Gothe, "were doubtless heroes of another sort."

The British aviator having both his own lines. In this 200 horse-power Pokker he will be a limited the European to the Eustachian Tube. There is only one way to cure caterrhal the eight sea as diaderses, and that is by a constitutional earnedy. Catarrhal Deafness is caused way inflamed condition of the mucous lining of the Eustachian Tube. When his two be inflamed you have a rumbing sound or imperfect hearing, and individual the result of the Eustachian Tube. When his two be inflamed you have a rumbing sound or imperfect hearing, and individual the result of the Eustac

vety motor

are making more money for the investor than any other stocks on the market. Had you invested a few hundred dollars at the beginning with Ford, Hupp, the Reo, Saxon, Chalmers, Paige-Detroit, Chandler, White or any of several others, you would have a tidy fortune today.

Today the automobile industry is established along permanent lines and today it is paying bigger profits than ever before in the history of the business. It is a solid fact, however, that the big money has been made by those who had the foresight to get in on the ground floor with a newly established company. It is very true that some large profits have been made on the Stock Exchange during the past few months, but it is equally true that much larger profits have been made by those who bought these stocks when they were first put, out and the companies were being organized.

We are the largest exclusive dealers in automobile securities in the country. We do not handle any other stocks or bonds. We devote our entire time and attention to the automobile security market. For that reason we believe that we are in a better position to furnish facts and information and advice recard-

in a better position to furnish facts and information and advice regarding automobile securities than any other brokerage or banking house in the United States.

Within the last few months Willys-Overland has advanced \$130 per share. Reo has advanced over \$30 per

Chevrolet was selling for less than \$100 a few months ago, and is now over \$200 per share, and if you had bought Paige-Detroit you would have more than doubled your money.

Regardless of the merit of other automobile securities, we today advise the purchase of Emerson.

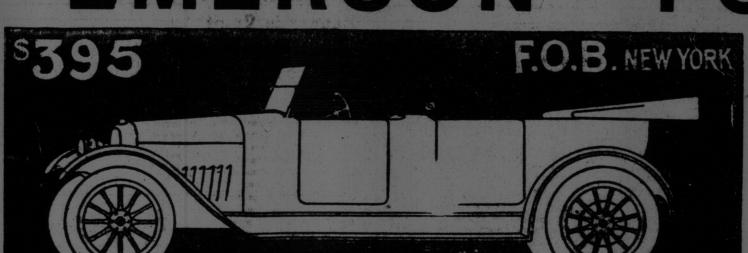
We urge all of our clients and readers to act promptly, for the price is on the eve of a big advance.

ROBERT P. MATCHES & CO., Inc., C. R. BERRY & CO., Inc. 310-313 Newport Bidg., 68 Devonshire Street, Boston, Mass.

Please send me catalogue, photographs and full information regarding an investment in the Emerson Motors Company.

St. John, (N. B.,) Times-Star, July 15 and 17.

AUTOMOBILE STOCKS THE ENERGY for the investor than any other stocks on the vestor than any other stocks on the



TEERING GEAR—Sixteen inch wheel. (Right hand, for foreign trade only.) EAR AXLE—Floating type. RAKES—Two sets on rear hubs.
RONT AXLE—Drop forged, I

beam,
WHEELS—Artillery type.
TIRES—30x3 front, smooth tread,
31x3½ rear.
FRAME—Pressed steel.
SPRINGS—Semi-elliptic front and
rear, long and easy riding.
WHEELBASE—110 inches, BODY—Stream line five passenger neatly upholstered.
FINISH—Black and nickel, no option as to color.
WINDSHIELD—Slanting, clear

The Lowest Priced 5 Passenger Car in the World 110-INCH WHEEL BASE

AUTOMOBILE PROFIT SHARING

OPPORTUNIT

THE EMERSON MOTORS COMPANY is incorporated with a capital stock of one million shares, each of a par value of \$10.00. Three hundred thousand (300,000) shares of this stock is 7 per cent. preferred, but at the present time all the Preferred Stock is in the Treasury. The Treasury also holds at present two hundred thousand (200,000) shares of the Common Stock. The company has no debts, has a substantial cash treasury and is actively engaged in manufacturing its first cars at its factory in Long Island City, New York.

DEMONSTRATING CARS ON DISPLAY
IN NEW YORK CITY TODAY.
The Officers and Directors include:—

Willis Geo. Emerson, Chairman Board of Directors.
T. A. Campbell, President (formerly Treasurer and neral Manager of the Imperial Automobile Com-

General Manager of the Imperial Automobile Company).

R. C. Hupp, Vice-President (formerly Vice-President and General Manager of the Hupp Motor Co. and automobile engineer of international repute).

George N. Campbell, Secretary and Treasurer (formerly Secretary and Factory Manager Imperial Automobile Co.)

M. S. Shanks, Assistant Secretary (formerly Secretary of the Monarch Motor Company, of Detroit, Mich.)

George B. Gifford, Director (General Manager of the Standard Oil Company, 26 Broadway, New York, N. Y.)

Jesse R. Leonard, Director (Director Columbia National Bank, Pittsburg, Pa.)

Amos H. Stevens, General Counsel Travelers Insurance Company; also General Counsel Stutz Automobile Company.

Company, also General Counsel State Tectorics.

Company.

In addition to these the Advisory Board contains the names of many men prominent throughout the United States in the banking and business world.

The books of this Company are audited once every month by The American Audit Co.

This new five-passenger touring car, to sell at the low price of \$395, is the result of Mr. R. C. Hupp's many years' experience.

During Mr. Hupp's long experience in the automobile world, and in the course of the evolution of the automobile industry for the past fifteen years, during which period his fame has become international, he says, after carefully checking everything over, that this new creation is without question the most perfect in design, durability and line of any low-priced automobile ever made.

It is well known that Mr. R. C. Hupp's approval and opinion of this new car is eminently worth while. He started with the Oldsmobile in 1902. At that time the car was sold at \$650, when other automobiles were selling from \$2,000 up. Mr. Hupp was graduated from the Oldsmotor Works to the Ford Company, in 1905. Through Mr. Hupp's knowledge and experience while making the lowest priced automobile in the world, with the Oldsmotor Works, he became one of the factors with Henry Ford in the production of the first \$500 Ford runabouts. In 1908 Mr. Hupp and associates org.nized the Hupp Motor Car Company, producing a car at \$750 which at that time was lower in price than the car which the Ford Company was turning out, as the Ford Company had advanced the price of their cars to \$975. Under Mr. Hupp's management the Hupp Company sales jumped from 590 cars the first year to 5,000 cars the second year, and an original investment of less than \$10,000 grew to a cool million dollars by 1912, when Mr. Hupp disposed of his interest and retired from the company, owing to the fact that he did not agree with the policy of his associates in bringing out a higher priced car.

This same year Mr. Hupp organized the R. C. H. Corporation, manufacturing and selling a touring car that was lower in price than any other car made except the Ford, and the very first year produced \$,000 cars, and had contracts with dealers for 19,000 additional cars, making a total sale of 27,000 for the first year.

Mr. Hupp has also had some experience in manufacturing higher priced cars, but his hobby has always been, and it has been his aim and ambition, to make and sell the lo

This new design, approved by Mr. Hupp, is the result of fifteen years' effort to make a low priced car and a car that can be operated at a low cost and that will stand up and give a greater service for the money than any other automobile made. The car itself is as well built, good to look at and easy to ride in as its higher priced competitors. It is a pure stream hody, with all late improvements, and will not only a, all to the public at large, but will prove a consistent, satisfactory method of transportation suitable for the man or woman in any walk of life. While the car will particularly appeal to those of limited means because of its low price, yet its graceful lines, ample power and economical expense of operation will create for the car a demand among every class.

An itemized estimate of the cost of manufacturing and marketing these cars, based upon a production of 80,000 cars per annum, beginning in 1917 indicates a net profit of \$69 per car, after making a liberal allowance for the cost of manufacturing, advertising, selling, overhead expense, etc. After allowing the 7 p.c. dividend on the entire issue of Preferred Stock, it indicates a net profit of \$1,860,000, or sufficient to pay dividends of 20 p.c. per annum on the Common Stock, besides setting aside \$460,000 to surplus. These figures are based on an estimate carefully compiled by men who know the automobile business and successful pioneers in the industry.

This new car should average 20 to 27 miles or more to a gallon of gasoline, and at the present high price of gasoline this in itself is a decided argument in favor of the use of this car.

The profits in the automobile industry are too well known to require comment. The day of experiment has passed. Today the industry, the third largest in the United States, is on a substantial and highly profitable basis. The greatest profit is being made in the manufacture of low-priced cars. The demand for the car that we propose to build is apparent to everyone. The cost of manufacture has been made for

creased production is self-evident. That the sale of the Preferred Stock at par will insure a sufficient capital to enable this company to go on a profit-earning basis seems an assured fact. That the Common Stock will soon become more valuable than the preferred seems inevitable.

The Company proposes to adopt the most modern business methods, paying cash as it goes, and pursuing a conservative, business-like administration. The most progressive methods of manufacturing and selling will be adopted.

We own and offer for sale a very limited block of

be adopted.

We own and offer for sale a very limited block of the Common Pre-Organization Promotion Stock at \$6 per share. The par value is \$10, and the stock is fully paid and non-assessable. If you act promptly you can buy any number of shares from five (5) to five thousand (5,000) at \$6 per share. Simply fall out the coupon below for the number of shares from mant and mail it with your remittance by check, draft or money order. If you send currency be sure and register the letter.

Certificate of stock issued in your name will go forward to you by registered mail. We believe that you will see this stock selling at twice this price within the next few weeks. Immediate action is necessary you desire to obtain any of the stock at this very low figure.

Fill out and mail the coupon below today.

ROBERT P. MATCHES & COMPANY, INC. Successors to C. R. BERRY & CO. Inc. 310-313 Newport Bldg., 68 Devonshire St., Boston, Mass,

I inclose herewith \$\\$ in full payment for shares of the Pre-Organization Promotion Stock of the Emerson Motors Company at the special price of \$6.00 per share (par value \$10.00) fully paid and non-assessable.

NAME