

HOCKETT ACQUIRES INTEREST IN STORE

William N. Hockett, for eighteen years manager of the Zwissler bakery on South Fifth street, and his brother-in-law, Harry Cain, have purchased the George Shofer grocery, South West Third and Main streets. Mr. Hockett has severed his connection with the bakery company and will be succeeded as manager by George Zwissler.

A few nights ago John Zwissler gave a banquet at his Main street bakery in honor of Mr. Hockett. Twenty employees were guests at this banquet. Mr. Zwissler presented Mr. Hockett with a gold watch and the other employees presented him with a beautiful K. of P. watch charm.

REPORTS DATA

(Continued from Page One.)

plain of such a law because they will see the justice of it."

The following description was given of the business section:

"Principal Mercantile District—Limits: Beginning at Main street and Fort Wayne avenue; bounded roughly by Fort Wayne avenue, Sailor alley, Eighth street, alley between Ninth and Tenth, Sailor alley, Eleventh street, alley south of Main and Fourth street.

DOCTORS USING AMOLOX WITH GREAT SUCCESS

This remarkable letter, coming from a prominent physician engaged in active practice for over 25 years, proves the merit of this wonderful new remedy:

I have used Amolox in four different cases with excellent results. All showed marked improvement from the start. Two apparently are cured, the skin being free from scales and redness, and perfectly normal.

I consider Amolox a Remedy of rare merit. I know of nothing in the modern text-books that equals it in therapeutic value.

Very truly yours,
H. R. Hill, M. D.
Pimples on the face, Blackheads, Acne and all minor skin troubles yield quickly to the use of the Amolox Ointment. Sufferers of Eczema, Psoriasis, Tetter, Salt Rheum, and bad chronic cases of skin diseases lasting for years, should use both the Ointment and Solution to effect a cure. Trial size, 50c. Guaranteed and recommended by A. G. Luken & Co.—adv.

to the place of beginning. It includes fourteen blocks or part blocks and covers approximately twenty-five acres.

"Of the total area, 28.6 per cent. is in streets; of the block area, 80 per cent. is built on. Block interior accessibility is good, through alleys or driveways. Streets are 60 to 80 feet wide, mainly 66 feet; they would be of little value as fire breaks under such adverse conditions as may readily occur. There are no parks or similar open spaces in the district.

Small Sheds Dangerous.

"There are two fireproofs, a 4-story bank and office building, and a two-story telephone exchange, also the semi-fireproof post office; there is a moderate amount of small frame structures, largely sheds and rear additions covering eight per cent. of the built on area; ninety per cent. of the construction is joisted brick. Areas are mainly small to moderate; twenty-seven buildings and communicating areas of between 5,000 and 10,000 square feet cover twenty-seven per cent. of the built-on area; eight buildings and communicating areas in excess of 10,000 square feet cover sixteen per cent. of the built-on area.

"Heights are moderate; eleven buildings are four stories high and one is five stories high; others are three stories or less.

"Construction is very poor from a fire prevention standpoint. Exterior walls and party walls are generally light; many are only eight inches thick on the upper story; the National Board of Fire Underwriters building code requires 12-inch exterior walls.

Sprinklers installed.

"The warehouse and wholesale section lies along Fort Wayne avenue and North E street from D street to Tenth street. These are four small blocks, closely built with two to four story buildings, mainly of joisted brick. The largest building is of semi-mill construction. Two large establishments are sprinklered, otherwise there is little internal protection. Construction is generally light, especially for warehouses; floor, roof and window openings are mostly unprotected. The district is exposed on the north by a large railroad station with frame train shed and several factories, and on the east by factories. Streets are narrow, and a fire under headway could easily sweep most of the section. Here is a place where adequate window protection and automatic sprinklers would greatly reduce the conflagration hazard.

"We have no record of any lives being lost by fire or smoke where automatic sprinklers were installed. The danger of smoke is lessened as the smoke has to pass through the drenching spray from the sprinkler and the damaging qualities are removed.

"We have four things to consider before fires can be extinguished. They

are discovery and summons, and response and action. The automatic sprinklers discover the fire at once, the alarm or summons is given immediately through the valves and there is response and action at once. As an auxiliary to fire departments, sprink-

lers are invaluable as they get to the heart of the fire where men cannot get. In eighteen years, 95.6 per cent of the automatic sprinklers acted. In the 4.4 per cent failures, the city water was shut off or the pressure was weak."

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—AT—
FIVE FORTY-EIGHT



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Delishus Cake

would prove an immediate success but we did not foresee the overwhelming demand, and as a result many who wanted Delishus Cake were disappointed.

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choose from two kinds—White and Gold each pound is wax paper wrapped and in an individual carton. The price is but 10c. Try a DELISHUS CAKE today—you'll find it a

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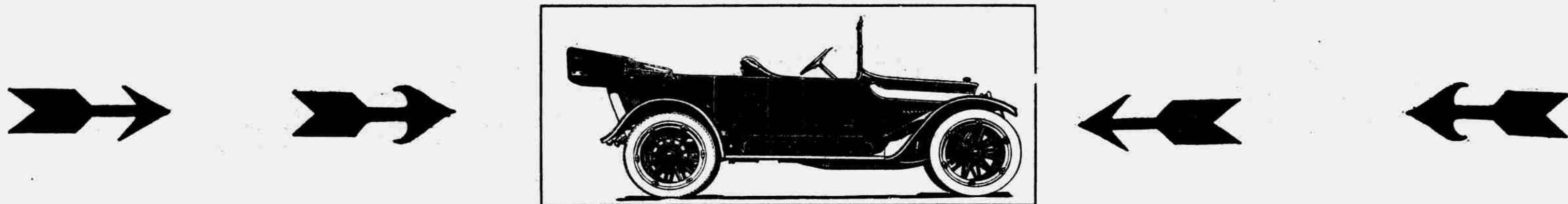
The New REO The Fifth

"The Incomparable Four"

Touring Car
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Complete

Surely This Must be a Wonderful Car to Enjoy Such a Demand

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Reo Cars Are Equipped With Valve-in-the-Head Motors

The Most Accessible Automobile in the World

What need we add to what you already know of this great car? For, of course, you do know. If you have not owned one, you have many friends who do. And they have doubtless told you in more extravagant terms than I would care to use.

The three unit power plant which always has been and always will be a feature of REO automobiles, makes this the most accessible automobile in the world. REO Engineers insist that the only excuse for the 2-unit chassis is that it is easier and cheaper for the manufacturer—while it is obviously less accessible and, therefore, more expensive to the owner. You know the type we mean that in which the transmission is incorporated in a kind of annex to the motor or the rear axle in such a way that in order to make an adjustment or repair to one unit you must disturb two complicated mechanisms. STUDY THE REO CARS, go over each unit separately and note the vast attention and care that has been exercised in the direction of simplicity and accessibility.

From season to season we have made such improvements as the progress of science made possible, and as our facilities have increased and our purchasing ability become greater, we have from time to time reduced the price of REO cars at the same time we have increased the quality and size. In the case of this four there are two things we had considered impossible, a bigger at the same time a better car.

1915 Improvements

IMPROVED UPHOLSTERING—lighter backs to seats.
IMPROVED WINDSHIELD SUPPORT—with braces running from cowl to body sill—secret of success of "one-man top."
POCKETS in all doors.
INSTRUMENTS mounted flush on instrument board.
HOOD FASTENERS—new and improved type. Stay put—and unfasten readily when you want them to.
ENTIRELY NEW TOP—A real one-man top. Can actually be put up or down by one man—after long use as well as when new.
WINDSHIELD—Oval moulding and pressed steel construction throughout. New method of fastening—and top attaches direct to windshield.
RADIATOR—New method of securing to frame—more flexible—prevents strains on roughest roads. More cooling capacity.
WHEEL BASE—Increased three inches, body 3½ inches longer, also wider.
NOBBY TREAD TIRES on rear wheels—Extra wide, oversize, demountable rims with new locking device.
SPRINGS—Improved method of lubrication for spring shackles.
STREAMLINE HUB CAPS—an exclusive Reo feature. Covers all bolt heads, dust and oil proof.
ANTI-RATTLER on brakes, and anti-rattling support.

IMPROVED STARTING MECHANISM—Same system but doing away with shifting gears; also with sliding contacts and resistance. Silent; no over-running or roller ratchets nor any part to wear when car is in operation. We think it is perfection.
NEW HEADLIGHTS with hingeless, anti-rattling doors and outside focus attachment.
NEW DESIGN FENDERS—crown type, closer fitting under pan.
NEW METHOD of supporting ignition coil. New design universal joint for generator—impossible for backlash or rattle to develop by wear.
NEW CYLINDER DESIGN—Independent exhaust ports. Injector type exhaust manifold. New low-pressure muffler.
NEW THREE-PIECE piston rings, giving greater power and acceleration.
IMPROVED VALVE operation mechanism—larger surfaces, ball joints, self-lubricating.
NEW ONE-PIECE cam shaft—larger bearings—and hardened and ground.
ADDED FRICTION SURFACE to clutch. New operating mechanism calling for less foot pressure.
EQUIPMENT—One-man top. Flush instruments, highest priced d'Arsoval type ammeter—and the usual tools and accessories.

More Than 40,000 Are Today in the Hands of Users. 13,500 Sold Last Season. THERE MUST BE A REASON.

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