

## REDUCING THE WEIGHT.

Experts Advise Eating Four to Seven Times Per Day.

Obesity has bothered and burdened humanity since the beginning of civilization. The only cure for it ever found has been through dieting, and in the course of time there have appeared several dietetic experts who have attained lasting fame through their successful treatment. Chief among these were Oertel, Erbstein, Banting, Schweninger, Schleischer, Germain, See, Hirschfield and Von Noorden.

Oertel's treatment was rather more liberal than the others, and was well suited for those cases in which the dieting could be combined with exercise. A proper combination of this kind causes the absorption and oxidation of the fat deposited between the muscular tissues and the renewal of more vigorous action of the muscular fibres, which are shielded from waste by the liberal proportion of proteid food admitted. Especially is this treatment aimed at increasing the vigor and force of the heart action.

For exercise Oertel prescribes a systematic course of hill climbing. He maintains the fluid in the body must be reduced before the accumulation of fat can be diminished. His dietary for patients capable of muscular effort and locomotion allows a maximum of 50 grams of fat, 200 grams of carbohydrates and 50 grams of albumen daily.

He greatly restricts the amount of fluid, contending that this reduces blood pressure and lessens venous stasis. The result claimed is that nutritive changes are produced in the fatty tissues which cause the food to become disintegrated, carried away and burned up.

While most cures for loss of flesh advocate fewer meals a day, the standard obesity cures all prescribe more meals—from four to seven a day. Oertel's being among the less severe, calls for four. Oertel's allows the following articles. Lean roast and boiled beef and veal, mutton, game and eggs. Spinach and cabbage are highly valued among the vegetables. From four to six ounces per diem are given, and fats and starches are restricted as much as possible. Sugars are withheld altogether.

The fluid prescribed consists of a moderate cup (about six ounces) of coffee or tea or milk twice a day, with 12 ounces of wine with an equal quantity of water, which may be taken with meals, but at intervals during the day to allay the thirst. In the less serious cases Oertel allows the fluid to be gradually increased. Here is a typical menu under the Oertel system:

Morning—One cup of coffee or tea with a little milk, altogether about six ounces; bread about three ounces.

Noon—Three to four ounces of soup, seven to eight ounces roast or boiled beef, veal, game or lean poultry, salad or a light vegetable, a little fish (cooked without fat) if desired, one ounce bread or farinaceous pudding (never more than three ounces.) three to six ounces of fruit (fresh preferred) for dessert. It is desirable at this meal to avoid taking fluids.

Afternoon—The same amount of coffee or tea as in the morning with at most six ounces of water, and an ounce of bread as an exceptional indulgence.

Evening—One or two soft boiled eggs, an ounce of bread, perhaps a small slice of cheese, salad and fruit, six to eight ounces of wine with four or five ounces of water.

After the weight of the patient has been sufficiently reduced through the above diet, the next problem is to provide for him a regimen that will prevent a return of the fat. For this purpose Oertel recommends several diets.

Water should never be allowed in quantity. Oertel says, and what little is allowed should be drunk at intervals through the day.

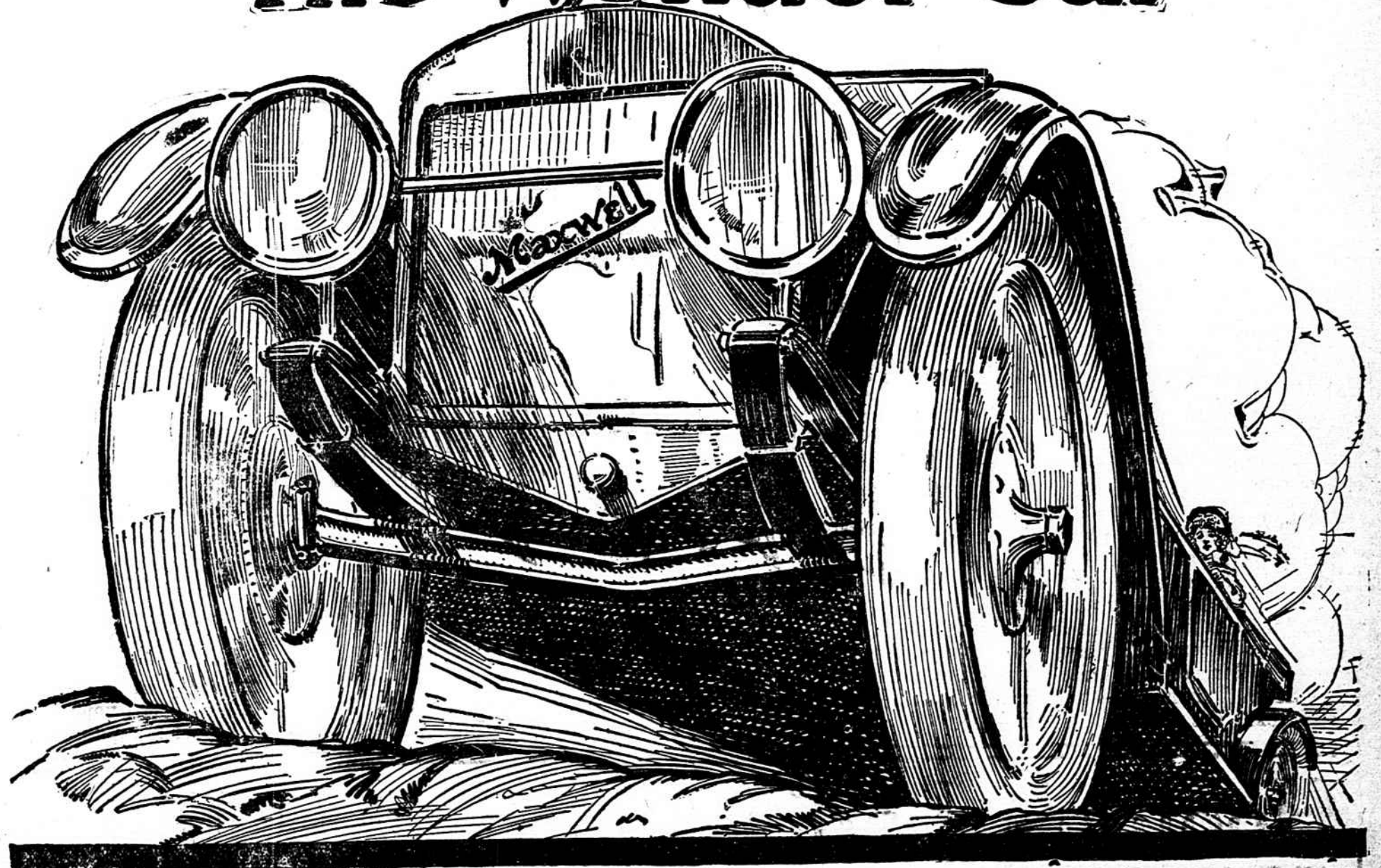
Although Oertel allows light wine in very small quantities, this is simply because most of the Europeans demand it. Modern tests have proved beyond doubt that the entire absence of any kind of alcoholic beverages aids greatly in the reduction of flesh. Alcoholism is believed to be the inciting cause of some of the worst forms of obesity, especially that of a hereditary character.

## FARMER FATALLY INJURED.

Fred Tuck, of Spartanburg County, Crushed by Cotton Bale. Spartanburg, April 24.—Fred Tuck, of Boiling Springs, in the upper part of Spartanburg county, was fatally injured here late today, when his mules became frightened and caused his wagon, loaded with cotton, to collide with a railway trestle on Elm street, throwing a bale of cotton from the vehicle on top of him, crushing his ribs, rupturing one lung and breaking his back. At the local hospital, where he was taken, his injuries are said to be fatal. He has a wife and seven children.

# Maxwell

## "The Wonder Car"



## You can own an exact duplicate of "Wild Bill" Turner's or Billy Carlson's record-breaking Maxwells

Think of owning one of these same Maxwells—think of driving it wherever you want to—over any kind of roads—up any kind of hills, wherever four wheels can go, the same car for \$695.

Remember, every 1915 Maxwell is an exact duplicate of the regular stock Maxwell Touring Cars in which "Wild Bill" Turner broke the world's record up Mt. Hamilton, 21  $\frac{7}{10}$  miles in 48  $\frac{1}{2}$  minutes, beating the world's record by 16  $\frac{1}{2}$  minutes, and "Billy" Carlson broke the world's record up Mt. Wilson, California, making nine miles (up an elevation of 6,000 feet) in 29 minutes and 1 second, beating the previous world's record by 13 minutes.

That's the kind of hill-climber you get when you get a Maxwell.

Now about speed and endurance—here are some recent Maxwell Racing Car records:—

Barney Oldfield in a Maxwell Racing Car broke the world's non-stop record at Corona, California, for 300 miles, averaging 86.3 miles per hour. Think of it—not a stop made!

Then, right on top of this marvelous motor record, along came "Billy"

Carlson in his Maxwell Racer and made still another 300 miles non-stop record in the San Diego race. Again a Maxwell Racer ran 300 miles without a stop!

These Maxwell Racing Cars are built by the same Designers, the same Chief Engineer, that build the regular Maxwell Cars; and the same Maxwell Laboratory Tested Steel is used in them that is used in the regular stock Maxwell Touring Cars.

But, aside from hill-climbing and speed, power and endurance records, here are some of the facts about Maxwell comfort,—Maxwell special features,—Maxwell beauty and Maxwell service.

### Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

#### Attractive Streamline Body

Pure streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "snap" that you will find in any of the highest priced cars.

#### A High-Tension Magneto

Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.

#### Left Side Drive—Central Control

Left side steer with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.

#### Three-Speed Sliding Gear Transmission

All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will

pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.

#### Double-Shell Radiator with Shock Absorbing Device

The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame, caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.

#### The Roomy Full 5-Passenger Body Adjustable Front Seat

The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—so fit no one.

#### Low "Up-keep" Carburetor

The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tours conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.

#### Irreversible Steering Gear

The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.

#### Heavy Car Comfort

What surprises most people is the smooth, buoy-

ant riding qualities of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptical front springs and the three-quarter elliptic rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a 1-10 of their cost.

#### One Size of Tire—Anti-Skids on Rear

The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tubes. Economical 30 inch x 3  $\frac{1}{2}$  inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.

#### A Dependable Electric Starter

For \$55 extra, you can have your Maxwell delivered equipped with the famous Simms-Huff electric starter. This starter is efficient, trouble proof and easily operated.

And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear. When you buy a Maxwell you have nothing extra to buy.

## The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices.

This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

"EVERY ROAD IS A MAXWELL ROAD"

**\$695**

F.O.B. ELECTRIC DETROIT STARTER \$55 EXTRA

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