

It's
toasted to seal
in the delicious
Burley flavor—



**NICKEL FARE WILL
PLAY BIG PART IN
N.Y. MAYOR'S RACE**

(By Associated Press)
New York, Oct. 24—The nickel
appears to be a very real issue
New York's stirring mayoralty
campaign, now drawing to a close.
There are many other weighty is-
sues and all the candidates may not
be that the fair problem is up-
most, but it is the subject most
discussed about just now.
Several millions of persons
travel to and from work each
day on the subway, elevated or sur-
face lines, the fare question hits the

pocketbook and accounts for the gen-
eral interest.

Mayor John F. Hylan, who is see-
king re-election on the Tammany
ticket, long ago proclaimed himself
the original champion of the five-
cent fare. He fought attempts of
the various companies to raise the
fare in war days and carried his fight
to the legislature.

His opponents, however, have not
been lacking in political sagacity
and they too have pledged them-
selves to a nickel fare. But the
mayor's supporters claimed the en-
emy stole his thunder and have charged
that the promises of some of the
candidates have been made for cam-
paign purposes only.

Additional interest was created re-
cently when the Transit Commission
appointed by the legislature to in-
vestigate the traction lines, recommen-
ded that the five-cent fare be retained
for one year, pending a final deci-
sion. The recommendation was made
in a preliminary report, and the
mayor's supporters promptly raised
the cry that the report was issued
to influence votes. They asserted
that a loophole was left whereby the
fare might eventually be increased.
The Commission, in reply, denied
that and ulterior motive was involv-
ed. The commission, in its report,
also recommended that the lines be
municipally owned. This caused an-
other hot rejoinder from the mayor's
adherents, who said the mayor was
an advocate of city ownership.

Major Henry H. Curran, the Re-
publican-Coalition candidate, favors
the nickel fare and has endorsed, in
the main, the principal features of
the Transit Commission's findings.
But the mayor's admirers charge
that Major Curran represents the
"Traction Crowd" and that if he be-
comes mayor, the fare will be in-
creased. Major Curran denied he
represented any one and said he
would stand by his pledges, if elected.

As a corollary to the fare issue,
the question of "home rule" is in-
volved. Mayor Hylan has claimed
that the city should run its own af-
fairs, that the farmers in the legis-
lature do not know the needs of the
bustling metropolis. He has chafed
at the charter restrictions imposed by
the legislature and his appeal for
genuine home rule has been echoed
by the Tammany organization. But
Major Curran, too, has come out for
more home rule by the city.

The other issues have been devel-
oped to some extent by the findings
of the legislative committee, headed

by Senator Schuyler M. Meyer,
which was named to investigate the
Hylan administration. The mayor's
friends have claimed this committee
was appointed "to get something on
Hylan," a charge which was empha-
tically denied. Although the prin-
cipal officers of the city have been
called upon to testify before the com-
mittee, and some testimony has been
adduced tending to show irregulari-
ty in the police, dock and market de-
partments, no indictments have been
asked.

Major Curran, who has long been
connected with the city government
in various capacities, has claimed
that Mayor Hylan's administration
has been inefficient, that the vast
problems involved were too weighty
for a "short-sighted administration"
to handle. He has pointed out that
the running expenses of New York
amount to nearly a million dollars a
day and that the business of being
mayor simply means the immediate
application of business methods, with
a regard to planning for future
growth and development.

Major Curran has pleaded for
more schools—pointing out that
thousands of pupils are on part
time—and has called for business
methods in handling the housing pro-
blem.

The five other candidates have so
far taken but little active part in
the campaign discussions. The So-
cialists, however, through their ma-

**Gas Industry Now
Is Facing a Third
Change in Method**

(By Associated Press.)

Chicago, Oct. 24—As a result of
increasingly heavy demands made
upon the oil resources of the nation,
the manufactured gas industry is
now on the verge of its third revolu-
tionary change—the radical reduc-
tion of the use of petroleum in its
manufacture—according to engineer
members of the American Gas asso-
ciation, who will discuss this subject
at the annual meeting of the asso-
ciation here on Nov. 7 to 12.

The gas industry of the United
States at present uses approximat-
ely one billion gallons of oil annually
according to these engineers. High
prices of petroleum products, result-
ing from their wide and varied use,
and the probability that shale oil
will not be a suitable substitute,
makes it practically certain that coal
will be the only fuel used in the fu-
ture by manufacturers of artificial
gas such as is used for cooking and
illuminating in the homes of 49,000,
000 Americans and in thousands of
industries, the engineers claim.

Radical changes in the heat re-

quirements of gas and the introduc-
tion of many fuel conservation mea-
sures in Europe during the war and
since, intended to conserve the
world's fuel supplies, are being stud-
ied at first hand by the association
which has sent an engineer for the
association across the Atlantic to
make an investigation and report.
He will make a report which will be
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**East to Meet West
in Athletic Games**

(By Associated Press)

Berkeley, Cal., Oct. 24—Arrange-

ments are being made for annual
contests between University of Cal-
ifornia and University of Illinois
track and football teams, Graduate
Manager Luther Nichols of Califor-
nia announced here recently.

Present plans call for trips to Cal-
ifornia in 1922 by the Illinois track
and football teams and for return
visits in 1922 by the California ath-
letes. Baseball games may be ar-
ranged later.



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but when it comes to the quality you have to
depend on the reputation of the manufacturer.

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prices surprisingly reasonable considering the quality and style of the
shoes we sell.

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only half worn.

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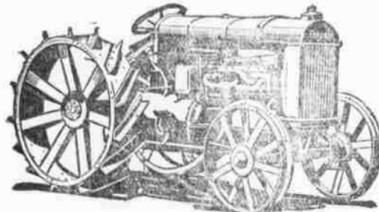
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