

# FALL CAMPAIGN OPENS IN LONDON

## Suffragists to Make Concerted Attacks on Opposing Members of Cabinet.

London, Nov. 8.—The opening gun of the busy autumn campaign of the National Union of Women's Suffrage Societies, the constitutional organization of the suffragists, will be fired in November in the form of a concerted attack on the constituencies of the cabinet members who oppose women's enfranchisement.

This preliminary attack will take the form of political support of certain labor candidates, who expect to oppose the anti-suffrage cabinet members at the next general election. The government is being attacked because, although it has a majority in favor of women's suffrage, it refuses to make their enfranchisement a government measure. The Labor party will be assisted because it is, so far, the only party which has placed women's suffrage in its official platform. The Union itself is non-partisan, embracing members from all parties, but it is the considered opinion of the officials that the hand of the government should be forced by opposing its anti-suffrage adherents.

The educational side of the campaign is to be concentrated on an effort to show the public quite clearly one at least of the reasons why the Union desires the enfranchisement of women. This reason will be expressed in terms of the welfare of children. A program has been arranged under the general title of "The Child and the State." The campaign will be carried on under the various heads of infant mortality, children in the schools, defective children, delinquent children, state children, employment of children, and the legal position of children.

## HOW MILITANTS GET BEST OF POLICEMEN

London, Nov. 8.—The police have been subjected to considerable criticism for the small number of arrests they made at the recent Bow Bazar in the East End, when Sylvia Pankhurst was rescued by her followers, but modestly has prevented the London policeman from coming forward with a perfectly adequate excuse for his small suffragette bag.

The story of the newest form of militant strategy might never have been made public had not some of the victorious suffragettes boasted about it to their friends. According to these fighters every time a policeman grasped a suffragette one of her comrades told off for that purpose, would rip open the officer's coat and cut his suspenders. Torn between conflicting senses of duty and modesty the constable had to sacrifice his capture or his dignity, and everyone who knows the London "bobby" will guess that the prisoner escaped.

The troubles of the much-abused police did not end with the escape of their prisoners, for when they were lined up before the inspector to report off duty, they got a rating for their failure to stand at attention with hands at their sides. The chafing of their comrades in the station house, when they discovered the cause for this slackness, did not add to their happiness.

It is said that when Miss Pankhurst was arrested the next night at Poplar Town Hall, her captors had provided for a repetition of the attack by anchoring their trousers so securely that a mere snipping of the suspenders did not cause them any concern.

## YACHT DESIGNER STRICTLY THOROUGH

London, Nov. 8.—Yachtsmen who followed the races around British Isles and in continental waters during the past season tell an incident which emphasizes the thoroughness with which Charles Nicholson, the designer of new America cup challenger, carries out everything he undertakes.

It occurred aboard the "Istria," which won the 15-metre race at Kiel last year. Nicholson not only designed and built but also skippered the "Istria" in her big races. On the occasion mentioned the yacht was late in getting under way for the starting point and a friendly steam yacht gave her a line. Those on the steam yacht soon learned the cause of the "Istria's" lateness. Perched above the cross-trees was Nicholson, the designer, builder and skipper, making sure that some bolts were quite right before the race started.

Nicholson is probably the least worried of the men interested in the big race of next year. Asked the other day whether he was not kept busy on "Shamrock IV," he shook his head and said: "It does not worry me. It is just a question of building another yacht, only it is a little larger." Despite this Nicholson can be depended upon to see that everything possible is done to win the cup, no matter how much work and consideration it takes.

## SOCIALISM SPREADS FAST IN GERMANY

Berlin, Nov. 8.—Socialism continues to spread in Germany, despite attacks from without and dissensions within the party. Figures just published for 1913 of the number of Socialists in city councils, boards of aldermen, township boards and other organs of local government show such a remarkable increase that the Crown Prince may well fear to see realized in his reign Herr Bebel's prophecy that he would live to reign over a nation in which the Socialists will be in a majority.

On March 31, 1912, there were 10,442 Socialists distributed in the various local government organizations; a year later the number had jumped

to 12,001, an increase of 1,559, or nearly 15 per cent. These figures would be far higher were a straight manhood suffrage substituted in Prussia for the present Prussian class franchise. It is figured that the number of Socialist aldermen would then be almost doubled, and that many of the big cities of Prussia would be in the hands of Socialist councils, as several of the non-Prussian towns in Germany already are.

## DRASTIC REMEDY FOR CROWN PRINCE

Berlin, Nov. 8.—"Emperor William should arrest his son, the Crown Prince, and shut him up in a fortress," is the drastic remedy suggested by a Berlin weekly as the best solution of the situation created by the Crown Prince in taking a stand against the Emperor in the matter of the accession of Prince Ernest August of Cumberland to the throne of Brunswick.

The editor's suggestion recalls the fact that Frederick the Great, when Crown Prince, was actually arrested and kept under strict surveillance by his father, King Frederick William I, and that the old Emperor, William I, wished to send his son, later Emperor Frederick, to a fortress cell. The present conflict between father and son is, in fact, an old Hohenzollern tradition that has been handed down with striking regularity from one generation of the dynasty to the next. These conflicts have, however, lost much of their sharpness. Nevertheless, it is only sixty-three years since the old Emperor William, at a time when he was still heir apparent to the throne of Prussia, flung his sword to the ground before his brother, King Frederick William IV., with the bitter remark: "Nobody can honorably serve longer under you." Hardly ten years had elapsed when William himself, then king of Prussia, found his own son, afterwards Emperor Frederick, at variance with him and siding with the Diet in refusing to make heavy military appropriations.

It was a well known fact that the present Emperor himself, was, during the brief hundred days reign of his dying father, vigorously opposed to him in many of his measures, and William did not hesitate to show this by a complete change of policies as soon as he ascended the throne. All things considered, therefore, the present contest between the Emperor and the Crown Prince is but a mild repetition of the old Hohenzollern tradition.

## DEMOCRATS ARE GROWING WEARY

The Tribune says: Democratic leaders are wearying over the long wait for the appointment of federal officers for this district. Only a few appointments of postmasters have been made thus far, although the terms of several Republican postmasters in various towns of the state have expired, and some of the principal federal officers of the state are still continuing in office on borrowed time.

The only important federal appointment affecting this state that has thus far been made is that of W. C. Whaley of Helena, as collector of internal revenue for Utah, Idaho and Montana. Though Mr. Whaley's appointment was confirmed several weeks ago, he has not yet taken office. It is probable that he will wait until the first of next month before assuming the duties of the office.

In the postal department the only important appointment that has been made is that of W. W. Browning as postmaster of Ogden. A few of the smaller postoffices have been filled, but there are several places where Republican postmasters are holding office beyond the terms because of the failure of the administration to designate their Democratic successors.

The term of office of United States Marshal James H. Anderson, expired last summer, while that of Surveyor General Thomas Huli ends officially early next month. United States District Attorney Hiram E. Booth has been asked to resign his office. United States Assayer J. U. Eldredge Jr. asked months ago to be relieved from his duties, and the register and receiver of the land office at Vernal have both resigned.

There does not appear to be any likelihood of the immediate appointment of Democrats for these places. Recommendations have been made by the state committee and the national committee man for several of these places.

Reports from Washington are that the marshaling situation will not be settled until further investigation has been made into the records of the various candidates for the place. George A. Storrs has the indorsement of the national committeeman and the state committee, but his appointment has not yet been recommended by the department of Justice. It has been charged that Storrs is too closely affiliated with Reed Smoot to make him available as a Democratic appointee.

The department of Justice has asked for the resignation of Booth, but has not indicated a preference as to the appointment of a successor. W. W. Ray has the indorsement of the state committee and the national committeeman for the place while Frank B. Stephens is the candidate of a number of other prominent Utah Democrats.

The appointment of John W. Geller as government assayer has been expected for several weeks. He has been recommended for the place by the Democratic leaders and there is no opposing candidate for the position.

The present assayer is eager to give up his position and has made several requests to be relieved.

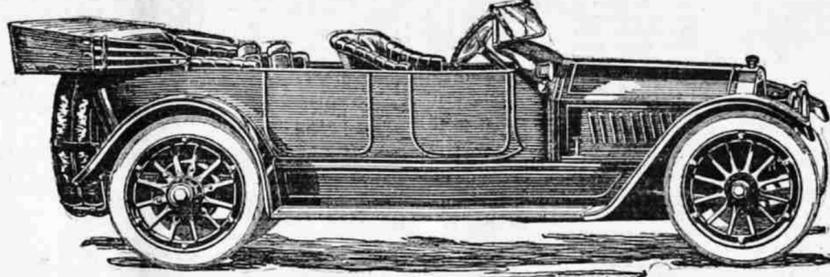
The appointments of the candidates for register and receiver of the land office at Vernal have been held up pending an inquiry as to the qualifications of the candidates. Byron Nebeker and Peter Hansen have been recommended to the department of the interior for these positions.

I. C. Thorsen has been indorsed by the state committee without opposition for the position of surveyor general. The recommendation that he be appointed has not yet been forwarded to Washington.

It is probable that W. R. Wallace, national committeeman, and other



This is the Motor Car BROWNING BROTHERS' CO., have decided to back with their reputation and money. Months of the closest investigation PROVED to them that the COLE is the epitome of sterling quality and thorough workmanship. This exhaustive investigation of the whole industry PROVED to them that the COLE is the automobile combining all the essentials of a high grade motor car at the medium price of \$2050.00 f. o. b. Ogden, for a four-cylinder car and \$2750.00 for a six. It proved to these men that THE STANDARDIZED CAR, MADE OF THE TESTED BESTS OF EVERYTHING, is the automobile that YOU should buy.



COLE seven-passenger, six-cylinder touring car, 136inch wheelbase, completely equipped, Delco electric self-cranking and all, \$2750.00 f. o. b. Ogden. Also see the COLE Four, with its wheelbase of 120 inches, completely equipped, \$2050.00, f. o. b. Ogden.

# Announcing New Series Nine



The Cole for the past four seasons has been regarded as one of the most aristocratic cars ever built. Its beauty of design, its almost noiseless motor, its superb appointments have been the pride of every Cole owner. The Cole has incorporated every new desirable feature as soon as it became absolutely practical—and not before. The New Series Nine Cole is the most superior and best-looking Cole ever built. It has earned the right to be called

# The Standardized Car

There are no weak spots in this car. Every unit is the work of the recognized specialists in each instance—the maker of the Standard unit in his particular line. That's why it has been christened by you and other motorists The Standard Car. That's why we are proud to display on the radiator of this standardized car this name Cole.

specialists in the world out of the best possible materials, and that you can buy this car—the standardized car—practically half the price of the so-called high priced manufactured car. Then make him prove that his car is not an assembled car—a car the parts of which are assembled from promiscuous sources, after they have been selected because they are cheap—not because they are good. Get firmly in mind what a standardized car is and then tell him you have quit guessing—that you now KNOW what you want—that you no longer have to depend on anybody's judgment but your own. Take this definition with you when you go down automobile row:

### ROLL OF HONOR

Parts Found in the Series Nine Cole

- Timkin Axles and Bearings.
- Cole Three-Point Suspended Unit Power Plant—Northway
- Mayo Radiator Gemmer Steering Gear
- Delco Electric Apparatus Spicer Universal Joints
- Detroit Steel Products Springs
- Hydraulic Pressed Steel Frames
- Janney-Steinmetz Seamless Steel Gasoline Tank
- Firestone Tires Firestone Demountable Rims Warner
- Speedometer Collins Curtains Taylor Tire Pump
- Motor Driven Stromberg Carburetor

Whenever any of these parts ceases to be the standard of its kind, the Cole will cease to use it.

You can find all of the standardized parts only in the Cole—all the best cars have some of them.

The Cole is the first motor car ever built entirely from standardized parts, therefore it's the first 100 per cent standardized car, and marks the most advanced commercial step the motor car industry has ever taken. The Cole is the beginning of a great movement which will insure your getting one dollar's worth of real motor car value for every dollar you put in an automobile. Thus far the Cole is the only car on the American market made from the standard, recognized, tested bests of everything. This means that it can and does give you your money's worth.

Make the man who sells you a car prove that it is completely standardized. Tell him that you will consider no so-called manufactured car, because you know that, in the first place, there is no such thing, and if there were you would not buy it because it is not the work of specialists. Remind him that a car has actually been built by the greatest

A Standardized Car is any car built entirely of standardized parts. A standardized part is any part which has been built so well that it has become the standard whereby all other similar parts are measured.

Remember that the Cole Motor Car Company does not assemble a standardized car. Each great specialist who makes a part for the Cole sends that unit to the Cole, built to the Cole Master Blue Prints, and crated, oiled and in a state of

## THE NEW "SERIES NINE" COLE COMES IN TWO CLASSES—A FOUR AND SIX-CYLINDER.

- The four-cylinder Cole with a wheelbase of 120 inches comes in the following models:
- Five-passenger Touring Car...\$2050
  - Four-passenger Toy Tonneau...\$2050
  - Two-passenger Roadster...\$2050
  - Three-passenger Coupe...\$2500

The prices on both Fours and Sixes include as complete equipment: Genuine Pantasote Top and Dust Cover, Rain-Vision Windshield, Warner Speedometer, Delco Electric Horn, Power Tire Jump, Firestone Demountable Rims, extra rim and rear tire irons. The tire sizes on the four cylinder Cole will be regularly 34x4 1/2, permitting an oversize of 35x5. On the Cole Six, 36x4 1/2, permitting an oversize of 37x5.

- The Cole Six with a wheelbase of 136 inches comes in the following models:
- Seven-passenger Touring Car...\$2750
  - Six-passenger Toy Tonneau...\$2750
  - Two-passenger Roadster...\$2750
  - Four-passenger Coupe...\$3150
  - Seven-passenger Limousine...\$4200

All prices f. o. b. Ogden, Utah.

# BROWNING BROTHERS COMPANY

2450 GRANT AVE. TELEPHONE No. 2281. OGDEN, UTAH. COLE MOTOR CAR COMPANY, Indianapolis. Distributors for

Democrats will go to Washington soon to urge action on the Democratic recommendations for Utah.

### HEBER J. GRANT TO ATTEND CONVENTION

Apostle Heber J. Grant of the Mormon church will leave today for Columbus, Ohio, where he will participate in the work of the biennial convention of the Anti-Saloon League, which will be held there November 10, 11 and 12. He also will remain there for the national conference called to consider the temperance question which will be held November 14. Many prominent temperance organizations of the country have arranged to send delegates to the national conference, at which it is planned to launch one of the greatest campaigns for temperance ever begun in this or any other country.

Mrs. Lulu L. Shepard, president of the Women's Christian Temperance

union of Utah, has been in the eastern part of the United States for more than a month, and probably will go to the conference. She has attended conventions of the W. C. T. U. in Brooklyn and also in Astbury Park during her absence from Salt Lake.

### INFANT SON DIES

Brigham City, Nov. 7.—After suffering several days with chronic indigestion, Waldemar Ford, the 10-month-old baby son of Mr. and Mrs. Waldemar P. Madson, died at a late hour last night. Funeral services will be held at the family home, First West between Forest and First South street, tomorrow afternoon at 3 p. m.

### VICTIMS OF WRECK BURIED

Pocatello, Ida., Nov. 7.—Yesterday afternoon joint services were held over Fireman A. J. Wessa and Fireman M. H. Davis, who were killed in the wreck near Soda Springs last Saturday. Forty members of the

Brotherhood of Locomotive Firemen and Engineers, headed by President E. B. Long of Montpelier conducted the body of Wessa to the local cemetery, and that of Davis to the train, where it was shipped to Oregon for burial.

### EUREKA'S GROWTH SURE

Eureka, Nov. 7.—That the stork is a busy bird in Eureka is evident from the following report: John Gozzer, boy, on October 10; Edward Dunn, boy, on October 20; William Mitchell, boy, October 21; John Mitchell, boy, October 24; George Kendall, boy, October 28; John R. White, boy, November 1; George T. Castleton, boy, November 2; Frank Gough, Knightville, girl, November 4.

### MRS. ANDREW McDONALD DEAD

Eureka, Nov. 7.—Funeral services for Mrs. Andrew McDonald, who died at the family home on Tuesday, were

held Wednesday. Death resulted from valvular heart trouble. Deceased was but 26 years of age and leaves a husband and five small children, the youngest but a few weeks old. Before her marriage Mrs. McDonald was Miss Margaret Witty and she had resided in Tintic during the greater part of her life. The body was shipped to Payson for burial on Thursday morning.

### STEPHEN H. BABCOCK IS SALT LAKE VISITOR

Salt Lake, Nov. 8.—Stephen H. Babcock, formerly of this city, and who while a resident here was a member of the Commercial club traffic bureau and conducted the "Salt Lake case," in which a readjustment of freight rates was secured for local shippers, is a Salt Lake visitor.

Mr. Babcock holds the title of traffic manager for the Moffat road, but is on an indefinite leave of absence. He has been in Berkeley, Cal., where

his family is residing. Mr. Babcock expects to be in Salt Lake for a month renewing acquaintances.

### VERDICT OF \$6500 RETURNED FOR WIDOW

Salt Lake, Nov. 8.—A verdict of \$6500 in favor of Nettie Boyd against the San Pedro, Los Angeles & Salt Lake railroad was returned by a jury in Judge C. W. Morse's attention of the district court yesterday. Mrs. Boyd sued for \$10,000 for the death of her husband, William Boyd, who was struck by a train in Lynn, Utah, a year ago.

This is one of the largest verdicts returned in many months in the district court on a damage suit of this nature. Boyd was 60 years old when he was only making \$1.75 a day. He was employed as a track walker for the railroad.

Read the Classified Ads.