

What Billy Sunday Says About New York



Billy Sunday as he looks in baseball togs today.

 "New York Needs Me Bad."
 "New Yorkers, You Must Clean Up."
 "I'll Make New York Sit Up."
 "New Yorkers Are the Kind of Sports I could Get Along With."
 "Get the Heart of New York Right And You'll Get the Conduct."
 —BILLY SUNDAY.

"Some people are so tight that if you asked them to sing 'Old Hundred' they would sing 'The Ninety and Nine,' and save one per cent!"

"New York people just have to be told things. You have to go to 'em hammer-and-tongs fashion, and then some."

"Sooner or later I was bound to get to New York. But I never pull strings or make a play to get to any particular place. I wait until the people of a city want me and invite me. New York has roared over about two Broadway blocks to cover the mob they expect to get to me; so they're not going to hand me the icy mitt now."

"Get the heart of New York right and you'll get the conduct."

"I'll make New York sit up. God wants ammunition workers, not pacifists. Take off your kid gloves and put on fighting clothes."

"It is my hope and prayer that hundreds, yes thousands, of young men of New York will be led to realize that the only sure way to win out is to accept Jesus, Christ as their leader. It is going to be a lively battle with the devil — no croquet game."

"Some cities are noted for lots of things. New York, for instance, is noted for money. But New York has a chance to go down in history as the scene of one of the greatest religious revivals this country has ever seen — one of the greatest on record in the world."

"We want to be ready. And we want to fight like Michah, not like hog-jowled, weasel-eyed, sponge-cottoned, mushy-fisted, jelly-spined, pussy-footed, four-flushing, Charlotte-russe Christians."

"New Yorkers, you must clean up. The Holy Spirit don't want to take a bath of beer and swim around in a pool of booze. Do you think the Holy Spirit wants to see out of eyes that gaze into the Bible one day, and the next day into some little cheap-skate theater to see a woman dance around 'on her toes without clothes enough on to flag a handcar'?"

"I'm often asked why I don't preach against the Catholics. I always reply: 'I find too much dirt, cards and bottles in our own Protestant backyards. It keeps me busy with the muck-rake.'"

"Yes, I'm all things to all men. Because that way maybe I can win one for Christ. I may not stick to my text, but I'll stick to my bunch, kid. Stick to your bunch — and make it the right bunch."

"I would like to go to New York if the people want me. I think they are the kind of sports there that I could get along with. They're full of pepperino. They think fast and act fast. I'm that sort of a guy myself."

"I'm tired of these ginks who are putting things in the New York papers that are not true. If they can't put the truth in let 'em keep the accounts of our work out of the papers. If they don't like things here they can beat it. Rody, strike up 'When Your Heart Is Right.'"

"I expect some time there will be newspaper extras out announcing the second coming of Christ. If there are reporters enough on hand to write it up. All these boys from New York who have been writing about these Paterson meetings will be taken up in the air with the saved. All you church people won't be taken. Why, hell will be so full of you church people who vote in favor of booze that your feet will be sticking out of the windows."

"The newspaper is irresistible if it lines up on the side of right. It is as dangerous as a famine if it veers to the wrong side. You can't stop an honest newspaper any more than you can dam Niagara with toothpicks and

Boise Commercial Club Activities

By W. D. FISHER, Secretary

Office and club rooms—Boise City National Bank building. Charles L. Joy, president. Karl Paine, vice president. W. J. Abbs, treasurer. W. D. Fisher, secretary. G. B. Graff, traffic secretary.

"To strangers in Boise: The Boise Commercial club desires to assist you in making your stay in Boise a profitable and pleasant one and invites you to call at headquarters."

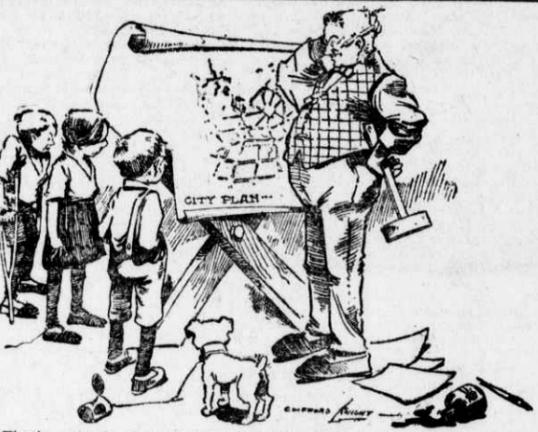
"You will find our city a model in health, comfort and industry and altogether a desirable place in which to locate your family, with unusual facilities for business."

"Friendly criticism will be welcomed and appreciated."

CLEAN-UP WEEK.
 Every man, woman, boy and girl should get back of Mayor Hays' proclamation observing clean-up week, which starts April 16 and ends the 21st. It is a movement that needs the hearty co-operation of everyone, and while the city is in first-class shape, yet there are a large number of backyards, alleys and vacant lots that should be cleaned up at once.

CLEAN UP!
 (Walt Mason)

Now let us give the war a rest, the rout, the siege, the sally, and gayly shed our coat and vest and go and clean the alley! Let's gather up the dogs and cats which have this life departed, and let tin cans and bricks and hats off to the dump be carted. In winter you may voice your views, which you believe important, and base long sermons on the news, but in the spring you or'tn't. The every able-bodied



That's a dandy plan, Mister! But what about the playgrounds?

man should whoop the "Clean-up" slogan, and chase the old tomato can, the cast-off hat and brogan. So let us clean our bulging brows of trifling thoughts and narrow, and gather up the old dead cows and work the rake and harrow. The rubbish left by careless men and lazy human cheeses will bring a host of germs agate, and they'll bring punk diseases. And forty billion flies will come, as many microbes bearing, and round our weary heads they'll hum and keep us busy swearing. CLEAN UP! CLEAN UP! On every block let all the workers rally. No man should stand around and talk until he's cleaned his alley.

CIVIC PREPAREDNESS.
 Essentially, under prevailing conditions this loyal segment in the wheel of evolution stands first, for loyalty, second, practical interpretation of service designed to meet imminent needs at a critical time.

It is possible some observers, should plans materialize, may fall in recognizing civics, as ordinarily applied, when they see vacant city lots turned into gardens for adults and children; transformed into practical schools for education in the production of economic foods, demonstrating the possibilities of intensive, even small gardens to better advantage. We must practice economy and curtail in extravagance.

It is believed that the sight of a score of boys and girls at work in their gardens on city lots will be an inspiration; it will be at least a demonstration of the dignity of labor. Adults, and everybody who will have a garden invited to join hands and keep a record of the expenses and receipts so that at the end of the year they may be able in a business-like way to tabulate the results from the gardens within the city limits.

The civics department, as a whole, desires to co-operate with every other department for the common good of Boise; it is deeply concerned in good roads, beautiful flower gardens and yards, trees, paint and whitewash liberally applied. In short, it wants to contribute its full share in making Boise a city from which others may copy. It does not stand for any one faction by which our people might become divided against their best interests as a community, dwarfed and lopsided. It recognizes first, the most apparent needs and wants to meet with whole-hearted service, for the common good.

The several departments want to see Boise have more parks for which there is great need.

They want to see regular clean-up days, not once a year, but once a week, and a thoroughly organized system

by which the results can be disposed of.

We stand for education in all its phases, the good education which qualifies our boys and girls to meet the responsibilities of the world without fear. Education which will place them in the front rank of competition. Boys and girls with ideals of loyalty. No one who aims low can hit the high mark—we particularly want our young people to aim high.

We are proud of our city, and its record for brotherly love and co-operation and want to contribute all possible to keeping the fine spirit which prevails, a wholesome atmosphere which will attract others with like instinct. Under such conditions our city cannot fail to grow in a manner that will make every citizen proud to say he is from Boise.

HOME PRODUCTS WEEK.
 Home Products Week, which starts this week, is taking on additional impetus every day and besides a large number of the business men displaying home-made products, or products made in the northwest, the Good Citizenship club has arranged for a building to display products raised in Idaho and in the northwest and in addition the luncheon committee of the Commercial club will hold a Home Products luncheon. This movement should have the hearty support of every citizen of Idaho and especially of Boise, and the committee will be glad to receive any suggestion in order that this may be the most successful undertaking of this kind ever held in the state.

WHAT IS AN INDUSTRIAL SURVEY?
 "It is the study of local conditions by men trained to secure information required to enable them to intelligently report upon the advantages or disadvantages which help or retard industrial growth. It involves a study of the present conditions as to labor, power, transportation, materials and housing supply as compared with local needs and conditions in competing cities. It presents facts and therefrom draws conclusions that in the light of the experience of other cities, may be justly termed correct. It presents existing advantages in a way to make them available and of weight when used as arguments to induce desirable concerns to locate here, and what is still more important—it focuses attention upon disadvantages that exist, so that these may be readily classed as insurmountable and therefore such as may be ignored (as for instance, lack of raw materials) or disadvantages that can be overcome, as lack of buildings, transportation, labor, cheap power, housing, etc., and which thus becomes the immediate concern of the community.

In brief, it is a study by specialists of all the underlying factors of industrial growth and an impartial confidential report, with suggestions as to how advantages may be utilized and disadvantages overcome. It will reveal what chance Boise has to develop along various lines of manufacture, as compared with other cities. It can be directed to give proof as to whether certain materials now manufactured elsewhere can be profitably manufactured in Boise. It will provide the matter to arouse and convince the people of Boise of the need and possibilities of greater industrial and agricultural growth and make them thoroughly enthused on the subject. It will tend to show how present industries can be helped and strengthened. It includes the study, not only of Boise, but of adjacent territory, and the consideration of conditions in Boise and the valley as compared with other communities where similar lines are carried on.

The preparation of graphic charts and maps showing sources of raw and semi-finished material, shipping transfer points, freight and express maps, market and agricultural maps, etc.

In short, it is the kind of a study on behalf of the city that the modern industrial corporation has made when something is wrong with the business, but there is doubt as to the seat of the trouble. It is getting at the bottom of things in order that all future plans for the industrial development of Boise may be founded upon a sound basis of knowledge and not upon mere guess or say-so.

TWO BIG LUNCHEONS.
 On April 17 and 20 at 12 o'clock the luncheon committee has arranged two snappy, merrymaking and interesting meetings. At this appetizing luncheon Tuesday, everything served will be

either raised in Boise, Idaho, or the northwest, to celebrate Home Products Week. The committee has arranged for one of the best speakers in the west, and further announcements will be made in the daily papers. On Friday, the members will be favored with another treat, and it will be appreciated if you will phone the office so that proper arrangements can be made to take care of the crowd.

WHAT THE LIBRARY CAN DO.
 In a recent number of "American Industries," Adelaide R. Hasse, chief of the document division of the New York public library, made a distinct appeal to business men for co-operation in making the public library more effective in its operation and more specifically useful to a class from which it derives its support.

While the article is too long for reproduction in these columns, a few paragraphs taken therefrom will be found of surprising interest. "What would you say about a business man who pays taxes for city water, good, clean, filtered water, piped to his house, to be used upstairs, and down by merely turning a spigot, who then pays some one to dig a well in his yard, pays to have the water filtered, or run the risk of using it unfiltered, and who uses that water instead of the city water he is paying for all the time?"

"You would say he is a queer kind of business man, and you would ask why he is so foolish. Perhaps his answer might be that he did not know how to turn the spigot!" "A great many business men are almost as unintelligent about their public libraries, as is this mythical person who does not know how to turn the spigot to get his city water."

"Many of them pay taxes to support their public libraries, and what they get out of them? Their wives get assistance in writing their club papers. Their children get help for their school and college class work."

"How often do you boast to the out-of-towner that you are getting your taxes' worth of return in your business from the library? What do you know, business men, about your public library as a business asset for you? A few of you know a good deal, but many might know much more and greatly benefit thereby."

"He is a man about to install a new system of cost accounting. The library makes him a list of the best references and he comes to use the books and magazines. He knows when he is through with them, which system is the best for his particular firm."

"Why not make a survey yourself of what you should be able to ask of your library, and then, if it is not up to your level of efficiency, why not work to make it so? It is your library. Why don't you make it a workable, efficient, up-to-date business laboratory for your city and for your citizens?"

EMERGENCY PATCH NECESSARY ADJUNCT

The importance of the emergency blow-out patch as a part of the motoring equipment is understood by all experienced motorists. When the motorist discovers a clean cut fabric break, stone bruise or a small cut entirely through tread and fabric, he simply applies the patch, inserts and inflates the tube and continues his trip.

"But it must also be understood by the tourist," says an official of the Fisk Rubber company, "that this patch is for emergency, not for permanent repairs. At the end of a trip, during which an accident has occurred necessitating the use of the emergency patch, the tourist should see that the patch is taken out and the casing repaired properly at any vulcanizing shop. In this way the emergency patch will have served its purpose and the mileage qualities of the casing is not impaired."

On the other hand, as the tire causes him no further trouble the motorist is likely to forget the patch he applied for emergency purposes. The result of this neglect would be that by the natural flexing and bending of the tire the patch is forced into the cut or break, wedging the fabric apart until it becomes too weak to resist the inside air pressure, and a blow-out occurs, ripping the fabric apart to such an extent that it is beyond repair. With careful treatment the emergency fabric patch has saved the life of many a casing, but it has also brought more than one casing to death by thoughtless neglect."

GEORGIA MAN SETS NEW ROAD RECORD

Breasting heavy snow drifts and traveling in a sharp blizzard for the entire distance, Homer George, Atlanta newspaperman, recently hung up a new road record with his Chalmers Six-30 by making 175 miles at the rate of 37 1/2 miles per hour.

Pulling out of Atlanta under fine weather conditions, George planned to visit the towns of Dalton, Rome and Calhoun on a business trip. A hard 20 miles from the city he ran into a howling blizzard, which increased in intensity as he proceeded. The route led directly across the north Georgia mountains and the steep grades added to the tests provided by slippery and snow-covered roads.

"I have never driven a car which pulled through heavy going and up the steep grades in the way my Chalmers performed," said George, in describing the trip. "Through the mountains we drove as fast as 35 miles per hour and on the straightaway we added 10 miles per hour to our speed at times. We rarely traveled under 30 miles an hour except in towns. The snow drifts were so heavy in places that we had to make several plunges before getting through. Outside of the remarkable power displayed by the Six-30, the outstanding feature of the car's performance was its wonderful balance on the slippery roads and grades in the mountains."

The Chalmers Six-30 was the same car with which George broke the Atlanta-Chattanooga and the Jacksonville-Atlanta road records.



THE GOOD JUDGE GETS HIS CLOTHES AT POWELL'S TAILOR SHOP

MR. POWELL, WHAT'S THE DIFFERENCE BETWEEN A SUIT FOR ME AND A CHEW OF W-B CUT TOBACCO?

THAT'S EASY! IT TAKES A SATISFY YOU, BUT A LITTLE CHEW OF W-B CUT WILL LAST AND SATISFY ANY MAN.

THAT CERTAINLY IS THE TRUTH.

Tires Stand Up Under Strain of Coast Artillery Maneuvers

Not a single puncture! Not a tire blew! That briefly summarizes, from a tire manufacturer's viewpoint, the significance of March 18th's military maneuvers between Fort Winfield Scott, San Francisco, and Half Moon bay when the Tenth company, Coast Artillery corps, with four machine guns, trenching tools and kitchen equipment were transported 37 1/2 miles without mishap to Half Moon bay in one hour and ten minutes in 20 Goodrich tire equipped Studebaker cars. The soldiers were returned to Fort Winfield Scott in equally good time.

Before the start of the trip Major Sam F. Bottoms, in charge of the day's maneuvers, was afraid lest some tire trouble might interfere with the success of the round trip to Half Moon bay and return, in view of the fact that most of the cars carried six men with full equipment, besides the driver. To carry so many passengers at high speed and around dangerous curves would tax the tire to the utmost.

He was assured by Chester N. Weaver that he might feel at ease so far as engine trouble went, but the major was a little skeptical as to the performance of the tires. Every one of them stood up finely in the record-making run, scoring 100 per cent for efficiency. "I must say that I was pleasantly disappointed in regard to the service of the tires," said Major Bottoms to Mr. Weaver at the conclusion of the maneuvers. "The Goodrich safety tread performed splendidly and they held the car to the road in great shape, especially around curves despite fast traveling."

The run demonstrated that no hostile army could land at Half Moon bay if the presence of the enemy ships were known before the landing began, and if a strong enough mobile army were available here.

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