

### MORBERN MODES GIRLOT IMMODEST

Y. W. Cors View From sion onhards of a Past to Age.

### NEW JK TO PREJUDICES

Instrucore Criticism of Wom- Sewir Dress Now Than in Every Age of World.

NDON, July 24.—There is nothing more immodest in present-day dress than the principal of a well-known and prominent establishment declares through the Globe.

"Fashions today," he said, "judged on present-day standards, are no more immodest than were those of any other age, when judged by the standards of that age.

"It is very seldom," he continued, "that the same creation will suit two men. A dress worn by one person might not evoke the slightest thought of impropriety, while if worn by another it would immediately become suggestive.

"Perhaps the churchmen who have been attacking styles have some across people who did not wear dresses particularly suited to their style of beauty, and the minds of these men, instinctively realizing that something was wrong, but at the same time not understanding what it was, immediately concluded that the dresses were immodest.

"Again," the designer added, "if a woman is endowed with a perfect pair of shoulders and arms, why should she hide them or try to improve upon the work of nature with man's artificial substitutes?"

Realizing that there was perhaps another side to the artistic side of the question, the Globe representative turned to the commercial aspect of the dress-making business.

The designer interview here, however, was only able wisely to say that "the women of today must want the short dress and the bare back,

otherwise how would it be possible to sell such fashions?"

"Everybody," he declared, "has a distaste for something or other. Personally, I never smoke, and I dislike seeing women smoke their afternoon cigarette.

"I know, however, that if a woman wants anything all the protests in the world will not stop her from having it, and it is only our duty to anticipate her wishes in the matter of clothing.

"Woman wants the type of dress which has been called immodest, though in reality it is only so when judged by the standards of another generation."

To aid men to carry heavy burdens on their backs an Englishman has invented pneumatic shoulder pads. The air they contain being equalized by a central reservoir.

To keep the air in round-bottomed clear a device has been invented that draws the smoke and gases from locomotive smokestacks out of doors through an underground duct.

### GOVERNOR JERUSALEM

Englishman Now Holds Office Once Held by Pontius Pilate.

JERUSALEM, July 27.—The office of governor of Jerusalem once occupied by Pontius Pilate, is now held by Colonel Ronald Storrs, a graduate of Cambridge university and son of dean of Rochester college, England.

His task is one to test the administrative ability of any man. Jerusalem is a city of dissensions, where, whatever may come of the future, for the moment Zionists and Arabs are passionately divided and to steer a just path between them and induce them to join him on that path is thankless work.

It is to that task, however, that

he chiefly devotes himself. Twice a week he has meetings of his favorite pro-Jerusalem society, where French, Italians, British, American, rabbin, Zionist leaders, commercial men of standing and others who are in any way prominent in the life of the city are brought together and

In the course of debate, led to see that they have in common a single citizenship. His motto as governor is "unity and friends."

Colonel Storrs was one of the prime movers in the establishment of an independent Arab kingdom. He is 35 years old.

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#### SPECIFICATIONS

SEATING CAPACITY—Five passengers.  
WHEELBASE—112 inches.  
WEIGHT—2400 pounds.  
MOTOR—Six cylinder, 3 1/2"x4 1/4", cast iron block, with upper half of crank case cast integral; aluminum detachable head; 46 horsepower; three point suspension; valves set at any angle of 29 degrees silently operated by ball crank construction; three timing gears driven by silent chain, with conventional outside adjustment; 17 connecting rods; 4 bearing crankshaft; connecting rod and crankshaft machined on all surfaces.  
LUBRICATION—Splash and positive distribution.  
COOLING SYSTEM—Centrifugal force pump circulating system, with thermostatic control; tubular radiator; four-blade fan.  
GASOLINE SYSTEM—Vacuum feed with 16-gallon tank in rear, hung from a protecting shield.

CARBURETION—Improved horizontal feed carburetor, mounted at top of motor, with warm air connection from exhaust manifold; horizontal and short intake manifold cast in detachable block with integral hot spots.  
ELECTRIC SYSTEM—Double unit generator and starter; Bendix drive.  
IGNITION—Battery, semi-automatic spark control.  
ELECTRIC LIGHTS—Large headlights with improved deflecting lenses; speedometer light; tail light.  
CLUTCH—Single disc, dry plate type.  
TRANSMISSION—Intermediate separate unit mounted on sub-frame; three speeds forward and reverse. Thief proof transmission lock.  
GEAR RATIO—3.18 to 1.  
PROPULSION—Tubular propeller shaft with two flexible disc universal joints.  
REAR AXLE—Improved semi-floating; spiral bevel gear drive; full taper roller bearing equipment.  
DRIVE—Hotchkiss.  
SPRINGS—Front and rear semi-elliptic; front 16 1/2 inches, 7 leaves; rear 16 1/2 inches, 7 leaves, underslung.

TIRES—Cord, 22x4 inches, non-skid on rear.  
BRAKES—Foot brake, external contracting, 14 1/2x12 inches; emergency brake, internal expanding, 12 1/2x12 inches.  
FENDERS—Heavy pressed steel, oval-crown design.  
UPHOLSTERY—Genuine leather, French plaited.  
TOP—One man Gypsy type, bevel plate glass windows in rear, curtains open with doors.  
EQUIPMENT—Rain vision slanting windshield; electric horn; electrically lighted mahogany finished instrument board, on which are mounted carburetor choke, light and ignition switch with lock, oil indicator, speedometer driven from propeller shaft, ammeter, fuse box, combination valve and hand rail across back of front seat; outside and inside door handles; carpet covered foot rest in tonneau; gasoline gauge on tank in rear; complete set of tools, tire carrier in rear with extra rim.  
COLORS—Black with striped red wheels.  
MODELS—Touring Car, Sedan, Landau Roadster.

## MARMON 34

## JORDAN

# AUBURN

### We Speak of Service

We are pleased to announce that we have secured the services of Mr. J. M. Cullins, for many years service manager for Nordyke-Marmon Co., of Indianapolis, and later occupying the same position for the Marmon Company at Philadelphia.

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