

EXPOSE FAMOUS CARD INDEX OF WOMAN'S PARTY

Information It Contains Would Make Hair Rise and Bring Blushes to Many a Governor and Senator.

BY MILDRED MORRIS.
(International News Service Staff Correspondent.)

WASHINGTON, Sept. 25.—The famous card index of the National Woman's party, hitherto closely guarded from prying eyes, was thrown open to the International News Service today by special permission.

It contains inside information on presidential candidates, members of congress and the governors and legislators of every state, giving close-up views of their lives, habits and associations.

Since its inauguration by Miss Maude Younger, of San Francisco, Cal., legislative chairman of the Woman's party, the index has been the subject of sensational charges by the anti and burning curiosity on the part of leading men. The anti in Tennessee has threatened to have it produced before the grand jury investigating the charges which have grown out of the ratification fight.

If all the information it contains were made public, the present presidential campaign would be considerably enlivened and certain national political leaders would find their hair rising straight up and other equally prominent leaders would blush from sheer embarrassment.

In it are indelibly recorded utterances, expressed at unguarded moments, of senators and congressmen now running for re-election, who strongly opposed the Nineteenth amendment when it was first proposed, and ready to rise up from the past and smite them in the face if they try to "horsewhisper" the new lady voters into believing their stand on suffrage was misunderstood.

There are specially written descriptions of America's leading statesmen. A breezy young suffragist sent to interview one of the presidents now running for re-election, as a candidate described him as a "lady's man" and "rather a sport."

"My wife won't let me" is the refrain recalled by the index when it comments on the attitude of other prominent anti-suffragists. "Honesty is more than anything else responsible," it says regarding the stand of Senator Wadsworth, of New York, whose wife is president of the National Association Opposed to Suffrage.

One Vermont legislator, in a letter confiding that he was for ratification, concludes with the plea: "For heaven's sake don't let this get to my wife and the neighbors!"

Senator Moses of New Hampshire is quoted as telling interviewers that his wife is an anti and "considers one politician in the family enough," and expressing the view that "women will not better things."

Former Congressman Jeanette Rankin, who went to interview Senator Hoke Smith of Georgia with another suffragist, reports: "He took the only chair and let us stand. He said as we were suffragettes we shouldn't mind."

Senator Knute Nelson is described by other Republican senators who are quoted in the index as "the hardest man in the senate to manage, but if left alone will vote right."

A young suffragist who tried to interview the veteran senator from Minnesota reports him as advising her: "Go home and get a husband and raise sons for the war."

Another writes of a visit to Senator Pomeroy: "I approached the lion's den with great trepidation and trembling. It was fortunate the senator had eaten his breakfast or he would have eaten every suffragist alive."

Senator Lodge is quoted as saying: "Women do not need the protection of the ballot. They are already better protected without it. I regret to see women seek to come down to the level of men for then men will become brutalized and women will suffer."

Senator Reed of Missouri is described as taking suffrage as a joke. Senator Brandegee of Connecticut is

U. S. WARSHIPS CARRY QUEER MASCOTS TO KEEP UP THE "LUCK OF THE NAVY"



Every one of Uncle Sam's fighting ships has its mascot, and some of them are very queer indeed. Note the Panama sugar bear on the shoulder of the

Jackie in the center. He is the mascot on the battleship Alabama. The U. S. S. Michigan has a bird mascot—a parakeet—shown at the right. Goats

are probably the commonest mascots. The one at the left is on the Kentucky, and the one below entertains the sailors on the big battleship Wyoming.

NEXT PRESIDENT IS MOTOR ENTHUSIAST

The motorist does not have to worry over the possible results of the national election—either way it goes we shall have a president who speaks the automobile language and who parts his hair the same way you and I do, says an editorial in the current issue of Motor Life Magazine.

Both Warren G. Harding and James M. Cox can be classed as motorists in the broadest sense of the word. They are not motor passengers, but men who like to drive their own cars whenever opportunity affords.

The election also will mean much in a good road way, for not only are the candidates themselves pledged to the cause but also both parties have adopted liberal planks dealing with the subject of highways which will produce results that will be appreciated.

The road of high speed threatens the existence of the horse in the city of Denver. The Denver city council is now considering an ordinance which provides that all horses must be banded from the city limits by 1922. The ordinance may have been introduced as a joke, but nevertheless it represents the sentiment of a steadily growing proportion of the population that the horse is a "has been" so far as city use is concerned.—Goodrich.

The Bourke bill, signed recently in New York, provided for the incorporation of the motor corps of America. This organization will give the nation gratis motor vehicular transportation in times of emergency.—Goodrich.

Thirty-seven motor trucks have recently been put into service by the Los Angeles postoffice department. These trucks will displace the old-time horse-drawn wire-screened wagons formerly used in the service.—Goodrich.

All of which is a good sign, we motorists think. We feel that the next occupant of the White House will be a man who will be in sympathy with us, a man who will understand why we need good roads, why there should be same legislation, and whose influence will be of the greatest value to us when national motor problems have to be solved.

Senator Harding demonstrated his fondness for motoring in a most sensational manner immediately following his nomination by buying a new car, and with Mrs. Harding driving over the road from Washington to his home town, Marion, O., a three-day journey. Gov. Coolidge, his running mate, also slipped away on a motor trip to his birthplace, while Gov. Cox motored from Dayton to the old farm for a day's relaxation.

G. O. P. FOUGHT U. S. FEDERAL RESERVE

Majority Voted Against Measure They Now Claim Credit for.

WASHINGTON, Sept. 24.—Realizing the country and the world now look upon the federal reserve act, passed by a Democratic congress and signed by a Democratic president, as the greatest piece of fiscal legislation ever enacted in any country, Republican politicians are attempting to fool the public into believing that the Republican party had something to do with its enactment.

Statements emanating from Republican headquarters make the claim that the foundation of the federal reserve act "is found in the report of a non-party commission" appointed by President Taft, and that it is really the "child" of the old Aldrich-Vreeland currency law.

"Why should the Democrats accuse the Republican party of a desire to throttle its own child?" the Republicans ask.

Strange that this relationship was not recognized by Republican members of congress when the measure was for final passage. On the final vote in the senate, 47 Democrats and only seven Republicans voted for the federal reserve bill, and 34 Republicans and no Democrats voted against it.

In the house, 24 Democrats and 34 Republicans voted "aye," while 53 Republicans and only two Democrats voted "no."

The record is conclusive refutation of the Republican contention that the great piece of fiscal legislation is "the fruit of Republican initiative Republican study and Republican support."

LOSS OF POWER MAY BE DUE TO MUFFLER

The car which will not take the hills it used to take, which seems sluggish and lacking in that inflexible something known as "pep," even though the piston has recently been completely removed, and rings put in first-class condition, so that there is no compression leakage and everything else done to insure the best of mechanical condition, is usually a mystery to its harassed owner.

He has spent money for a complete overhauling, and yet the results seem discouraging. The garageman does not seem to be able to explain.

Most likely the one thing that has been overlooked is the muffler. This silencing device gets clogged with soot and dirt just like any other part, and it may be the free exit of the gases is interfered with, setting up a severe back pressure against which the engine must work.

Many mufflers are of the type that can be taken apart for cleaning, and just as many more are so constructed that you can not disassemble them. If there is no cutout on the car, disconnect the muffler and see if there is any appreciable difference in power.

If there is it will pay you to discard the old muffler if it is of a non-reparable variety. A new one is not going to break the owner of a car—it is surprising how relatively little they do cost.

In nine cases out of ten the results of fitting a new silencer, or of cleaning the old one, will be surprising.—Motor Life.

There are now about 5,000 motor truck lines in operation in the United States.

D'Annunzio Gives His State Name



Recent Photo of Gabriele D'Annunzio.

Gabriele D'Annunzio, the Italian soldier-poet, who has held the city of Fiume against the world for nearly a year, recently made public the text of the constitution under which the new state he formed will be conducted. The state on Sept. 11 will officially take the name of "Italian Regency of Quarnero."

Tourists out of Chicago will find one less difficulty on the road to Yellowstone, Rainier, Glacier and Crater Lake next year. Up to May of this year, the Missouri river between St. Mary and Mandan is completed. Contracts amounting to \$1,200,000 have been signed with the federal government, North Dakota, and two countries contributing to the fund.—Goodrich.

Drivers of New York city's Fifth avenue buses must qualify in oral black-board and written examinations and after being accepted are given a thorough and practical training in a special school conducted by the company. The men must first qualify as good conductors before they may apply for drivers' positions.—Goodrich.

IGNORANCE CAUSE OF AUTO ACCIDENTS

Until the powers-that-are can see that it is neither malice, nor intention, nor carelessness of human life, nor desire to run amuck, which causes motorists to drive like idiots, all the new legislation, rules, traffic cops and senatorial discharges which can be imagined will not alter the present state of affairs, says Motor Life Magazine, in an article which it respectfully submits to the same motorist and the intelligent representative of sovereign states as a substitute for arming the populace to shoot down the reckless driver.

Leaving out the thief, the drunkard and the criminal, no driver wants to run into anything or over anyone. If he does so, it is either (1) his fault; (2) the fault of the thing or person run into or over; or (3) unavoidable.

If lacking desire, it was still the driver's fault, it must have been through failure to do the right thing, or because he did the wrong thing. Lacking desire and intent to do damage to person or thing, when a motorist does it and it's his fault, it because he is ignorant.

Nobody wants to be run into or over. You don't even have to except the criminal and the thief, the joy rider and the idiot here. Nobody wants to be run over. Consequently, when anyone is run into or run over and it is their own fault, the reason must be found in a failure to do the right thing, to avoid the accident, or in having done the wrong thing, which causes it. In other words, the cause is ignorance.

Motorists who are reluctantly paying the new high-level prices for gasoline may find some comfort in the statement of oil experts that the present shortage is caused by failure to develop new oil fields rather than by any lack of source of supply. The experts say there are one hundred billion barrels of crude oil in the shale of Western mountains, and new fields which have immense possibilities in Central and South America, Mexico, Canada, Alaska and Siberia.—Goodrich.

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You will usually find that when the valves leak, due to carbon incrustations and need of grinding, the spark plug points will be oily and sooty. Where the valves do not seat properly, burned gases are drawn into the mixture, with poor combustion as the result. Such a condition usually manifests itself on the plugs in the manner mentioned.

DON'T OVERLOOK NEED OF CHANGING THE OIL

If we could, we would print these few words in red capital letters, after the manner of instruction books, "Change the cylinder oil every 500 miles." Possibly such an unusual treatment of that little bit of advice would bring it home to a lot of motorists, but we suppose if it were printed in letters a foot high on every signboard in the country, the majority of car drivers would disregard it.

If there ever was a time when this advice is worth following it is during the cold weather. Gasoline doesn't vaporize as well in cold weather. There is a certain amount of raw fuel that does not do its intended work of giving power, and it works down past pistons into the crankcase, there to dilute the lubricating oil. Gasoline isn't a lubricant, and before long the supposed lubricant isn't a lubricant either. You congratulate yourself on the small amount of oil your motor uses, for the level keeps up remarkably well, judging from the indicator. Unfortunately that convenient gauge does not differentiate between oil and other liquids. A level is a level to it, no matter what the liquid.

The truth of this was borne home only recently to a member of Motor Life's staff, who couldn't understand why his motor was so reluctant to turn over when the oil system was working so well. The oil was almost gasoline. Five hundred miles is about the greatest that oil will retain its body under winter conditions. If your motor won't work, even though you know the battery to be in good condition, the chances are you have used the oil too long, and are expecting the bearings and pistons to work properly with this nonlubricating doing anti-friction duty. The starter won't work because the bearings are either burned out or on the point of being so from lack of lubrication. But the oil level indicator says "O. K." It is no respecter of liquids.

The speedometer is a better indicator. You will usually find that when the valves leak, due to carbon incrustations and need of grinding, the spark plug points will be oily and sooty. Where the valves do not seat properly, burned gases are drawn into the mixture, with poor combustion as the result. Such a condition usually manifests itself on the plugs in the manner mentioned.

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