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REPUBLICAN FORCES A HUGE SLUSH FUND

Figures Show That at the Rate They Were Going They Planned to Raise More Than a Billion Dollars.

Chicago, Ill., Oct. 17. (AP)—William M. Butler, chairman of the republican national committee, informed the special campaign investigating committee of the senate today that it is the hope and expectation of his organization to raise a total of \$3,000,000 for the national campaign, presidential, senatorial and congressional.

At the same time Mr. Butler denied charges of Senator Robert M. La Follette the independent presidential candidate, that his committee would mobilize a large mass of funds in certain states during the last week of the campaign. His denial was in reply to questions by Senator Shipstead, farmer-labor, of Minnesota.

Under cross-examination by Senator Caraway, democrat, of Arkansas, regarding the published plans of his committee, Mr. Butler testified that originally he had estimated \$2,500,000 as the amount that would be required for the national presidential campaign. This sum was increased by \$500,000 later he added, after it had been decided to take care of the senatorial and congressional campaign as well.

He said William Y. Hodges, national treasurer was in charge of collections. Senator Caraway developed that the national committee had assessed New York state for \$1,000,000 of the proposed \$3,000,000 campaign fund. Pennsylvania was assessed \$600,000 and Illinois \$300,000 so that, Senator Caraway said, three states were to raise two-thirds of the total.

He added that in the same proportion of assessments among other states the committee would have raised some thing like \$1,000,000,000 but Mr. Butler took exception to that conclusion.

Before adjourning to await the arrival here tomorrow of Frank P. Walsh, of Kansas City, to present Senator La Follette's charges of a proposal republican slush fund for in doubtful states, the committee questioned George Barr Baker regarding the \$437,000 expended by the republican publicity bureau.

Mr. Baker testified that among large items of expenses was that of furnishing plates and matrices to newspapers and printed by the without cost to the national committee. Some of these were obtained from the National Republican, others from newspapers and some prepared by republican headquarters.

He declared that part of it was designed to "debunk" La Follette.

RICHMOND IN MIDST OF RAIN OF TERROR

Richmond, Oct. 17.—Two children on their way to attend classes at the Germantown school, just outside the Richmond city limits were accosted this morning by two negroes; here were notified. A detail fifth of its kind within a week, during which time negroes have attacked the reported occurrence was the ed or attempted to attack seven white women and girls. It followed closely on the yesterday of a woman on the PetersburgRichmond turnpike. Possess of officers and citizens spent the entire night searching for been made to apprehend those responsible the assault and every effort has been made to apprehend those responsible for the other outrages.

CLOSED CAR POPULAR

Hudson and Essex are bringing the whole world around to a preference for enclosed cars. Even a number of export markets now are asking for a majority of their shipments in coaches and sedans, according to word received from the Hudson factory by Mr. Scott, Hudson-Essex (dealer).

"That is unusual", said Mr. Scott "because motoring customs in foreign countries have been entirely different from those in America. Many ride with tops down—as Americans did ten years ago. The automobile isn't outstandingly the article of utility it is here in the United States."

"But the unquestioned all-weather advantages of the closed car, and the unrivaled value which Hudson and Essex have built into their coaches, is changing this."

"The demand for closed cars has grown gradually, since Hudson-Essex brought out the Coach, until the majority of orders now tends that way. It is only a matter of time that the same trend which followed Hudson-Essex leadership in America will extend into other countries. One tropical distributor was astounded to find that the coaches are even more comfortable than open cars in hot weather—he found he could regulate just the draft of fresh cool air he wished."

"The Hudson-Essex export business by the way, is one of the largest in the industry, although you hear little of it. There are only seven or eight motor car manufacturers who make as many cars for their entire domestic and foreign production as Hudson-Essex ships overseas. This volume helps in obtaining lowered costs for Hudson and Essex cars here in America."

INCREASES IN AGRICULTURE INCOMES

Recent advance in price of farm

products which will increase the agricultural incomes approximately one billion dollars is cited by R. H. Grant vice president and general sales manager of the Chevrolet Motor Company, as one of the most optimistic signs of a steady staple demand for motor cars during the fall months.

"The cotton producing sections are assured of a large money return on this year's crop," he states, "and while a considerable part of this money will be used by the farmer and cotton growers to liquidate past debts and restore their credit, they will gradually be in the market for motor cars. A gradual but nevertheless steady recovery in general industrial activity puts a roster complexion on the coming months for business."

"Two other factors in the motor car industry will make for stability for both dealers and manufacturer. The manufacturers are watching carefully their production, after having reduced the surplus of cars produced last winter and early spring, and the prices of cars are on the upgrade."

"During the last few months 20 manufacturers have raised the price of one or all of their models."

"Despite the fact that total sales will run behind those of last year, still 1924 will be the second greatest production year in the motor car industry. Production statistics for the first eight months of this year make a much more favorable showing than is generally recognized. In this period output amounted to 2,537,517 cars and trucks, only 6.5 per cent smaller than for the corresponding period of 1923—yet representing an increase of 51.5 per cent over the same months of 1922 (the second previous best year in the history of the industry)."

"On the basis of present production, there will probably be 3,250,000 motor vehicles produced this year. This would not only be second best to the 1923 record production but would exceed the average of the last three years by about 700,000 motor vehicles."

More than 2,000 banks have provided the funds which make the service of the General Motors Acceptance Corporation possible; and more than 150,000 car owners are having the use of General Motors cars while they are paying for them through the GMAC plan.

General Motors capital invested in the automobile industry in Canada is \$25,000,000, a large part of which was brought into Canada from the United States. Products of General Motors of Canada, Limited, a value exceeding \$40,000,000 annually.

Noted Automotive Engineer Lauds Daily Newspapers



Harrison Boyce

"Newspapers, particularly the smaller ones, speed American progress," said Harrison Boyce, the inventor of the motometer and boyce-ite, a fuel ingredient, which, he said, is revolutionizing the oil industry by increasing gasoline mileage through carbon prevention.

In a statement made before associates, advertising and newspaper men, Boyce declared that the medium and smaller newspapers collectively have a greater influence on American thought and progress than a few large papers in large cities.

"Together, the medium and smaller newspapers constitute the great mass of important newspaper circulation," said Boyce. "They are generally very carefully read, front to back, and have a strong and intimate personal interest for the reader."

Ford

THE UNIVERSAL CAR

Business Is Good

PRESIDENTIAL CAMPAIGNS DON'T MAKE ANY DIFFERENCE IN FORD SALES. PEOPLE NEED FORD CARS AND THEY BUY 'EM. IN THIS SECTION, THEY BUY 'EM FROM US—'CAUSE THEY KNOW THAT WE SATISFY.

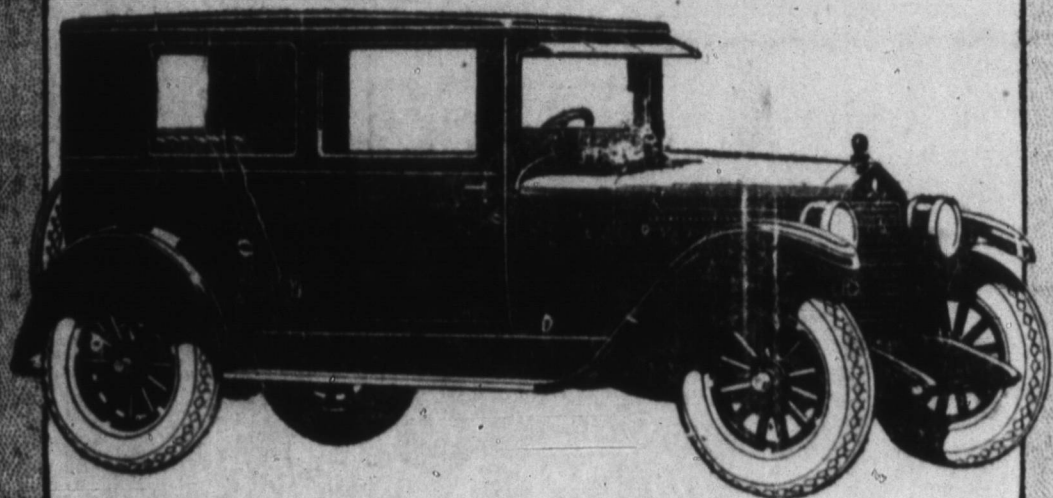
Jos. R. Williamson, Inc.

Authorized Dealers

Cor. John and Ash Sts.

Phone 872

Would You Save
'300 to '400?
—then Ride in This
ESSEX SIX



It provides every comfort—every driving satisfaction. Its vibrationless motor, built on the famous Super-Six principle, means longer car life and greater riding comfort.

Thousands of former larger car owners recognize the wisdom of driving today's Essex Six. It saves \$300 to \$400 in purchase cost.

**Hudson Builds the Essex
This Essex Six \$1000**

TOURING CAR 1924
Freight and Tax Extra

Balloon Tires Standard Equipment

SCOTT MOTOR CO.

DODGE BROTHERS TYPE-B SEDAN

This car is now driven by a great many people who never before owned, and never intended to own a closed car.

It is driven daily over roads that heretofore were considered too rough and too heavy for anything except the sturdiest open cars.

As a matter of fact, the Type-B Sedan is as sturdy as an open car, and was built by Dodge Brothers for the same identical kind of service.

SPENCE MOTOR COMPANY

Opposite Postoffice

