

Weather Forecast
Rain and colder, much colder in west portion Sunday, Monday fair.

Oberholtzer Willing Victim, Stephenson's Defense Tells Court

Former Indiana Klan Leader Defendant in Murder Trial Seeks to Prove that Dead Girl Accompanied Him of Own Free Will—Hotel Official Tells of Seeing Woman Unaccompanied in Car—Had Had Relations Before, Says Laurel Couple

NOBLESVILLE, Ind., Nov. 7.—Testimony intended to show that Madge Oberholtzer willingly participated in an alleged trip to Hammond, Ind., last March 15 and that she was not abducted was presented in the murder trial of D. C. Stephenson, Earl Klenck and Earl Gentry here today.

The state charges the former grand dragon of the Ku Klux Klan in Indiana with forcibly removing the girl from Indiana and abducting her. A dying declaration signed by Miss Oberholtzer said she took poison after being mistreated and that Stephenson and his associates withheld medical aid after learning of her condition.

James H. Lambert, assistant manager of the Washington hotel, Indianapolis, testifies in the defense said he had seen Miss Oberholtzer alone in a car similar to that owned by Stephenson in front of the hotel about 1:30 the night of her alleged abduction.

His testimony, which remained unshaken in the face of vigorous cross-examination, included an attempt to impeach the dying statement. In it Miss Oberholtzer charged that Klenck and Gentry, with guns held against her body, prevented her from obtaining help when the machine stopped in front of the Washington hotel on its way to the depot. Stephenson formally was a guest at the hotel.

Other persons in the defense testified to having seen Miss Oberholtzer with Stephenson at night in Columbus, Ind., and in Laurel, Ind.

Activities of the Ku Klux Klan in Indiana and its relationship with state politics were developed slightly by the defense in cross-examination of the witness Lambert.

Mr. and Mrs. Elmer Schultz, living in Laurel, Ind., said Stephenson and Miss Oberholtzer had visited their home one night last November. Both of them testified that Oberholtzer addressed Stephenson by a term of endearment.

Stephenson said he had been a Klan member in his county and that Stephenson had visited his home there five or six times.

Carl Loxley, formerly a state motor policeman, served subpoenas on several witnesses called by the defense.

WALEs REGAINS FORM TO TUMBLE ON FIRST JAUNT

LONDON, Nov. 7.—The Prince of Wales' hunting troubles, which caused public anxiety before his recent travels are again becoming today frequent.

Wales and the Duke of York were hunting with the Whaddon chase hounds today. Wales, who was riding well in the first flight, came to grief on a sharp turn and fell, but the prince scrambled out of the saddle, none the worse and re-mounting soon rejoined the hunters. This was his second fall in four days.

SHRINE ACCEPTS NEW CANDIDATES

One of the largest classes in history initiated into order at ceremonial; Dykeman is honor guest

The events of the day started with a breakfast at the Kanawha hotel, when members of the Divan and a few committeemen welcomed the visiting nobles. Those coming from other temples were Conrad V. Dykeman, Kismet Temple, past imperial potentate of Shrine of North America; Conrad F. Dykeman of Kismet Temple, George Cook, Jr., chief rabbin of Kismet Temple, and Leonard F. Stewart, past potentate of Alpi Temple, Washington, D. C.

Following the breakfast, Gov. W. A. MacCorkle, a personal friend of Noble Dykeman, invited the distinguished visitors to his home at sunrise for a short visit. Major James I. Pratt, Illinois potentate of Beni Kedem, was escorted to the Shrine of Beni Kedem; W. T. Williamson, past potentate of Beni Kedem; John C. Dice, L. E. Smith, Senator Clyde H. Johnson, and other nobles of Beni Kedem; G. W. Van Horn and L. H. Gates.

After a buffet lunch at the Kanawha hotel, attended by the visiting nobles, the members of the divan and heads of committees, the ceremonies were continued at the Scottish Rite cathedral. The visiting nobles were introduced. Noble Dykeman gave a brief address in which he described some of the activities of the Shrine in North America, especially the work for crippled children. He told about the thousands of boys and girls who are being treated at hospitals maintained by the Shrines.

At the conclusion of Mr. Dykeman's address, Capt. Harry L. Minkler, veteran patrol leader of Beni Kedem, was escorted to the Shrine of Beni Kedem where he delivered an address. Mr. Dykeman rehearsed how this member of the Temple had been captain of the patrol for the past 25 years, one of the active patrol of the Shrine in North America, and at the conclusion of his remarks presented him with a beautiful gold watch with the following inscription: "To the noble and brave Sir Harry L. Minkler, past potentate of Beni Kedem, Nov. 7, 1925."

The following list of candidates were initiated: Perry Christian Cook, Mullens; Samuel John Jones, Mullens; Frank Early Shannon, Pineville; Morrison Alfred Rider, Cabin Creek; Everett Clay Riddle, Clifton; Elias Washington Shaffer, Boone; William Silverman, Durbin; Guy Steels, Charleston; Merritt Meade Hill, Nuttallburg; Edwin Horace Clark, Charleston; Clarence Lazear Underwood, Charleston; Lawrence C. Kelley, Coalwood; Ward Huffman, Webster Springs; John George Allport, Lookout; Lyle Hopkins Carter, Madison; Charles G. Hays, Charleston; Patrick Newton Dorsey, Clendenen; Ralph Leon Stephens, Beckley; James Stanley Stephens, Charleston; Charles H. Hamilton, Charleston; Roscoe Scott, Guy; Charles White, Whitesburg; Guy Douglas, Coalfield; Ebbie Ziska Hamney, Beckley; Charles H. Hamilton, Charleston; Charles H. Hamilton, Charleston; Charles H. Hamilton, Charleston.

Four witnesses of the shooting of Leon F. Breiner last September 9 by a volley of shots fired from the Sweet home in which the 11 negroes were buried, occupied the witness stand today. Three of the four admitted membership in the Waterworks association and the one that Draper admitted membership in the Waterworks association and the one that Draper admitted membership in the Waterworks association.

Draper said he had been a member of the association since its formation last summer.

OFFICERS BACK DRY LEAGUE IN FIGHT ON HOCH

Federal Officials Advise Anti-Saloon League Convention to Continue Battle to Make United States Dry

BRYAN SPEAKS THROUGH MEDIUM OF VICTROLA
Mable Walker Willebrandt Gets Ovation From Delegates as One of Greatest Aids in Enforcing Dry Laws

CHICAGO, Nov. 7.—All officers of the Anti-Saloon League were re-elected tonight including Bishop Thomas Nicholson of the Methodist Episcopal church, Detroit, as national president. There were seven changes in the committee including the election of the following members at large, Charles E. Coleman, Chicago; A. S. Thomas, Charleston, W. Va.; and T. L. Lamborn, Oklahoma City.

Chicago, Nov. 7.—A group of federal officials, advocates and enforcers of the Volstead law today advised the Anti-Saloon League convention to continue its fight to keep America dry.

The reports of those in closest touch with the enforcement law and their advice on prohibition problems received with an attention and bursts of applause, especially hearty whenever the name of Mrs. Mable Walker Willebrandt, holder of the highest public office occupied by a woman, was mentioned.

Three United States senators, the head of the enforcement branch of the dry movement, the commissioner of the coast guard, a federal judge and a district attorney comprised today's official advisers to the Anti-Saloon League.

Bryan's Voice Talks
At the close of the session, the voice of William Jennings Bryan, delivering a speech on "The Ideal Republic," came from a phonograph. Appeals were frequently heard for the league to create and reawaken a strong public sentiment in favor of the law by local officers.

The drys were advised to take a tip from the personal liberty committee of the league, to make complete local self-government.

"There are too many people now running to congress for laws which will be enforced under state and municipal regulations," said Edwin A. Olson, United States district attorney.

Up to Local Officers
"We are no longer going to receive such a petty bootlegging arrests," he said. "You folks want to show your fortitude and when your local officials will not clean up your cities, we are going to clean up for you."

Karolyi's Wife Is Again Balked Of Entering U.S.



WASHINGTON, Nov. 7.—The state department again today denied the petition of the Countess Karolyi for entrance into the United States.

James F. Curtis, of the law firm of Curtis, Fosdick and Bellano, legal counsel for Countess Karolyi, said the firm had been retained by the countess.

Several weeks ago the countess applied for a passport which was refused on the ground that she was a communist and must be barred under the law.

Countess Karolyi, a Hungarian noblewoman, was the wife of a former minister of the Hungarian government.

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CLEAR TRACK ON TAX BILL IS SEEN IN LOWER HOUSE

Some Difficulty May Be Encountered From Other Quarters but Coolidge in Favor of Non-Partisan Progress

COMMITTEE RESTS ON EVE OF EXCISE PLAN
Embryo Measure, Providing Big Tax Slash, Comes Under Fire From Several G. O. P. Senators; Smoot Favorable

WASHINGTON, Nov. 7.—The non-partisan tax reduction bill almost completed by the house ways and means committee faces an apparently clear track in the lower house, while differing over some provisions, agreed in the main with the committee's action.

The committee, working on such a measure for the first time in years without party lines sharply drawn, rested today before considering revision of the excise tax schedules on the main features of the proposed bill—reduction of the income and inheritance taxes and repeal of the gift tax and publicly of income returns.

A fight against the proposed cut in the 48 per cent rate on 20 per cent probably will constitute the only marked opposition to the bill in the house.

Embryo Measure Comes Under Fire
The embryo measure came under fire of some senators today, however, while receiving general endorsement from the majority in the senate.

Senators Borah, Idaho, and Norris, Neb., and McNamara, and Walsh, Democrat, Montana, assailed the proposed repeal of the publicly of income tax returns.

Both Senators Borah and Walsh declared they would fight the proposed repeal of the provision in the present law permitting publicly of income returns of automobiles, trucks, tires and accessories, admissions, dues, jewelry and virtually every other tax now existing on such articles.

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Ponzi Seeking to Recoup Fortunes In Florida Boom



JACKSONVILLE, Fla., Nov. 7.—The Jacksonville Journal says today that Charles Ponzi declares in a signed statement that he is in Florida to "stage a comeback" and repay the \$2,000,000 he owes to his creditors.

Ponzi, who was arrested in Boston in 1920, has been here since September 28, operating under an assumed name. His statement says he has been living in Florida and that he will subdivide the Journal, continue into lots and sell through the United States at \$10 each.

The financial wizard has been known in Jacksonville as Charles Ponzi, Jr. He has been here since September 28, operating under an assumed name.

Ponzi is under \$10,000 bond awaiting a hearing on an appeal of his conviction in Boston for defrauding his creditors before he takes one cent of profit for himself.

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Daughter Upholds Act Of Father in Taking Life of Only Sister

NEW ENGLAND TO SAVE 70 MILLION WITH BITUMINOUS
WASHINGTON, Nov. 7.—New England, as a result of the anthracite tie-up is preparing to go on a petroleum bituminous basis. The so-called "oil" will save \$70,000,000 annually on its fuel bill.

LITTLETON, Colo., Nov. 7.—Tears streamed from the eyes of jurors, witnesses and spectators today as Mrs. Francis Blizer, daughter of Dr. Harold Elmer Blizer on trial for the murder of his 34-year-old daughter, Hazel, told in so-racked fashion the tale of "untold devotion," her father poured on the "human hunk" that the defense holds he slew through insanity and "humanitarian impulse."

She was utterly helpless," declared the witness, whose appearance on behalf of her father was possible when the state rested its case.

Her body was terribly twisted. She couldn't walk, couldn't feed herself and was not able even to brush a fly from her face. The noises she made were animal like and frightened the jury. The sight of her bawling was so revolting that I couldn't stand to watch her.

For 34 years father poured on her the utmost devotion, love and care. He lived for her wholly. His worry, unbalanced his mind and caused him to have the spells that came upon him often after the murder.

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SEEKING TO PROVE BARRING OF NEGRO

Activities of Waterworks Body Construed to Mean Color Line in Residences in Murder Trial Defense

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DRUSE UPRISING TAKES HEAD OF RELIEF SCHOOLS TO SCENE

Charles R. Fowle Leads Expedition From United States to Investigate Alleged Destruction of Schools at Hands of Near Eastern Revolutionists

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BLACKMAIL THREAT ON MRS. BERGDOLL

Police of Philadelphia Seeking Men Believed to Have Made Threat Against Mother of Draft Dodger

Philadelphia, Nov. 7.—A blackmail threat was being sought here today by federal authorities and local police after it became known he had threatened the life of Mrs. Bergdoll, mother of the draft dodger.

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JENKINS RENAMED TO PARDON POST

Gore Selects Morgan Appointee to Continue Duties as Pardon Attorney, Says Executive Announcement

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REPRIMAND GIVEN GERMAN OFFICIAL

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ITALIAN FASCISTI GETS NEW RECRUIT

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WEATHER HAMPERS WEST'S FOOTBALL

All Games Through Western Part of Country Are Blocked by Miserable Weather; Players Buried in Mud

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DOLLY SISTERS SUE FRENCH THEATERS

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OLIVER IS NAMED A. P. MEMBER HEAD

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FOUR KILLED

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Did You Know
That advertising is always successful!

INSURANCE MAN DIES
NEW YORK, Nov. 7.—Eldridge Gerry Snow, president of the Home Insurance company of New York and prominent in financial and civic circles, died here today.

INDIANA TRUCK IS USED IN PULLING TRACKLESS TRAIN

Model of Locomotive Built on Motor Truck Chassis and Pulls Pullman Trailer Over Southwest Trails

LOCOMOTIVE DETAIL FOLLOWED IN MAKING

The locomotive of a trackless train is mounted on an Indiana model "26" short wheelbase chassis, manufactured by the Indiana Truck Corporation, Marion, Ind. This locomotive super-structure is installed in place of the chassis, identical in looks to the most fastidious railroad engine. In fact, it would take an expert in engine building to tell the difference between it and its "railroad brother."

One difference, of course, is that it travels the highways on pneumatic tires, pulling a 11,000-pound Pullman car trailer while the others "pull" and "pout" over iron rails. The exhaust is carried out through the engine block and by an ingenious arrangement the volume of smoke can be increased as desired and steam can be exhausted around the cylinders.

ing the continent over a different track, after a tour of this country is completed, the train will be shipped from New York to Europe and will spend fifteen months or more visiting all the principal cities in the old countries.

AUTO NEWEST ARM OF WESTERN LAWS

Arizona Sheriff Takes Auto as Mode of Travel to Keep Pace with Always Advancing Law Breakers

A six-shooter almost big enough for a prairie dog to hole up in. A fast running, much abused motor car, to which established roadways mean as little as they did to his compeony of two decades ago—these are the trappings today of the Arizona sheriff.

What is your mental picture of the sheriff? While and flowing chaparral? Twirled mustaches? Six guns in each hand? A five-gallon sombrero? A lariat at silver-mounted saddle horn?

In fact, his voice is low and gentle. His courtesy would shame Sir Walter Raleigh—Chesterfield, third-Sort-spoken and friendly he is, as easy to know as an old shoe. His automobile is as much a part of his equipment as his gun or badge. A clear, blue eyes—it is universal in Arizona sheriffdom—that looks direct and helms any thought of accident that needs no spectacles to read the look-out card for an escaped murderer—this feature alone links up his pleasure and higratit presence with the quickness of his trigger finger; with the suddenness of draw by which his huge six-gun can come out into the daylight, smoking as it comes.

The U. S. Army Chevrolet



General John A. Lejeune used a stripped Chevrolet, latest addition to Army transportation service, while fighting sharp battle of the "Devil Dogs" at Camp Meade, Md. Left to right: Generals Toland, Williams and Lejeune and Colonel Eskridge at the wheel.

The latest addition to the army transportation service is the Chevrolet trans-continental auto car. The machine as used by the military is the regular Chevrolet chassis without the passenger top and body. It is fitted with low, cushioned seats. The fenders and running board are the same as are used on the passenger cars of the Chevrolet line. The car carries front and rear bumpers and the wheels are of the steel disc type.

The Chevrolet army car is used principally for the rapid conveyance of officers during maneuvers or other military operations. The combination of

no road, very often with his car lights out. Anyways dug in the earth by floods, dry washes which are riverbeds of stone of incalculable unevenness, its in wall to trap his car into a sudden plunge at night.

He will be out for five to eight nights in the dark alone, waiting at a known road or gate for the fleeing desperado to come out of the fastnesses for water. He will hunt his quarry in a rough mining camp or on a trackless desert.

Always, in the end, he knows there's waiting a man with a six-shooter equally as big as his own, or a 30-30 high-powered rifle or sawed-off shotgun laden with slugs. And that man, or these men, see in him a quick trial and solid steel bar, while behind lies safety in mountain fastnesses, many of which still never have felt the tread of a white man's foot.

And when the meeting comes, his voice, though quick and steel-sharp, is still easy; only that clear-blue eye, that lightning-like six-shooter betoken his stern calling. Besides graves which hold dozens of bad and tough men whose deaths are the bullet whining from the Arizona sheriff's six-shooter, are those which told, alas, a score of his deputies as well, whose croaking trigger fingers were the infinitesimal part of a second too late.

TROUBLE-FREE CAR DREAM OF OWNERS

Just What Lies Behind Day in and Day Out Performance Without Trouble Is One of Auto Mysteries

The average owner of a good automobile whose car, entirely free from trouble, glides smoothly over the highways, month in and month out, marvels at its unflinching dependability. Unaware, perhaps, of the elaborate and painstaking system employed by the manufacturer to insure that character of performance. In no other industry is inspection more rigid or are safeguards more firmly adhered to.

"No other factor in our entire program of manufacture is a more vital part of the production program than our system of inspection and testing," says D. M. Averill, vice-president and general manager of the Ajax Motors company. "It is only by constant, insistent and repeated testing that a manufacturer is in a position to know definitely, before a motor car is shipped, that its performance in the hands of the ultimate owner will be entirely satisfactory. Reports received by us from Ajax owners, many of whom have driven their car thousands of miles, show plainly that the character of performance fully justifies our policy of rigid inspections and tests."

Visitors at the Ajax factory frequently express amazement at the length to which the company has gone to assure perfect workmanship and materials. This work begins with the raw materials which are not unloaded from the freight cars until definite tests have shown that they measure up to specifications and requirements in every particular.

Then as each of the numerous operations in the various departments, inspectors must pass on them. Thus the possibility of trouble is eliminated at the very outset; finished units not only are thoroughly inspected but are thoroughly tested before going to the chassis.

Motors are run on their own power for hours before they finally are placed on bolsters and swung into position in the frame; crankshafts, when finished, instead of passing on immediately to the motor assembly department, are checked on a balancing device to assure balance. Connecting rods and all reciprocating parts are tested for perfect balance. Definite reports are made and kept on each inspection of this character to service entailed in the manufacture of

the car, but even when the Ajax completely assembled, is run on its own power there is still one of the most important tests of all to be made. This final test, the actual performance of the car under all driving speeds, is conducted on a brick track built and maintained for that purpose alone. This track lies just outside of the "final assembly" and the cars as they come off the line are filled with gasoline and turned over to drivers long trained in motor car construction and performance. When the car, in actual performance, measures up to standard in every particular, it is finally run to the loading dock and tagged for shipment.

CLEVELAND ADOPTS FLAT RATE SYSTEM

New Plans of Motor Car Corporation Provided for Pre-Determined Cost on Maintenance

"These days when an automobile owner finds it necessary to stop in a service station to have his car looked over, or some minor adjustments made, he wants to know just what that particular service operation is going to cost, before it is actually rendered," states J. T. Nicholson, service manager of the Cleveland Automobile company, Cleveland, Ohio.

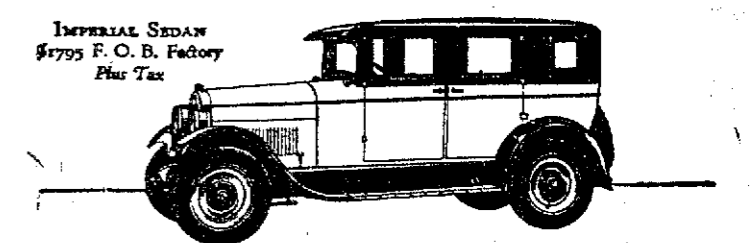
"No longer does the average motorist want to put up with service costs which are excessive. He wants to be assured of a square deal. It must be remembered that without a flat rate system of charges in effect, it is absolutely impossible for all dealers to maintain a similar cost of service. Each has his own particular idea as to labor costs and what maintenance is worth. This has proved to be so varying that many of the foremost motor car manufacturers have adopted what is known as a flat rate system of charge. The Cleveland six has just introduced a system of this character to its distributing organization.

"The compilation of this flat rate system dates back over several years, inasmuch as it was necessary to record all the time and cost of thousands of service operations in the shops of Cleveland six distributors and dealers. This of course has enabled the factory to work out an equitable charge basis for each service operation in connection with the Cleveland six.

"Each Cleveland six distributor or dealer adopting this system of service is supplied with a list of maintenance

WOMEN FIGHT OVER STYLE

ST. LOUIS, Mo.—Mrs. C. E. Deane and Miss Myrtle Evans landed in court because Miss Evans criticized the style of Mrs. Deane's coat. Mrs. Deane was fined for assault.



Davis owners find no effort in steering balloon tires! Davis Cam and Lever Steering is the answer! Try it!

The Litter Piston Mfg. Co. Distributors PHONE 4535

Good Territory Open for Live Dealers
George W. Davis Motor Car Co. Richmond, Indiana



"So say they all!"

To date—conservatively calculated—250,000 owners...

Not such an impressive total as automobile registrations, en masse, are recorded today...

But—Willys-Knight owners are not "mass" owners...

They are a select lot. Select, and selective. The motor-car sophisticated. An owner-group value-wise.

Ask any Willys-Knight owner why he bought his Willys-Knight...

Ask him for a full and frank expression as to the satisfaction he has had in his car...

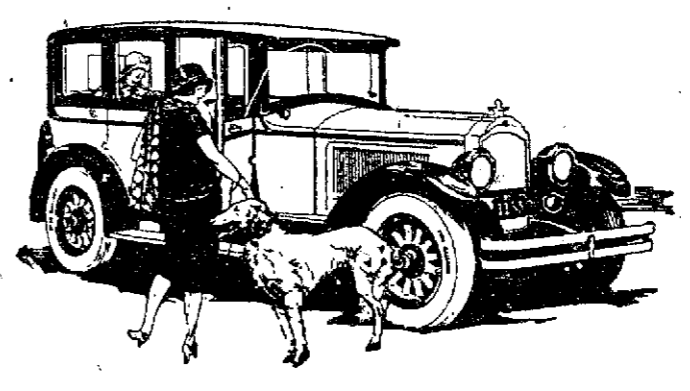
Ask him about engine-repair bills—about enforced lay-ups because of valve-grinding or carbon cleaning...

Question him about performance—about the condition of his engine, at 5,000 miles, at 25,000-and-50,000, at 75,000 miles or better...

And, above all, ask "If you ever had to buy another, what car would you next buy?"

An overwhelming majority of Willys-Knight owners will tell you they bought their present Willys-Knights for one of two reasons—

Either they had previous first-hand experience with another Willys-Knight

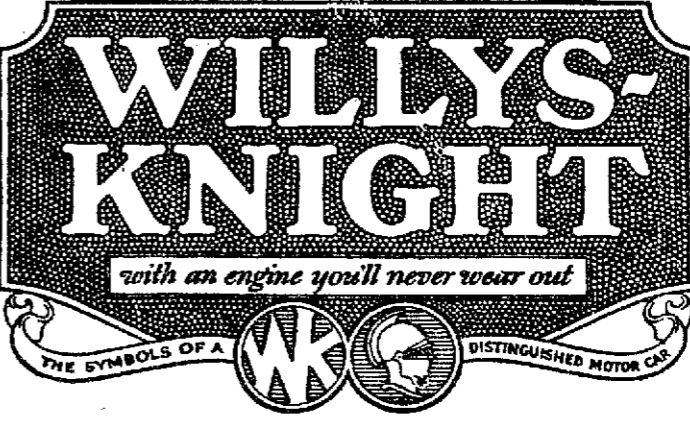


is still more powerful, still smoother, still quieter. And at 75,000 miles-and-over, an even greater improvement is in evidence. For this car is driven by the patented Knight sleeve-valve engine, the only motor-mechanism that improves with use—the only engine that, up to a mileage-point still undetermined after 16 years' use, increases in power, increases in smooth and silent running, increases in all-around efficiency with every mile!...

"Another Willys-Knight"—this is the answer, inevitably, to the query as to what car any one of the 250,000 present Willys-Knight owners again would buy. Extraordinary satisfaction. Extraordinary performance. Extraordinary long life. Naturally, your Willys-Knight owner is an enthusiastic owner. And he is steadfast in his loyalty. He will buy another Willys-Knight. He will recommend the same course to all who inquire.

He knows that neither you nor he can realize such perennially magnificent service in any other car!

Convenient terms. Your present car applied as part payment.



OVERLAND MOTOR COMPANY

Virginia Street at Pennsylvania Avenue
PHONE 6677

WILLYS-OVERLAND-FINE-MOTOR-CARS

Model	Price
TOURING	\$1750
ROADSTER	\$1750
COUPE	\$2195
COUPE-SEDAN	\$2095
SEDAN	\$2295
BROUGHAM	\$2095

All prices f. o. b. Toledo

All the World no Car like this!



MODEL 55

Touring	\$1595.00
Coupe	2195.00
Sedan	2285.00
Roadster	1950.00
Sp. Touring	2050.00
Brougham	2485.00
7-Ps. Sedan	2750.00

with 70 horse power motor; 4 point suspension; 7 bearing crankshaft; Alemite lubrication system; 4 wheel hydraulic brakes; and full equipment, consisting of demountable rims with extra rim and carrier; 5 balloon tires; front bumper; automatic windshield wiper; motometer; transmission lock; complete set of tools, etc.

MODEL B-40

Touring	\$1185.00
Brougham	1575.00
Sedan	1495.00

with 50 horse power motor; 4 wheel Lockhead Hydraulic brakes; Duco Finish; and fully equipped with extra tire, tire cover, tool kit, automatic windshield wiper, balloon tire jacks; rear vision mirror, etc.

Charleston Flint Co.

DISTRIBUTORS OF FLINT CARS
18 McFARLAND ST. PHONE 667

ASSOCIATE DEALERS:
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