

foundest sentiments of sorrow, for the fine men who then so tragically and unexpectedly lost their lives and must always feel that to have been one of the turning points of our consciousness of what was involved in the struggle for human liberty."

Alfred Austin, poet laureate of England since 1896, is dead. He was 77 years old.

Jules Goux, a Frenchman, driving a French car, the Peugeot, won the third annual 500-mile automobile race at the Indianapolis, Ind., speedway, May 30, in 6:31:33 4-5, an average speed of 76.59 miles an hour. No fatal accidents marked the running of the race, although two men were seriously injured.

**PRESIDENT WILSON'S ADDRESS TO INDIANS TO BE "DELIVERED" BY PHONOGRAPH**

Washington Post: Phonographic records of an address by President Wilson to the Indians of the United States were made at the White House the other day. The address will be "delivered" during the progress of an expedition of patriotism which is soon to take place and which contemplates a visit to all of the reservations of the country where Indians make their homes.

The president's speech is in the form of a greeting to the Indians upon their having attained a position in America promised them by Thomas Jefferson, who, a hundred years ago, as recalled by President Wilson, declared he would rejoice when the red man should enjoy the same rights and privileges as the white man.

Rodman Wanamaker, of Philadelphia, is the originator of the expedition of patriotism plan. The expedition, which will cover nearly 22,000 miles, will be headed by Dr. James K. Dixon, of Philadelphia. Major James McLaughlin, a government Indian inspector, will be a member of the party. It is proposed to raise an American flag upon each of the 66 reservations, the emblem to become the property of the Indians. In his speech the president said:

"My Brothers: A hundred years ago President Jefferson, one of the greatest of my predecessors, said to the chiefs of the upper Cherokees:

"My children, I shall rejoice to see the day when the redmen, our neighbors, become truly one people with us, enjoying all the rights and privileges we do, and living in peace and plenty as we do, without any one to make them afraid, to injure their persons, or take their property without being punished for it according to fixed laws."

"This I say to you again today, but a hundred years have gone by, and we are nearer these great things than hoped for, much nearer than we were then. Education, agriculture, the trades, are the red man's road to the white man's civilization today, as they were in the day of Jefferson, and happily you have gone a long way on that road."

"There are some dark pages in the history of the white man's dealings with the Indian, and many parts of the record are stained with the greed and avarice of those who have thought only of their own profit, but it is also true that the purposes and motives of their great government and of our nation as a whole toward the red man have been wise, just and beneficent. The remarkable progress of our Indian brothers toward civilization is proof of it, and open to all to see."

"During the last half century you have seen the schoolhouse take the place of the military post on your reservations. The administration of Indian affairs has been transferred from the military to the civil arm of the government. The education and

industrial training the government has given you has enabled thousands of Indian men and women to take their places in civilization alongside their white neighbors.

"Thousands are living in substantial farmhouses on their own separate allotments of land. Hundreds of others have won place of prominence in the professions, and some have worked their way into the halls of congress and into places of responsibility in our state and national governments. Thirty thousand Indian children are enrolled in government, state, and mission schools.

"The great white father now calls you his 'brothers,' not his 'children.' Because you have shown in your education and in your settled ways of life stanch, manly, worthy qualities of sound character, the nation is about to give you distinguished recognition through the erection of a monument in honor of the Indian people in the harbor of New York. The erection of that monument will usher in that day which Thomas Jefferson said he would rejoice to see, 'When the red men become truly one people with us, enjoying all the rights and privileges we do and liv-

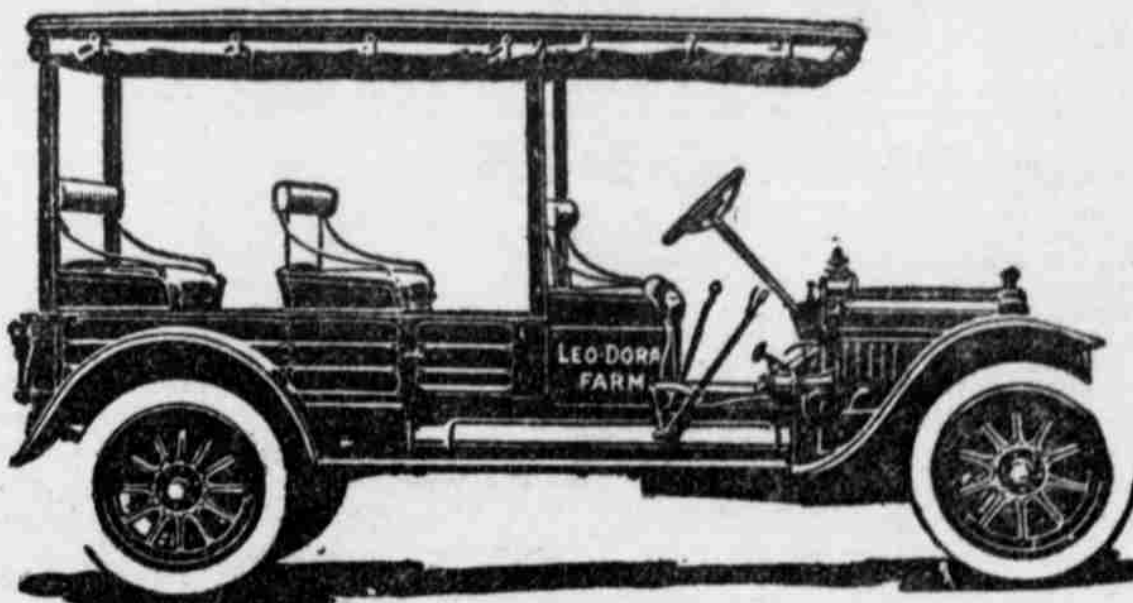
ing in peace and plenty.' I rejoice to foresee the day.

"It gives me pleasure, as president of the United States, to send this greeting to you, and to commend to you the lessons in industry, patriotism, and devotion to our common country, which participation in this ceremony brings to you."

Chicago Record-Herald: "I often wonder if any woman's husband ever tells her the truth."

"I'm sure mine does. Every little while he tells me I look younger and prettier every day."

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You know as well as we what a benefit the motor car has been to people living in the country. It eats up distances as no horse ever could; it never tires; friends living many miles away whom you seldom used to see, are now the same as neighbors. Your town is now near-by, where it used to be some distance. These and many other things the motor car has done for you or your neighbors. But one thing it has *not*—it has *not* carried your freight. This is where the White Combination excels any motor car built.

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Even if you have a motor car, you have had to use your horses to haul things to town. Frequently they are already tired from plowing or other farm work when you hitch them up for a long road haul. But you have *had* to use them. Other people, too, who own motor cars have *had* to hitch up when it came to hauling, because no other motor car built has a frame strong enough, nor body designed to carry freight as will the White Combination Car. Used as a freight carrier it not only does the work of from four to six horses because of its speed on the average haul, but also saves your horses the strain of the trip, or permits their being used *on* the farm while this car is working on the road.

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It is cheaper to pay \$2250 once than \$1000 four or five times. Figuring mile for mile, the White Combination will outlast four or five of the ordinary touring cars of the \$1000 or \$1200 type. As a passenger carrier, it more than meets every requirement of the touring car and can carry twice as many passengers. As a freight carrier there is no comparison, as no touring car made even approaches it.

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This car is designed by the same engineers, built with the same care and of the same excellent materials that have all combined to make White Cars the standard for the highest grade of automobile construction in America. It is the best car value you can buy, and the price you pay for a car is usually about what it's worth as a car. But the White Combination is more than a motor car, it does more. It gives you more than double service value in passenger and freight carrying.

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The work and play this car will return to you is about equalled by *four* low priced touring cars. That would mean an investment of between \$4000 and \$4500, as against \$2250 for the White Combination. Any *one* of the *four* would cost more to run and repair than the *one* White, and would have to be replaced three or four times over before the White really began to wear.

That Is Why This White Combination Car at \$2250 Is The Best Motor Car Investment You Can Make. Let Us Send You Specifications and Tell You What The Car Has Done. Are You Ready to Discuss The Matter?

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