

have more than that; he must have a moral purpose in which he has faith. And I believe that that counts for more than any other one thing in a great contest.

Shakespeare says, "Thrice armed is he who hath his quarrel just;" so he would lead us to believe that the man who is conscious that his cause is righteous is three times as strong as the man who hasn't this consciousness.

But Shakespeare was a very conservative man, and that is not the strongest statement of that proposition. The Bible presents it much more strongly. The Bible says one with God shall chase a thousand, and two put ten thousand to flight. That is a stronger statement of the truth.

A man who is conscious that he is in a cause for a selfish purpose can't be strong. He is afraid all the time somebody will find out his real reason, and find out that it is different from the reason that he gives.

The best preparation for a fight, a sure-enough fight, is for a man to inspect his motives and see that there is nothing to conceal. There is no other power that a man can invoke, no other human power, like the power that comes from the feeling that there is nothing in the heart that needs darkness to conceal it; and in the long run the man who pitches his fight upon the highest plane wins. It may take time, but the stars in their course fight with the man who is on the right side; and this consciousness that he is right, this consciousness that his purpose is lofty, is a factor that a man can not overlook if he would accomplish things worth while.

A man must have more faith in himself. He must have faith in his fellow men. Let no one argue to you that people can't be trusted. It is better to trust and sometimes be disappointed than to go through life without that confidence in your fellow men.

And experience will convince you that there is something in each one that can, if cultivated with confidence, be brought out. We are discovering that there are other ways of getting men and boys to prison without taking them handcuffed and with guards.

It used to be that every man who was arrested was supposed, presumed conclusively, to be in need of actual force in order to carry out the provisions of the law. But they have found by experiment that in a great deal more than half the cases when a boy is to be sent to the reform school the money can be given him to buy his ticket, and he can be told to report at the reform school. The fact that you let the boy know that you trust him will in most cases make him want to live up to that confidence.

I say you have to trust your fellow men; you have to have faith in them. Why, all society depends—at least, all co-operation depends—upon faith. We can't work together unless we have faith in one another.

You may have heard of cases where a boy became ashamed of his parents. I read of a case out in Chicago a few years ago. A widowed mother had sacrificed and saved and sent her boy to college. She wanted him to be a lawyer, and no sacrifice demanded of her was too great as she looked forward to the time when her boy would stand high in his profession.

And after a while he graduated, and then he studied law; and at last he settled down, and began to prosper. And then the mother thought it was time to gratify her long-cherished desire to see him blossom out and realizing her hopes. And so from her humble home she went to his office in that great city, but she had not been there long before

she found that he did not want his clients to know that she was his mother; and then her heart was broken, and she went home, her vision destroyed.

If I thought that any boy would get to a position where he would be ashamed of his parents, I would rather he should never see a school-room or read a book, for there is something more than the education of the mind; it is the development of the heart; and the man who allows anything, whether it is education or wealth, to devastate his sympathies and shrivel his heart, is going backward and not forward.

You must have faith in your fellow men if you would accomplish anything. Read history, and you will find that it has been said of every one whom the world has loved that they loved him because he first loved them.

You must love people before you

can work with them, and they must be convinced that you do love them before they will let you work with them. The first thing necessary if you are going to do people good is to convince them that you are their friend, convince them that you love them.

In our country, if a man is going to accomplish any great thing, he must not only have faith in his fellow men, but he must have faith in his form of government. When I say that I believe that our form of government is the best one that the human mind has devised, I do not mean to say that our form of government is perfect. I do not mean to say that it is perfect now, or ever will be perfect in all its details and its machinery. Our government is best because it can be made as good as the people deserve to have.

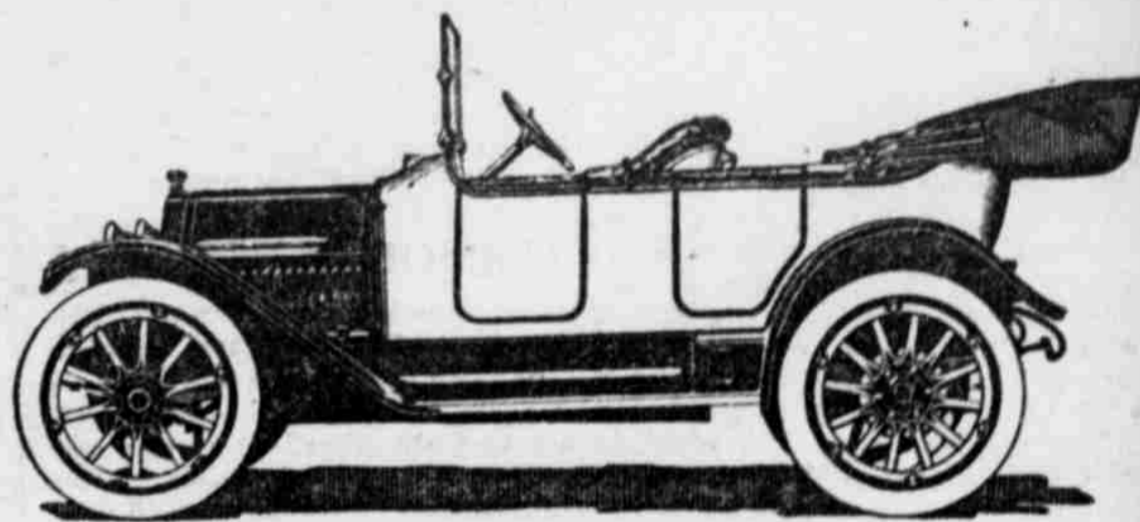
A government is a sort of composite photograph of the people. Some-

times the members of a graduating class have a composite photograph made of the class. It does not look like any member of the class, but it combines the prominent features of all the members of the class. So a government is not a photograph of a single citizen; it is rather a composite photograph, because it takes a great many men to run a government, and it takes a great many more to select the ones who are to run the government; and those who are in positions of authority are not free to do exactly what they want to do. They are bound to do the things that people want done, and there are so many whose co-operation is necessary to do a single thing that the government can not be exactly what any citizen desires it to be.

But if we look at the government, and it is not so beautiful as we think (Continued on Page 15.)



With the Gearless Transmission



Let's Talk "Car" from Your Side of the Fence!

When many people buy motor cars they are led to consider nothing except the factories—the workmanship—and other things which have to do with the making of the car.

Now I do not mean to say that these are not good features—but I do say that you ought to consider what you are going to get from that car after you have paid out your good money.

You are not buying the manufacturing process—and neither are you buying name plates, you are buying service. It doesn't matter one cent whether the car you buy was made in a marble palace or in a basement, just so it gives you service.

And what I want to do in this ad is to look at the proposition of buying a car—from your standpoint, and not from the manufacturers'.

Right off the bat, you've got to have a car that will go out and travel the roads. And it must travel bad roads, too, for we have very few perfect roads yet.

And this service is going to be more complete if your car will travel all the bad roads, the hills and sandy places. If you can take your car out and go anywhere you please, regardless of roadways then you are getting the service you pay for.

A Cartercar will give you just this service—and I don't care what gear car you choose, you can't bring it out on the road and follow me in a Cartercar.

The reason for this is that the Cartercar doesn't have the ten or twelve complicated gears in the transmission. You can't strip your Cartercar transmission because it is gearless.

Right up over a hill it will go, easily, and carry a full load, and when you get down on the other side you know there is nothing strained or broken

about your car. I say you know it, because there is nothing to break.

And what's more this gearless transmission of the Cartercar affords you an unlimited number of speeds—with one lever control. Just stop a minute and compare that with the four speeds of the gear car—and the complicated control.

I'm talking about service now—and if you'll think over these points carefully, you cannot help but understand why the Cartercar is being driven today by thousands of people who have become disgusted with the weak gear transmission.

This is strong talk, but the Cartercar is stronger than anything I can say. I am selling a car here that is so much better from a service standpoint, than any other car on the market, that there is really no comparison.

I've told you about the unlimited speeds—the hill climbing—the reliability, but there is another feature that is if anything more important.

This gearless transmission prevents jerks and jars in starting and changing speeds. I do not need to tell you that this means comfort, greater than you can hope for from any jerky gear car, but it also means about twice the usual tire mileage.

Twice the usual tire mileage—is that talking from your side of the fence? Unlimited speeds—how about that? And the ability to climb 50 per cent hills, go through sand and mud—does that sound like you will get good service from a Cartercar.

Now, I've told you these things—but if you are not acquainted with the Cartercar you'll certainly not believe me. But send for a new catalog and I'll tell you our nearest agent who will prove every statement made here.

Harry R. Radford, Vice President and General Manager

Cartercar Company
Pontiac, Michigan