

# MILLERAND NAMED BY FRENCH CAUCUS

Almost Doubles Vote of Both Opponents as Choice for President

## REAL TEST OF STRENGTH

By the Associated Press  
Paris, Sept. 22.—Premier Alexandre Millerand was chosen as a candidate for the presidency to succeed former President Deschanel, who resigned as chief executive of the republic because of ill health, by the joint caucus of the members of the Senate and Chamber of Deputies in the Senate and Chamber this afternoon.  
Premier Millerand received 528 votes; René Peret, president of the Chamber of Deputies, 157, and Leon Bourgeois, president of the Senate, 119.  
The voting was unofficial, but was accepted as a real test of strength. Premier Millerand was the only official candidate, but the names of M. Bourgeois and M. Peret appeared on the ballots. M. Bourgeois authorized the definite announcement of his declination to be a candidate, and M. Peret declared he would not run against Premier Millerand for the office which M. Deschanel formally resigned yesterday because of ill health.  
Former Premier Clemenceau left last night on his hunting trip to India he remarked to one of his former co-workers, according to the

Petit Parisien, that he regarded Premier Millerand as the man best qualified for representing France in the eyes of foreign peoples. If he had the privilege of voting, added the "Tiger," he would vote for Millerand.  
There was no demonstration of any sort except on the part of the extreme Socialists, about fifty of whom refused to stand, remaining ostentatiously seated.  
M. Deschanel wrote his message of resignation with his own hand, the document covering a page and a half. It was written in the purest style of French and expressed beautifully the president's pride at having reached the highest post in the republic and his profound regret at having to relinquish it.

## 10 YEARS FOR 2 JAPANESE

### Attempted to Sell Stolen Naval Papers to Americans

Tokio, Sept. 21.—(By A. P.)—Two Japanese have been sentenced to ten years imprisonment on conviction of an attempt to sell documents stolen from the Yokosuka naval station to Americans, according to newspapers here.  
The theft of important documents dealing with naval plans from the trunk of a lieutenant in the naval school of gunnery at Yokosuka was reported in a Tokio dispatch July 19. A message from Tokio, July 22, said that a naval lieutenant had committed hari-kari in connection, according to the newspapers, with the disappearance of these documents.  
Paralyzed by Hazing  
Emporia, Kan., Sept. 22.—(By A. P.)—Andy McCoy, of Wichita, a freshman in the College of Emporia, is paralyzed below the waist as a result, it is said, of hazing by upper classmen. He was struck with a paddle.

# JAPAN TO INSIST ON RACE EQUALITY

## Cabinet Will Vigorously Pursue Negotiations With America on Legislation

### U. S. MILITARISM DENOUNCED

By the Associated Press  
Tokio, Sept. 22.—The Japanese Government, as a result of yesterday's meeting of the cabinet will, in the first place, vigorously pursue the negotiations concerning American anti-Japanese legislation, and, in the second place will push firmly the question of racial equality in the League of Nations conference, according to the Hochi Shimbun today. These decisions will be considered further at today's meeting of the diplomatic advisory council, the newspaper says.  
The labor unions, in conference here today, adopted resolutions pledging "harmonious co-operation with the Japanese laborers of California in their insistence upon their lawful rights." The resolutions were cabled to the California labor associations.  
At a public meeting in the Y. M. C. A. hall here today, Representative Kodama spoke on the subject "An American-Japanese War." He denounced American militarism, saying that as long as a threatening nation existed beyond the Pacific, Japanese naval expansion cannot be dispensed with.  
A graduate of Columbia University, New York, M. Osako, who followed Representative Kodama, attributed the anti-Japanese sentiment in the United States to racial differences. He declared that the whites were oppressing the colored races, backed by the power and influence of civilization. Japan was the only country strongly opposing white oppression, M. Osako asserted, and therefore had incurred the hatred of the Americans. The Japanese, he added, must strongly be determined to meet any serious consequences following the serious anti-Japanese movement prevailing in America.

Stolen Auto Found  
The automobile of Mrs. Edward Tripple, of 50 Hunter street, Woodbury, that was stolen last night, was found abandoned in Gloucester today. It is thought the thieves were taking the car to Philadelphia, when compelled to abandon it because of lack of lubricating oil.

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Special Trains leave Reading Terminal 8.00 a. m. Stopping at Columbia Ave., Honesdale, St. Wayne Junction, Logan and Jenkintown

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Leaves Mauch Chunk . . . 6.00 p. m.  
Leaves New York, W. 23rd St., 7.50 p. m., Liberty St., 8.00 p. m.  
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## Henry M. Leland's own Story of the new Leland-built Lincoln Car

**A**FTER the armistice was signed and the Lincoln Motor Co. was completing its contracts with the government for the production of Liberty Aircraft Motors, we called a conference of our engineering force. The principal members of this force are the same men who have been among the leaders in the development of Leland-built cars during the past twenty years.

We have always been strong advocates of the conference idea. Nothing of vital importance, particularly to car owners, is left to the judgment of one man, no matter how competent he may be.

"Boys" I said—I still call them boys because most of them were not much more than that when they first came with us some 20 years or more ago. "Boys, you have been telling us of your ideas and we are ready for you to go ahead with them."

"You know our ideas as to quality, ruggedness and stability. You have an opportunity now such as you have never had before, to make a thoroughly roadable car, a car that will not only go anywhere but that will go there with ease to the driver and with comfort to the passengers; a car with which it will not be so necessary to pick out only the good roads, a car that will enable people to travel unfrequented highways and to go places they have not been able comfortably to go heretofore."

"Do the job as you have always been accustomed to doing, only do it better. After the experimental cars are finished, we want to figure on at least a year to prove them out, so as to leave no shortcoming for the car owner to discover."

In about six months they had designed several different types and had actually constructed two different types. They were both truly wonderful cars, but we adopted the better of the two. Four engines were built; three of them were installed in chassis and the fourth was assigned for testing on the dynamometer. That was about a year ago.

Then followed the refining process and ferretting out deficiencies. The cars have been subjected to the most severe and the most practical punishment we could prescribe and have successfully withstood endurance tests equal to about five year's service in the hands of the average user.

I believe motorists will agree that the ideal car should possess primarily, six important virtues—good appearance, trustworthiness, long-life, power, economy and comfort. The order of their importance is largely a matter of individual opinion.

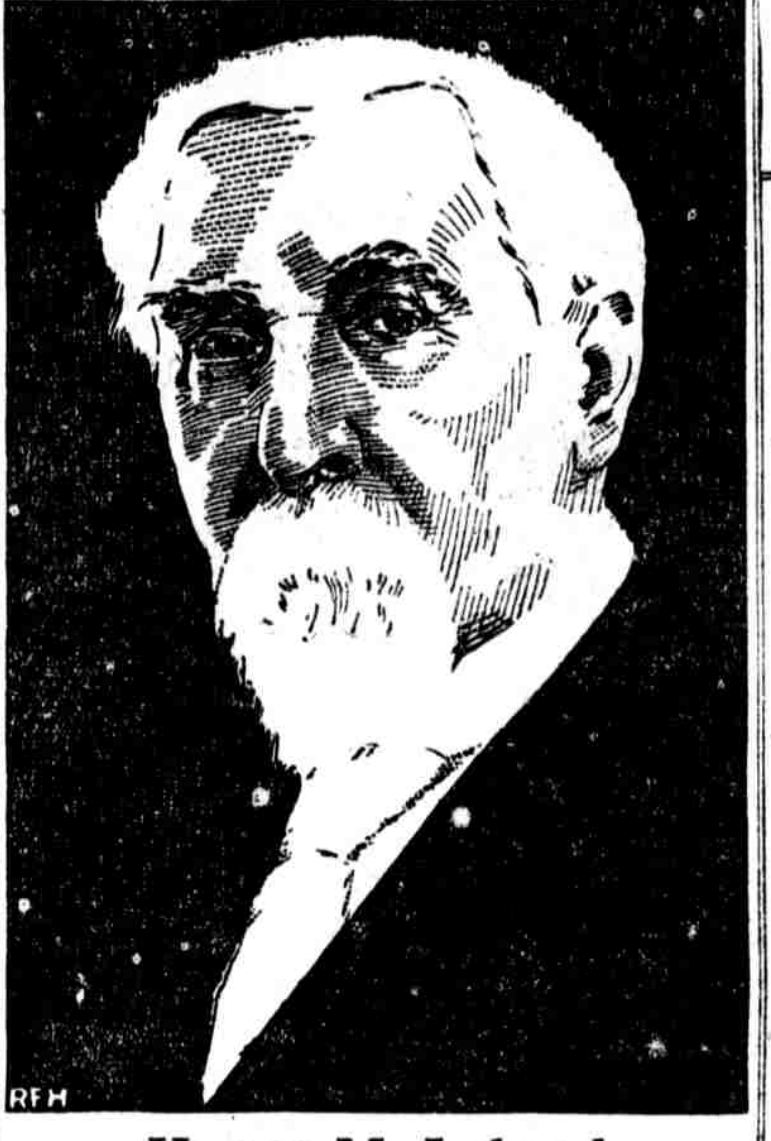
### Appearance and Stability

In appearance, the cars are substantial, well-proportioned and graceful. There is nothing extreme or overdone in any of the eight body types—just thoroughly dignified; they are cars such as the best citizens, persons of good judgment and refined taste will be proud to own. Their beauty is a type dictated, not by passing fancy, but by a desire for permanent attractiveness. The cars are replete with those many little conveniences which contribute so much to real pleasure and enjoyment.

Those who are familiar with the accomplishments of our engineers and designers—men who have supervised the building of more than 100,000 quality motor cars—know the unusual reputation of those cars for trustworthiness, stability and long life.

These engineers and designers are still working upon the same principles, but with the added advantages of greater resources than ever before, greater precision in manufacture and more suitable metal alloys than heretofore employed.

This in itself would make it reasonable to expect that the new car will possess elements of



**Henry M. Leland**  
President Lincoln Motor Co.

marked stability—elements which in themselves mean true economy over a period of years. And there is the added assurance that comes from the long proving-out period through which the car has been evolved.

### The Engine

Our new engine, which embodies a number of unique and distinctive features, but which cannot well be treated in detail here, I regard as the most efficient piece of motor car mechanism I have ever seen. Its piston displacement is 357.8 cubic inches. Its power seems almost limitless; I can hardly conceive of any call to which this engine will not respond.

The wheelbase is 130" except of the Limousine and Town Cars of which it is 136". The tires are 33" x 5" cords.

### Comfort and Performance

In this day of fine cars, it is not easy to imagine a more enchanting way of abridging distance, but let me cite my own experience:—

Our engineers and experimental drivers had been telling us what an unusual car they had; but frankly, I was a little inclined to discount their enthusiasm.

However, I had occasion to go to Defiance, Ohio, some 125 miles from Detroit—according to the Blue Book. I thought here would be a good opportunity to see for myself just what the car was. There were five of us. The top was up.

We were on a fine stretch with no other vehicles or cross-roads in sight, bowling along serenely at about 40 miles per hour—so I judged.

I am constitutionally opposed to speeding, but my interest and curiosity, I suppose it was, got the better of me.

"Step on it and let's see what she can do," I said to Harry, the driver.

"She's doing her best now," he answered. Doing her best at 40! I was keenly disappointed. My hopes were fast fading when Fred who sat beside the driver called back,—

"Why she's hitting 76 Mr. Leland" and laughingly, "You know this isn't an airplane with a Lincoln Liberty motor."

Perhaps I should have known better had I observed how swiftly the scenery was passing. My hopes rose. There that car was running just as sweetly and with as little fuss and vibration and with as little apparent effort at 76 as it did at 30—and there was none you could notice at 30.

Periodic vibration, which is something that engineers have tried for years to overcome, was at last absolutely unapparent to me, at any speed. There seemed to be an unusual harmonizing of the various functions. And the car was so steady; it seemed to hold the road as if it were in a groove.

I might add in passing that this elimination of the vibration period was not an accidental accomplishment. On the contrary, it was achieved only after much research, experimentation and money outlay.

Elimination of engine vibration, practically to the zero point, is without question a great stride toward prolonging the life not only of the engine itself but of the entire car.

As I said before, I am opposed to speeding, but when a car is made to possess the many other essentials to a real performer—power, acceleration, facile control, etc., speed is a natural consequence. You might call it a by-product, the use of which is entirely at the option of the driver.

A little further on the trip, we came to another stretch; it was pretty rough; several miles of what you might call de-macadamized road. It was a stretch that ordinarily you would not want to take faster than at about 15 miles per hour; but at 41 we were not uncomfortable. The sensation was more like sailing in a yacht as compared to a canoe on a choppy surface.

There was a most agreeable absence of side-sway and violent bouncing—no tendency to throw the passengers up and about.

From a standstill, the car seemed to get away with the grace and ease, but with the swiftness of a thrush, rather than with the flutter of a partridge.

I believe I have ridden in or on almost every kind of conveyance, from the ox-cart to the airplane, but even with all my fond hopes and anticipations, never did I expect to ride in anything which comes so near to what I imagine would be the sensation of flying through space without mechanical means.

The prices are based upon the highest class of materials and workmanship, and upon scientific and economical manufacturing methods, made possible by tremendous preparation in labor-saving machinery, tools and devices—plus knowing how to use them.

While these involve a vast initial expenditure of time and capital, they lend themselves to minimum production cost in large volume. There will be a legitimate margin of profit—no more. There will be nothing added just because we anticipate that motordom will recognize a superior car, nor because we anticipate that the car will afford a degree of satisfaction and comfort heretofore unknown.

I have tried not to be over-enthusiastic, but the car really is such an innovation that it is not easy to exercise restraint, and I feel confident that your own observations of the car and its performance will abundantly confirm my own impressions.

*Henry M. Leland*  
President Lincoln Motor Co.  
Detroit, Mich.

The New Leland-built Lincoln Car may be inspected in the salesrooms of  
Sweeten Automobile Co.  
441-451 North Broad St.  
Philadelphia, Pa.