

## Plea For Women's Vote For Permanent Prohibition

Mrs. B. A. Ormsby, Toronto, Delivered Stirring Address  
Upon Subject of Making Canada a Cleaner Country.

An enthusiastic and representative meeting under the auspices of the Equal Franchise Club was held in Zion Church Lecture Room on Thursday afternoon, and was addressed by Mrs. B. A. Ormsby of Toronto, the President of the Ontario Equal Franchise Association, and Dominion Franchise Superintendent of the W.C.T.U. The president of the Club, Mrs. S. W. Secord, in a very neat speech introduced the speaker, who gave a very inspiring and earnest address on the reconstruction of affairs after the war. "Thank God for a dry Ontario," said Mrs. Ormsby, "and we are going to keep it dry, and we women will have to do it." "One mother with five sons at the front said to me, 'Oh, it isn't the German bullets I fear, but the open saloon and brothel.' We must do our part to keep our country clean. The speaker continued, 'I spoke at a meeting of the Dominion Trades and Labor Congress this morning, who heartily endorsed our cause and promised their help.' (Applause.)

"We need the vote to give us the power to do our part in the reconstruction period after the war, and we must work for it. Now is our day of opportunity and responsibility. Shall we arise and grasp it? One woman in Manitoba, in spite of the severe climate and her 94 years, secured over 4,000 names to the petition to be presented to the government. She saw her opportunity and seized it; what are we going to do? The Ontario Equal Franchise Association have inaugurated a campaign to get a petition largely signed throughout the province, the same to be presented to our legislature next session, requesting them to enfranchise the women. One prominent politician, when asked to sign, said, 'yes, go ahead, the women are on the right track, now is their great opportunity.' What we need is co-operation of all the women, of all the women's organizations. The question of the terrible evils of the White Slave traffic and other social evils were dealt with at some length. We must protect our womanhood, and we need the ballot to do it, said

Mrs. Ormsby. We would like to see Canada a land of the square deal for women as well as men, and we must remember that the home, dear as it is, is only the centre and not the boundary. We must seize this opportunity and show our womanliness and broadmindedness. A vote of thanks was tendered Mrs. Ormsby, which was moved by Mrs. S. G. Read and seconded by Mrs. Howard Jackson.

The Officers and members of the Club and their friends entertained Mrs. Ormsby at high tea at Crumpton's where an excellent repast was partaken of, after which speeches were indulged in. Miss Gladys Garvin in a very pleasing manner reviewed several aspects of the woman question. Whatever is new for women is wrong, said the speaker, her place is in the home. This age long cry has nothing of value but its antiquity. What if Iona of Ave, Florence Nightingale, Frances Willard and scores of others had believed this and stayed in their homes? What would be the result to-day if the women of the British Empire had done this? "Where women have the vote they have used their house-cleaning tendencies and applied the vacuum cleaner to politics. 'Woman's place is where she can do the most good.'"

Mrs. S. W. Secord referred in a comprehensive speech to the problems of women in industry. "Before the war in England, there were over four million women in industry and about 70,000 in Canada at the same time. We need equal pay for equal work. There have been in the past double standards of wages, training, organization, yes, and of life, which is most unjust to women."

Before the gathering adjourned, Mrs. Ormsby said a few words which were much enjoyed. Several volunteers for work in the campaign of getting the petition signed in Brantford were enrolled.

**Children Cry  
FOR FLETCHER'S  
CASTORIA**



IRELAND TO THE FORE.  
Hibernian Hospital Orderly (to patient): "Wake up. Wake up, and take your sleeping draught."—London Hylander.

### ASTOR CUP RACE

By Courier Leased Wire.

New York, Sept. 30.—More than 30 automobiles, constituting one of the largest fields ever sent off on a speedway contest, are ready, or preparing to start in the race for the Astor cup and \$25,000 in prize money, to be run on the Sheepshead Bay speedway, beginning at 2.30 p.m. today. The cars will be driven by some of the most daring and expert race drivers in the world. The distance is 250 miles and the drivers hope to eclipse the record of 102.60 miles an hour set last year over the two mile course. Weather conditions were perfect.

### ACTION AGAINST LIEBKNECHT

By Courier Leased Wire.

Amsterdam, via London, Sept. 30.—The Berliner Tageblatt, a copy of which has been received here, says the government tribunal has begun a new action against Dr. Karl Liebknecht, one of the German Socialist leaders, who is charged with attempting to incite to disobedience and rebellion the soldiers of the Thorn garrison, with letters he sent to them.

**DR. DE VAN'S FEMALE PILLS** Reliable medicine for all Female Complaints. \$1 a box, or three for \$3.00, at drug stores. Mailed to any address on receipt of price. "THE SCOTT'S BROTHERS CO., ST. CATHARINES, ONTARIO."

**PHOSPHONOL FOR MEN** Restores Vitality, Tonic—will build you up. \$3 a box, or two for \$5.00, at drug stores, or by mail on receipt of price. "THE SCOTT'S BROTHERS CO., ST. CATHARINES, ONTARIO."

## RAIN CANNOT BE PRODUCED

By Artillery Fire as Has  
Been Believed by Many  
Since Beginning of War.

During the present war the question of the production of rainfall by gunfire has continually arisen. In the Scientific American for Oct. 24th, 1914, is an excellent editorial article on the subject; in the Scientific Monthly for February, 1916, is a discussion by Prof. A. G. McAdie; while in the Popular Science Monthly for January, 1911, Prof. Cleveland Abbe showed by laboratory experiments that the firing of cannon or dynamite could not possibly produce rain. The Journal of the Royal Astronomical Society of Canada makes the following comment on this question:

A comparison of the amounts of energy involved in an ordinary rain-storm and in the discharge of artillery, enormous though the latter may be, shows that the two phenomena are really in different classes of magnitudes. Of course the energy of the discharge while not sufficient directly to produce the rain, might in some way set free atmospheric force ready to act, just as pulling the trigger fires the gun. But even considered in this way, the cannon-adding would not be sufficient.

At a meeting of the Royal Meteorological Society, Chas. Harding presented a summary of the weather conditions for eight stations in Great Britain and eight on the Continent for the period of August, 1914 to April, 1915, and in connection with the discussion regarding the cause of the great rain fall in England, Dr. Hugh R. Mill, director of the British Rainfall Organization, made the following statement:

"The vastness of the work done by the quiet processes of nature requires only to be realized in order to show the inconceivable improbability of gunfire in France producing a wet winter in England. Take the case of a three and a half inches of rain which fell in excess of the average in December over 58,000 square miles of England and Wales. This quantity is 203,000 square miles inches or 12,126,320,000 tons. At winter temperatures, saturated wa-

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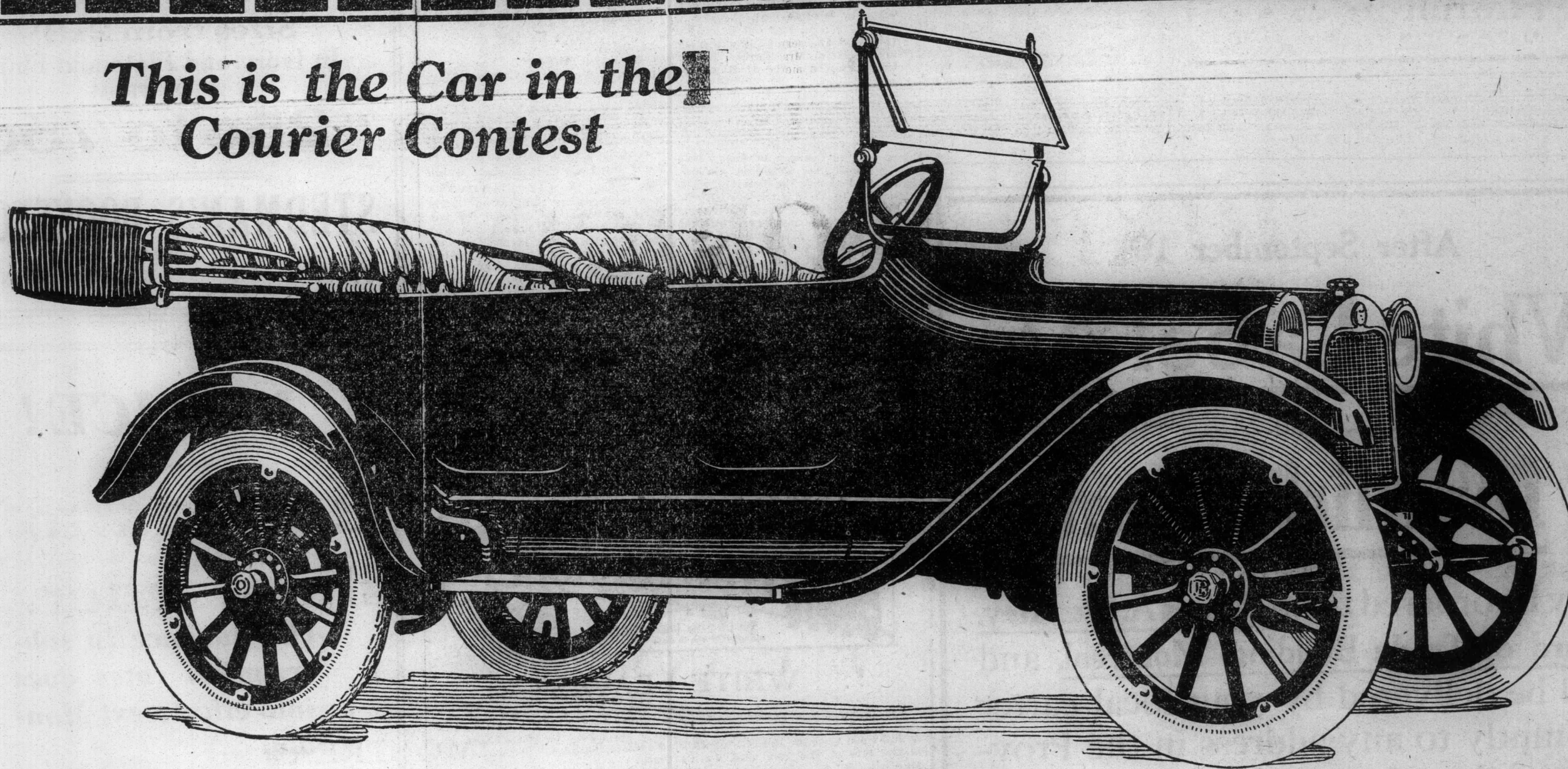


THE CONTINUED ALLIED ADVANCE ON THE SOMME

Germany's resisting power is wearing down. This is proved by the accelerated advance of the allies on the Somme. Shaded portions of the map show the advances on fourteen mile front.

ter vapour would form about one percent. of the mass of the atmosphere containing it, hence the minimum quantity of air which must have been carried over England and Wales in December, 1914, must have exceeded 1,300,000,000,000 tons. The amount of force required even to deviate the direction of moving masses of this magnitude is surely far beyond that which can be exerted even by nations at war.

## This is the Car in the Courier Contest



### SPECIFICATIONS

**MOTOR**—30.35 H.P., 3-point suspension, unit power plant, 4-cylinder cast in block with removable water-cooled head, 3 7/8 inch bore by 4 1/2 inch stroke.

**OILING**—Pump and splash feed. Eccentric pump, driven by spiral gears from crank shaft.

**COOLING**—Water. Capacity 2 3/4 gallons. Tubular radiator. Centrifugal pump.

**CARBURETOR**—Stewart—special design automatic air valve type.

**IGNITION**—Eisenmann G-4 high tension, water-proof magneto. Simplified breaker box.

**STARTING SYSTEM**—12 Volt North East Cable unit starter-generator. Willard 12-volt storage battery.

**GASOLINE TANK**—Cylindrical hung at rear of chassis. Fitted with gas-line gauge. Capacity 15 gallons. St. wart vacuum feed.

**CONTROL**—Levers in centre of car, mounted on transmission case. Control lever on ball pivot with locking device for each speed.

**INSTRUMENT BOARD**—60-mile speedometer, driven from transmission. Total trip mileage recorder. Oil pressure gauge. Locking, ignition and lighting switch. Current indicator. Carburetor dash control. Glove locker and dash lamp.

**TRANSMISSION**—Selective sliding gear type affording three speeds forward and one reverse. All gears Chrome Vanadium steel, heat treated and hardened.

**CLUTCH**—Aluminum cone, leather faced, fitted with special engaging springs.

**REAR AXLE**—Full floating type. Four bevel gear differential. Gears, Chrome Vanadium steel throughout, heat-treated and hardened. Eight Timken bearings used.

**SPRINGS**—Chrome Vanadium steel. Self-lubricating.

**STEERING GEAR**—Hardened steel worm and wheel, on left side of chassis, 17-inch steering wheel.

**WHEELS**—12 hickory spokes, front and rear. Fitted with Standard Welding Company's demountable rim No. 21. Extra rim furnished.

Each wheel supported on two Timken bearings.

**TIRES**—32 x 3 1/2 inch all round. Plain tread front. Non-skid tread rear.

**BODIES**—Five-passenger Touring and two-passenger Roadster. All pressed steel with special enamel finish.

**COLOR**—Ebony black, with dark blue wheels.

**UPHOLSTERY**—Real grain leather, stuffed with natural curled hair.

**FENDERS**—Pressed steel, attractive crowned designs. Linoleum covered aluminum bound running boards.

**WHEELBASE**—110 inches.

**TREAD**—56 inches. (60 inches for South.)

**WINDSHIELD**—Clear vision, rain vision, ventilating.

**TOP**—One-man type with jiffy side curtains and dust hood.

**LAMPS**—Electric; two headlights with dimmer; tall light and dash light.

**EQUIPMENT**—Electric horn; robe rail; foot rail; license brackets; tire pump; jack; tool kit; tire carrier with demountable rim.

**SHIPPING WEIGHT**—Approximately 2200 pounds.

**PRICE OF THIS TOURING CAR IN CANADA**—\$1,115.00.

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