

EIGHT-HOUR BILL FOR WOMEN FAILS

STORY OF GREAT EFFORT

How Measure Was Handled During Last Session of Legislature Described in Report

For the second time during the recent session of the Illinois state legislature the house of representatives went on record as opposing the Woman's Eight Hour Bill. It is the sixth time a proposed measure of this nature has suffered defeat in the legislature, according to a dispatch from Springfield.

Originally introduced by Representative Lottie Holman O'Neill, Dupage county, the measure was defeated on May 3, losing by three votes, after a bitter fight.

Slightly changed, but carrying in the main all of the provisions of the original bill, the proposed measure appeared in the senate where it received favorable action on May 25, being then sent to the house. Here the new measure received the same support and met the same opposition as the original bill. It was reported out of committee on June 7 with the recommendation of "do pass." One week later, with slight amendments it was successful in second reading.

Caught in Jam

Following this the proposed measure was caught in the legislative jam and its fate became doubtful. With the armistice which came after the bitter filibuster on the Chicago bonding bills, the measure was one picked out for early consideration. With the calling of the roll the intricacies of politics became apparent. Representative O'Neill had stood shoulder to shoulder with the leaders of the filibuster, had signed at least one of the protests. But with the calling of the roll on the measure for which she had so valiantly fought for several sessions of the legislature friends of the filibuster practically all deserted her and the bill lost by a vote of 68 to 59, or nine less than the required majority. Between the vote on the first bill and the second a change of six votes was shown.

Those Aiding
Representative O'Neill was aided in her fight for the proposed measure by Representative Soderstrom, LaSalle county, while the opposition was led by Representative Lee O'Neill Browne, who had opposed similar bills during past sessions.

Representative Browne declared the provisions of the measure economically unsound and spelling disaster to the working women of the state.

During discussions of the measure claims were made it had the support of organized labor, but opponents alleged organized labor was against the measure as framed. Labor leaders prominent in the state were present at each consideration of the bill.

TIMELY HINTS ON THE CARE OF TIRES

Motor Club Gives Advice Upon This Subject; Aid In Touring

With the touring season now at its height, the mechanical first aid department of the Chicago Motor club issues a few timely hints on the care of tires. A large proportion of car owners consistently neglect their tires. It might be supposed that the makers of tires would with good reason rejoice in this fact. Instead, however, they have gone to some trouble and expense through their organization, the Rubber Association of America, to put before the car owner correct information about their product and how to get the longest possible life out of it. The association points out that the chief factor in the life of any pneumatic tire is the air contained within it.

Under-inflation destroys more tires than any other one factor. It causes rapid tread wear and fabric breaks. When a casing is run flat or much under-inflated, the extreme twisting literally tears the tire apart.

The remedy for most tire troubles is proper inflation. This means maintaining the correct pressure at all times. A drop of more than three pounds in a balloon tire before inflation will cause any or all of the serious results of under-inflation. See that the nut at the base of the valve is tight and that the valve inside is firmly screwed down. Do not guess at the pressure. Always use an air gauge, making certain to get a balloon tire air gauge for balloon tires.

It is said that the Sioux Indians are going to name President Coolidge "Still Waters" when they initiate him into their tribe. Wonder what they would call Senator Heflin?

The Bolshevik orators used to tell us that the Standard Oil company could do anything, but it now develops that it can't even check the flow of crude oil.

After 50 years of reforming politics, it costs more money to run for office than ever before.

GENEALOGY IS BUNK DECLARES WRITER

POINTS OUT ITS FALLACY

Albert Payson Terhune in Woman's Magazine Explains In Brief Way Reasons For Statement

"Tracing one's ancestry is a rank fallacy," declares Albert Payson Terhune, who has just completed a year's study of genealogical research for the American Magazine and is now attacking the growing fad.

"In the first place the people realize that perhaps millions of ancestors, good and bad, have intervened between themselves and the illustrious person from whom they claim to have descended," he says in summing up his studies. "Secondly, several million other people, if they took the trouble, could boast of the same lineage. Thirdly, boasting of a great ancestor is a confession of inferiority if the descendant has not lived up to the repute of his forebear.

Relation of the Conqueror
"The most common ancestral claim," says Mr. Terhune, illustrating the weakness of the average case, "is relationship to William the Conqueror. Simple arithmetic shows these facts:

"Science allows about thirty-three years to each generation, which shows that there have been twenty-six or more generations between a person living today and William the Conqueror, who was in his prime in 1066.

"The descendant had two parents, four grand parents, eight great grand parents and so on. Continuing to double twenty-six times, it will show about forty million ancestors since 1066. So the descendant would have only a forty-millionth of the Conqueror's blood.

Other Ancestors
"In all Great Britain and France in 1066 there were not forty million people, so if anyone has had forty million ancestors since that date, he is certainly descended from William. Also he is descended from almost every robber and homicide and mendicant and genius and celebrity who happened to be alive in the Conqueror's time and earlier.

"The common fallacy is the result of tracing one particular line and ignoring a thousand other branches of a family. I know of one New Englander who succeeded in tracing his ancestry directly to Adam with just as much accuracy as many have traced theirs back to Charlemagne or other historical figures.

"Another barrier to effective genealogical research is the old time system of family names, adopted from residence or occupation. Thus John Hill, who lived on a hill and John Church, who lived by the church may have been the closest relatives, yet their descendants go off on wide tangents in tracing two families."

It is far better, says Mr. Terhune, to decree: "I had no ancestors to boast of, but you can bet my descendants are going to have."

ERIE CANAL LOSING GOVERNMENT PROJECT

Costs Tax Payers of New York State Millions Each Year Through Deficit

The State of New York owns and operates the Erie Canal, representing a capital investment, paid in by taxpayers, of \$170,000,000. The annual fixed charge for carrying this investment—interest charge at an estimated rate of 5 per cent—is \$8,500,000.

Between the years 1919 and 1925, according to the New York State Superintendent of Public Works, twelve million tons of cargo have been freighted on the canal at an operating loss of \$85,000,000—nearly seven dollars a ton—a deficit the New York taxpayers has been called upon to meet. He hasn't known, per-

haps, that he was paying this deficiency, but his share of the loss has been hidden in his tax bill, says the Nation's Business.

During this same period, railroads operating in New York state have paid \$141,000,000 in taxes. It amounts to this: Privately owned railroads have been called upon to pay the state for the losses sustained by the state in maintaining a transportation system in competition with the railroads. A snug arrangement.

In his report to the governor of New York, the Superintendent of Public Works says:

"In 1925 it cost the state \$4.51 a ton for all freight floated on the canal, regardless of the length of the haul. From these figures it is evident that it would have been cheaper for the state if all the freight carried on the canal had been put on railroad cars and the state had paid all the freight bills."

According to the New York Times summer began this year on June 22, one day late. But a lot of middle-western corn growers are convinced that it was several days late.

Why is it that we haven't heard anything for some time about Muscle Shoals?

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