



FOR GOVERNOR
MASON J. NIBLACK
DEMOCRATIC TICKET

Hon. Mason J. Niblack, of Vincennes, is the only candidate for Governor in the primary, May 4th, who lives south of Indianapolis.

Southern Indiana Democrats have not been represented in the Governor's chair since the days of "Blue Jeans" Williams.

Hon. Thomas Taggart, of Indianapolis, is the unanimous choice of Indiana Democracy for United States Senator. He has no opposition and will be the party nominee. Northern Indiana is asking the nomination for Lieutenant-Governor. With Mr. Niblack on the ticket for Governor, the three sections of the State will be represented and the ticket will be well balanced. Care and forethought should be exercised so, as not to "centralize" nominations all at Indianapolis. Think it over.

Mr. Niblack was born and reared in Knox County, a member of one of the most prominent Democratic families in the State. His father, Hon. William E. Niblack, represented the old First District in the United States Congress for sixteen years and was a member of the Supreme Court of Indiana for twelve years. He has two brothers, William C. Niblack, an eminent attorney of Chicago, and Rear Admiral Albert P. Niblack, of the United States Navy.

Mason J. Niblack has served four terms in the Indiana Legislature, twice as Speaker of the House of Representatives. He was the Democratic nominee for Lieutenant-Governor and the running mate of Mr. Adair in 1916. He served twenty-two years as a member of the State Board of Agriculture. He was a member of the Vincennes City School Board for fifteen years. For the past fifteen years he has been President of the Indiana State Bee Keepers' Association.

Mr. Niblack lives on his farm and is a professional and practical farmer. He has devoted his energies entirely to the farm industry for the past twelve years. He has first-hand, practical, scientific knowledge of the farmer's problems. He has always been fair to labor.

Farmer candidates for Governor have always been winners with the people of Indiana.

Mr. Niblack is an old-line Democrat—honest, unassuming and capable. He believes in the integrity of the people and in their ability to manage their own local affairs without dictation or interference from the Governor's office. He does not believe in the modern schemes of centralization of power and authority.

Southern Indiana offers to the Democratic voters of the State her native son, Mason J. Niblack, in full knowledge that he measures up to Democratic standards and Democratic ideals as to qualifications and fitness for the chief executive officer of the State.

NIBLACK-FOR-GOVERNOR CLUB, OF KNOX COUNTY, INDIANA.

We Sell WALL PAPER

If you will give us a "look" you will understand why. WE HAVE THE GOODS. Bought them when the market was right and have the best the market offers. You do not have to wait. The goods are here and the variety is sufficient to meet the demand for any kind of room.

We are selling to the "other fellow."

Won't you give us a look?

We also carry a full line of Paints
and Varnishes.

CALLOW & KOHNE

The Latch string hangs out at our station 2nd door east P. O.

COME IN AND SEE US—
PROBABLY WE CAN SUG-
GEST A REMEDY FOR THAT
DAIRY PROBLEM OF YOURS.
PROMPT ATTENTION AND
COURTEOUS TREATMENT.
WE'LL TEST YOUR MILK
FREE.

67c for Butterfat
Cloverleaf Creameries, Inc.
DECATUR
Indiana.

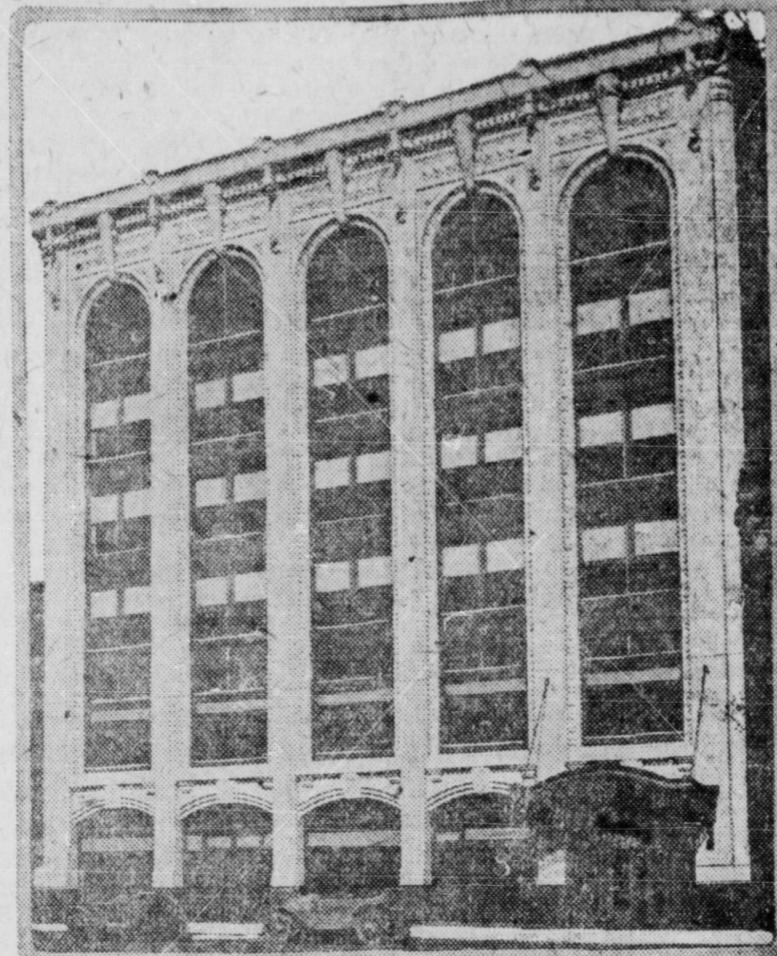
The American Legion

Here and There Among
the World War Veterans

(Copy for this Department Supplied by National Headquarters of the American Legion)



NATIONAL HEADQUARTERS BUILDING OF AMERICAN LEGION



One of Indianapolis' Most Attractive
Buildings—Why and How the Hoosier
Capital Was Chosen by the World War Men.

WHY DID they locate the national headquarters of the American Legion at Indianapolis?

This is a question that many delegates to the Minneapolis convention of the American Legion are unable to answer. They know that Indianapolis was not one of the three cities reported favorably on by the committee.

That a minority report was presented on the floor of the convention, resulting in the election of Indianapolis as permanent headquarters of the organization.

Fred Bates Johnson, an Indianapolis attorney and one of the Hoosier delegates to the convention, was asked how the Indianapolis delegation maneuvered to secure the headquarters.

"It was a case of superior salesmanship, as I see it," said Mr. Johnson. "That means, as you know, faith in the superior quality of the product you're trying to sell, a thorough knowledge of the article, and hard work."

"We not only worked hard in trying to convince the members of the committee that Indianapolis was the logical location—we tried to sell the city to every delegate we could talk to. The result was when we found we had lost out in committee, we felt pretty confident we could win by raising the question on the floor of the convention, and we did."

"We had a delegation thoroughly well informed on the advantages the city afforded as a headquarters center. The line of argument was, of course, shaped to fit the particular delegate with whom we were dealing, and all in line with a pre-arranged plan. I'm not saying that the political bent naturally inherent in every Hoosier may not have helped us in winning over the competing cities.

"Our first argument was that Indianapolis was the ideal convention or headquarters city because it is only sixty miles from the center of population and thus most accessible to the largest number of members. We explained that with fifteen railroads and thirteen electric interurban lines, this greatest inland railway center was easily and directly reached from all parts of the country.

"We showed them how more cities of 30,000 population and over can be reached in a night's ride from Indianapolis than from any other city in the United States, embracing a zone including Chicago, Milwaukee, Detroit, Toledo, Cleveland, Buffalo, Pittsburgh, Columbus, Cincinnati, Louisville, Chattanooga, Knoxville, Memphis, St. Louis, Peoria and Springfield. Over two million people live within two hours' ride of the city and over 60,000,000 can be reached over night."

"We also argued that the fact the city was an ideal headquarters location was evidenced by the number of national headquarters already located here, listing among these the United Mine Workers of America, International Brotherhood of Bookbinders, International Typographical union, International Brotherhood of Teamsters and Chauffeurs, Bakers, Masons and Plasterers' International union, Barbers' International union, and the International Brotherhood of Carpenters and Joiners. This array of labor organizations assured the approval of the thousands of legion members belonging to labor organizations.

"We said we could assure all ex-service men of a most cordial welcome as Indianapolis had always been most

appreciative of her heroes. In proof of this, witness the soldiers and sailors' monument which was erected thirty years ago, costing then over \$500,000—a monument almost 300 feet in height—and the patriotic manner in which Indiana's sons have answered the call in all previous wars."

"All were surprised to learn that Indianapolis has the most complete electric traction terminal building in the world, where more than 20,000 passengers each day arrive and depart on about 800 high-speed electric interurban cars. The fact that we built the first union railway station in the world also appealed to many."

"We found few knew that Indianapolis was the home city of the late Vice President Charles W. Fairbanks, the home city of Vice President Marshall, the late James Whitcomb Riley and the late Benjamin Harrison; of Booth Tarkington, Meredith Nicholson and other literary men of national note.

"We explained that in addition to our unusual location and railroad facilities, the city was well equipped with many first-class hotels, large auditoriums for conventions, and everything in the way of theaters and motion picture houses that delegates to a convention might require, 5 theaters and 60 motion picture houses.

"The many buildings of interest were also described—a post office occupying a city block and costing more than half million dollars; a central library, erected at a cost of more than a half million dollars, with fourteen branches and thirty-five other distributing agencies; a state capitol occupying two city blocks; a courthouse of unusual architectural beauty, and so on.

"Of course, we bored some listeners, and we had to permit the boosters of other cities to have their say, but, nevertheless, we got across the many advantages offered by this city of 308,000 population. We tried to appeal to the particular interest of the man with whom we were talking.

"Thus, we told the men from farming and rural districts that the principal industry from the value of product is slaughtering and meat packing. That last year 1,394,452 hogs, 268,428 cattle and calves, and 15,903 sheep were killed. They were interested to know that more than 3,300,000 head of live stock were received at Indianapolis stock yards the year before.

"To the same men we told that 6,728,750 bushels of wheat and 21,566,500 bushels of corn were handled by local dealers, and a total of 40,000,000 bushels of grain handled in elevators having a combined capacity of 2,480,000 bushels.

"None of the college men seemed to know that Butler College at Indianapolis was the first college in the country to receive women on equal footing with men. And in the same way we had marshalled facts to interest men of every occupation and interest.

"I venture there was not a delegation at the convention so well informed on what their city had to offer. Certain men were assigned to work with the delegations from the different states. We took with us a motion picture film showing the city, but had not an opportunity to use it.

"But, as I said before, I believe the fact that we landed the G. H. Q. of the legion was due solely to superior salesmanship."

WOMEN'S PART IN RUNNING RAILROADS

Women's part in running the railroads during the war is shown by the number enrolled in railroad service shortly before the armistice. On October 1, 1918, there were 101,785 women engaged in some phase of that occupation in this country. These figures are given in the report of Miss Pauline Goldmark, manager of the Women's Service Section of the United States Railroad Administration. Statistics compiled from a canvass of eleven railroad offices in various parts of the country show that of 2,939 employees holding responsible positions, 1,528 were women. The classes of work embraced in this canvass included freight claims, freight auditor, local freight, car accountant, and disbursements auditor.

MISS MARBURY ACTIVE IN PUBLIC SERVICE

Miss Elisabeth Marbury, who is one of the delegates at large from New York to the Democratic National convention, is first vice president of the League of Catholic Women and was a member of the executive committee of the Diocesan National War Council. In June, 1919, she was designated by Secretary of the Interior Lane to carry abroad to the men of the Expeditionary Forces the message of home-building and farm-making. Under the auspices of the Knights of Columbus, she traveled more than five thousand miles, visiting every center, from Brest to Coblenz, where American troops were massed, speaking many times to thousands of soldiers. Miss Marbury has been decorated by America, France, Belgium and Italy, and is the only woman decorated with the Knights of Columbus gold service medal.

PREFERENCE FOR VETERANS

Washington, D. C.—The Civil Service Commission has ruled that persons presenting, as a basis for claim for preference to clerical and other positions in the government service, certificates of furloughs to the regular army reserve shall be entitled to the same preference as persons who have received an honorable discharge from the army.

Large emigration from Germany to Mexico is expected.

WRIGLEY'S
SPEARMINT

The largest electric sign
in the world advertises

WRIGLEY'S
on Times Square, New York
City: it is 250 feet long, 70
feet high. Made up of 17,286
electric lamps.

The fountains play, the
trade mark changes, read-
ing alternately WRIGLEY'S
SPEARMINT, DOUBLEMINT,
and JUICY FRUIT, and the
Spearmen "do a turn."

This sign is seen nightly by about
500,000 people from all over the world.



Kept
Right
A7

DEMOCRAT WANT ADS GET RESULTS

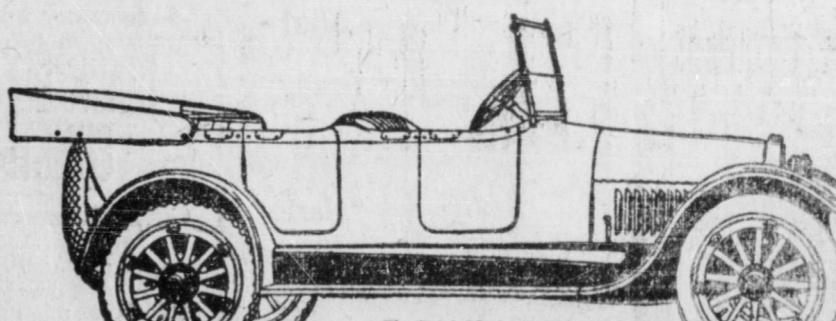


Valve-in-Head Preference

Men of long experience in motor car usage, know and appreciate the wonderful value of Buick Valve-in-Head efficiency.

Today, these men are paying a high tribute to Buick quality and construction, in their selection of this famous motor car to serve their needs in the future.

Buick prides itself in possessing the world's confidence and with such unwavering faith and individual preference of buyers, Buick demand and production are eclipsing all records—so the wisdom of early purchasing for future months delivery by those "who know" is a fore-thought for the prospective buyer who tarries from day to day.



Prices f. o. b. Flint, Michigan

Model K-44 - \$1,595.00
Model K-45 - \$1,595.00

Model K-46 - \$2,235.00
Model K-47 - \$2,465.00
Model K-48 - \$2,895.00

Prices Revised April 1st, 1920

When better automobiles are built, Buick will build them

PORTER & BEAVERS

Buick Distributors. Automobile Tires and Accessories
Corner Monroe and First Streets