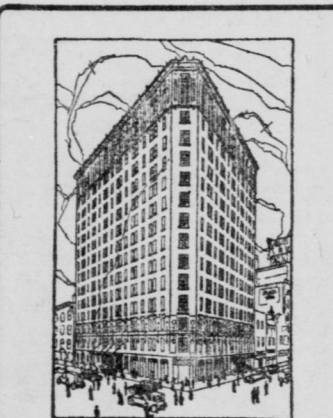


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Six-Volt Battery renewed for \$16.75. Other repairs in proportion.
Recharging 75c and \$1.00. Rental Batteries, 25c per day.
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AUTOMOBILES FOR RENT, by day, week or month. Day or night, at prices
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425-28 East Washington. Phone, Drexel 0172.

**WEEKLY
Business-Industrial
PAGE**

**BILLS TO COVER
DEFICIENCIES
AT BEGINNING**

Budget, Having in Mind Later
Appropriations, Not a
Budget.

By RICHARD LINTHICUM.
WASHINGTON, Oct. 24.—Deficiency ap-
propriations by Congress at the end of a
fiscal year are always regarded as cer-
tain, but the Harding Administration,
running the Government machine in the
back motion, and still running true to
form, announces through the President's
personal newspaper organ here that the
Treasury Department is about to submit
estimates for huge deficiency appropria-
tions, approximately \$370,000,000—
with only three months of the present
fiscal year passed. In other words, the
present Administration will begin to pre-
sent deficiency bills at the beginning of
the fiscal year and perhaps keep it up
until the end.

The announcement is also made that
"Congress as a whole is not prepared for
the receipt of these disconcerting re-
quests for additional funds, etc."
It might be added with equal truth
that the taxpayers are not prepared for
them, either, because the taxpayers of
the country were told when the budget
bill was passed—in fact, they were prom-
ised—that there would be no more de-
ficiencies. Yet in the second month of
the new fiscal year a deficiency bill of
\$48,000,000 for the Shipping Board was
passed and now comes the statement that
the Administration faces huge deficits
and must have between \$300,000,000 and
\$400,000,000 more.

**PLAN SAVING OF
SYSTEM TO DECEIVE.**
To make matters worse, it is stated
that the Treasury Department had these
deficiencies in mind when it made up
its estimates.

The budget act was passed to meet
popular objection to deficiency appropria-
tions. Congress, realizing how ob-
noxious deficiency appropriations are to
the taxpayers, has made it a criminal act
for a department to create a deficit with-
out authority from the head of the de-
partment.

A budget which calls for less appropria-
tions than are needed, with the chief
fiscal officer "having in mind deficiencies
to follow," is really no budget at all, but
savors more of a scheme to deceive the
public.

The statement of Secretary of the
Treasury Mellon on these projected de-
ficiency appropriations throws a new
light on President Harding's announced
probable saving of \$350,000,000. In sub-
stance it is that the Secretary on Aug. 4,
1921, submitted an official estimate for
the year 1922 of \$4,554,000,000. He then
states that the President decided to re-
duce this amount by \$320,000,000, of which
\$170,000,000 would be through reduced
public debt expenditures and \$250,000,000
would be through reduced ordinary ex-
penditures, thus keeping the expenditures
\$4,034,000,000. Congress, therefore was ad-
vised that in framing the internal revenue
laws it would be safe to proceed on that
basis. This \$4,034,000,000, according to the

announcement concerning the projected
deficiency bills, includes the deficiencies,
but according to the announcement it is
also stated that "the probable necessity,
for more revenue than is now generally
contemplated, will necessitate a final re-
vision of the pending taxation bill by
Treasury experts after it has gone to
conference and before it is passed in per-
manent form."

**DIFFERENCE ONLY
IN THOUGHT.**
The \$320,000,000 reduction made in Sec-
retary Mellon's estimate is, therefore,
made up of \$170,000,000 Pittman act
certificates, which the Government ap-
proved not to pay at this time, thereby
claiming a saving of \$170,000,000, and the
\$350,000,000 announced as a probable
saving by President Harding, which rep-
resents nothing more tangible than the
difference between what Secretary Mel-
lon thought on Aug. 4, 1921, and what he
thought on Aug. 20, 1921, after a meeting
with the Committee on Ways and Means
and the President.

Neither of these projected deficiency bills
nor the explanations of mythical savings,
takes into account the \$900,000,000 issue
of short-term certificates which the
Treasury recently issued in order to meet
deficiency in revenue, unless the Sec-
retary of the Treasury intended that it
should be included in his new estimate
of \$4,034,000,000 for the present fiscal
year, and if he did so intend it to be
included it is not mentioned.

What are these deficiency amounts for?
According to the newspaper announce-
ment "the largest items are those re-
lating to vocational training and the
obligations of the Government to the
railroads."

"The people will cheerfully bear ad-
ditional taxation relating to the welfare
of our soldiers and sailors in the late
war, but the question naturally arises
why was not an adequate amount ap-
propriated for them in the beginning?
And why were they left to depend upon
deficiency appropriations which "the
Treasury Department has borne in mind
in preparing its financial plans for the
year?"

**WORST YET
TO COME.**
According to the original announce-
ment concerning these projected deficiency
appropriations, followed by many at-
tempted explanations which only tend to
confuse the reader, the worst is yet to
come. It says: "That still further de-
ficiencies will arise, perhaps this year,
certainly next year, is believed by most
of these students of finance at the
Capitol who are trying to keep the stern
facts of the case in mind without being
self-deceived by those political mirages
which seem to beckon so many statesmen
to delusive cases of lower taxes and
reduced expenditures on a large scale."

All of this, mind you, from a paper
recognized as the official spokesman of
the President and the Administration.
To speak of lower taxes and reduced
expenditures on a large scale as "delusive
cases," which are in fact only "political
mirages" would seem to indicate a lack
of faith in the President's probable
saving of \$350,000,000 and in the Re-
publican promises to lower taxes and re-
duce expenditures.

Instead of the fulfillment of these glow-
ing promises it would seem from the
authorities quoted that the Harding Ad-
ministration is just one deficiency bill
after another.

**NEW LUBRICANT
WORKS WONDERS**

Defoliated Graphite Basis
of Boon to Motor-
ists.

Only a few months ago Indianapolis
motorists were astonished at the news
that a test made on the streets of the
city had shown that two automobiles
from the crank cases of which every drop
of lubricating oil had been drained, had
been driven more than eighteen miles
without the least damage to the motor.

As a matter of fact many motorists were
skeptical to the point of absolute dis-
belief, even after they had been assured
that the test was made possible by the
use of a lubricant, made on an entirely
different principle from anything hitherto
in use.

The new lubricant, which is called "Oil-
dag," is in fact a very simple combina-
tion of graphite, diffused and suspended
in pure oil with a paraffin base. For
years graphite has been recognized as an
almost perfect lubricant, but mineral
graphite, the only kind known until re-
cently, contains many impurities which
scratch and cut and clog up frequently.

However with the discovery of defoliated
graphite, which is manufactured,
being produced in the intense heat of
7,500 degrees Fahrenheit in electric
furnaces at Niagara Falls, all the ob-
jections common to mineral graphite were
done away with. Even before defoliation
it is so fine that it will pass through
a screen having 40,000 openings to the
square inch, and defoliation shatters
each minute grain of powder, as fine as
it is, into thousands of smaller par-
ticles.

This makes it possible for it to go
when combined with oil, wherever the oil
goes, and the great feature of it from a
lubricating standpoint is that it unites
with the metal piston rings, cylinder
walls and bearings, making new surfaces
in the metal called graphoid surfaces.

These graphoid surfaces almost eliminate
friction.
It is claimed for this new lubricant
that it practically eliminates carbon, in-
creases compression, reduces wear on a
motor and effects very noticeable saving
in gas.

**WORTH WHILE TO
KNOW YOUR CITY**
Saves Time and Trouble and
Promotes Civic Pride.

Where is the corner of Bicking and
High streets? What car would you take
to the John J. Madden Manufacturing
Company's plant? Where is the Meyer
Apartment?

Such questions are asked almost daily
in every office and home, according to
E. S. Harrison, assistant sales manager
of the National Map Company.
"If every citizen really knew his home
city, it would not only save a tremendous
amount of time and trouble, but prove
an impulse to civic spirit as well," said
Mr. Harrison. "Such a knowledge in-

creases his pride in the 'Center of dis-
tribution,' and gives him a better grasp
of the possibilities and problems of its
future.

"That is why the National Map Com-
pany, in publishing its new map and
street guide of Indianapolis, gave the
very best efforts of its thirty-six years
of map-making experience to the work.
We wanted to give Indianapolis the best
guide ever published. We spared no
effort or expense and we believe we have
succeeded. The map and guide are com-
plete, accurate, and right-up-to-the-
minute."

"The colored map shows clearly every
street, park, addition, institution, public
building, car-line, and railroad in the
city, as well as the principal automobile
routes leading from it.

"The guide has many helpful features.
Besides the street indexes and locations,
street and house numbering system, and
routes of street car lines, we have in-
cluded every item of information which
we thought might be useful either to
strangers or residents. Clubs, lodges,
banks, churches, schools, hotels, public
buildings and offices, parks, theaters,
libraries, hospitals, stations, factories,
apartments—these are only a few of the
features that are listed and located.

"Most publications of this kind are in-
tended for passing visitors; and our
map and street guide will serve them
admirably. But it is the resident, who
moves about Indianapolis every day, to
whom it will be of most service. If the
city is worthy to be your home, it is
worth knowing intimately. The National
Map and Street Guide will furnish the
introduction."

**HOME-MADE CHILE
PUZZLE TO COOKS**

Proper Seasoning Necessary
Factor in Preparation.

Good old-fashioned home cooking is all
right, and there is no denying that it is
very seldom any other kind can hope
to compare with it, but occasionally some
special dish or particular kind of food
is discovered which can not be duplicated
in the home with the same zest and
taste with which it is prepared elsewhere.
In nothing else has this been truer
than with chile con carne, according to
Dory Blacker, proprietor of Blacker's
Chili Parlor, who says that there have
been almost as many failures at making
a real, thoroughly satisfactory chili con
carne in the home as there have failures
in turning out a satisfactory batch of
home brew.

"The difference between failure and suc-
cess in the home making of chili con
carne most frequently lies in the season-
ing. You certainly will be surprised at
the difference it makes in the taste."

GIRL HAD FOUR TONSILS.
RANGHOON, Oct. 23.—Operating on
Ruth Burman at the general hospital, the
surgeon found the girl had four tonsils
instead of two. This is the first case
of the kind in medical annals.

BORN IN MOTOR CAR.
WHITESTABLE, England, Oct. 23.—A
baby girl born to Mrs. Frederick Lang
in a motor car which was carrying her
to the hospital, has been christened Mo-
torina.

NO MATTER how badly damaged the sheet metal
parts on your automobile seem to
be, see us before throwing them away and buying new parts.
You will be surprised to see what we can do for bent fenders,
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Old, MAIN 3545.

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Yard No. 4, Webster 6202; Auto. 61-145.
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Agents for Garden City Cyclodial
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