

NEW STUDEBAKER. MODEL POPULAR

Commander Brougham Attracts Favorable Comment N. Y. Auto Show

A new five passenger Brougham, available on the Studebaker Commander chassis was announced recently by The Studebaker corporation and first shown at the National Automobile show in New York.

Graceful, low hung body lines reflect the speed and brilliant performance of the Commander motor.

In addition to their clever use of raised body moldings, Studebaker body designers have made lavish use of bright, burnish proof chromolium plating to add to the smart sophistication of the new Brougham's appearance.

Luxury and Comfort

Interior fittings of the new Commander Brougham reveal a new degree of luxury and comfort. The deeply cushioned seats are covered with smooth French pillow type upholstery of rich broadcloth.

Every detail for convenience and comfort is provided in the front compartment. The comfortable convenience of the individual front seat is adjustable for the driver.

The full ventilating windshield with its shatter proof safety glass is readily opened by means of a convenient crank. As an additional measure of safety and convenience in driving, the windshield is fitted with two automatic cleaners.

Twin Beam Headlights

The Commander Brougham is fitted with twin beam headlights controlled from the center of the steering wheel, no-slant rear view mirror and hydraulic shock absorbers front and rear.

Motorists Go North For Hardy Sport of New England Region



Thousands of motorists are heading for the New England states, Eastern New York and Canada. The map (above) prepared by the American Automobile association, shows the principal highway routes.

SARANAC LAKE, N. Y. (AP)—All of the color of Switzerland's far-famed Alps, with skiing, skating, tobogganing, sleigh riding and other hardy outdoor sports is found in the New England states, Eastern New York and Canada.

Thousands of motorists who prefer snow to sunny climes are ready to join the northward trek to this section, while many have spent the late fall months there.

Excellent motor roads have contributed in no small measure to the ever-increasing number of people who throng to the snow areas for winter sports. The New England states have increased the number of miles of highways kept free from snow each year.

For the motorist who likes to frolic in the snow, but prefers to have his motor highways kept open for easy driving, New Hampshire alone plans to clear 5,940 miles of the state system of snow this winter. Maine is prepared to keep open 3,281 miles; Vermont, 1,732 miles; Massachusetts, 1,890; Rhode Island, 814; and Connecticut, 1,925. Unless there is an unusually heavy fall of snow or a great blizzard, Richard K. Kickens, freshman at Kansas State Agricultural college, Manhattan, is the only boy at the school studying domestic science.

the automobile owner can travel the main highways of this winter playground in his own automobile. New York has its famous Adirondack region, with winter sport activity concentrated about Lake Placid, while Vermont boasts the Lake Champlain and Green Mountain districts. New Hampshire, Lake Winnepesaukee and Squam Lake; and Massachusetts, the beauty of its snow covered Berkshire hills. Nearby Canada, easily reached by good roads, invites the winter tourist to spend part of his time near Montreal or Quebec, where there is a spirited winter life.

Hundreds of cabins, with their huge fireplaces and great log fires, dot the region to provide comfortable quarters for the motorist who ventures into the snow covered hills. Many of the tourist hotels along the lakes and high in the mountains depend almost entirely upon the heavy winter traffic for their support.

Although road maps of the region outline the roads which are to be kept open during the winter months, the wise motorist is advised to check the latest information on the roads he plans to travel, prepared by the American Automobile association, before he enters the snowy region.

Farm Animals In U. S. Gain in Value

WASHINGTON, Jan. 26 (AP)—The department of Agriculture announced Friday that reports received by it indicated the total value on January 1 of all farm animals was \$5,952,713,000 as compared with \$5,512,508,000 on January 1, 1928 and \$5,033,321,000 two years ago.

MOSCOW, (AP)—Russian air routes increased 88% during the past year. The total is now 11,971 kilometers. The number of passengers transported during the year was 8,652, an increase of 22%. There were no casualties on any of the air lines.

TOKYO, (AP)—Official permission for the erection in Tokyo of a Sun Yat-sen statue has been refused. Government officials explained that "under present circumstances" the erection of such an image would be inappropriate.

LIVERPOOL, England, (AP)—Hoast whale has found a place on Liverpool menus. It is imported from New Zealand and is served in the form of steaks. It tastes like salt beef and sells for 10 cents a pound.

Another Faces Life In Prison



Mrs. Caroline Mischel, of Flint, is another Michigan woman who faces probable life imprisonment under the habitual criminal code. Like Mrs. Etta Miller, mother of 10 children, Mrs. Mischel was held for four offenses against the prohibition law, and four offenses make a life term obligatory. Efforts are being made to stay her sentence.

War Born Generation Pays The Penalty For Chaos of Year 1915

By John A. Bennett (Associated Press Staff Writer) HERLIAN (AP)—Germany's first generation of war children approaches maturity weakened by approximately 3,500,000 "casualties."

The destruction of life and the shortage of births during the war years will have an important effect on the German labor market and the development of the republic. This fact becomes apparent as the children born in 1915 approach the end of their legal schooling.

The urban labor question is engaging close attention of all German municipalities, whose representatives meet every year in congress to compare notes and agree on measures for the good of their communities.

Much Unemployment

Unemployment has passed the 1,000,000 figure in December, although the Dawes plan calls for greater effort, more intensive production and larger exports. The trouble confronting German employers at the present time is chiefly that there is not a sufficient number of skilled and able-bodied workmen to go round.

It is estimated that Germany, owing to the world war lost 3,500,000 babies that would otherwise have been born, and this is why there is today a marked shortage of apprentices or learners in different trades, who would in course of time be skilled artisans.

In a report by Professor Hermann T. Morgenroth, eminent Munich statistician, it is shown that whereas the wage-earning population between 15 and 65 within the present confines of the Reich has grown by 500,000,000 during the past decade, the generation below 15 has decreased by 4,000,000. Moreover, the average worker's age has, by reason of the war, risen to a point well past what is considered the peak of productiveness.

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Receiving Poor Relief

This is illustrated by the fact that in the main urban centers in Germany from 10 to 12 per cent of the total population receive unemployment or poor relief. Counting in their dependents, Professor Morgenroth comes to the conclusion that nearly one-third of the large urban populations are temporarily or in some measure permanently in charge on public charity.

What is troubling municipalities

also is that the normal influx of healthy, hardy young working men from the country is showing a distinct shrinkage. Municipalities do not welcome the older and less able-bodied elements, who are more likely to become sooner dependent upon public relief in some form or other, but the young country-born men, who once flocked to the cities in great numbers, can no longer be spared by agricultural interests.

This is a vital problem for the towns, for, as Professor Morgenroth puts it: "The future prosperity of our big growing cities depends in the first place on how they will be able to provide adequately paid work for their population, but also very much on their success in attracting capable workers from outside."

Sees Great Struggle

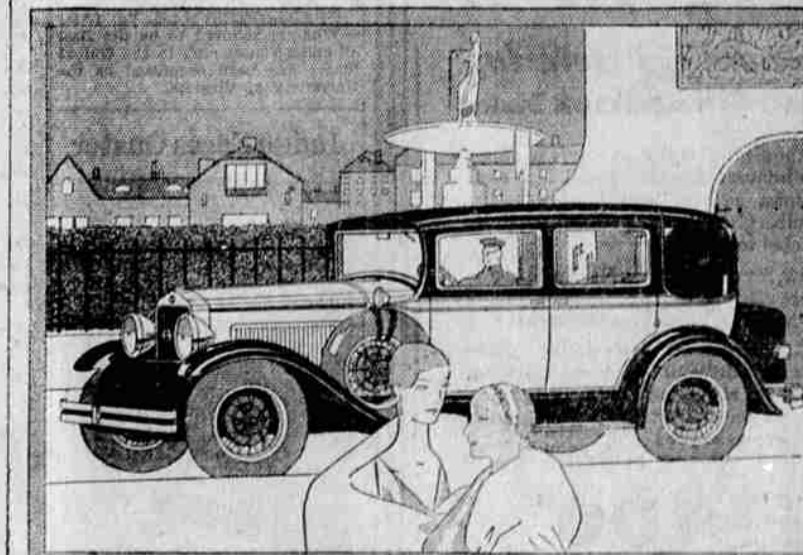
All signs, he says, point to a coming great struggle between 1930 and 1935 by industrial interests for the possession of strong young workers.

How powerful the attractions of the towns has been in the past is shown by the fact that only 40.3 per cent of the inhabitants of central Berlin are native Berliners. In the suburbs only 77.7 per cent were born there. The same thing applies to Munich, where only 28 per cent of the inhabitants are city-born, and to all other large German centers.

KABIKKEUY, Turkey, (AP)—A wealthy pasha in this Constantinople suburb requires a new girl to serve his coffee every day in the year. The only condition for employment is blond hair.

Studebaker announces a new and finer Commander at a still lower price \$1375 at the factory

THE world's first truly great motor car of moderate cost now becomes a car still finer... at a price still lower! A new Commander by Studebaker, builder of champions! Worthy heir to the laurels of its gallant predecessor—The Commander which traveled 25,000 miles in less than 23,000 minutes. This record has never been successfully challenged save by Studebaker's great President Straight Eight! New Beauty · New Comfort · New Safety Artists in coachcraft have deftly re-directed The Commander's body lines into effects of arresting beauty. Color harmonies new to motordom, add to the new Commander's beauties, and enhance its graces. The new Commander rides more easily—seats its passengers more comfortably—clings to the road at high speed even more steadily. New ball bearing spring shackles and larger hydraulic shock absorbers. Wider, deeper, softer cushions. A lower center of gravity. A safety steering wheel that cannot fail. Brakes silken-smooth yet instant and powerful. Non-shatterable windshield. Never was Studebaker's engineering genius and unique One-Profit manufacture better exemplified. Never was Studebaker's 77-year-old tradition of manufacturing integrity entrusted more safely. Here is a six-cylinder motor car utterly without peer in its price class, because it is faster, more enduring, more beautiful, more comfortable. It is a Studebaker and a champion. There are no finer motor car credentials.



NEW COMMANDER BROUHAM FOR FIVE, \$1525 — Redwood cord upholstery of French pillow type, with folding center arm rest in rear seat. COMMANDER SEDAN, \$1375. Prices at the factory. Equipment, other than standard, extra.

STUDEBAKER MODELS AND PRICES: The President Eight \$1785 to \$2575, The Commander \$1375 to \$1525, The Dictator \$1265 to \$1395, The Eskimo Six \$835 to \$1045. PRICES AT THE FACTORY

On Display Now with the New World Champion President Eight

M. J. Goss

I like it - is motordom's landslide verdict by actual ballot

1,000,000 Super-Six owners lead the overwhelming vote. In more than 5,000 Hudson-Essex salesrooms all motordom is voting, "I like it"—of the Greater Hudson, and of Essex the Challenger. Thousands are seeing and inspecting these beautiful new cars. Thousands are riding. Thousands are experiencing the performance of greater power and smoothness, the efficiency of new type double action 4-wheel brakes, the greater riding and steering ease, and the even greater economy of these cars. And on just such ballots as shown at the left they are personally marking and depositing the mightiest verdict of favorable opinion ever authentically expressed for a motor car—And that opinion is almost unanimous. See these cars for yourself at the nearest Hudson-Essex Salesroom—and vote your own ticket. Seven Essex models from \$695 up at factory; fourteen Greater Hudson models from \$1095 up at factory.

Ledbetter Garage Adams Ave.