

JACK FROST IS MOVING SOUTH

Annual Cold Weather Season Traced Across Map of United States

NEW YORK (AP)—The schedule on which Jack Frost and the coming winter will be expected to move southward across the United States is charted on a frost map made from United States weather bureau records of the last 50 years.

The map is compiled by the American Automobile association as a guide to motorists and aviators on when to be prepared for freezing weather.

Frost's initial appearance is in the high elevations of the Rockies. It arrives about August 20 in some parts of high Montana and Idaho, the upper reaches of Wyoming have no frost-free months.

But for the lower altitudes of most of the United States, the southward bound advance guard of frost crystals comes over the Canadian border between September 15 and October 1, where it reaches the Gulf of Mexico.

Up along the Maine coast for 50 years frosts have come soon after mid-September, but from Cape Cod southward there is a whole month's delay, the average frost date being October 20.

The Gulf of Mexico, where the shore probably accounts for this abrupt change. Some of the New England south shores rank in lateness of first frosts with the Carolina coasts, and parts of Tennessee, Oklahoma, Arkansas and northern Louisiana, where the late October is the likely period.

In the east-west belt of the middle United States there are few places, except high elevations, where frost is due before October. Theoretically an American need not leave his own country to find temperatures lower than the north pole's known extreme, which Steffansson, the explorer, says probably do not get beyond 60 below.

Poplar River, Mont., had 67 below January 1, 1878, the coldest record in the United States, and the extreme northern border of North Dakota occasionally reaches just under 60.

It is not necessary to leave the United States to find temperatures virtually as hot as anything yet recorded on earth. The United States weather station in Death Valley has a record of 133 degrees, which is exceeded only by a spot on the edge of the Sahara desert with 134.5.

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Movie Star Favors Willys-Knight Coupe



Doris Hill, popular leading lady for Paramount, has chosen the powerful new Willys-Knight Great Six Coupe as the car best fitting her personality. Beauty of line and striking color combination in blue and gray appealed to Miss Hill's artistic sense, with the deep cushions, "Finger-Tip Control" and other aids to driving meeting her demand for ease and comfort in operation. The ample sized rumble seat is brought into chummy contact with the driver's seat by lowering the rear glass.

Canadian Forced to Live In Woodshed Because His House is in United States

MALONE, N. Y.—(AP)—This is the story of "Flynn's Lines" and the answer to something of an international question.

"Flynn's Lines" is a general store with living quarters upstairs, a woodshed attached to the rear of the house and an international boundary line reposing on the threshold of the woodshed door.

The new owner of the building, Arthur Plante, sits in his Canadian woodshed and gazes into the dusty and cobweb hung interior of his American general store and living quarters from which he has been barred by the decision of the United States immigration bureau.

Plante's predicament and the decision of the immigration office has answered a question puzzling more than a dozen property owners scattered along the New York state-Canadian border, a question of years standing.

These persons, some of them possessing farm lands and others stores similar to that of Flynn's line, have conducted their domestic business in an international manner without assurance, in recent years at least, that one country or the other could not bar them from half of their own land. The Plante case, they believe, shows them it is possible.

Arthur Plante, a carpenter, purchased the store four months ago from John B. Flynn and, according to the immigration officers, went about the business of living on both sides of the border after applying for permission from the United States. The immigration bureau called a special board of inquiry to decide on the application of the Canadian who reported he had lived in the United States since 1900. The board found him "inadmissible" and the immigration office barred him from this country even though he held title to land within its borders.

The sign of a farmer "doing his chores" in a barn in Canada and going to the house to eat breakfast in the United States is not uncommon along the border. General stores with counters bisected by "the line" and thereby putting quirks in customs laws have existed at one time or another. Plante said his brother operated a store and lived in a home both of which occupy ground in the United States and Canada. This place, Plante said, was ten miles east of "Flynn's Lines" and the brother moved fleetly about his building without interference from either country.

Plante today eyed the woodshed into which he and his wife had moved, studied the tar paper lining he was tacking to the inner wall to keep out this winter's wind roaring up from the "Canadian flats" and decided he was not going to be "frozen out" of that part of his property by the immigration ruling.

Immigration officers, moving about on the United States side of the boundary, occasionally cast a glance through the windows of the general store to assure themselves of its vacancy.

'USELESS' MARSH GROWS FINE ONIONS

KENTON, Ohio (AP)—Growing of onion on reclaimed marsh land, worthless a few years ago, is fast becoming one of Ohio's greatest agricultural industries.

In the Scioto marshes west of here upwards of 20,000 acres are producing onions. These reclaimed marshes will produce grades as fine and in as large quantities as any other onion belt, growers say.

Planting is started late in March and early in April. Seed is often blown from the ground by high winds and as many as five plantings have been necessary to get a stand. Cultivation sometimes is hindered by frequent rains and the excessive dampness makes weeding difficult.

The crop is harvested in August, and more than 600 workers were needed for one big farm alone. Most of the workers come in family groups from Kentucky.

In harvesting, one group pulls the onions, another tops them. Once pulled, they are left in the field for a day in windrows, then topped.

They then are placed in crates and left for 10 days in ricks, after which they go to a storage house for government grading and bagging.

White onions of the Globe type, and the Spanish, or yellow onion, a larger variety, are the leaders in the Ohio fields.

BRUSSELS (AP)—Evidence of the thrift of the Belgians is seen in the fact that in the first eight months of the year the deposits in savings banks exceeded withdrawals by \$18,000,000.

Women have registered in every professional course except medicine at the University of Missouri.

NEW DIRIGIBLE IS LUXURIOUS

Airship Lacks Only Swimming Pool to Match Modern Ocean Liner

LONDON—(AP)—If the dirigible R-101 had a swimming pool, it would have about everything that is found on the ocean liner. The passenger staterooms have room for 100 persons, but with births for only 52 at present. They are arranged in corridors with upper and lower berth. Lavatories are provided nearby.

The dining salon is a cheery affair seating 60 persons, and is roomy. The atmosphere is that of a roof garden, with fine silver and linen. Through a long slanting window on one side the passengers can see the rest of the world go by.

But the largest public room is the lounge. It is 60 feet long and 32 feet wide, with a polished floor for dancing and writing tables along the walls.

On each side is a promenade deck with a railing which passengers can look out.

The cold which heretofore has frozen out the occupants of dirigibles is circumvented in the R-101, with the heat from the five motors pumping hot air to the passenger quarters.

And the no-smoking rule which has troubled passengers on other dirigibles, is lacking here. Those who smoke, however, must go to a fireproof smoking room to do matches; the smokers are ignited by electric lighters.

The upper and lower passenger decks are contained in the outer envelope of the big ship, and even the control car projects only slightly from the keel. Only the gondolas containing the five 555-horsepower Diesel engines hang below the envelopes. Quarters for the crew are distributed in various parts of the hull.

The big ship made her first flying test October 14, carrying 14 passengers and a crew of 38 for a 300-mile journey.

U. S. LEADER IN HIGHWAY MILEAGE

The United States has one mile of highway for every mile of area, and there are nearly eight automobiles for every mile of road in the country, according to figures reported by the Oregon State Motor association.

The United States with 3,005,614 miles of road has a greater total mileage than all of the rest of the world combined. This is given as one reason why there is one automobile in the United States for every five persons. In China, with the largest population of any country in the world, there is one automobile for every 18,744 persons, and that huge empire of the east has only 17,740 miles of road suitable for motoring.

Read the Classified Ads.

Back Tracking the Auto

By DAVID J. WILKIE (Associated Press Correspondent) DETROIT (AP)—Since the birth of the automobile industry, the "saturation point" has been much written about and much discussed phrase, but to the leaders of the industry today it is a phrase only.

When automobiles were handmade it was predicted quite freely that the "saturation point" was "just around the corner." The "horseless carriage" generally was regarded as a contraction that only a comparatively few persons with a lot of money and little regard for life and limb could be interested in. When these persons had been supplied cars, the pessimists predicted, there would be no market for future product.

Thirty years afterward, with the industry producing or planning to produce close to five million automobiles in one year, "the saturation point," in the estimation of leading producers has been pushed still farther into the future.

"Cars in operation continually increase and are going to increase for some time to come," says one of the largest motor manufacturers. "As the number of cars increases, the replacement demand increases. This in turn reflects an increase in production with the resulting growth of the industry as a whole."

"In addition, the export markets offer great opportunities for increased volume."

One of the difficulties American exporters meet in overseas business is the fact that the motor car has not been generally accepted as an essential utility as in the United States.

High taxes, and cost of gasoline, oil, tires and other items contribute to make operation of motor cars expensive in comparison to mileage costs in the United States.

And the exporter faces also the tariff and cost of freight that add about 33 per cent to the retail delivered price of the car as compared to the delivered price in the United States.

The National Automobile chamber of commerce is authority for the statement that the United States annually spends close to \$14,000,000,000 for motor transportation.

Of this sum the chamber puts the cost of cars for new owners and replacements at only \$3,320,000,000, while repair parts are estimated to cost \$2,000,000,000. Road and street maintenance is placed at \$1,600,000,000.

Among the interesting items included in the total are \$459,000,000 for insurance and \$445,000,000 for registration fees and taxes.

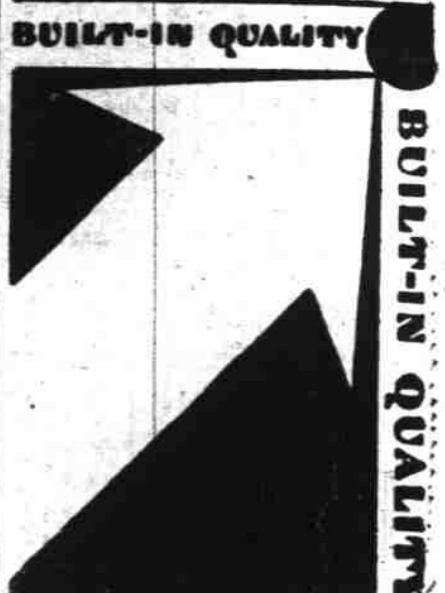
FORD PRODUCTION BIGGER IN OCTOBER

The Ford Motor company has issued the following statement: "Production of passenger and commercial cars during September, 1929, totalled 161,305 units, a heavy increase over production during the same month of the preceding year."

An increased production schedule has been set for October, calling for an output of 175,000 Model A cars and Model AA trucks. The program for October anticipates a gain of 47,000 units over the production of October, 1928, when 127,225 units were produced.

Total for production for the first nine months of the current year aggregated 1,633,498 units. Advanced schedules indicate that production of Model A cars and Model AA trucks for the full year will exceed 2,000,000 units.

The program adopted for October means that the Rouge Plant will continue on a full five-day schedule. Employment in the Ford plants remains at a high level, with 108,138 employees working in the three large plants of the Detroit area on October 2."



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More than a million car owners a year replace with Willards. They have learned from experience that Willards of the correct electrical size are the greatest value in batteries.

Willards are priced at the safety point. . . . the lowest point that affords known value. Pay less than Willard prices and you invite trouble and early battery failure.

DE SOTO SUCCESS JUSTIFIES FAITH

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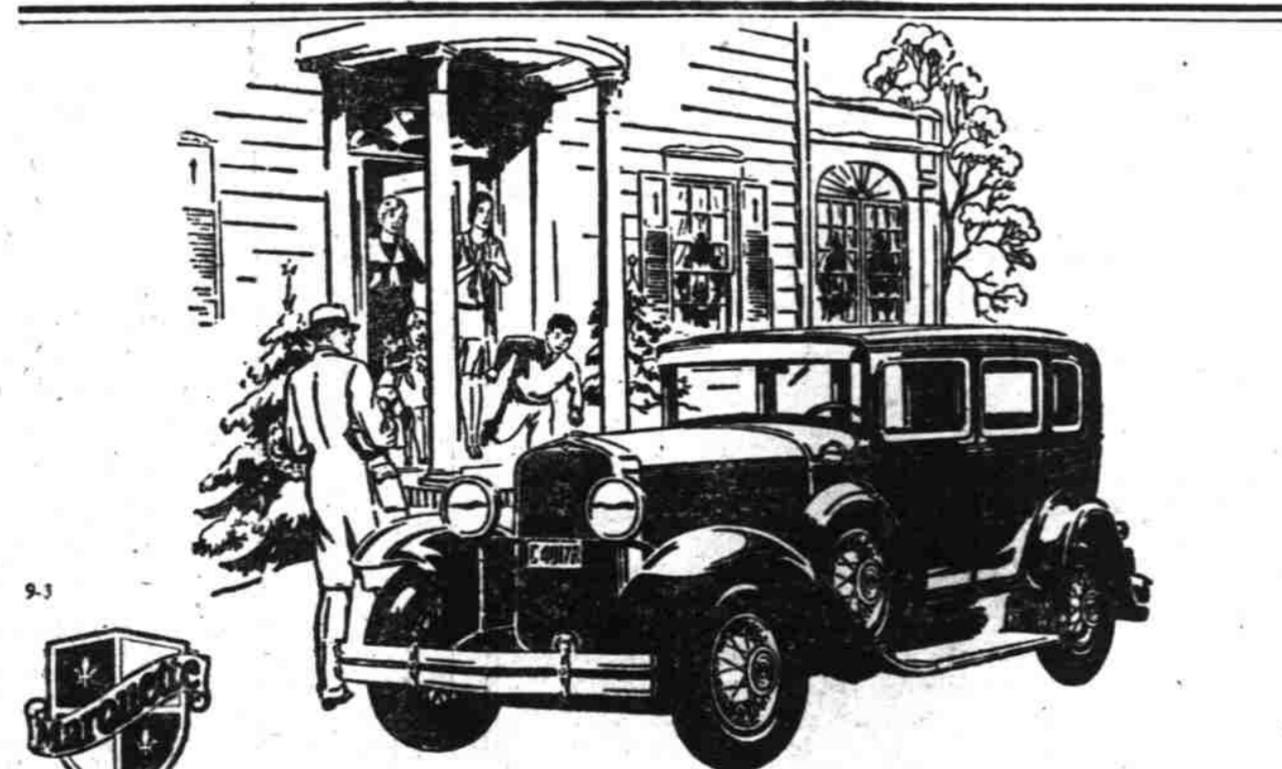
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A GIFT certain to make any family happy

Give your family a Marquette and your gift will be certain of long-lasting appreciation. For not only is this sturdy, handsome, new Buick-built six the most remarkable performer in the entire moderate-price class—it also provides more complete quality than has ever before been offered at modest cost. The Marquette makes an ideal gift, either as the family car or as the second car in a two-car household. The Marquette's smart style, remarkable handling ease, comfort and dependability are much appreciated by women. Men enthusiastically endorse its sparkling speed, smooth power, remarkable endurance and extraordinary economy. Drive the Marquette and know how truly superior it is. See it shoot to 60 miles an hour from 10, in 31 seconds. Feel it slip along at 60 or 70 miles an hour with

faultlessly smooth, secure roadability. Prove for yourself the leadership of the Marquette in every phase of performance. Then compare its remarkable completeness with any other car in its price class. Give your family a Marquette, with thorough confidence that it will meet every expectation—that it will provide many thousands of miles of carefree, uninterrupted transportation. It is advisable to order a Marquette now for Christmas delivery. Call on your Buick-Marquette dealer today for a demonstration. Ask him about the liberal G. M. A. C. purchase plan. BUICK MOTOR CO., FLINT, MICH. Division of General Motors Corporation. Canadian Factories: McLaughlin-Buick, Oshawa, Ontario. Builders of Buick and Marquette Motor Cars

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Have you known the satisfaction of its six-cylinder reserve power—ready to shoot you ahead at the traffic light, to carry you over the steepest hills, or to speed you along the highway?

And do you know that anyone who can afford any car can own a Chevrolet Six?

If you have never driven a six-cylinder car, it is impossible for you to form any idea of Chevrolet performance from your imagination alone.

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But why try to tell you the story when only a ride can give you the facts? Come in. There's a car waiting for you . . . Now!

The Roadster, \$525; The Phaeton, \$525; The Coach, \$595; The Coupe, \$595; The Sport Coupe, \$645; The Sedan, \$675; The Imperial Sedan, \$695; The Sedan Delivery, \$595; Light Delivery (Chassis only), \$400; 1 1/2-Ton Truck (Chassis only), \$445; 1 1/2-Ton Truck (Chassis with Cab), \$650. All prices f. o. b. factory, Flint, Michigan.

Consider the delivered price as well as the list (f. o. b.) price when comparing automobile values. Chevrolet delivered prices include only authorized charges for freight and delivery, and the charge for any additional accessories or financing desired.

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