

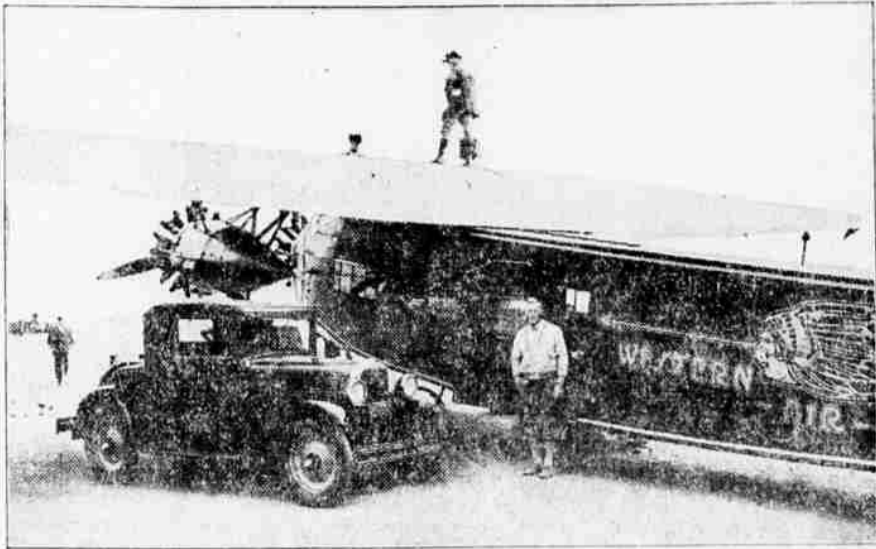
SNAPPY WEATHER MAKES MOTORS RUN SLUGGISH

"Cooler days are just around the corner. Nippy weather may make your blood run faster, but it certainly doesn't have an exhilarating effect on your automobile! Fall and winter are the seasons when your engine is hard to start, coughs and splutters, jerks, loses momentum on hills, just because it is too cold to vaporize ordinary 'wet' gasoline," says a company official.

"But just put Shell 400, the 'dry' gas, into your tank—and boy! how the old bus takes on new life! Shell 400 goes into your cylinders fully vaporized under all conditions, ignites quickly from the spark and burns smoothly. You get immediate response and you get complete response, for there is no waste in 'wet' drops that do not burn.

"The same qualities which make Shell 400 an ideal fuel for cold weather use also give you better performance under all conditions, less wear on your motor, greater economy, yet you get more service from it."

Western Air Express Pilot Lauds Chevrolet



George Rice is equally at home both in the air and on the earth. While in the air he pilots one of the Western Air Express twelve-passenger air-liners and when on the earth makes excellent use of his Chevrolet coupe to take him to and from the airport. The ship is a Fokker tri-motor monoplane and is shown being fueled preparatory to one of her trips.

GOOD AND EVIL SCIENCE'S VIEW OF 'COW KILLERS'

WASHINGTON, Oct. 21. (AP)—The vast though little known army of mite-like wasps, known in this country as "cow killers" and "cow killers," probably is of much greater importance to man than has been supposed, in the opinion of Dr. Clarence E. Mickel, of the University of Minnesota, after completing an exhaustive study of their biology and taxonomy.

The potentialities for good and evil in these creatures, which are capable of stinging hard bodies, lie largely in the fact that they are deadly parasites on other insects, chiefly bees and various species of wasps, during the early stages of their growth.

Dr. Mickel cites investigations which have shown that they parasitize at least 25 species of insects and that the dangerous tsetse fly of Africa is one of their victims. In fact, it has been suggested that the decrease in the number of tsetse flies in certain areas may have been caused, in part at least by their activity.

They also are known to attack military bees and humbees and, Dr. Mickel remarks, might reasonably be expected to be parasites of the honeybee. Several attacks on honeybees, in fact, have been reported, but they appear to be rare. Nevertheless, the evidence is sufficient to indicate that the "are" to be regarded as injurious or beneficial insects to man according to the points of view.

Further study, Dr. Mickel believes, is likely to show that more insects are parasitized by the mite-like than have thus far been listed, since estimates place the number of species in various parts of the world between 2,500 and

HOME EDUCATION

"The Child's First School Is the Family."—Froebel

Issued by the National Kindergarten Association, 8 West 40th Street, New York City. These articles are appearing each Sunday in the Mail Tribune.

INTERRUPTED

The baby had been crying along the floor trying to reach the red ball. Finally he clasped it in his chubby hands and with his Mother decided it was time for his nap. She thoughtfully took the ball from him. He stiffened with anger, crying long and lustily.

Mother had interrupted his investigation. He was learning about the ball. Babies differ; some will spend quite a time handling, mouthing and looking at an object. This attention should not be diverted. It is the beginning of the child's ability to concentrate.

Jack had all the blocks out, the tennies and dominoes, too. He was absorbed in building a wonderful castle, just putting the tower on when Big Brother, coming in from school, thought it smart to kick all some down with a crash.

Of course Jack flew into a rage. He had missed the thrill of the finished structure. "The spirit of the boy was murred."

Margie had come with her parents to call. Five-year-old Dorothy must have a tea-party. They spread the little table and set out the dishes. Dorothy with sparkling eyes kept tip-toeing to her mother for whispered conferences about getting the sandwiches, cake and milk.

It took a long time. Just when everything was ready the callers had to go—there was another ap-

INTERRUPTED

pointment. The sparkle went out of Dorothy's brown eyes, and, after Margie left, she cried as if her heart would break.

The grown people could have presented this disappointment had they seen it that the little girls planned only such a tea-party as could be carried through.

It was Tom's turn at the bat. His mother appeared at the back door. "Oh, Tommy, I forgot to order eggs this morning. Run to the store for them. Don't wait!" The thrill of the game was lost. It would not be his turn again before the boys had to go home.

That was the way with Mother, always interrupting him at the critical moment. She never took the trouble to see what he was doing. Yesterday she had called him away from the last chapter of "Treasure Island." He missed the climax for, when he read it later on, he had lost the setting and thus the keen interest he had in the story.

Of course our children have to be helpful and conform to the household rules—eating, sleeping and dressing at proper times—but still, by looking ahead, we could often wait a few minutes until the dishes, Dorothy with sparkling eyes kept tip-toeing to her mother for whispered conferences about getting the sandwiches, cake and milk.

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Plenty of Fish

WASHINGTON—(AP)—Chesapeake bay is regarded by the United States bureau of fisheries as one of the most prolific fishing grounds in this country. Production is estimated at 11 tons of fish per square mile against three tons for the Georges bank, off the New England coast. More than 50,000,000 pounds of edible fish are taken from the bay annually and as much as 300,000,000 pounds of menhaden. The industry employs about 40,000 persons, produces about \$5,000,000 worth of fish annually and represents an investment of nearly \$17,000,000.

Classified advertising gets results.

105 BILLION OF CIGARETS USED IN NATION IN 1928

By Fry Kohya
(President, Standard Commercial Tobacco Company)

NEW YORK, Oct. 21.—(AP)—Cigaret smokers in the United States, at the present rate of consumption, will spend in 1928 about 105,000,000,000 cigarettes in the history of the cigarette industry. This enormous consumption indicates an average of more than 300 cigarettes for every one of the 120,000,000 inhabitants of Uncle Sam's domain.

The cigarette industry will pour approximately \$221,000,000 into the coffers of the United States treasury, of which \$215,000,000 represents the tax on the manufactured product and \$16,000,000 duties on imported Oriental tobaccos.

A 10 x 10 x 10 lb. caddy, 300,000,000 pounds of leaf tobacco will be required as raw material. More than 90 per cent of the output is the blended variety of domestic and so-called Turkish tobacco, the balance being all Turkish or all domestic. The blended cigarette contains from 60 to 85 per cent of the domestic product and the balance is imported tobacco, so that approximately 45,000,000 to 50,000,000 pounds of the oriental product will be withdrawn from the bonded warehouses for the 1928 output.

The widespread popularity of the blended cigarette in America and its tremendous growth in consumption during the past few years are due in large measure to the aroma imparted thru use of the so-called Turkish tobacco. It imparts also a sweetness and burning quality not matched by the purely American leaf tobacco, due to the fact that the larger proportion of aromatic essential oils, starch and other elements.

The classification Turkish, however, has a generic rather than geographical significance. So-called Turkish tobacco comes not only from Turkey on the borders of the Aegean and Black seas, but includes all tobacco grown in Greece in the region bearing upon the eastern Mediterranean and Aegean seas. But in this vast territory only two areas, eastern Macedonia and western Thrace, produce the more aromatic and agreeable tobaccos that are in favor with American smokers.

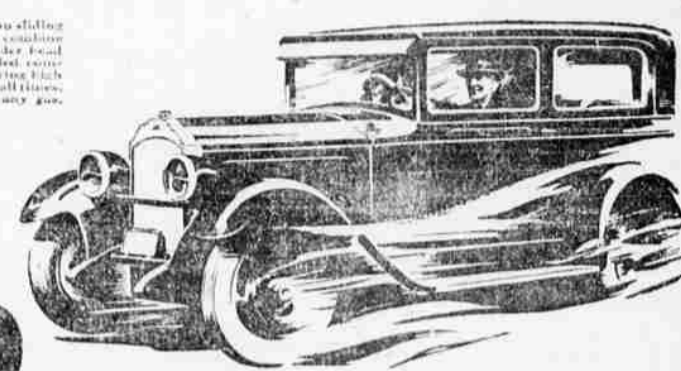
Abdul Hamid, last of the celebrated Turkish sultans, and his numerous wives smoked in the harem cigarettes especially made from leaf tobacco grown in these districts, which now have passed from the Turkish empire to become a part of the present Hellenic Republic. These tobaccos are the most costly, costing upwards of \$1 a pound wholesale as compared with 20 to 40 cents a pound for American cigarette tobacco.

Tobacco culture in eastern Macedonia, western Thrace and Smyrna is believed to have started soon after the leaf was brought to England from America by Sir Walter Raleigh. Because of peculiar climatic and soil conditions, the Turkish tobacco plant soon de-

veloped a rugged appearance but the concentration of the aromatic oils on the smaller surface gave the dry product an improved taste and aroma.

Tobaccoes from other sections also are imported into this country, especially from the islands of the Aegean. Army chemists report the successful use of a chemical to purify water in the history of ancient Greece. It is prepared in the form of a small tube about the size of a cigarette, and one tube is sufficient to treat thirty-six gallon of water. Chemicals have been used for some time to purify water, but the chief advantage of this preparation is that it is said not to deteriorate and affects the taste of the water but little.

In the Knight engine, two sliding sleeves in each cylinder combine with the spherical valves to form a perfectly sealed combustion chamber—ensuring high uniform compression at all times, at all speeds and with any gas.



PERFORMANCE always at its best

Thousands more now enjoy Willys-Knight's smoothness, silence and power at record low prices

STANDARD COACH
\$995

Other Willys-Knight models \$995 to \$2095. Prices f.o.b. Toledo, Ohio, and specifications subject to change without notice.

THE patented Willys-Knight double sleeve valve engine is as fresh at the end of a hard day's run as at the start—and after thousands of miles you will find this superior motor even smoother and quieter than on the day you took delivery.

Its simplicity of design insures remarkable freedom from carbon troubles and repairs. There are no valves to grind, no valve springs to weaken. At the lowest price in history, the Standard Six is bringing the advantages of Willys-Knight's sparkling activity, sustained brilliance and ease of control to thousands of new and enthusiastic owners.

WILLYS-KNIGHT, TOLEDO, OHIO

WILLYS-KNIGHT Six

TREICHLER MOTORS, INC.
30 North Holly Phone 615

Celebrating the Birthday of the Century

JUST a year ago—on October 27, 1927—Hupmobile started automotive circles with the announcement of a new beauty and a new value in moderately priced six and eight cylinder motor cars.

In their first month, Hupmobile Century Sixes and Eights broke all previous records in Hupmobile history. Month after month, new high sales peaks were recorded culminating early in July with totals that surpassed all of the previous year's production.

To signalize the great year in Hupmobile's 20 years of fine car manufacture, we announce a special Anniversary Showing of the complete new 1929 line of Century Sixes and Eights at our Showrooms.

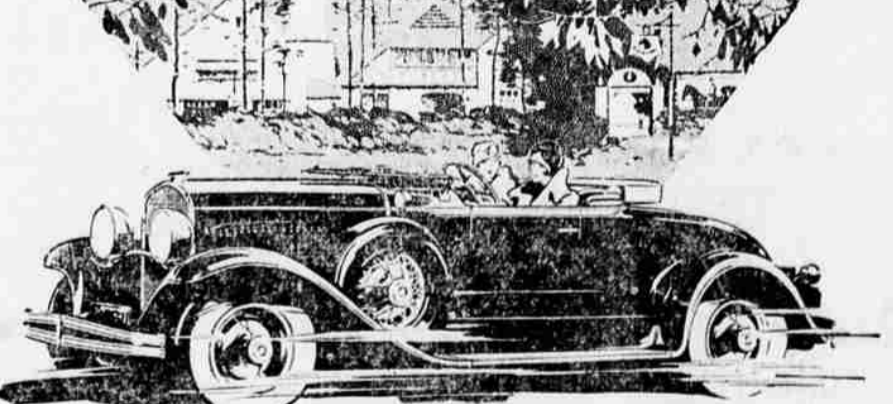
Come in and view them at your leisure—then drive any of the forty-two standard and custom-equipped body styles now available. Prove to yourself that Hupmobile with its brilliantly refined 1929 models is still a year ahead in every quality by which motor car values are judged.

Forty-two body and equipment combinations, standard and custom, on each line. Six of the Century, \$1345 to \$1645; Century Eight, \$1825 to \$2125. All prices f.o.b. Detroit.



HIGHWAY MOTOR CO.
Quality Cars
123 So. Riverside Phone 254

CHRYSLER



New Chrysler "75" Roadster (with rumble seat) \$1555. Wire wheels extra. Immediate delivery.

Chrysler's only real competition — is Chrysler

THE first Chrysler established a margin of superiority over all other cars in style, performance and value that has been maintained ever since. The true competition Chrysler has to face therefore is with Chrysler—to make sure that each succeeding Chrysler is better than the Chryslers that have gone before.

Public demand for the newest Chryslers today tells how well Chrysler has succeeded. Chrysler's largest production is just now beginning to satisfy that demand. The public is delighted with the new style that re-styles all motor cars—new slender-profile radiator, arched-windows and the graceful sweep of the new "air-wing" fenders—avoidance everywhere of the bulky and cumbersome. And with Chrysler's smooth performance, riding luxury and safety—"Silver-Dome" high-compression engine, using any gasoline; internal-expanding hydraulic 4-wheel brakes, efficient in any weather; and hydraulic shock absorbers.

Other cars seek to compare themselves with Chrysler in style, performance and value which really do not compare with Chrysler at all. Chrysler's only real competitor is—Chrysler.

Prices—New Chrysler "75" (with 6-ply full balloon tires)—Royal Sedan, \$1535; Coupe (with rumble seat), \$1535; Roadster (with rumble seat), \$1555; Toran Sedan, \$1635; Crown Sedan, \$1635; Convertible Coupe, (with rumble seat), \$1695; 5-passenger Phaeton, \$1795; 7-passenger Phaeton, \$1865; Convertible Sedan, \$2245. New Chrysler "65"—Business Coupe, \$1040; Roadster (with rumble seat), \$1065; 2-door Sedan, \$1065; Touring Car, \$1075; 4-door Sedan, \$1145; Coupe (with rumble seat), \$1145. All Prices f.o.b. Detroit; wire wheels extra.

FITCH MOTOR COMPANY
128 So. Riverside Phone 762

WHAT A CAR TO WIN SUCH PRAISE



Engineers! Critics! Owners! Everyone! From coast to coast, all join in enthusiastic praise for this new Oldsmobile.

"We own one of these 'new and better' Oldsmobiles and think it a wonderful car."—Mrs. L. L. K., Davenport, Iowa.

"I am particularly delighted with this new model. It certainly is a masterpiece."—O. P. L., Los Angeles, Calif.

"I have driven other cars, most all higher priced, but I have never had the satisfaction out of any that I have had out of this car."—H. L. J., Kansas City, Mo.

"I think the Oldsmobile is the most beautiful low-priced car on the market. For power and speed it can not be equalled."—G. D., Pleunay, Mont.

"Let me say—that Oldsmobile will never make another motor better than the one in my car. I shall be glad to give you a testimonial if you desire."—Miss G. H., Atlanta, Ga.

"I am more than delighted with the car and consider it superior to any of the preceding models in any ways."—T. L. S., Southbridge, Mass.

"We just got a new four-door sedan, Oldsmobile. It is a swell car for the money. I don't see how it can be made for such a low price. The pick-up has all cars beaten. I have tried it side by side in getting away at stop and go signs."—R. J., Buffalo, N. Y.

"I own a 1928 De Luxe Sedan and I am very satisfied and a great booster for Oldsmobile, so I also want to sing the song."—O. G. M., Fall River, Mass.

"My new Oldsmobile Model E-28 is running O. K. and has 1450 miles on it in less than a month."—C. S., Schenectady, N. Y.

Complete signatures of owner letters on file at Olds Motor Works, Lansing

Armstrong Motors, Inc.
101 So. Riverside Phone 18

OLDSMOBILE

PRODUCT OF GENERAL MOTORS