

# MILWAUKEE DEAF SINGS SONGS BY USING HIS HANDS

MILWAUKEE, Wis.—47 James McArdle sings, but he makes no sound. His listeners hear nothing, yet they applaud.

McArdle, called "Milwaukee's most graceful deaf mute singer," makes music with his hands, conveying meaning by sign. Deaf and mute since he was ten years old, McArdle has mastered his art so that he now lectures and sings to motes in the nation's largest cities.

Waving his arms to signify a rock rhythm, McArdle registers musical emotion by facial expressions. The expert deaf mute "singer," he explains, conveys his meaning entirely by signs. McArdle admits, however, that sometimes he is "stumped" by a word having no abbreviated sign, so he resorts to spelling the word.

"I was told of songs when I was small, though deaf," McArdle wrote. "I began to interpret songs into signs when I was 20 years old. My first rendition was 'Nearer My God to Thee.'"

"Soon I became known and have been invited to sing and lecture in Philadelphia, St. Petersburg, Detroit, Chicago, Indianapolis and Wichita, Kas."

Last year McArdle explained Shakespeare's "Macbeth" to an audience of Indianapolis natives. He claims to know most of Chicago's 2000 motes.

McArdle, a machanic by trade, was educated at the Pennsylvania Institute for the Deaf.

# GREAT PROSPERITY FOR AUTO INDUSTRY AND ACCESSORIES

The outlook for 1929 in the automotive industry, promises continued success and development.

According to Lewis expressed by George W. Peck in G. Peck, president of the Western Auto Supply Company, one of the largest retail distributors of automobile supplies in the world.

"Conditions appear most promising for the year, during the coming year. Business is sound, all lines of industry are moving smoothly, crop conditions in the west, as a whole, are excellent and the extended growth of the foreign market is still another factor that will aid continued prosperity."

"In automotive lines, exports and employment have been mounting steadily during the past year. Most of the major automotive equipment manufacturers have entered 1929 with plants operating at an active rate and the end of the past year saw all lines of motor-cars with an increased production schedule over the same 1927 period."

"Excellent values will be the keynote of all automotive offerings this year, whether they be automobiles, accessories or tires. Improved methods of production and distribution indicate that prices will be lower and quality will be better than ever before in the history of the industry."

With competition so keen in all branches, the automotive distributor or dealer who can offer the best values and the most efficient service will be rewarded with the bulk of the business. Public approval is the surest proof that a business is being conducted along proper lines. Because of the steady increase in sales in our own business, we have reason to believe that the values offered by the Western Auto stores and the service we give, have merited the unqualified approval of the automobile owners in the western states."

The confidence placed in our company by the public, and supported by their patronage has enabled us to increase our business and number of stores. This in turn, has increased our buying power with consequent price reductions which are passed on to the buying public."

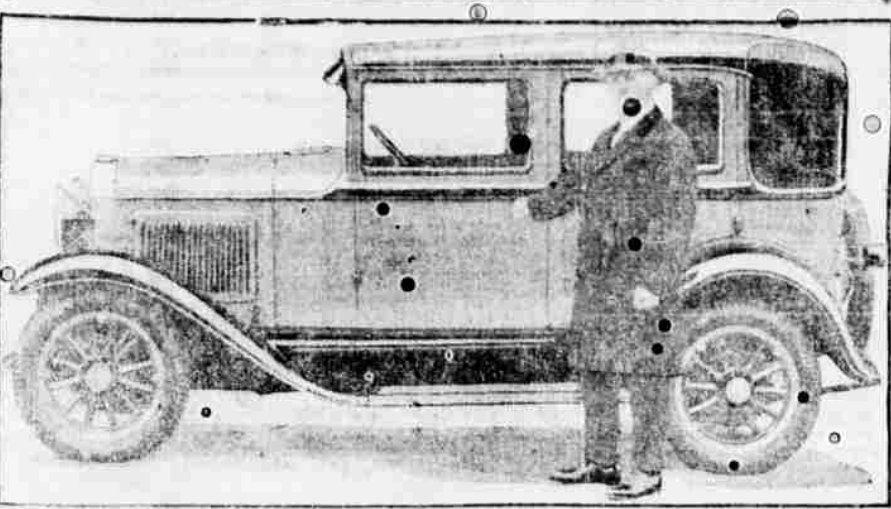
"During 1929, motorists of the west may expect that at all times, Western Auto will arrive to render even more efficient service, give the best values possible for the money and continue to back up every sale with the positive guarantee of satisfaction."

**Poor Maintenance Responsible for Brake Troubles**

"They can say, as they already are saying, that brake design is far from perfect and that the way good designs are produced commercially is all wrong, but just the same you can't get away from the fact that poor maintenance is accountable for lots of brake troubles," says an expert mechanic. "I think the situation could be remedied if the average car owner knew more about the possible ills of his brakin' system."

"In the first place he ought to know that the average brake clearance is less today. That's because they have to do something to reduce 'pedal' pressure to a point that fits the average driver. Well, with small clearances, there's always greater danger of brakes draggin' from one cause or another."

# WORLD'S LOWEST PRICED SEDAN



John N. Willis, president of the Willys-Overland Company, standing beside one of the new Whippet four-door sedans. This model is conspicuous in the four-cylinder field since it is the lowest priced sedan ever offered by any company in the world. The presentation of the new lines of Whippet fours and sixes is designated as the greatest achievement in Mr. Willis' history, bringing high priced car value and value to the low priced field.

# 100,000,000 IN ONE AUTOMOBILE

(By Arthur Brisbane)

All the people of this country could ride at the same moment in automobiles now operated by the American people.

Great is this fortunate nation, and the automobile proves its greatness and its efficiency.

The automobile shows of 1929 now begin throughout the country. New cars are being shown, new ideas, better quality, lower prices, lighter speed, perfect brakes, complete safety.

Have you an automobile? If not, GET one.

Have you an automobile? If so, get a BETTER one.

No man ever wasted money improving his education, no man ever was extravagant in buying a car.

A family with ONE car should get ANOTHER car. You can't go two ways at once in one car, and each American family needs to go in at least two directions every day. The children to school, the mother to shop, the father to business.

A LITTLE car for the one that goes off by himself, a BIGGER car for the rest of the family.

"Take your children to see the new autos. Explain or get somebody else to explain the working of the greatest American institution, THE HIGH QUALITY AMERICAN AUTOMOBILE."

Awaken in the children's minds interest in thought and invention.

er. Draggin' induces heat, and heat destroys both drums and linings.

"That should suggest the first step in intelligent brake maintenance: namely, watchin' the mechanism all the time to see that it hasn't too little clearance. Sometimes a brake can be draggin' for weeks before the motorist knows about it. It depends upon the kind of drivin' he does, to certain extent, if it's slow drivin' on the level for instance, the car owner may not notice a little loss of power. But, his brakes, consumin' that power'll notice it all right."

"The average car owner never pays any attention to the condition of the drums. Yet, the way drums are warp'n and wear'n from this lack of attention I certainly indicate that there ought to be a change in the situation."

"On the whole, brakes are a finer mechanism today and finer mechanisms always demand more intelligent care."

# COLORADO GHOST CITY HOPES FOR CIVIC COMEBACK

CENTRAL CITY, Colo.—(AP)—Fabled and deserted, living in memory of the past and in hope of the future. Such is this once prosperous mining town in the heart of the Rocky mountains.

Old timers predict another boom for the town if silver and gold ore prices rise a little more. Even now a few are taking up the pick and shovel.

When Central City was settled in 1859, immediately after the discovery of gold in Clear Creek valley, near Idaho Springs, the rush to the west was in full swing, inspired by tales of "gold for the taking" in California and of fertile lands between the Mississippi and the Pacific.

Many who started for California failed to try their fortunes in Colorado. Some prospered. Others felt the sting of defeat and went westward again or returned to the east.

Central City was incorporated in 1864 and became the seat of Gilpin county. A large, square, red brick school house was built. The Teller house, erected by Senator Henry Moore Teller, made the town famous for one of the best hotels of the early days.

Ruin overtook the city when ore prices fell so low production costs prohibited mining. The exodus began, and now the golden years are only a memory.

Hundreds of deserted mines still mark the hillsides like gloomy frowns on faces of those who have met disappointment.

Yet residents of this town grasp hopefully at every fractional rise in the market for precious metal ores. To a stranger they tell of the "boom" days, and they conclude with a prophecy that the good times will come back—some day.

# The Value of the Digest Poll

In a letter to the New York Times, Mr. Fabian Franklin denigrates rather neatly that the Literary Digest has been astonishingly inaccurate in its claim as to how accurate was its forecast of the popular vote in the election. The Digest, it will be recalled, predicted that Hoover would have 62.2 per cent and Smith 37.7 per cent, on the basis of the figures

available on Nov. 14. Hoover received 58.3 per cent and Smith 41.7. Since the difference between the percentages predicted for Hoover by the Digest and the percentage received by Hoover is 4.9 per cent, the Digest is now claiming that its poll was inaccurate by only 1.4 per cent. It arrives at this conclusion by forgetting to note that its prediction of the Smith

vote was 3.5 per cent wrong. As Mr. Franklin points out, the Digest gave Hoover 4.1 per cent too much and Smith 3.5 per cent too little, which constitutes a total error not of 4.9 per cent but of 9.5 per cent. How considerable an error this was may be seen when it is pointed out that if the Digest forecast had been accurate Hoover's plurality would have been 2,700,000 votes instead of 2,700,000.

The popular impressions now pretty well settled, however, that the Digest poll is a virtually infallible forecast of the result of a national election. The Digest has forecast successfully the general result both in 1924 and in 1928, and while the actual scores have been considerable, the accuracy of the forecast of the net result has made a profound impression on the nation. The strict truth is that the inaccuracy of the poll have not seriously affected the forecast of the result, because neither 1924 nor 1928 was a close election. Had they been close elections an error of nearly 10 per cent would have made the whole forecast unreliable.

There is, however, a much larger question than the reliability of the poll. That is the question of its social usefulness, and for the purposes of the argument we shall assume that the Digest has so perfect a poll that on Oct. 1 or thereabouts it can predict infallibly the result in November. The question which we should like to raise is whether it is in the best interest of popular government that the people should have an infallible device by which the result of an electoral campaign is known before the issues of the campaign have been seriously discussed.

Let us see first what can be said in favor of such a forecasting device, assuming that experience has convinced the public of its complete reliability. To know weeks in advance what the result is bound to be is, first of all, a great satisfaction to those who are curious about the merits of the candidates of their views, but about who is going to win. The Digest poll, if it were held to be infallible, would end betting on elections; it would end all uncertainty among those business men who are disturbed by the uncertainties of an election; it would make all the excitement of a campaign unreal. Can a better case than this be made for the business?

We think not, for it can hardly be a matter of national interest that the Literary Digest as a publication should have the prestige and the advertisement of its enterprise.

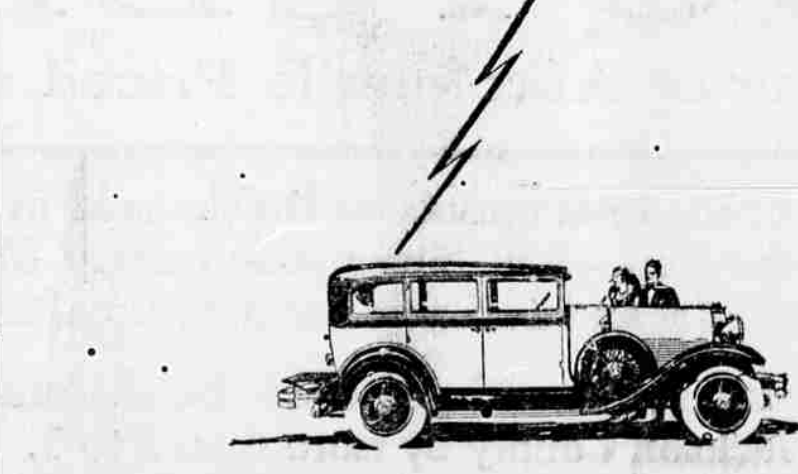
Let us now look at the debit side and in stating it we make no bones about speaking out of the experience of having been on the losing side and of having observed at first hand the effects on the minority party of the Digest's weekly forecasts. They are deadly to the morale of a minority party whenever the majority party has a big lead at the beginning of the campaign. If the infallibility of the Digest were an established fact in the public mind, that very infallibility will be fatal to the morale of the minority party. The minority can hope to become the majority only by winning votes during the campaign. But if by Oct. 1 the outcome is infallibly predicted the minority not only loses the chance to capture the immense number of those who may be called the hand-wagon voters but its own candidates and its own organization are demoralized.

The great, big, expensive car will take the whole family, feeling grand and important.

The small, splendidly made, thoroughly efficient, safe and reliable, inexpensive car will take the family, in happiness, wherever it wants to go and bring it back.

# MARMON

UNDER THE DIRECTION OF G. M. WILLIAMS

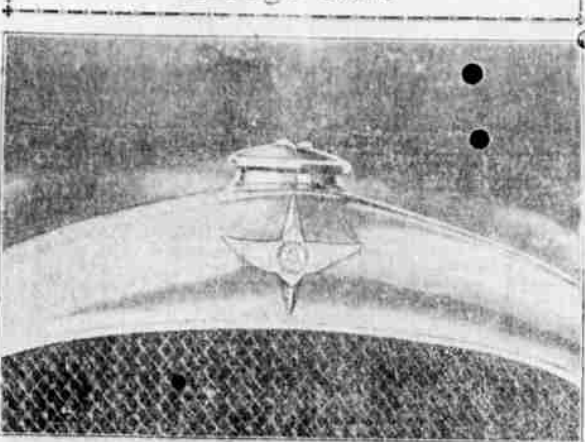


The backbone of the great new Marmon success—a straight-eight at the price of a six—\$1465.

New Series 68, \$165. New Series 70, \$1965. Prices at factory. De luxe equipment extra. Convenient time-payment plan.

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

# Old Emblem Returns On Dodge Cars



THE original Dodge Brothers emblem of interlaced triangles has come back to identify Dodge products on the New Six. Wings have been added to make a more attractive design. The emblem is aimed to signify speed, grace and dependability.

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It is open to any Republican to see at this as the complaint of the loser. The loser is entitled to be heard. He is entitled to appeal to the good sense of the country and to ask now that the election is over, that some attention be given to the future to the question of choice of the electorate there is

injected before the debate is well started a note of fatalism, when ever the majority party has an easily lead and the minority to win out must come from behind. This fatalism virtually destroys the sincerity and effectiveness of the device which makes debate a pretense and argument futile. The Literary Digest poll, the more reliable it is found to be, is destructively irrelevant in a contest where the theory is that the result is to be decided by the arguments presented. Into what is supposed to be a free choice of the electorate there is

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# Farm Pointers

Poultry breeders find it advisable to use cockerels and hens from the same setting of eggs in the same pen. The temptation to do this arises when a grower wishes to increase the flock obtained when a setting of high priced eggs have been hatched. The possibilities are that the chicks raised from such a single setting are at least half-brothers and half-sisters, hence to mate the males with the females of the same setting would be virtually inbreeding, which is a dangerous practice unless carefully used, advises the Oregon experiment station.

Proper Oregon farmers are no longer content to make their plans for the future merely on the basis of past results. They are seeking now the latest authentic estimates as to the outlook for the next season in the specific enterprises in which they are interested. To assist in gathering and disseminating this information, the Oregon Extension service is sending a representative to Washington, D. C., to aid in compiling the 1929 national outlook report. He will later return and assist with the state and county outlook reports for Oregon.

Mail Tribune ads are read by 20,000 people every day.

# THE REMARKABLE NEW "FINGER-TIP CONTROL"

Greater beauty and improved design in new Whippets and Willys-Knights

The ultra-modern lines and larger bodies of the new Superior Whippet are winning the enthusiastic praise of Four and light Six buyers, while the new style Willys-Knight Six is the largest, most beautiful and most powerful Knight-engined car ever offered at so low a price.

See and examine these superb cars without delay! An immediate order will aid in early delivery.



# What it means to you in driving convenience and safety

Willys-Overland is the first producer of automobiles to equip all its passenger cars and commercial vehicles with the wonderful new "Finger-Tip Control."

A single button, conveniently located in the center of the steering wheel, controls all functions of starting the motor, operating the lights and sounding the horn.

This fundamental improvement does away with all troublesome foot fumbling for the starting button. You can keep your foot always on the brake when starting or re-starting on a hill—an obvious safety advantage of major importance.

"Finger-Tip Control" also avoids changing from the comfortable driving position to reach a light switch on the dash. You can at all times keep your eyes on the road, and the hand that operates the button flashes back to the rim of the wheel in any steering emergency.

(FOUR) Whippet (SIXES) SUPERIOR

WILLYS-KNIGHT

WILLYS-OVERLAND, INC., Toledo, Ohio

TREICHLER MOTORS, INC. 30 North Holly Phone 615