

# THE KURDS REVOLT AGAIN, OR YET, AS HISTORY PROVES

WASHINGTON, D. C., Feb. 13.—The Kurds are revolting again. A Turkish newspaper man perhaps would change the word "again" in that sentence to "yet."

Nearly 3,000 years ago, outlying Assyrian settlements were harassed by marauding bands of Kurds and by the fifth century B. C. the tribesmen attempted to annihilate Xenophon and his 10,000 retreating Greeks by rolling stones from high cliffs along the line of march.

... (text continues) ...

**Turkish Changes in Moslem Ordeal Tribesmen.**

In spite of exciting events in the fighting history of the Kurds, the tribesmen were almost unknown outside the Near East before the World War. When a delegation of Kurds appeared at the Peace Conference in 1919 newspaper men did not know who the suburban tribesmen might be. When their identity was revealed, the Kurds went on the front pages and frequently have been there since.

Four years ago the tribesmen revolted in an attempt to set up their own government, but Mustafa Kemal's forces subdued them. The scrapping of the Caliphate at Constantinople aroused them and nearly every change in old Moslem customs has irritated them. Revolt after revolt has been quelled, but the Kurds replenish his forces and supplies, he is ready to attack again.

**Tribesmen Maintain Old Racial Customs.**

Most of the 2,000,000 Kurds in the Near East inhabit the eastern areas of Turkey, but tribes also are scattered over the northern part of Iraq and western Persia. Neither the Turks nor any other people has influenced the tribesmen. Now and then a Kurd will let his cigarette with a patent lighter instead of the old flint stone he once carried, and a few other modern devices have crept into his mountain village, but the close tribal life maintains the old racial customs.

The Kurd farmers of the Iraq plains are more prosperous than the tribesmen of the hill country. Travelers climb the trails of Kurdistan for miles without seeing a village. When one does appear, it is usually situated in a well protected spot. Houses are placed without regard to building line and a bird's-eye view of a village reveals a jumble of mud and stone structures.

**One-Room Hut House Animals and Family.**

The peasant's house is a one-room structure which might be mistaken for a stable. The tribesman reserves one side of his abode for his animals while his family occupies the other. Kurds sit on the floor when they rest or eat, therefore they do not need tables or chairs.

The tribal chief or headman fares better. He has a house for his family and a guest house where he lives and entertains his guests. He is offended if a traveler does not "drop in." Once the traveler has stopped, he must remain for dinner. The food is placed on the floor in the center of the diners. Should a guest stretch his legs toward another person, convey food to his mouth with his left hand, or fumble his dog, his house is offended. No knives and forks are to be found in the Kurd silver closet but if a guest has difficulty in feeding himself with his hands, a spoon will be handed him.

When a Kurd does not include yeast (curdled milk) the favorite drink of the Kurd. A little water mixed with the mast makes mastao, the Kurd national drink. The tribesmen like vegetables but seldom serve meat.

**A Wife for a Goat.**

Under the Moslem law, the Kurd may take four wives. Wives are bought. The chiefs take the full quota. Wives are priced according to their rank. The tribesman can get a wife in exchange for a pony or a goat, or one may cost the equivalent of \$2,500. The wedding entails a season of merrymaking in which the whole tribe joins, but it takes less than a minute to dissolve a union. The man simply says "I divorce you" three times and the parties are free.

To the foreigner, the Kurds seem to know little else than the art of highway robbery. Many of the mountain tribesmen are adept thieves, but in the hills as well as the plains, many Kurds are honest living by farming and cattle raising. Kurds are pastoral people, seldom moving from their villages except to migrate to higher altitudes during the summer for new pasturage. Now and then a whole tribe will move from a village. The tribesman takes his roof, the only movable part of his hut.

"Life is hard in the mountains but the family has time to play. In the summer camp the young tribesmen spend their leisure moments playing touch-foot on horseback. Children play a lot of hockey, with crooked sticks and wood balls. Now and then a traveler will see a deck of cards in a tent but they are usually used by the children. Gambling is not indulged in by the tribesmen, who, after a hard day's work enjoy sitting outside their tents, smoking cigarettes."

Mrs. Ann Virginia Griffith of Winchester, Pa., stipulated in her will that all relatives who came to her funeral be reimbursed from the estate for round-trip fares.

... (text continues) ...

# DOLLAR WEEK AT WESTERN AUTO STORES

A sales event which is declared by Mr. Graham, local manager of the company to be one of their most popular, will be in effect in all Western Auto stores until February 23.

The purchasing power of the automobile owner's dollar will be greatly enhanced at Western Auto stores during the semi-annual dollar week.

... (text continues) ...

Items selected for this sale are all taken from our regular stocks, which is the customer's assurance of receiving high quality merchandise. This gives a wide variety of merchandise from which to select and affords all car owners an opportunity to buy just what they need.

The savings are even greater than the comparative prices might indicate when it is considered that Western Auto prices are lower than the average. Like all merchandise sold by our company, every article offered during this dollar week sale will carry our guarantee of satisfaction and service that is backed by all our more than 150 stores.

# GIRLS OF TODAY SCANDALOUS SAYS AGED MAN HATER

BOSTON, Eng., Feb. 16.—(AP)—Miss Wilhelmina Robinson has reached the age of 100 years.

"I detest men," she avowed on reaching the century mark, "and I put down my long and happy life to the fact that I was never foolish enough to marry one."

Miss Wilhelmina wears a frilly cap and shares her rooms with two milk-white cats—both ladies.

"Single women have a far better life than any wife," said the white-haired little spinster. "The girls of today are a scandal. It is men, men, men, all the time."

Courting and the technique of proposing—leap years or any years—never concerned her at any time, Miss Robinson declared emphatically.

"I never asked any man to marry me—and no one ever asked me to marry him," she said. "I always hated men."

BELFAST, Ireland.—(AP)—Work is being rushed in the new 27,000-ton motorship Britannic, which will replace the White Star liner Celtic, which was the last ship to be built in the shipyard at Belfast, Ireland, on the Liverpool-New York route. The Britannic will not be ready for launching for several months.

**By F. A. HITEK**  
General Sales Manager  
Alenite Manufacturing Corporation

The part that lubrication has played in the transition of the automobile from a personal luxury to a public transportation utility is realized by few other phases of automotive development.

Authorities in manufacture and engineering are agreed that what has brought the automobile into an association with everyday life almost as common as a pair of shoes has been the progress made toward nearly automatic operation and maintenance as is conceivable.

Until a decade ago the despair of automotive engineers was the complexity of lubrication systems which resulted in failure by the ordinary operator to lubricate properly and consequent rapid wearing out of cars. Doubtless, this constant danger to the automobile mechanism worked to hold back and restrain the industry for many years. Car owners were in fear continually that one part or another would burn out or freeze up and disable the vehicle, usually under circumstances which would be highly inconvenient and expensive.

The introduction of the Alenite system, which became standard installation in car manufacture in June of 1918, was the first step in defeating the specter of lubrication troubles. The Alenite system immediately simplified the operation of lubrication to such an extent that a few minutes' study by a non-mechanical car owner so fully instructed him as to lubrication requirements that the besetting automobile mystery was exploded.

Under the Alenite plan the points of lubrication were lifted into plain sight and with high pressure appliances the horrors of unrelieved friction were practically removed from automobile operation. Car by car the entire motor car industry adopted the system until today there are none so under equipped as to be without it. With the more general installation the public, even to women drivers, has become lubrication minded. The dumbest of automobile and service station mechanics know the Alenite points as familiarly as they know the points of the compass.

The newest and most revolutionary step in automobile lubrication is the centralized system now being marketed by Alenite, which has perfected and made automatic equipment that will attend to the lubrication of the most important mechanical members of cars without any further attention by the operator. This lubrication system automatically maintains the reservoir as filled with lubricant.

To such a perfected state has this system been brought that the operator's lubricant follows the varying demand of the moving parts over rough pavements and the automatic device controlling the lubrication lead is active, while on smooth pavements the control limits the flow and injection.

As an economic factor in the development of motor transportation, the use of forced lubrication systematically applied stands as one of the foremost.

It is responsible, as a contributory factor, for the increased life of each automobile. Today a motor car in its third year, providing its lubrication has been what it should, delivers service at as high a point of efficiency as earlier in its life.

The resale value of used cars also is greatly enhanced as a result of the lubrication made possible by the high pressure system, and is solving a problem in the salability of used vehicles which for years was of serious character in the whole motor industry.

Classified advertising gets results.

# CHRYSLER VALET CARRIED LIQUOR

HONOLULU, Feb. 16.—(AP)—William Reid, who came to Hawaii as valet to Walter P. Chrysler, American automobile magnate, was out \$1 bottles of assorted liquors and \$405 in cash today because the eighty-second battle broke.

Mr. and Mrs. Chrysler and their daughter Bernice and son Walter Jr., arrived here on the steamer Malolo from San Francisco last Wednesday for a short vacation en route to the Far East.

When the luggage was being removed from the boat there were certain bags that Reid refused to let porters handle. An odor of alcohol attracted the nostrils of suspicious customs officers toward one of the bags. The bags were found to contain whisky, gin, rum and champagne. The odor came from a broken whisky bottle.

# NOTED ACTOR IN LOVE WITH DURANT

To Leo Carrillo, star of hundreds of noted stage successes, and one of the widest known foot-light celebrities in America, goes the distinction of being the first motorist on the Pacific coast to purchase a new Durant six. According to word from Norman deVaux, head of Durant in the west, the Star is now the proud possessor of a new Durant six de luxe coupe cabriolet.

A warm, personal friend of the Durant executive for many years, Carrillo has always "traveled in Durants," he declares. But, his friendship with De Vaux is not the prime reason for his motor car choice, he points out. "Durant motor cars have never failed me, and when an actor steals away for a jaunt to the country-side he must be assured safe, swift, and comfortable transportation. "He desires also to get the most out of those few hours of recreation, before hurrying back to a waiting audience."

One of the many motives behind Carrillo's purchase was his surprise in finding, on a tour of the Durant plant in Oakland, Cal., the host of fine car features built into the latest Durant creations. Marking a rare frame, before it had been placed on the assembly line, the Carrillo party viewed each "one of the car's construction, taking delivery of the sport model also; it was tested on the factory's test grounds.

PARIS.—(AP)—Thirty thousand travelers chose the air route between Paris and London and vice-versa during 1928 but the ratio of air passengers to rail and channel is still 1 to 100.

It is estimated that a little more than 2,000,000 preferred to face the ordeal of the inquisitive customs officers at Calais, Boulogne and Dieppe.

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**Be Sure That It's an O. K. Used Car!**

An O. K. used car—from our fine used car lot—will more than give you value received in mileage and long life for every dollar you spend—The O. K. Tag is your assurance that it's worth the money we ask—We back that with our personal guarantee of complete satisfaction!

**Pierce-Allen Motor Co.**  
112 South Riverside—Phone 150  
USED CAR LOT—8th and Bartlett Phone 941

# A Commander 8 by Studebaker - Builder of Champions



**\$1495** (at factory)

**NEW COMMANDER EIGHT BROUGHT FOR FIVE, \$1075. Six wire wheels, trunk standard equipment. Bumpers and spare tires extra. COMMANDER EIGHT Coupe, \$1495. Price at the factory.**

A new and finer Commander Straight Eight now shares with the new Commander Six the laurels of their renowned predecessor. Youthful, keen-lined style brilliantly interprets The Commander's fleet and stout-hearted performance.

And, at Studebaker's low, No-Profit price, the new Commander Eight is a dollar value unmatched in motoring history. But measure its worth by a ride and a drive—TODAY!

Tune in on "Studebaker Champions"—Sunday Evening—7:15 to 7:45 Pacific Time, Stations KGW, KHQ, KOMO and all of NBC Red Network

**O. V. MYERS CO.**  
132 South Riverside Studebaker Dealers Phone 464

# The GREATER HUDSON

## acclaimed by the smartest buyers the outstanding value above \$1,000

**The secret ballot that forecast what all motordom is now saying . . .**

The Greater Hudson was first shown to groups of motor dealers who were asked to examine it from the standpoint of general attractiveness in lines, appearance, comfort, fittings, performance and value, and then to cast a secret ballot on which they checked their individual appraisal of every detail.

The vote by these many dealers gave a true indication of public acceptance with the result that twice as many dealers have contracted for Hudson this year as had signed at this time one year ago.

Now by tens and tens of thousands automobile buyers are likewise casting their secret and unanimous vote for the Greater Hudson. You will see the score in 5,000 salesrooms. It is conclusive proof that the Greater Hudson is the public favorite of all cars selling above \$1,000.

Won't you, too, go to the nearest Hudson dealer and make your appraisal as so many thousands have already done.

**64 advantages and these astounding prices**

Standard school bus	Convertible Coupe	\$1450
Coach	Landau Sedan	1500
Standard Sedan	Victoria	1500
Coupe	Long Wheelbase	
Roadster	5-Pass. Club Sedan	1850
5-Pass. Phaeton	7-Pass. Sedan	2000
Town Sedan	7-Pass. Limousine	2100

at factory

**STANDARD EQUIPMENT**

Standard Equipment includes: 4 hydraulic non-toxic shock absorbers—electric gas and oil gauge—radiator shutters—saddle lamps—dashshield wiper—rear view mirror—electrolock—controls on steering wheel—all bright parts chromium plated.

Hear the Radio Program of the "Hudson-Essex Challenge" every Friday evening.

**Armstrong Motors, Inc.**  
101 So. Riverside Phone 18

# There are More Miles Per Dollar in a GOOD USED CAR

**BUY WITH SAFETY**

## Our Reputation Is Your Used Car Guarantee

WE'VE taken the risk out of used car buying with our sales policy. Every car we sell carries a personal guarantee of satisfaction. We thoroughly overhaul every one we receive before placing it on the sale lot. Mechanical performance, chassis, body, tires . . . all must pass a most rigid examination in order to offer you a new car performance at used car prices.

**TODAY'S BEST BUYS**

1928 Buick Standard Coupe	\$1150
1927 Buick Master Sedan	\$1175
1927 Buick Master Coupe	\$1075
1927 Buick Standard Sedan	\$ 990
1927 Buick Standard Sport Roadster	\$ 950
1926 Buick Standard Coach	\$ 825
1925 Buick Standard Touring	\$ 850
1924 Buick Master Roadster	\$ 825
1922 Buick Six Sedan	\$ 375

**New Whippet Four-Door Sedan** \$850  
**1928 Whippet Six Coach** \$650  
**1928 Chrysler '70' Roadster** \$775  
**1925 Studebaker Duplex Roadster** \$975  
**1925 Flint Enclosed Touring** \$475  
**1923 Jewett Enclosed Touring** \$290  
**1921 Studebaker Light Six Touring** \$175  
**1921 Ford Coupe** \$ 85  
**1921 Ford Touring** \$ 25  
**Dort Sedan** \$150

**MOST OF THESE CARS ARE FULLY EQUIPPED AND HAVE 1929 LICENSES**

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BUICK DEALERS  
38-40 North Riverside Open Sundays and Evenings Phone 73