



FLIVVER SAM

"In trouble?" asked a posing motorist of a couple in a coupe beside the road on a moonlight night.

"Nope," came the reply. "In love."

"Well, it's the same thing." And the interrupting motorist drove on.

Traffic Cop—"Let me see your license."

Tourist—"Marriage car, dog, driver's campfire, fishing or hunting? Open the license trunk, Ma'am."

When it's raining pitchforks, taxicabs are frequently hailed.

Since the coming of good roads and automobiles half the world refuses to stay at home and let the other half visit it.

The moon is a dead planet. Maybe it was alive at one time, and the automobiles killed off the inhabitants.

No doubt you will find out why the dealer refers to the automobile as a job when you come to meet the payments.

The Luckless Pedestrians

When myriad cars we are counting As they start swiftly towards us, "Dear me!"

We would fly as a bird to the mountain, Or hop to the same as a flea.

Doc Bilsby pronounces the new Ford, "enlargement of the flivver."

If you should see a young man taking a girl for a drive in a roadster and she were occupying her own half of the seat, that would be news.

Triplets are twins and a spare.

Should Be Careful

"I see by the paper that Babe Ruth walked twice today."

"Each, she should be more careful about whom she rides with."

Dentist extracting nail from a tire of his car. "Quiet now. You won't even feel this."

A schoolroom is like an old car—the crank in front and a bunch of nuts in the rear.

Gasoline can be substituted for sin if you like a change. Makes you cough a little going down, but if you add a match you get an awful kick.

"I bought a new car and traded in my player piano as first payment."

"I didn't know they accepted player pianos as payment on new cars."

"They don't usually, but the salesman is a neighbor of mine."

From Crashes to Ashes

Here sleeps our dear friend, Charley Steel— (He started this nap at his steering wheel.)

In memory of Susie McSweet— Who window-shopped from the driver's seat.

Beneath this old tin "Hurry-Up" Lay—

RECORDS FALL BEFORE ESSEX



Scenes on Muir Dry Lake where a stock Essex the Challenger Sedan was driven 1203.48 miles in 18 hours at a speed of 66.86 miles per hour. At the top is Leon J. Pinkson, dean of Pacific Coast auto editors, starting the sensational endurance run. The oval shows the pit men, who were directed by A. H. Harris of the Tide Water Oil Sales Corporation, refiners of Veedol motor oils, getting ready to refuel on one of the eight stops. The right center shows the Essex passing the starting point with Jean Shelton getting the time. Below is a group of the drivers, pit men, mechanics, newspaper men and officials. The San Francisco, Oakland and Fresno auto editors who timed the now famous run are at the right. The record is held to be a great tribute to Veedol motor oil and Associated Ethyl gas as well as for the Essex.

The wall stopped his car, but he went through.

Here are the remnants of William Jay Bain. He came mighty close to beating Darwin.

In this powerful spot rests Wilford Lake. He paraded his stretch instead of his truck.

Bill Jones who sleeps in this green bed thought all things green—including red.

Bill Spivens detoured 'round a trap. And landed here! That's his hard luck!

You hear plenty from the girl who walked home, but you never hear a complaint from the girl who rode home.

It's like a Ford. When he's tight he doesn't rattle.

Quality Necessary to Success Present Day Meat Market

The individual meat market, like WICHITA, KAN. OP.—An all-

metal, low-winged airplane, built without the use of wood or fabric, soon will have its maiden tests.

It was constructed in secret by Roy R. Buckley of Wichita with the aid of D. F. Fechtman, former Fokker and Junkers engineer.

The total dry weight of this cabin plane, its inventors claim, is 1,900 pounds, which they believe is lighter than any wood and fabric four-place cabin model. Its full cantilever low wing has a 36-foot spread. The ship's length is 22 feet six inches.

Tiny Keith, a 226-pound life guard at an Indianapolis bathing pool, claims to have rescued 1123 persons from drowning.

New York City has nearly as many telephones as all of Great Britain and more than half the number in Germany.

A radio receiver with loud speakers in every class room is to be installed in the Beaumont, Texas, high school.

FAMILY OF SEVEN OFTEN PILE UPON ONE MOTORCYCLE

LONDON (AP)—The motorcycle, rather than the automobile, is getting most of the traffic scoldings in England.

Deadliest of British pleasure vehicles, it injures more people annually than all other classes combined, and safety first advocates who, if they were in the United States, would be urging stern action against reckless automobile drivers, here use some of their strongest language on "the motorcycle peril."

Actually the motorcycle, as a piece of mechanism, does not ap-



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240 acres. Fishing stream runs full length across it. Free outrange. 30 acres of bottom land in hay. Free deeded water right. Fine 6-room house with fireplace and spring water. Big barn. Other bldgs. Lots of timber. Fine hunting and fishing. Total price \$5,500.00 on easy terms.

30 Acres. Fronting Rogue River. Fine bottom soil. Small cabin. Lots of wood. Property clear. A bargain at \$1,000. Will take Medford property in trade.

8 1/2 acres close in. Bottom land. Fronting fine road. 1 acre family orchard. A-1 truck garden land. Ideal for subdivision. Price \$4,000. Easy terms.

43 Acres. Fronting Pacific Hi-Way South. 6-room house, garage and large barn. Valley's richest soil. 15 acres in fine alfalfa. Irrigated. A real farm. \$225.00 an acre on easy terms.

3/4 Acre at City Limits. New 4-room house, also a 2-room house, lawn, shrubbery and shade. City water. Total price \$1,100. Terms, too.

We have some very fine home bargains in Medford, on easy terms. See us before buying.

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near to be any more deadly than the automobile. But in England the family automobile is half the time is a motorcycle. So the traffic problem here is largely a motorcycle problem.

In the United States there are more than 20,000,000 pleasure cars and only about 120,000 motorcycles. In Great Britain there are only 150,000 pleasure cars, but there are 740,000 motorcycles. In other words, about a third of all the 2,000,000 motorcycles in the world are traveling highways in the British Isles.

British reluctance to pay the high horsepower tax on automobiles is one reason for the multitude of motorcycles here. The tax a motorist here has to pay on a small-sized car of less than 15 h.p. annually, or more sometimes, is \$112. The tax on a motorcycle is \$12. The car itself would bring it "as is" in New York.

Naturally the Englishman living on a moderate salary tries to avoid that sort of expense. He can afford the smaller British type of low power car, which is little larger than a washbasin trunk, he buys it and tries to beat up under \$400 a year tax. Otherwise he and his family ride on a motor cycle.

To an American the limited carrying capacity of a motorcycle would seem to be less much of a drawback, but here necessity breeds invention. On Sunday at

around the highways all over England are full of family motor cycles, some of them carrying as high as seven passengers. Father usually drives, mother sits in the side car with the smaller children, and the other and more able, perch wherever they can.

And they all seem to enjoy these rides just as much as Sunday picnics in the States.

Leo Lomski was born in Davenport, Iowa, October 27, 1912, the son of a Polish Jew and a Socialist.

The federal railway of Germany estimates that every German on the average takes 23 railroad trips a year.

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THE minute you see the new Ford car you will be delighted with its low, smart lines and the artistic color combinations. There, you will say, is a truly modern car.

But a still greater thrill awaits you when you slip into the roomy seat behind the wheel and start away for your first ride.

You will like the feeling of power that the new Ford gives you—the comfortable, prideful feeling that comes from having a car worthy of any occasion and equal to every emergency.

You will like the flexibility and safety of the new Ford car as you weave in and out of traffic—its flashing pick-up as the light turns green and the sign says "Go." You will like its smooth, quiet steadiness on the open road where you can lazy along according to your mood, or do 55 and even 65 miles an hour if you desire. The new Ford has unusual speed—no doubt of that!

There are still other reasons why the new Ford car is a great car to own and drive. Three important reasons that mean a great deal to you: **reliability—economy—long life.**

The new Ford is made to stand up under thousands of miles of steady running over all kinds of roads, and save you many dollars in repair bills.

Come in and see this great new car. Inspect it carefully—part by part. Then know the thrill of driving it. By its performance you will realize that there is nothing quite like it anywhere in design, quality and price.

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Roadster, \$450 Phaeton, \$460 Tudor Sedan, \$525 Business Coupe, \$525 Coupe, \$550 Sport Coupe, with rumble seat, \$550 Fordor Sedan, \$625 (All prices f. o. b. Detroit, plus charge for freight and delivery. Bumpers and spare tire extra.)

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Gas, Oil and Water Taken on Fly—Official A.A.A. Supervision Throughout Run.

New proof—official proof—of Marmon quality workmanship and the outstanding dependability of Marmon's low-priced straight-eight—the Roosevelt.

This car has just established a new world's non-stop record which far overshadows any previous accomplishment of gasoline propelled vehicles on land or in the air.

For 440 hours (over 15 days) this Roosevelt carried on—through blinding rains, pitch black nights and burning suns—over a punishing brick course—taking gas, oil and water on the fly—fresh drivers going in every eight hours—without the car or engine making a single stop. The run was finally

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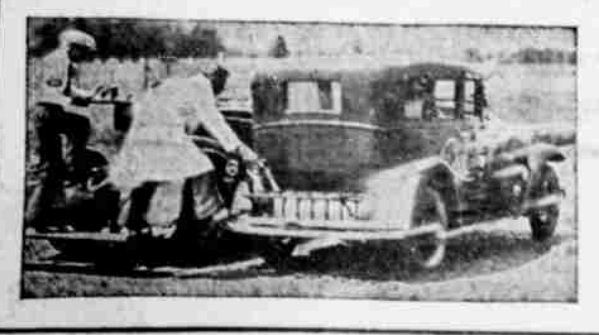
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