A man who lives to be ninety years old has either never seen an automobile or else he has seen them all before they saw him.

"Is she a nice girl?"
"I'll say so. The other night when she dreamed of an auto ride she walked in her sleep."

Pessimists are the brakes that keep the optimists from wrecking the economic machine.

Customer: "You may remember that you sold me a car recently."
Salesman: "Oh, yes."
Customer: "Well I want another to go with these mud guards."

Blessed are the poor. The short car rests in safety while the passing fool clips the tail light from the long one beside it.

The trouble seems to be that there isn't room in a driver for both horse sense and white mule.

Trucks were made to haul freight, not make speed records, but some drivers don't seem to know it.

A number of people, who have been trying to figure out just what a woman wishes to indicate when she sticks her hand out the car window, will be interested in a deduction on the subject. According to some, it indicates the glass in the left front window has been rolled down.

Often it's more important that the automobile driver think to stop than to stop to think.

The middle-of-the-road policy man may be all right for congress, but it certainly is a bad idea for slow drivers.

Garden Hint

Plant rubber bands to raise auto tires.

Auto salesman: Our car's no good? Why, we're selling them by the dozens!
Prospect: "I'm not surprised—how much are they a dozen?"

The trouble is, a man usually breaks a speed record and his neck at the same time.

Home with some people is the place where the new car is delivered.

Speaking of touching spectacles, what could be more pathetic than a horse-fly sitting on a radiator cap?

Sleep is to the brain what oil is to the motor.

If you'd like a good finish for your car, stall it on a railroad crossing.

Time and tide and Ford wait for no man.

Rules for Motor Drivers

Drive as slow as right as possible.
Don't cut corners.
Don't argue with a traffic officer. Remember, it takes two fools to argue.
Don't fail to signal when turning, or when starting from curb.
Don't drive with improper lights.
Don't drive unless your brakes are properly adjusted.
Don't park in restricted zone.
Remember, you must drive slowly in passing schools or school crossings.
Remember, the right-of-way never returned a life or paid a hospital bill.
Remember, some children play in the streets, and govern yourself accordingly.

The roads will have to be made wider so's every little Ford can drive around every other little Ford.

Auto Salesman (to sales manager)—"What will I do about this customer,—he's perfectly satisfied with my figure on his old car."

Many a man has bought a car when he needed a gasoline [illegible].

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Awards to English Scholars

LONDON (AP) — Cyril Graham Davies of Grosvenor, [illegible], has been awarded a "Robert Blair fellowship," worth 2,250 pounds, by the London County council. He will study rural [illegible] in the United States. George Lee Riddell of Muswell Hill, who has gained a similar award, will study printing methods in Canada, the United States and Germany.

Has Jefferson Davis Letter

RUSSELLVILLE, Ky. (AP) — A letter written in longhand by Jefferson Davis, president of the confederacy, is one of the valued possessions of the little museum of Bethel college, near Russellville. The letter, dated May 19, 1872, expresses Davis' thanks to the Nyetheophian society for an honorary membership conferred upon him.

ROME (AP)—Juvenile offenders in Italy will in most cases hereafter be turned over to the National Association for the Protection of Maternity and Infancy, instead of being sent to reformatories or asylums. This decision was made by the government commission for penitentiary reform.

BARI, Italy (AP)—Exploding magnesium in a photograph gallery seriously burned five of a family posing for a group photograph. Three of the injured were children. The photographer has been told to consider himself under arrest until the fall term of the provincial assizes court.

Buffalo, N. Y., is to have the first extensive municipality owned seaplane port.

EVIL FATE HOVERS OVER MANCHURIAN ROAD, WAR PRIZE

WASHINGTON, D. C., Aug. 18.—China and Russia are using a railroad line for a "tug o' war."

The Chinese Eastern Railroad, for which the dragon and the bear quarrel, is described in a bulletin from the Washington, D. C., headquarters of the National Geographic Society.

"Bad fate dogs the wheels of the Chinese Eastern Railway," says the bulletin.

"Its construction was prompted by China's desire to avenge her defeat by Japan; it was born in the terror of the Boxer Rebellion; christened and stunted by the Russo-Japanese War; starved by the chaos of 1912; disrupted by the World War and the Russian Revolution; and munched inch by inch by the Chinese dragon ever since 1919.

Joint Russian and Chinese Board

"Built by Russia as the world's longest land bridge, across an alien territory, it did not begin to serve Manchuria as a railroad should until twenty years after its construction.

"The Chinese Eastern was one of the few railroads of the world operated jointly by white and yellow men. Half the board of directors has been Russian, half Chinese; part of the employees Russian, part Chinese. Chinese armed guards ride every train.

"England and France in the Crimean War thwarted Russia's attempt to gain an ice-free port on the Mediterranean sea, so the Slavs in 1891 decided to build the Trans-Siberian toward the Pacific. By 1898 the tracks reached China. Two routes to Vladivostok were possible: a long route through all-Russian territory around the arc of the Amur River border, a short route along the cord of the arc straight across Manchuria. A concession from China permitted the building of the latter Manchurian cut-off, clipping nearly 600 miles from the all-Russian long route. The Chinese Eastern was opened in 1901 but through traffic to Vladivostok did not begin until 1903. As a precaution the all-Russian long route was also built between 1908 and 1916, but, except for a short period at the end of the World War, has never been used for express service.

Would Extend from New York to Chicago

"That part of the Trans-Siberian traversing Manchuria is called the Chinese Eastern Railroad. The distance from Manchuli, the western border station, to Pogranichnaya, the eastern border station, is 925 miles, or approximately the full distance between Chicago and New York.

"Once they had reached Vladivostok, the Russians were not much better off for a port than before. Ice makes Vladivostok practically inaccessible by steamers six months of the year. So when they had crossed Manchuria, minions of the Tsar made a new agreement for a 545-mile branch line to the Liaotung Peninsula where they found in Dalny a truly ice-free port which they fortified with Port Arthur. The Harbin-Dalny branch line opened June, 1902. The Russo-Japanese War broke out eight months later. By terms of the treaty signed at Portsmouth, New Hampshire, Russia lost to Japan the port of Dalny (now Dairen) and 437 miles of the branch line as far north as Changchun, or Kwanchengtze.

"Japan took no chances. She immediately relaid her newly acquired railroad on standard gauge, 4 feet, 8½ inches. The Chinese Eastern and the Trans-Siberian use the 5-foot gauge. The result has been that Changchun has become a city of 50,000, because all freight moving from one line to the other must change cars. The Japanese have kept the South Manchurian, as it is called, strictly in their own hands, employing no Chinese officials, and inviting no Chinese on the board of directors.

For Russian, Not Chinese Convenience

"Manchuria, when the Russians built the Chinese Eastern, was as wild and wooly as Kansas in the '50s. Slav engineers wanted to keep it that way. The Trans-Siberian was built for Russian trade and Russian armies, not Manchurian business. Freight rates were scaled accordingly. What matter if the road lost $1,000,000 annually while soy beans went to [illegible] in carts. The Russian treasury paid the bill.

"Slav engineers deliberately missed Manchurian communities. The walled town of Tsitsihar is still 23 miles off the main line. Kirin, capital of a province, was passed by. They thought of the Chinese Eastern as a thousand-mile Russian bridge across Manchuria.

"Complete Russian towns were built along the right-of-way for Russian employees. The railroad provided everything: station, telephone system, steamer service, houses, schools, churches, clubs, and theaters — and most significant of all civil government. Where two or three mud huts stood on the plain Russian engineers built the railroad junction called Harbin. Today it is the trade capital of northern Manchuria, a town of 350,000 and known as the only white city in the world run by yellow men.

"Engineers left out two important items from their railroad specifications: the Russian Revolution and the Chinese migration to Manchuria. The first resulted in China's getting a real half interest in the profits and the operation of the road. The second converted the Chinese Eastern from a bridge across Manchuria into a main shaft tapping the farm riches of the new Granary of the Orient.

Heavy Soy Bean Freight

"Last year Manchuria produced 5,500,000 tons of soy beans. The United States' wheat tonnage for last year, 27,000,000 tons, gives meaning to this Manchurian figure.

"Northern Manchuria is the particular home of the soy bean. The Chinese Eastern and the South Manchurian last year shared the profitable privilege of carrying out (largely to port Dairen) the exportable surplus. The Chinese half of the profits, after all expenses were paid for running the Chinese Eastern, schools and what-not, amounted to nearly $7,000,000 in 1928.

"The Chinese Eastern uses much American equipment. American locomotives from Philadelphia, Schenectady and Richmond drag their passenger expresses and soy bean freights. American box and gondola freight cars by the hundred roll on the rails.

"John F. Stevens, famous engineer with the Panama Canal development, went to Manchuria by agreement between the United States and Russia in 1918 to supervise the Chinese Eastern Railroad. He took with him a hundred American engineers and the operating system they devised for the railroad is largely that by which it runs today.

"The latest annual figures, 1927, for the Chinese Eastern gathered by the Department of Commerce show that 4,350,449 tons of freight originated on the line; 553,436 tons were received from other lines. The Soviet Government's discouragement on imports helps make the latter figure so small. Rolling stock in operation totaled 554 locomotives, 288 passenger cars, 7,500 freight cars. Operating revenues 1927, 59,793,797 gold rubles (one ruble equal to 51½ cents); other revenues 178,712 rubles; operating expenses 48,193,465 rubles; other operating expenses 2,852,327 rubles.

"The Chinese Eastern Railroad is said to have cost Russia about $250,000,000, borrowed largely from French bond holders. Terms of the concession permit purchase of the railroad by China at the end of 36 years, that is, in 1933, and 80 years after completion China is to receive the road without cost.

"New railroad construction in Manchuria appears to cap the usefulness of the Chinese Eastern. The Chinese themselves are extending the Peiping-Mukden railroad north. One sector has already cut the Chinese Eastern at Tsitsihar, west of Harbin. Another cuts it on the east at Hailin. Other Chinese roads financed by Japan are pushing through eastern Manchuria to a new Japanese port in northern Korea which will compete with Vladivostok and Dairen. Equally significant is a Chinese road already built 128 miles north of Harbin. It is not of Russian gauge common to Harbin, but is of standard gauge!

"The main trend of Manchurian trade is north and south. Unless Soviet Russia finds it necessary to extend her Trans-Siberian trade the famous Chinese Eastern seems doomed to a future of local freight service. Apparently it is not vital to Chinese progress in Manchuria."

Protects Car and Clothing

Fair motorists are enthusiastic about Biltmore seat covers whose harmonizing patterns combine smart appearance, utmost comfort and complete clothing protection, advises the Western Auto Supply Company. Pretty June Marlowe shows how the tailored covers completely cover the upholstery of the car and protect summer frocks from touring grime.

KAISER NAMES NEW MANAGER TO HANDLE AFFAIRS

DOORN, Holland (AP)—Ex-Emperor William II once again has changed managers: Baron Ulrich von Sell, until now responsible for all publicity emanating from Doorn Castle, has been put in charge of the ex-kaiser's financial affairs.

The appointment comes after a series of disconcerting experiences which the former emperor suffered. His first general manager, Excellency von Berg, who in 1917 and 1918 had been the chief of his civil cabinet, quit shortly after the final settlement between state of Prussia and the former ruling house was perfected and adopted.

One version is that the Hohenzollerns were dissatisfied that von Berg did not succeed in obtaining even better terms than he secured with unusual skill. Another version is that he declined to invest 1,000,000 marks each of the 39,[illegible] cash paid out by the state of Prussia to the credit of the ex-kaiser's four step-children — the children of Hermine.

Shortly before this conflict with von Berg, Adj. Gen. Hans von Gontard, marshal to his majesty's household, also had quit business of differences with Hermine.

"Kaiserin" Hermine then persuaded her imperial spouse to let her assume the running of the Doorn estate. As her only two assistants, she chose a private secretary and the custodian of the crown properties Herr Nitz.

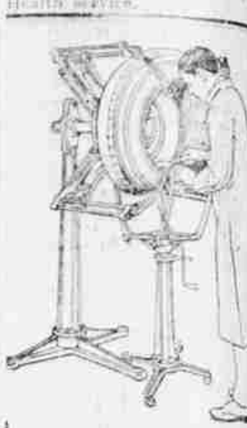
Things seemed to run smoothly until, quite recently, it was discovered that Nitz had been victimized by a swindler from Vienna, who proposed to harness certain elementary forces of the universe. Nitz had given him about 200,000 marks for his fraudulent scheme.

The ex-kaiser put his foot down on the mismanagement of his affairs. Nitz was dismissed, and Hermine's sphere of influence was greatly reduced. For William II decided to call in a man after his own heart and having his full confidence.

Baron von Sell, the new manager, is 45 years old. He was formerly an officer of the imperial guards. His wife, nee von Brauchitsch, is a social leader of Potsdam. Von Sell is said to be an excellent business man, possessing winning social graces.

LONDON (AP) — Austria's woman electrical engineer, Fraulein Kathe Holm, showed at a convention here an electric [illegible] table which steps because it [illegible] around the kitchen after the [illegible] wife. It includes a stove, a [illegible] and a kitchen cabinet.

Contrary to popular [illegible] running water is not always [illegible] says the United States [illegible] Health service.



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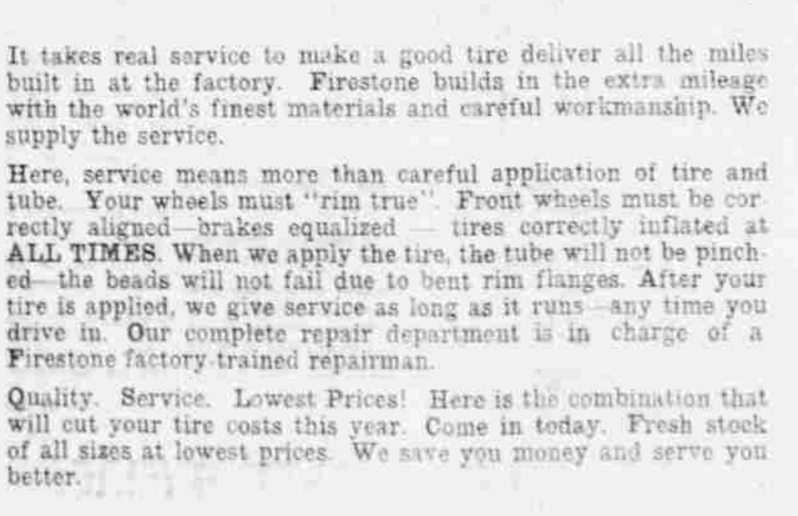

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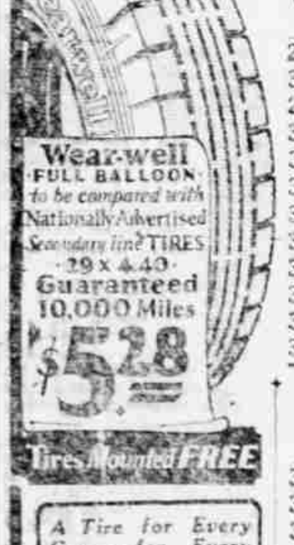
IN QUALITY . . . class Western Giants with nationally advertised First Line Tires . . . and Wear-wells with nationally advertised secondary line tires . . . then SAVE at our Lower Prices . . . !



SIZE (Ask for low prices on sizes not shown.)	Wear-well Balloon 10,000-Mile Guarantee (Compare with Nationally Advertised Secondary Lines)	Western Giant Standard Rib-Tread 15,000-Mile Guarantee (Compare with Nationally Advertised First Lines)	Western Giant New Center Traction 15,000-Mile Guarantee (Compare with Nationally Advertised First Lines)
29x4.40 (4.40-21)	$ 5.28	$ 5.96	$ 6.85
30x4.50 (4.50-21)	6.10	6.95	7.95
29x4.75 (4.75-20)	6.85	8.30	8.95
30x5.00 (5.00-20)	7.65	8.95	10.25
31x5.00 (5.00-21)	7.85	9.35	10.65
30x5.25 (5.25-20)	8.80	10.25	11.80
31x5.25 (5.25-21)	8.95	10.55	11.95
30x5.50 (fits 30x5.77)	10.45	. . . . .	12.65
32x6.00 (6.00-20)	11.80	13.75	15.60
33x6.00 (6.00-21)	11.95	13.95	15.95
32x6.50 (fits 32x6.20)	. . . . .	. . . . .	17.80
33x6.75 (6.75-21)	. . . . .	. . . . .	21.25

SIZE	Wear-well Cord 10,000-Mile Guarantee	Western Giant Passenger Car Tire 15,000-Mile Guarantee	Western Giant Extra Heavy Truck Tire
30x3½ Cl. Regular . .	$4.65	$ 5.35	. . . . .
30x3½ Cl. Oversize . .	4.95	5.85	$ 8.90
30x3½ SS Oversize . .	. . . . .	6.95	. . . . .
31x4 SS Oversize . .	7.95	9.25	. . . . .
32x4 SS Oversize . .	8.25	9.85	13.85
33x4 SS Oversize . .	8.95	10.45	. . . . .
32x4½ SS Oversize . .	. . . . .	13.65	17.90
33x4½ SS Oversize . .	. . . . .	13.95	18.75
30x5 SS Oversize . .	. . . . .	. . . . .	21.85
33x5 SS Oversize . .	. . . . .	19.45	23.65

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