



A black cat ran in front of an automobile carrying a load of people at a speed of sixty miles an hour. "A black cat! Spit over your left shoulder!" shouted the driver. In complying with his own command, he ran the car into a ditch and, after three revolutions of the car, the driver climbed out of the wreck and exclaimed: "Some fool didn't spit."

With girls styles may come and go, but a porch swing never again will have all the attractions of an automobile.

"What is the 15th Hole I've heard so much about?" "Ah, that is what we call a golfer's filling station."

She came home with her hat on one side and her clothes all crushed-looking.

"Looks as though she's been knocked down by a motorist," said one neighbor, sympathetically. "Or picked up," said another thoughtfully.

The second syllable of the word "installment" is certainly misleading. We tried to stall off a payment once and almost lost our car.

"Have you ever driven a car?" the holy applicant for a license was asked.

"One hundred and twenty thousand miles," put in her husband, who was standing near by, "and never had a hand on the wheel."

We're never going to reduce the number of traffic accidents by letting the girls run around without stockings.

Don't you know that you should always give half of the road to a woman driver? asked the police of a motorist who came near having a collision on the street with another car.

"I always do," replied the man, "when I find out which half of the road she wants."

Among the distances shortened by the automobile these latter days, is the one between the introduction and the altar.

Heard of a Scotchman the other day who was standing out in the street holding a slice of bread and looking for some of the traffic jam he had heard about.

Cop—"Did he get that feller wot ran into you?" Truck Driver—"Yer darn tootin', officer; he's under that pile!"

You can tell a road hog even in a theatre. His elbows occupy both arms of his seat.

Sign on a coal truck: We're in a Shady Business But We treat you White.

Oh, say, little playmate, can you tell me when a man is down and out?

Yes, dear, when he can't buy a car on the installment plan!"

Mistress—"And when you leave I shall want plenty of warning." Servant—"It's my habit, ma'am, merely to give a toot with my auto horn."

Man runs his car into the one ahead and crumples its mud guard. The irate flapper at the wheel of the damaged bus speaks her mind thusly in indignant tones: "Did-did-did she see me put out my arm?"

Embarrassed Culprit (feebly)—"No, ma'am."

"Well," growls the angry lady, "I'll bet you'd need my leg if I'd stuck that out!"

Here is a chance for you to make some money. One of our garages displays the following sign near its tool chest, "Five dollars in gold will be cheerfully paid to any person for leading into incriminating any thief found guilty of stealing tools from this shop. Either bare fists or clubs may be used. Drag in the carcass of the offender and claim your reward. Persons asking to borrow tools should be handled roughly but not permanently injured."

An auto is a necessity when the neighbors have one. Copyright, Mess Feature Synd.

### CHICAGO IS AIR HUB OF NATIONAL SYSTEM

CHICAGO.—(AP)—Chicago continues to consolidate its position as the hub of the nation's expanding airway system.

Thirteen air lines now link Chicago with centers of population to the north, east, west and south. Other important air junction points are Kansas City, Cleveland, Los Angeles, San Francisco, Salt Lake City, Wichita, St. Louis, Tulsa, Indianapolis and New York.

The latest government census of airways shows that the area between the Great Lakes and the Mississippi valley has witnessed the air age with more enthusiasm than any other section.

The main trunk lines are transcontinental north-and-south on the Pacific coast, the same on the Atlantic coast, from the Great Lakes to Texas and from the Great Lakes to Florida.

The longest stretch of lighted airway in the country is between Boston and Jacksonville, Fla., via New York, Philadelphia, Baltimore, Washington, Richmond and Atlanta.

### Governors and Governors' Wives Aid Audition



MRS. ISAAC LEE PATTERSON, wife of Gov. of Oregon; MRS. NORMAN S. CASE, wife of Gov. of Rhode Island; MRS. THEODORE CHRISTIANSON, wife of Gov. of Minnesota; GOV. JOHN HAMMILL of Iowa; GOV. ALBERT R. RITCHEY of Maryland; GOV. HENRY H. HORTON of Tennessee; GOV. FLEM D. SAMPSON of Kentucky.



"Sing for the sake of our state!" This is the message the governors of four states have sent to aspiring young musicians of their commonwealths urging them to compete in the National Audition of 1929, not only for their own sakes—because they will be in a position to divide \$25,000 in cash awards and share in ten musical scholarships—but for the sake of state pride. The wives of the governors of seven other states, four United States senators and the mayors of five large cities have added their voices to those of the governors in urging participation by the vocally talented of their states and communities.

### Yankee Razors Reap Turk Whiskers

WASHINGTON, D. C., Aug. 24.—Turkey, as well as the United States, is working on a new tariff law. The articles that Americans sell to the Turks are described in a bulletin from the Washington, D. C., headquarters of the National Geographic Society.

"Nowadays American razors are aiding Kemal Pasha in his campaign to westernize the massing population of his country," says the bulletin.

"Before the World war, clean-shaven Turks were nearly as scarce on the streets of Constantinople as bearded pedestrians on the sidewalks of Broadway. Now and then a bewhiskered Turk visited the neighborhood coffee shop proprietor who anticipated hands as a side line, but few faces felt the keen edge of a razor blade. Last year 5,000 American safety razors were imported into Turkey to transform the faces of Turkish men, while only 500 razors made in other countries found their way into the Republic.

"Many Turks in the larger cities who have not yet severed connections with their facial adornments are patronizing American industries in other ways. If an American tanner could recognize leather from the hides he processes, he would feel at home on a street corner of Constantinople gazing at the feet of passing Turkish men and women. In the Turkish government offices, travelers will soon hear the familiar rat-a-tat-tat of American typewriters, for according to a recent report to the United States Department of Commerce, 5,000 machines will be shipped to the Republic.

"Discarded Tires Make Pleasant Footwear. The American tire manufacturer traveling in the interior sees the products of his factory piling over the almost impassable roads, but, perhaps, he is more surprised when he sees his products enveloping the feet of the Turkish peasantry. When tires have had their full quota of blades, they are sold in the rural folk who cut them in four to five pieces and with a few strands of wire, shape them into what appears to be uncomfortable footwear; but the Turkish peasants' arches apparently become accustomed to the rounded tread of these makeshift sandals.

"American wool, cotton and even silk, pass by the Constantinople curriers although parts of Turkey, particularly in the neighborhood of Bursa, are famous for their silkweaving culture. American-made collars now are circulating more and more in the Turkish bathhouses, which are luxuries in the East, are likely to contain American-made pins and fixtures, while an American-made toothbrush may repose in a 'Made in somewhere-in-Europe' holder.

"American Motor Cars Popular. You can travel for hundreds of miles along Turkish roads in the interior and never see a gasoline-filling station. Automobile mechanics are almost unknown. But automobile importations in-

Importations decrease. Since there are few Turks to repair cars, there is no used-car market. Many Turks simply run their new cars until they permanently stop. Of about 7,000 cars now increasing Turkish traffic, about 75 per cent are American-made or products of American-owned assembly plants at Smyrna and Alexandria, Egypt.

"Where the traveler once walked or lugged over the roads in a springless donkey-drawn or ox-drawn cart, he now can ride in a brand new 1929 model touring car or sedan from Detroit, or if he's in a large party, six-wheel buses are at his disposal.

"In modern, luxurious conveyances, he passes farms worked with the type of implement used in Bible times; but here and there the hooked stick plow has given way to the glistering, steel-bladed cultivators of American manufacture and the modern American-made harvester has taken the place of the old-fashioned grain-reaping implements.

"Altogether the United States sells about \$4,000,000 worth of American products to Turkey a year. On the other hand, America buys about \$2,000,000 worth of Turkish products. An additional \$3,000,000 worth of Turkish products reach the United States indirectly through European countries. American demand for Turkish carpets, apricot kernels, emery ore, figs, raisins, licorice, tobacco, walnuts, pignolia and pistachio nuts, olive oil, pottery, almonds, valonia (acorn cups) and wool causes the balance of trade in favor of the Turkish exporters."

"BERLIN (AP)—An organization of students from all the high schools of Berlin has been formed to furnish young college men as guides to foreign and provincial visitors to the German capital.

### OPENING OF SCHOOLS GREATLY INCREASES TRAFFIC HAZARDS

WASHINGTON, D. C., Sept. 1.—On the eve of the reopening of public, private and parochial schools throughout the country, the American Automobile Association broadcasts a warning to motorists that the return of millions of children to the schoolroom will create new traffic hazards and urged careful driving on the part of every car driver.

"School days are just ahead," says the statement, "and thousands of children will be upon the streets and highways. In this vast army will be little ones of four, five and six years of age who for the first time are leaving the protection and safety of their homes to enter an entirely new world. There will be problems enough without that of the reckless driver.

"While there is no doubt that teaching of safety in the schools throughout the country, safety posters and the effective work of the schoolboy patrols has done much to protect these youngsters, the problem will still remain as a challenge to the father.

"Every motorist should feel obliged to have a part in this great humanitarian work, and they should realize the enormous difference their care and consideration would mean in keeping these children safe from physical harm as well as from a fear that may mar the rest of their lives.

Such a split on the part of the car owners will be more than anything else to make for safety."

The A.A.A. declared that while safety is now a part of the curriculum in many states and children who have had one or several years in school have been taught the rudiments of safety, they cannot always be expected to exercise the utmost care. After spending the vacation period on safe playgrounds, there is always a certain amount of let-down in their safety sense when they first return to the streets. "Unless the drivers of all motor vehicles are on their guard at all times, this let-down will result in many fatalities and injuries," says the statement.

### SUGAR CANE BOARD NEARLY HARD AS OAK

NEW YORK (AP)—Synthetic boards harder than natural pine, although made of cornstarch and sugar cane, are credited to the inventive genius of a group of young New Yorkers in a report of the New York Testing Laboratory.

The report says that the cornstarch boards have a hardness of 685 compared with 499, the hardness of pine. The sugar cane boards rate at 823. Oak, on this same scale, is 965.

The developers are M. M. Zimmerman, A. Haverlander, Harry Liebenberg and Nathaniel Harry.

### Front Seat Advice

If night comes on before the day's driving is done, wipe off the windshield—inside and out. Dusty glass increases the glare of approaching headlights.

Even on cars with four-wheel brakes, the rear wheels take the greater part of the braking load and, of course, they have to get traction to propel the car. Here are two reasons, therefore, for using the tires with the best treads at the rear.

The gauges for the high-pres-

sure tires were marked to measure how much more important it is to of powdered graphite and vaseline each five pounds of air, but the have exact pressure in balloons on the rubber weather strip. Ungauges for balloons are marked to If a questi develops in the box, of course, you want competi-register each pound. This shows windshield frame, put a thin thin tion for rear seat squawks.

# Sales climb and STUDEBAKER prices drop

## Reductions as great as \$250 now in effect

World leadership in the sale of eights, coupled with Studebaker's unique One-Profit manufacturing advantage, now permit sweeping price reductions which embrace all Studebaker models.

Remember, only Studebaker can sell you a champion! Studebaker's smart motor cars hold more official stock car speed and endurance records than all other makes of American cars combined.

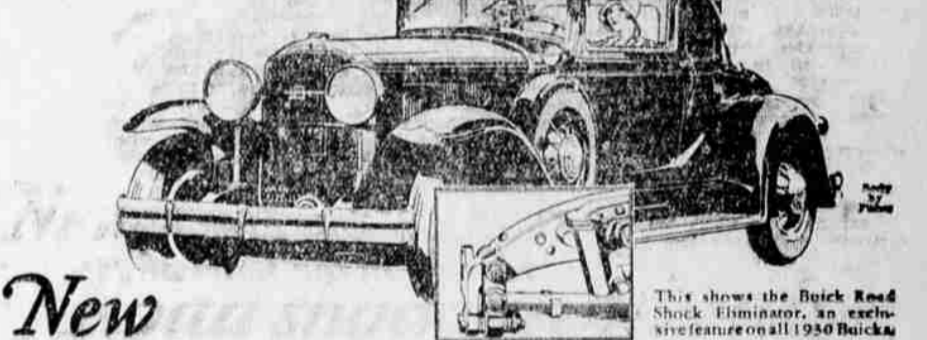
42 Sparkling New Models—at New Low Prices

Now you can buy a	President Eight Sedan for 7 (135 in. wheelbase) . . .	\$1995
	Commander Eight Sedan for 5 (125 in. wheelbase) . . .	1735
	Commander Six Sedan (four door—120 in. wheelbase) . . .	1475
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## New Road shock Eliminator . . and New Steering Gear

make Buick the easiest car in the world to drive!

The road shock eliminator—built into the front of the frame on the steering gear side—absorbs every jolt and jar arising from road inequalities, and thus prevents their transmission to the steering wheel and the driver's hands.

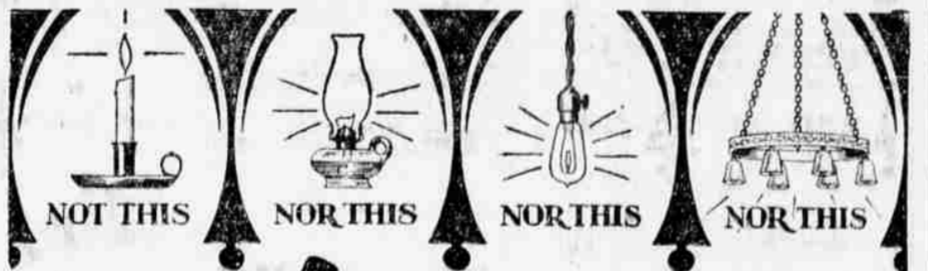
Imagine being able to travel the roughest road with your hands resting lightly on the wheel! Think of having an automobile which you can drive all day at any speed without feeling a single road jolt transmitted through the steering wheel!

Such are the fine results of two matchless new quality features in the 1930 Buick—two features which add to this car's appeal as the greatest dollar value of the day: a wonderful new frictionless steering gear, and the new Buick road shock eliminator!

The new Buick steering gear, of the effective worm-and-roller type, moves with incomparable ease throughout its entire turning range, assuring instant, effortless response to the driver's every wish.

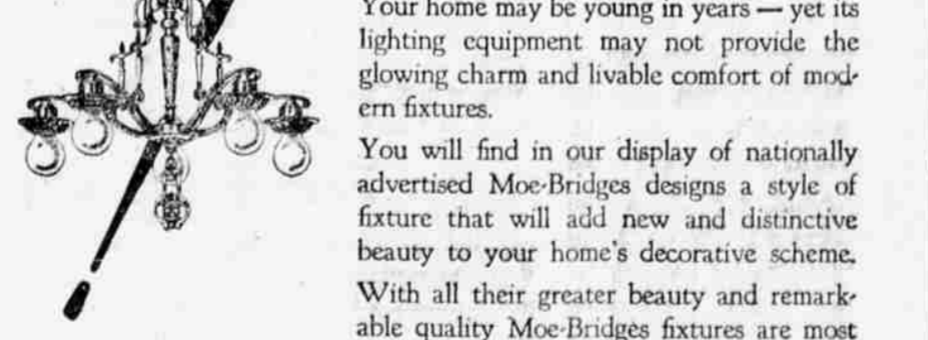
Come drive this new Buick. Head for the road you ordinarily avoid as too rough for comfortable travel. Test those twin features of comfort which make the new Buick the easiest steering car in its field!

BUICK MOTOR COMPANY, FLINT, MICHIGAN Canadian Factories Division of General Motors Corporation Builders of Buick and Marquette Motor Cars



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