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**Ask Me Another**

**A General Quiz**

1. Who gave the name "Empire" to the state of New York?
2. What is a Rhodes scholar?
3. The portraits of what two women have been used on United States postage?
4. On what date does the government fiscal year begin?
5. What do the Four Horsemen of the Apocalypse represent?
6. What secretary takes precedence in the President's cabinet?
7. What is a translucent substance? A transparent substance? An opaque substance?
8. When has this country issued mourning stamps?

**The Answers**

1. It is attributed to George Washington, who mentioned it in an address delivered in 1784 as being "at present the seat of empire."
2. A non-English student awarded a scholarship at Oxford university from a fund which was established by the will of Cecil Rhodes.
3. Those of Martha Washington and Pocahontas.
4. The government fiscal year begins July 1.
5. War, famine, pestilence, and death.
6. The secretary of state.
7. A translucent substance permits the passage of light rays through it, but objects cannot be distinctly seen through it. Objects can be seen distinctly through a transparent object. An opaque object does not reflect or give out rays of light.
8. A Lincoln stamp in 1866, McKinley stamp in 1922, Harding stamp in 1923 and Wilson stamp in 1925. Garfield received postal honors within a year after his death, but the color of the stamp was brown.

**GAS, ACID INDIGESTION?**

Frederick, Md. — Mrs. Daisy Pearl, 478 W. South St., says: "I would have gas after I ate and also would get acid indigestion, and I felt weak and out-of-sorts as a result. After I had used Dr. Pierce's Golden Medical Discovery for some time my appetite and digestion were good and I became stronger." Buy it in liquid or tablets from your druggist today.

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Watch your complexion take on new beauty from the first few treatments with Denton's Facial Magnesia. A remarkable difference. With the Denton Magic Mirror you can actually see the texture of your skin become smoother day by day. Imperfections are washed clean. Wrinkles gradually disappear. Before you know it Denton's has brought you entirely new skin loveliness.

**EXTRAORDINARY OFFER**

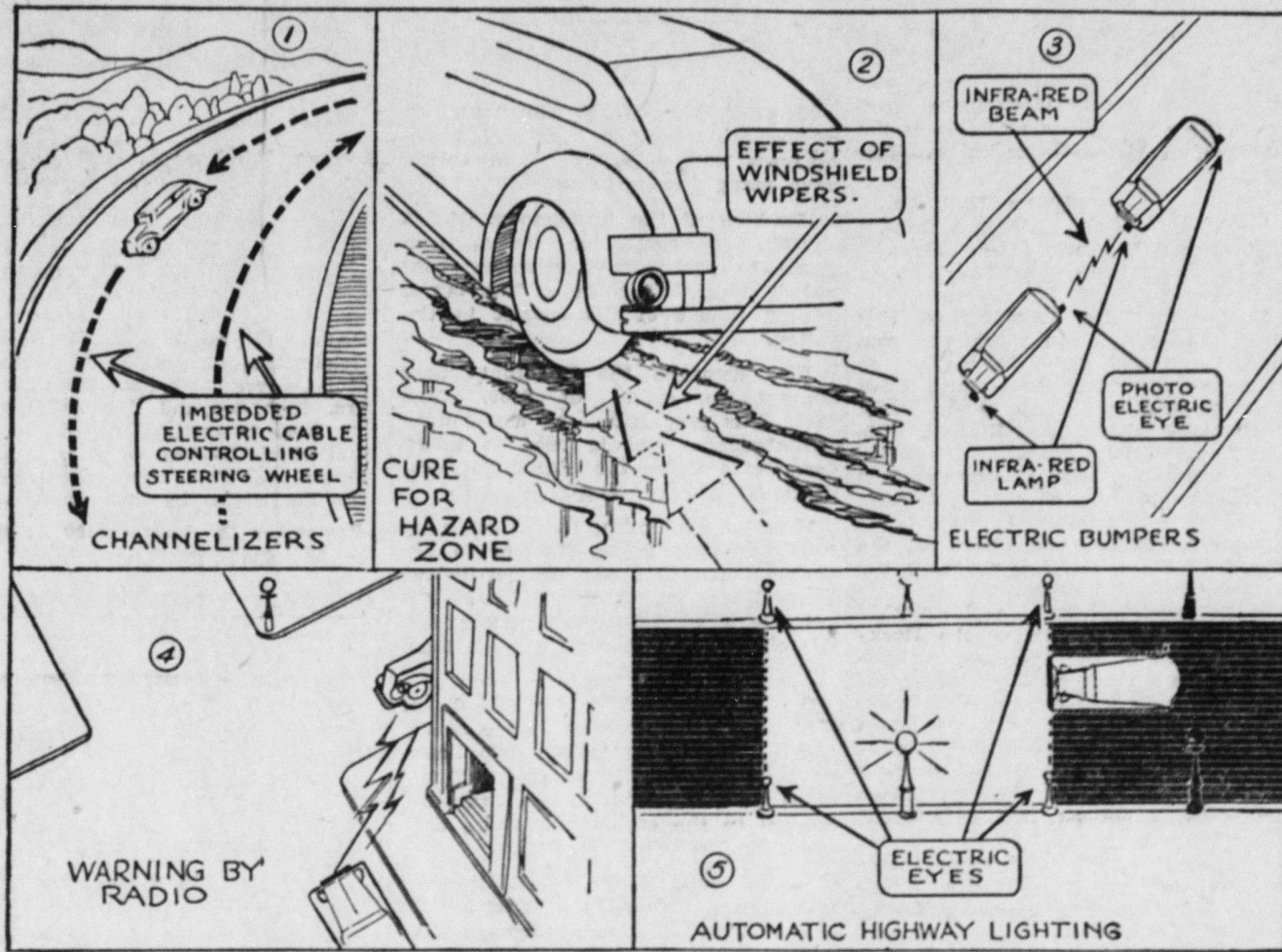
Save Your Money You can try Denton's Facial Magnesia on the most liberal offer we have ever made—good for a few weeks only. We will send you a full 12 oz. bottle (retail price \$1) plus a regular sized box of famous Milnesia Wafers (known throughout the country as the original Milk of Magnesia tablets), plus the Denton Magic Mirror (shows you what your skin specialist sees)... all for only \$1! Don't miss out on this remarkable offer. Write today.

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**Safety Workers Recruit Science In Battle on Highway Fatalities**



**Automatic Gadgets Will Eliminate Human Element in Autos of the Future, Say Pioneering Engineers—Read and Gasp at Their Elaborate Precautionary Plans!**

By JOSEPH W. LaBINE

Automobile accidents dealt sudden death to 39,700 persons and cost the nation two billion dollars last year.

That is not news. It is an all-time record and a disgrace which should be emblazoned in letters of fire along every highway of the land, although it already has screamed from many headlines in the last few weeks.

But today, for the first time, there is a definite, organized war being carried into every corner of the United States by an army of 8,000,000 who, with their families, make up a quarter of the nation's population, in an effort to drive the grim reaper from the highway once and for all.

**THAT IS NEWS.**

And scientists today are able to predict confidently that the time is in sight when science will take over the control of a moving car when it is not safe to leave the control in the driver's hands—and restore that control to the driver at times when nature would ordinarily take it away from him.

Twelve far-seeing national, civic, educational and business organizations are recruiting the troops for the war on death.

One would expect to find lined up in such a campaign the American Automobile association, the Automotive Safety Foundation, the Highway Education board, the International Association of Chiefs of Police, the National Automobile Dealers' association and the National Safety council—and so they are.

But it is encouraging to learn that the banner is also being carried by such ordinarily independent groups as the American Legion, the General Federation of Women's Clubs, the National Congress of Parent-Teachers and the National Grange. Particularly the National Grange, for in the rural areas more automobile accidents result in swift and horrible death, relatively, than in the more crowded thoroughfares of the cities.

**Science Takes a Hand.**

And it is especially heartening to discover that two active groups represent the scientific resources of two great universities. These are the Traffic Safety institute of Northwestern university in Evanston, Ill., and the bureau of street traffic research of Harvard university at Cambridge, Mass.

Two "crystal-gazers" of science—Dr. Miller McClintock, director of the Harvard bureau, and Prof. John M. Lessells, of Massachusetts Institute of Technology—recently startled the automotive world with visions of the day science will make highway accidents next to impossible.

Dr. McClintock speaks of the day to come when invisible "electric bumper" rays will prevent one motorist from colliding with another, no matter how careless he may be.

"It is possible to lay in the pavement itself electrical cables which, when a car comes to a dangerous curve or around an obstruction, would automatically take the steering from the driver by radio control and thus center the car over the curve and steer it safely around the curve or obstruction," Dr. McClintock explains.

Pointing to the success of "invisible eye" controls in other fields, the scientist predicts the use of electric bumpers. This would be made possible by installing infra-red lights in the rear of automobiles, which would actuate photo-electric cells in front of other cars. This "invisible eye" would reduce the speed of a car overtaking another too rapidly.

**Lighting the Way.**

Cars of the future may themselves turn on and off the lights used to illuminate highways at night, it is predicted by Dr. Mc-

Clintock. This development will also make use of infra-red light rays and photo-electric cells, he says. When the first "one-lunger" chugged down Main street, a speed of 30 miles an hour was considered remarkable, and as a result, no particular demand was put on the brakes. Nowadays, stock cars are manufactured with much greater speeds, and more efficient brakes have followed—brakes which can bring cars to a stop in less than half the distance formerly required, if the proper traction can be obtained on the road surface.

Such traction is a simple matter when road surfaces are dry, according to Professor Lessells, editor of the technical journal of the American Society of Mechanical Engineers. Eliminating the "hazard zone"—where wet pavement causes skidding accidents—will be one of science's greatest contributions to traf-

fic safety, according to Professor Lessells. Pointing out that the solution of the problem must be found at the point where the car makes contact with the road, Professor Lessells adds: "If we can instantaneously create a dry surface, over which the tire is always passing, the car's brakes will keep it under control. I anticipate that some way will soon be found to make this possible."

**Autos on Increase.**

The car owner who thinks that traffic safety will come only when fewer autos are on the highways is in for a big disappointment, if a recent survey of automobile and traffic experts means anything. They expect, on the basis of present trends, that the next 20 years will find 37,000,000 motor vehicles

on the road—10,000,000 more cars than now choke the highways!

Except for the relatively few heavy traffic routes which are properly lighted, the inadequate systems used for illuminating the highways, and the blinding glare of headlights on the road, are two chief reasons given for rural roads being the scene of most fatal auto accidents.

Science is developing a new system of highway lights for certain areas which will supply long-range visibility without glare—illuminating the road so that a driver can see as far ahead as in clear daylight.

**Glareless Headlights.**

Because the taxpayers would groan if all highways were floodlighted by this new lighting system, traffic experts say that glareless headlights will be necessary on 90 per cent of the highways. Here, too, science has the answer in development of polarized glass for headlights and windshields to eliminate glare without reducing the amount of light on the road ahead.

Looking to the car of the future itself, the public is assured by the auto makers that the cars of the next few years will make the present models look more antiquated than the first horseless carriages.

**Brain Mill Needs Raw Material**

So they go after even the tuba players. At any rate, each can blow its own horn.

Dr. Jessup was president of the University of Iowa from 1916 to 1933. A native of Richmond, Ind., he was educated at Earlham college and Columbia and gathered several honorary degrees in later years. He was superintendent of schools in Indiana and dean of the college of education of Indiana university. He has won high distinction in the educational field and is the author of a book on arithmetic.

One gathers that he would not recommend Benny Goodman for a college faculty and that quite probably the next Carnegie report may find adversely on the shag, the eeper and the susy-q. He is for low kicking and high thinking, as against the prevailing reversal of this formula.

**Giants Short Lived**

The circus giant, the man with abnormally long legs or other abnormalities of frame, is a short-lived human. Tall men fall into two classes, those who attain their extraordinary growth because of inherited tendencies and those who become freaks because of some upset in the glandular functions. The man who "comes by his height naturally" usually lives a normal life span, but the freak seldom attains middle age. An insurance company, given to research in such matters, found that a number of men ranging from 7 feet 6 inches tall to 8 feet 7 inches had an average life of thirty-four years. The oldest died at forty-five, the youngest at twenty-seven.

**WHO'S NEWS THIS WEEK...**

By Lemuel F. Parton

**NEW YORK.**—In 1929, at the age of seventy-one, Frederick H. Prince, the Boston banker, was still playing polo. He has great faith in the durability of the men, institutions and governments, as long as they behave themselves.

He left for Europe to forget about business for a while and intimates that it would be a good thing if the government would be similarly neglectful. "Washington should stop trying to reform business and leave the situation to time," he says.

Time has treated him nicely and he may well give it a testimonial. At seventy-nine, he is the grand seigneur of American business. Only four years ago, he engaged in a hard-hitting slugfest over the control of Armour & Co.

He got what he was after—the chairmanship of the board. He has many such trophies, having controlled 46 railroads, and, in general, one of the biggest cuts in the American dream of any man of his day.

His (mainly liquid) fortune is estimated at around \$250,000,000. But for many years, he says, he has made it a point to be about \$20,000,000 in debt. That is revealing in connection with his ideas about money and success. He emphasizes the dynamics of money. It isn't money unless it is working. Stagnant money just dries up and blows away. Hence you draw cards even if you do have to drag a few chips for markers.

He's a little too heavy for polo, with a massive gray head, deep sunken, pondering eyes, and heavy, gray moustache; a bit grim, perhaps, but not formidable. When, early in October, 1929, a small black cloud appeared on the horizon, he viewed it with a telescopic eye, saw it for what it was, and got out of the market.

The cyclone never touched him. Until a few years ago, he was still riding to the hounds at Pau, in southern France, master of the hunt. He has marble palaces here and there, one of them the former mansion of Mrs. O. H. P. Belmont, at Newport. Remarking that he has been in business 55 years, he says this little squall will blow over in two or three months.

THE reason isn't quite clear, but these days, the colleges compete for tuba players as well as athletes.

Dr. Walter Albert Jessup deplors this and other phases of the scramble for students in the annual report of the Carnegie Foundation for the Advancement of Teaching, of which he is president. The fight seems to be entirely in the field of extra-curricular activities. No mere scholar gets competing bids from rival faculties.

Since he became head of the Carnegie foundation, in 1933, Dr. Jessup has been a consistent deflationist, so far as education is concerned. He wants fewer and better students in the colleges. He assails the colleges which would "teach anybody anything." He is against educational trimmings, excrescences and gadgets, as the little Scotch ironmaster doubtless would be if he were looking over the current scene.

Other leading educators join him in this, but the big mill has to have plenty of raw material to keep on grinding, or else become just a crossroad plant.

So they go after even the tuba players. At any rate, each can blow its own horn.

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**AROUND THE HOUSE**

**Washing Parsley.**—Parsley washed with hot water keeps its flavor better and is easier to chop.

**Preserving the Broom.**—Soaking a broom in boiled salt-water every two weeks will help preserve it.

**Jumpers Keep Their Shape.**—When drying woolen jumpers run a curtain stick through both sleeves and then hang up. A coat hanger will make "pokes" on the shoulders and spoil the shape.

**Dry Those Boots.**—At this time of the year overshoes or boots often get damp inside. Don't dry them by the fire or the rubber will perish. Keep two old woolen socks filled with bran. Heat these in the oven and pop them into the boots—the bran retains the warmth for some time and helps to dry out the dampness.

**Cleaning Hair Brushes.**—To remove grease and dirt from hair brushes and combs, wash them in a quart of water to which a teaspoon of ammonia is added; rinse and dry in the sun.

**What Is Proper Use of Furniture Polish?**

In a recent investigation, it was proven that many, many homemakers use furniture polish incorrectly—pouring it on a dry cloth, for application to the furniture! This is a gross waste of the housewife's time, energy and her polish! And the latter is usually blamed. We refer, of course, to oil polish—for this type is best to clean, beautify and preserve the furniture. The best oil polish is not greasy, because it's made with a fine, light-oil base. The polish should be applied on a damp cloth—thoroughly moistened with water, then wrung out. Saturate this cloth with the polish—spread on—and rub lightly. The "wet" of the cloth smoothly distributes the polish—and the finish absorbs, receives it evenly! This correct procedure takes the "labor" out of polishing—and requires far less tiresome rubbing! A dry cloth is then used to easily work up the glow, which is even and uniform—the desired effect! This—and only this—is the proper way to use a good oil polish!

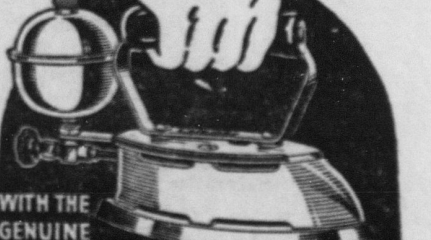
**MORE WOMEN USE O-CEDAR POLISH THAN ANY OTHER KIND!**

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**All Life Is Music**  
All one's life is music, if one touches the notes rightly, and in time. But there must be no hurry.—John Ruskin.

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