

Beautiful Simplicity

The Improved Packard Eight Marks a New Achievement in Fine Car Design

The beautiful simplicity of the new Packard Eight instantly appeals to your appreciation of fine design and fine workmanship.

It represents the crowning achievement of twenty-five years of experience in building a long line of distinguished cars.

The new Packard Eight also possesses improvements found together on no other car, American or foreign.

The new motor oil rectifier assures the Packard Eight owner that he need change oil but a few times a year.

The new chassis pressure lubricator can be operated in a second of time while the car is in motion. It instantly lubricates the 45 points on the Packard Eight chassis which require regular attention.

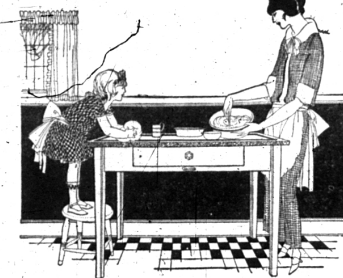
Packard Eight simplicity and these remarkable new improvements mean dependability, economy of operation and uninterrupted service.

PACKARD

Ask the man who owns one

Evans-Jackson
Motor Co.

The Packard Eight is built in new body styles, four open and one enclosed. Price \$15,000.00 to \$17,500.00.



WE ARE SHOWING A

KITCHEN TABLE

that is especially designed for the comfort and convenience of the housewife—

- SANITARY
- EASY TO CLEAN
- ATTRACTIVE
- INEXPENSIVE AND
- UNUSUALLY HANDY

"Sizes to suit."

The McBride Hardware Co.

"THAT'S ALL"

—WATCH US GROW—

108 N. WOODWARD - PHONE 535



Your Feet—Are They
Walk-flowers?

DO they take the pleasure out of walking, shopping and social occasions? No need, because you can get shoes of shapely good style that give freedom to every muscle, and sustaining, comforting support.

Martha Washington
Dress and Comfort Shoes

—their soft, pliant leathers and easy, flexible soles give ease and youthful buoyancy to every step, while finest workmanship insures long-lasting shapeliness. Styles for dress, for street, and to ease household footsteps.

Martha Washington
Dress and Comfort Shoes
YOUNGS' SHOE STORE
111 North Woodward Ave.

Public Comments Studebaker Policy

Announcement by Studebaker of its policy of no more annual "new models" has brought commendation both from the public which buys the cars and from the dealers who sell them.

"It has ended a great economic waste and has given us the full value of Studebaker construction," is a sentence taken from the comment of one communication, seems to express the general attitude concretely.

Taken from the various comments heard, these specific benefits are most commonly mentioned:

"Artificial depreciation of existing cars, caused by an announcement of 'new models,' is now made a thing of the past. The car can now be driven to the full limit of the usefulness built into it, with no owner embarrassment caused by annual changes."

"Owner ill-will, engendered by such announcements, is a thing of the past. The latest model in good faith, will be supplanted by friendliness growing from the manufacturer's conservation of its customers' investments."

"An end to the speculation on the part of many owners that so-called 'new models' do not always contain sufficient new developments to warrant a complete change in the car."

"Claims made by the maker for enduring quality in construction now will have a chance to be justified before the opportunity is taken away by an announcement of annual changes, which causes the owner to seek the 'latest' without trying out the enduring qualities of the car he has."

"Because the depreciation imposed on existing cars by 'new models' is wholly fictitious in fact, this great waste of the unused transportation in Studebaker cars will be ended."

"The public will not have to wait till the end of each year to get the betterments and improvements devised by Studebaker's engineering department, which is maintained at a cost of over half a million dollars a year. As fast as the merit of improvements has been demonstrated, they will be added. Cars will be kept up to date all the time."

"An investment in a motor car can now be made like any other investment to run the course of its natural life. This will enable those who desire closed cars, which are of costlier construction, to purchase them because they will know the car itself, instead of over the time between announcements."

Used car dealers declare that the new Studebaker policy has added 60 per cent to the value of cars bought by those who get new ones every year; 100 per cent to the value of those bought by two year owners; and 150 per cent to those of the three-year owners.

Heat Treating Process At Ford Plant Interesting

If the average car owner ever gives any thought to the subject of heat these days other than to try motoring out to a cool spot to escape it, there's one place where he can take a little lesson that will be as interesting as it is, perhaps, surprising. That place is in a department at the Highland Park plant of the Ford Motor company where he may learn how heat, when it is controlled and maintained to certain definite temperatures, works wonders in treating steel.

The purpose, of course, is to give steel parts used in the building of automobiles qualities that are superior to the greatest durability and thus insure the utmost in safety. It is demonstrated here every day that it is not anywhere else, for in this division of Ford manufacture there are 474 heat treating furnaces through which steel parts by the million pass daily in preparation for the particular duties they are to perform in the make-up of the Ford car.

Steel, as most everyone knows may be given various degrees of hardness, strength and elasticity by heat treating and these heat-treating furnaces maintain the standard conditions so uniformly that it is not only a scientific certainty that each part will come forth fit for duty but that it could not be made better by any means at present known.

Intensive experiments carried on by the Ford Motor company determined the exact treatment needed to produce just the qualities required, processes varying according to the chemical analysis of the steel used and the function the finished steel part is to perform.

There is one battery of these furnaces in the plant through which 2,250,000 small steel parts are treated every day. Another battery takes care of the steel bars from which magnets are made and still another treats the magnets after they have been cut from white hot bars and have been bent to the correct shape, at the rate of 150,000 daily.

Continuous furnaces, those operating on the conveyor system, perform an interesting manufacturing operation. In a series of three of these furnaces front axles to the number of 8,100 are treated every day. Spindle arms, also are treated in this manner. First the parts move slowly through 1500 degrees Fahrenheit for an hour and a quarter, emerge to be quenched in solution then are heat treated for another hour and a quarter at 980 degrees and come out to be air cooled.

So it goes through every heat treating operation where science and heat co-operate in producing lightweight strong and durable parts that render the utmost in security to the finished car and safety for the driver. Temperatures of the furnaces is ascertained by delicate electrical instruments. In some cases the temperature is automatically controlled. Where this is not done, the slightest variation is signalled on a switch-board by a system of colored lights and operators who are always on duty at once make necessary adjustment to keep the temperature at the required standard.

Under improved methods in these furnaces departments, which include in summer time, the ventilator carrying pure, washed and cooled air down beside each furnace, working conditions have lost their former hardships for the man.

Lutheran Synod Holds Convention In Buffalo

L. A. Schuessler, pastor of the Redeemer Lutheran church of Buffalo, has brought commendation to his congregation of the proceedings of the English District of the Synod of Missouri, Ohio and other states, conducted in Buffalo, June 24-30. He reported that a happy, cheering and progressive spirit prevailed at the convention. The clerical and lay delegates numbering more than 200 were most cordially received and hospitably entertained by the pastor, Rev. Martin Walker, the Ladies' Aid Society and the Men's Club of Calvary Lutheran church.

The Rev. H. P. Eckhardt, of Pittsburgh, read the opening prayer. The Missouri Synod of the Lutheran church, delivered the opening sermon of the 9th Convention of the English District. He stressed the imperative need of the day to remain true and faithful to Biblical doctrines and truths. President Kreinheder of Detroit, read his report. The keynote of his address was the words: "The Word is the Truth." In his report the president called the attention of the convention to the splendid growth of the District and the wonderful opportunities for further expansion.

The Rev. E. Paar, of Harrisburg, Pa., read a doctrinal paper on "The Relation of a Congregation to the Church." An hour of every day of the session was devoted to the reading and discussion of this essay. It was resolved to print this essay in German form for distribution in the various congregations.

Interesting statistics were submitted by Vice President Eckhardt, of Pittsburgh. In the Missouri Synod of the Lutheran church there are 4,387 congregations, 3,221 active pastors; 658,671 communicant members; 1,069,927 souls or baptized members; 15 colleges and 118 professors; 38 assistants; 2,826 students. The Missouri Synod carries on mission work in 104 countries and counties of this country; also in South America, Europe and Asia. There are at present 921 Home and Foreign Mission workers serving 1933 Mission stations. In North America there are 768 churches serving 1592 stations. In South America 49 pastors, 119 congregations and 104 stations. Among the Foreign Mission workers, there are 37 men, eight women, totaling 45. In India there are 20 men, 20 women, totaling 40. In China, 20 men, 20 women, totaling 40. In the Philippines, 20 men, 20 women, totaling 40. In the Hawaiian Islands, 20 men, 20 women, totaling 40. In the Samoan Islands, 20 men, 20 women, totaling 40. 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