

Bo-Broadway

By Central Press
New York.—When you want to move out of an apartment in New York but are restrained by the terms of your lease, the custom is to lay in a plentiful supply of bootleg and stage a noisy all-night party. Appeals from the management, of course, fall on deaf ears. If the first wild revel doesn't do the trick, a second is sure to be followed by a request to remove the furniture. As the Boys say, is left holding the bag.

AWAY FROM CIVILIZATION
Jimmy Stillman, former president of the National City Bank, has tied himself to Alaska in an airplane-camera hunting trip, minus a radio. Jas. says he "wants to get away from civilization."
The last man who succeeded in "getting away from civilization" stumbled over a rusty baked bean can in the heart of the jungle, cut his foot and died of blood poison and ingrowing chagrin.

WE AGREE WITH THE COP!
On sweltering summer nights at numerous beaches in the vicinity of New York, men and women bathe nude. The police keep order, but don't object.
"An why not?" remarked a good natured minion of the law.

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interviewed under the stars, amid a bevy of nude nymphs on a sandy stretch, fringing the Atlantic. "Sure fer centuries they dove that way into th' River Shannon, an' into th' ocean at Youghal, Ireland."
"Th' old River Shannon, once a poem, now a power, would be surprised to see bathin' suits on th' lovely maids that plunge into its rippling th' accompanym' lit ay thrushes, an' th' cam, celestial music av th' verdant, vivit hills that line its enchanted banks."
"Now that they've harnessed th' old stream an' put it to work furnishin' light an' power to twenty-six counties in th' south av Ireland, I suppose thim great pretors av modesty, th' bathin' suit manufacturers, will con-damn nude bathin'—but where's

th' harm in it? Am I right?"
I never disagree with a cop—even a poetic cop. It's a life-long rule.
WATER FOR THE GREEKS
Greeks living here are generous to their home folks. In the last year Spartans in New York sent \$77,229 abroad to supply their home city, Athens, with waterworks.
FOOLISH!
With four million Gothamites crowded into one, two and three-room hide-aways, there's a chance for some alienist to step out and make a reputation for himself by studying the mental processes of 600-a-year lease for a Park Avenue apartment.

Real Estate men say it's the world record—but they don't say whether they mean insanity or rent.
THE NEW WALDORF
The Waldorf-Astoria is to be resurrected on Park Avenue at a cost of \$40,000,000. Compared with the old place it will loom up a giant. The one that was interwoven with our youth was sixteen stories and had 1,000 rooms. The new one will be forty-three stories with 2,200 rooms.
Brother Boomer, president of the Waldorf-Astoria Corporation, assures us the new Waldorf will do everything to carry out the traditions of the old Waldorf—in a modern way.
Which probably means sticking a feather in a fish ball and calling it a chicken crouette.

6 Cylinder Cars Lead In '29 Sales

Detroit, Aug. 6.—For the first time in the history of the automobile industry, six cylinder cars promise to lead the field in production this year, according to a survey by the Chevrolet Motor Company completed today. Up until this year four cylinder cars ranked first in annual production volume.

Comparative production figures for the first six months of this year are offered in support of the forecast. During this period there were produced approximately 1,900,000 sixes as compared with approximately 1,265,000 fours, an indication of what the total for the year is apt to be.

How the change comes about is illustrated in the survey. Chevrolet's manufacturing goal for the year is 1,350,000 cars. Chevrolet's change-over from a four to a six means a deduction of this enormous total from the four cylinder field and adds it to the six cylinder field.

How the automobile picture has changed almost overnight will be noted in an inspection of the 1928 showing. Last year when Chevrolet was producing a four-cylinder car, four cylinder manufacturers built approximately 2,098,000 cars, with one large manufacturer of four cylinder cars on limited production due to model change,

while six cylinder manufacturers were making 1,617,000 cars.

As it now stands the year 1929 should show approximately 3,000,000 six cylinder units as compared to only 2,250,000 four cylinder units.

Consequently this significant development, which will make the current year an epochal year in the annals of the automobile business, came about chiefly as a result of the entrance of Chevrolet into the six cylinder field. In lay circles, this event is seen as a tribute to the automobile industry and the newest step which this gigantic business has taken in the direction of constantly offering its patrons more automobile per dollar.

Great volume production, coupled with expert direction in the engineering, manufacturing and selling branches of the business are given as reasons that are making it possible for the automobile industry to lead all others in giving the public the utmost for its money.

Big Bill's Way
It doesn't pay to drive down the left hand side of the street in Chicago.

"It doesn't anywhere, that I know of."
"No, but there in addition to being you for breaking the traffic rules, they tack on an extra fifty dollars for imitating the English."

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EFFECTIVE AUGUST 5th

Brilliant new body designs—champion performance—and now sweeping reductions in prices! More people have been buying Studebaker eight-cylinder cars than any other European or American eight. Now, with these reduced prices on both sixes and eights—on Presidents as well as on Dictators and Commanders—unprecedented demand may be expected.

Imagine! A President Eight Sedan offered at \$1735 (and a seven-passenger President at \$1995)! A Commander Eight Sedan only \$1475! A Commander Six Sedan as low as \$1325! A Dictator Eight Sedan, latest creation of Studebaker engineering genius, \$1235! A Dictator Six Sedan (better than those which sold in enormous volume at \$1345) now priced at \$1095!

This price reduction is made possible by increasing volume and by economies resulting from consolidation of all Studebaker manufacturing operations in South Bend. It is a price reduction on the cars which are today rolling off the assembly line in Studebaker's great One-Plant—the finest cars Studebaker knows how to build.

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THE PRESIDENT EIGHT 135-inch Wheelbase	Sedan, for seven	\$1635	Coupe, for four	\$1325
State Brougham, for five*	Regal Sedan, for five*	1625	Regal Roadster, for four	1395
Sedan, for seven	Regal Brougham, for five**	1650	(5 wire wheels)	
State Sedan, for seven	Victoria, for four	1475	THE DICTATOR EIGHT	
Limousine, for seven	Convertible Cabriolet, for four*	1595	Sedan, for five	\$1235
State Limousine, for seven*	Coupe, for two	1445	Club Sedan, for five	1185
Tourer, for seven	Coc., for four	1495	Regal Sedan, for five*	1335
125-inch Wheelbase	Regal Tourer, for five*	1545	Tourer	1235
Sedan, for five	Tourer, for five	1445	Coupe, for four	1235
State Sedan, for five*	Regal Roadster, for four	1495	Coupe, for two	1185
Convertible Cabriolet, for four*			THE DICTATOR SIX	
State Roadster, for four			Sedan, for five	\$1095
(5 wire wheels)			Club Sedan, for five	1035
State Victoria, for four*			Regal Sedan, for five*	1195
			Tourer	1095
THE COMMANDER EIGHT			Coupe, for four	1045
Sedan, for five		\$1475	Coupe, for two	995

*Six wire wheels and trunk rack standard equipment. All prices at the factory. **Six wire wheels and trunk standard equipment.

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