

GENESEE

At Wankegan
A "Great States" Theatre

Sunday Jan. 15th
on the screen
"SPOTLIGHT"
with Esther Ralston
and Niel Hamilton
on the stage
Elaborate Specialties

Mon. Tues. and Wed.
Jan. 16th, 17th and 18th
Another Big Stage Band
Show With
Frank Wallin and his
GENESEE JOYBOYS

in
"SOME SYNCOPATIN"
with
Sherwood's Entertainers
Harry Rappi and other
Stars
Delores Del Rio and
Victor McLaglen in
"THE LOVES OF
CARMEN"

Thurs. Fri. Sat.
Jan. 19th 20th and 21st
on the stage
THE JOE THOMAS
SAXOTETTE
and
REGAN and CURLISS
Celebrated Irish Soloist

NOW SHOWING
"SEVENTH HEAVEN"
The Greatest Motion
Picture of the Year
on the stage
JOE MENDI
Trained Chimpanzee in
Marvelous Feats
and
HAZELLE and KLATOFF
with
Original Balkans

Comedy and Latest
News Events
Ken Widonor at the
Barton Grande Organ

Admission Week Days
Adults 50c Children 25c
Sundays and Holidays
Adults 60c Children 25c

NEW CHEVROLET CAR NOW ON EXHIBITION

HAS MANY IMPROVEMENTS

Notable Features Outlined in
Description of Models to Be
Seen in Show Rooms
of Dealers

Seven passenger models, including five closed and two open types, comprise the new Chevrolet line. Every driving requirement is cared for in the make up and appointments of the various body types.

Beauty in appearance, performance in driving and economy in operation are the keynotes of the car that owes its every detail to withering tests of days, weeks and months under all types of weather, road and driving conditions.

Every detail has been proved true in exhaustive tests. As a result, the new line achieves to a degree hitherto unexampled in the low priced field a standard of smartness, advanced performance, striking color combinations, completeness of equipment and minute attention to style, comfort and luxury.

The new car has a distinctive big car appearance entirely foreign to its price class. This is achieved by adding four inches to the wheelbase, bringing the present total to 107 inches.

The frame also has been deepened and strengthened to make a smoother riding, sturdier and better balanced car.

Four Inches Longer
The four inches that have been added to the frame materially increase the beauty, and the effect of bigness, of the finished product.

Stressing the beauty of line are new honeycomb Harrison radiators of deep, slender, graceful design. Their added depth has so raised the front of the car that from the cowl to the base of the new low radiator cap the line is unbroken and nearly level.

Radiator shells are of non-rusting airplane metal; while thermostat control of the cooling system is an additional feature.

Complementing the extra four inches in wheelbase is increased length in several of the body types. The coach body is five inches longer than a year ago. The sedan body likewise has been increased two and three-quarters inches.

Among the many new body refinements is a fully enclosed and indirectly lighted instrument panel, oval in shape, with the speedometer, ammeter and oil gauge, in full view for day or night driving.

All passenger models have larger 30 x 4.50 balloon tires and steel disc wheels as standard equipment. Other standard equipment includes spotlight, rear vision mirror, gasoline gauge, complete tool set, and theft proof steering and ignition lock. Additional equipment is standard with different models.

Bodies by Fisher
All closed bodies are by Fisher, styled and designed with the smartness and beauty for which the Fisher name is famous. All are of composite steel and hardwood construction of the type found on the highest priced cars. And all are finished in genuine Duco colors—five beautiful combinations on the seven models.

The Imperial Landau is finished in Cossack brown Duco with mountain brown beading and gold striping; the coupe and sedan in Faunce green Duco, with black body beading and striping in golden yellow; the sport cabriolet in Dundee gray Duco with Brocaille green Duco beading and gold stripe; the coach in avenue green Duco, Tartan tan wheels, black beading and striping in gold; and the open touring and roadster in Falmouth gray Duco with body beading in black and striping in French gray.

Mechanically the car has been improved to parallel in performance, speed, and roadability its new beauty and advanced body design. It is powered in an improved valve-in-head engine that in road tests developed 34.6 per cent more power and approximately five miles per hour than the previous Chevrolet engine.

New Engine Features
New features developed in the engine include a new motor enclosure which completely covers the valve lifts and makes for a quieter and cleaner engine, new crankcase breathing system which eliminates the leakage of engine fumes through the body of the car; new two-port exhaust; new alloy constant clearance "invar strut" pistons, new hydro-laminated camshaft gears, improved mushroom valve tappets, and larger camshaft.

An oil pump provides efficient lubrication to all bearing surfaces; while an AC oil filter and an AC air cleaner protect all moving parts of the engine from dirt and other foreign matter, thus adding materially to the life of the motor.

The new four-wheel brakes represent an outstanding achievement of General Motors and Chevrolet engineers. They are the non-locking type, with positive brake linkage.

Front brakes are internal expanding and rear brakes are external contracting. Front and rear brakes have been proportioned to prevent side drag or pull. Their total braking surface amounts to 189 square inches.

Each brake has an individual, easily accessible adjustment, while "stops" are provided at the wheels to simplify the adjustment operation. So ac-

curately has the leverage on the foot pedal been worked out between the front and rear brakes that maximum application of the brakes is obtained with a very slight pedal pressure.

In addition to the four wheel brakes the new cars have an emergency brake, with an additional braking surface of 70 square inches. It operates entirely independent of the four wheel service brakes, thus assuring adequate braking facilities at all times.

Another important achievement in the 1928 line is the new shock absorbing semi-elliptic springs which run parallel to the frame and equal 84 per cent of the increased wheelbase of the car. The springs represent still another innovation pioneered by Chevrolet engineers.

SCOUT ANNIVERSARY PLANS ARE OUTLINED

Organized in America Feb. 8, 1910; Program Planned for Week, Feb. 5 to 12

"Suppose your scout troop on a hike enters the ruins of an old castle. One of the members, attempting to climb the wall, falls and receives a fractured forearm. What would you do?"

Some such problems will be presented to groups of North Shore Scouts at the annual first aid contest, which will be held Friday evening, Jan. 27, at the Glencoe Union church. Mr. Jack Oliver, safety engineer of the Chicago North Shore & Milwaukee railroad, will be the chairman of the group of judges, and will be aided by H. Renner, F. Mead, L. Bentley, J. Jennings, and L. J. Wurtzler.

Each troop is urged to have a six-man team entered in the contest, and all scouts, their parents and friends are invited to attend.

Local Men to Attend Meeting
It is expected that about twenty-five scout committeemen from the North Shore towns will attend the Council Officers Training conferences, which will be held on January 17 and 18 at the Edgewater Beach hotel, Chicago. Charles F. Glone of Lake Forest is the regional chairman.

The Boy Scouts of America were incorporated on February 8, 1910. During Anniversary week, February 5 to 12, scouts in every state in the Union are uniting in a wide spread celebration.

In a bulletin issued this week from local scout headquarters, the request was made that every church, school, civic club, community and home group

will at some time during that week, or during the early part of February make some recognition of the fine work that scouting is doing in the development of boys into men.

The plan for commemorating the week is as follows:
Sunday, Feb. 5—Boy Scout day in Church school.

Monday, Feb. 6—Parent day, Scout participation in the home.

Tuesday, Feb. 7—Community day. Recognition of the Scout Master.

Wednesday, Feb. 8—Boy Scout day in school. Every scout is asked to renew his pledge on this Anniversary day.

Thursday, Feb. 9—Scout Troop day.

Friday, Feb. 10—Boy Scouts and civic clubs.

Saturday, Feb. 11—Boy Scout day in church. Lincoln's birthday.

Plan now to pay tribute to the idealism of the boys and the consecration of their volunteer leaders during the week of scouting's eighteenth birthday.

Further information and assistance in planning and carrying out your observation of Anniversary week may be secured by writing or phoning the Service Station of the Northshore Area council, 360 Central avenue, Highland Park, telephone Highland Park 2431.

SOUTHERNER SAYS GAIETY COMING BACK

TELLS IT IN MAGAZINE

Alabama Editor Declares Fundamentalism and Ku Klux Passing Phases; People Not Interested

Fundamentalism and the Ku Klux Klan occupy the thoughts of a small minority of southern people. Evangelical religion, which came originally from the North, is a fading force, and southern people are regaining their one-time urbanity and gaiety.

These assertions are made by Grover C. Hall, editor of the Montgomery, Ala., Advertiser, in an article entitled, "We Southerners," in the first number of the new Scribner's Magazine.

Mr. Hall, who is well known for his outspoken quality of his editorial columns, is equally outspoken in his statements in Scribner's.

Politicians' Weapon

"The Klan is a mere temporary convenience to shady politicians, usually adventurers, and third-rate preachers," he says. "Fundamentalism is not a permanent problem with us; in fact, it is by no means as serious a problem right now as it may appear on the surface. We are not half so religious, anyway, as reported. Prosperous folks never are."

"Within twenty-five years union services between Baptist and Jewish congregations will not be uncommon in the more advanced communities of the South. Methodists will have ceased to fear the pope politically, spiritually, and physically; they will no longer shudder when they see a nun talking to a child in the streets. They will content themselves with laughing at the pope's theology, as they now laugh at Christian Science and Holy Rollerism."

"If the urbanite Methodists and Baptists as a class ever get themselves into such a state of mind as I have suggested, and to me no prospect seems more certain, the whole color of southern life will change, for by that time our cities will dominate the country politically and culturally."

Again Gay

"We shall once again become a gay people in public even as we are now in private. Gaiety, in simple truth, is a temperamental characteristic of our people, for all our efforts to repress the trait. In an earlier day, before the fierce New England theology of Jonathan Edwards fastened itself upon large groups of southerners—a victory won over them by default, a fact which I must sorrowfully ascribe to the phlegmatic and unenterprising nature of the Episcopalians on the one hand, and to our congenial antipathy for Rome on the other—gaiety was not regarded as necessarily the mark of a dissolute and godless people. We danced; we were fond of fox-hunting and cock-fighting. We loved racing horses with a passion that surely softened the asperities of our nature."

The bandits and gunmen are said to laugh at the law, and they will have ample leisure to continue laughing while the community is entertaining them in its free boarding house.

These are said to be very rapid times, but you would never know it by the degree of speed many people show in paying their bills.

These boys who "borrow" automobiles, will find that before long they will be loaning them the use of a room in the county jail.

BUSY FURNISHING JOBS FOR COOLIDGE

ALL SORTS OF RUMORS

Many Reports of What He Will Do After Term as President Expires; None Are Confirmed

The newspapers' anxiety to secure for the President a dignified and remunerative post after his retirement on March 4, 1929, has reached the point where they are furnishing him some amusement.

For some time the newspapers had him formally installed as president of Amherst college, of which he is a graduate. After this had run for six months, a really historic meeting of the Amherst trustees was held at his call in the White House and a new president was selected out of hand.

The next move was his nomination for the post of chairman of the board of directors of the United States Steel Corporation as successor to Judge Elbert H. Gary, but in various ways, the President frowned that thought out of the picture by allowing that he expected to spend his leisure years in doing a little whittling.

Within the week, these newspaper guides and mentors have elected him to the senate from Massachusetts, following the recent announcement of William M. Butler that he would not be a candidate in 1928. Anticipating the possibility that before they got through they would have him running for congress in Massachusetts, the President is reported to have said at the newspaper conference the other day that as yet his future was his own, and he was in no special need of suggestions, remarking quizzically that while so far the suggestors had not given the hint, that he feared unless he said something they would be nominating him for councilman in the city of Northampton, Massachusetts.

Too many people believe in signs of the superstition kind, and not enough in those along the roads telling them to go slow.

America is said to be a highly prosperous nation, but the people talk awful poor when you go around with some subscription paper.

An Epic of the Air

STARTS NEXT SUNDAY

"WE"

By Colonel Charles A. LINDBERGH

NO author has ever penned a more gripping tale of adventure than this plain, unvarnished story by Colonel Lindbergh, telling of his spectacular dash across the Atlantic; his boyhood and early flights; his career as a stunt flyer; training days in the Army Air Corps; emergency jumps that saved his life as an air mail pilot—and many other thrilling incidents. So vividly does he recount the actual events . . . that in fancy the reader lives with him every exciting experience.



In the Chicago Sunday

HERALD EXAMINER

Get Your Paper Early—Before the Supply Is Exhausted—On Sale at All Newsstands Saturday Night