

Mr. Kettering speaks more inventions in the opinion of living inventors. His work in the automotive field has brought him renown. Mr. Kettering says the banks of the United States are filled with money that is piling up in savings accounts. It is not being invested because people find nothing to their liking. But, if some new inventions like the motor car were launched, it would not take long to get money flowing into the building of factories, development of machines, and generally providing jobs for thousands.



MR. KETTERING

Instead of believing in all the hokey about technological unemployment, Mr. Kettering declares that the world is not stymied on that score; the real obstacle is that inventors are lops and lops behind where they should be. Instead of worrying about technology, the inventor states that all the world needs is a few good inventions to spark the drive to greater recovery.

In other words, Mr. Kettering believes in going ahead, not just standing still.

Sir Wilfrid Patted His Head

LET Dr. Ward W. Woolner of Asy explain the chief reason why he is a Liberal. He says:

"My Liberalism started in school when I first wore a Liberal pin.

"In 1893 I had my next taste of Liberalism when in Harrison-ton we boys paraded to meet Sir Wilfrid Laurier. He shook us by the hand and patted us on the head and said we were a great bunch of boys. Ever since that I have been a Liberal."

Tip to all in politics: Never miss a chance to pat a small boy or girl on the head.

Americans Help Japan

WHILE United States orators deplore the activities of Japan in China, American interests are busily helping the Japanese conquer the Chinese.

For their war in China, the Japanese need materials. It has been estimated that the United States sends Japan 60 per cent. of the oil, 41 per cent. of the pig iron, 60 per cent. of other iron, 93 per cent. of the copper, 20 per cent. of the zinc, 91 per cent. of the motor cars and parts, and 48 per cent. of all other machinery.

So, the orators may be enjoying themselves, but the Japanese war of aggression in China is providing the Americans with business.

Politics in Pantomime

A GOOD DASH of European politics is used to spice up the pantomime at one of the theatres in England. Mr. Chambermusic is the chancellor and he has two robber friends, Hit and Muss. These two sing the Stomptroopers Song, which goes like this:

We're following our leader and we don't know where.
We don't know who we're shooting and we don't much care.
We know we've got to kill you though we don't know why.
But blood must flow and heads must roll and you must die . . .

We love to see you drowning in a bath of blood.
We love the sound of bodies when they fall down dead.
And so we've come to kill you though we don't know why.
For blood must flow and heads must roll and you must die.

Pitt Tried Conscriptio

IT WAS none other than William Pitt, the Great Commoner, who tried to enforce conscription in England during modern times. He passed the Militia Act, which remained on the statute books until after the Great War.

Under Pitt's legislation, all men had to have three years' training in the militia. It was understood that these men could be called up to fight overseas in emergency.

It was the duty of the lord lieutenant of each county to have his district organized so that he could call up men whenever they were needed. Choice was made by ballot.

Pitt's law has not been enforced for almost a century. But people in England are thinking that any conscription of manpower in Great Britain will be along line similar to those set forth by the Great Commoner.

Cow Bites Man

IN SOUTHERN ILLINOIS a mad dog bit a cow.

The cow, in its turn, bit a man. The man went to a doctor and was given treatments to guard against rabies.

But, the man was on relief, so the doctor sent his bill for anti-rabies treatments to the township supervisor. The supervisor refused to pay. He said that both the man and the cow lived in his township, but the dog did not. He argued that the township where the mad dog lived should be liable for the medical expenses.

It's funny, but it also shows how complex the relief problem has become in any country.

Two Sacred Candidates Swamped by Electors in Capital

REGINA, Nov. 25.—Saskatchewan's Liberal Government, which lost a member in the first provincial by-election following the June 8 general election, was successful yesterday in a second appeal to the electors when Capt. B. J. McDaniel, M.C., defeated four other candidates in Regina.

GRITS IN SAFE LEAD

LIBERALS led by Premier W. J. Patterson now hold 37 of the 52 Legislative seats. Co-operative Commonwealth Federation 11, Social Credit two and Independents two.

They lost Humboldt riding August 4 when Hon. C. M. Dunn, minister of highways, was defeated by Joseph Burton, C.C.F., 3,908 to 3,763. Mr. Dunn lost June 8 in his former Melville riding to F. Hermann, Social Credit, and Dr. J. C. King, Liberal, resigned in Humboldt to permit the by-election.

Regina voting yesterday was necessitated by appointment of P. M. Anderson, Liberal, to court of King's bench. Elected first in 1934, Mr. Anderson was returned last June along with B. D. Hoesarth, Liberal, in the two-member Regina riding.

PLURALITY OF 4,410

McDaniel, native Nova Scotian, retained the seat with a plurality of 4,410 over R. M. Balfour, Conservative, polling 10,334 votes to Balfour's 5,924; A. C. C. Williams, C.C.F., 4,324; J. B. McLeod, Independent Social Credit, 193; Cornelius Rink, Social Credit, 143.

The June 8 Regina vote was: Anderson, 12,717; Hogarth, 12,636; P. B. Bagshaw, Conservative, 6,579; A. D. Cannon, Independent-Labor, 1,863; J. H. Crawford, Social Credit, 929; Rev. S. B. East, Labor-Progressive, 4,422; Mayor A. C. Ellison, Independent-Labor, 3,372; Hugh McGilivray, Conservative, 7,979; T. G. McManus, Labor-Progressive, 4,080.

Educated at St. Francis Xavier University, Antigonish, N.B., McDaniel came west to Herbert, Sask., in 1913. He went overseas in 1915 and on his return went to Pimichy, Sask. He came to Regina in the 1928, becoming a member of the law firm of Anderson, McDaniel and Alexander.

Tear Gas Succors S. African Jews

JOHANNESBURG, South Africa, Nov. 25.—Thirty persons were injured yesterday when a Fascist meeting turned into an anti-Jewish riot.

A crowd leaving the meeting chased Jews through streets, shouting "down with Jews." Police restored order with tear gas.

Thieves Get Furs

KINGSTON, Nov. 25.—Police continued search yesterday for thieves who stole \$2,000 worth of fur coats from the car of Harry Englander, representative of the London Fur Company of Toronto. The pelts were taken when the car was broken into as the car was parked on one of the local streets. Punished for coats, valued at \$1,800, were untouched.

GOES TWICE AS FAR

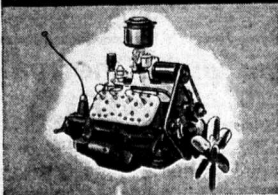


Full of new features and lower in price!



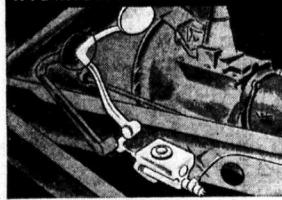
De Luxe Ford V-8 Fordor Sedan

8-CYLINDER ENGINE



Like lots of pep and power? The 85-horsepower engine is right for you! Interested in economy? Owners report 22 to 27 miles per gallon.

HYDRAULIC BRAKES



Want good hydraulics? The new Fords have them! Smooth, easy pedal action. Big brake drums and large lining areas for fast stops and long life.

TRIPLE-CUSHIONED COMFORT



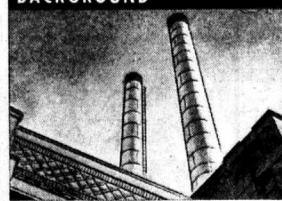
Here's a ride like a lullaby! You can really relax. Softer seats, flexible springs and big shock absorbers all add up to triple-cushioned comfort.

RESTFUL QUIET



Noise needles nerves. Ford engineers have tracked down and silenced car sounds of many kinds. Result: new freedom from noise and vibration.

BACKGROUND



Ford cars are made in Canada, by Canadian workmen. Ford methods and materials, with production economies, put extra value into every Ford car.

WRITE down all the things you've ever wanted in an inexpensive car. Chances are you'll find every one coming up to your standard of satisfaction in the new Ford or De Luxe Ford for 1939.

These cars are just as advanced as they look. Beneath their streamlined beauty is the finest array of new features Ford has ever offered. Some are pictured here. Others you'll discover as soon as you drive.

Most important of all is the fact that these are Ford cars. Back of them is 35 years' experience in building honest, dependable cars. Back of them are the most up-to-date testing laboratories, including the world's only automotive weather tunnel, where cars are tested in every kind of climate . . . and three great "torture" tracks, where cars are driven to death to make sure that your Ford will give you good service all its long life.

But don't take anything for granted. See for yourself how much room these cars provide for passengers and luggage—how easily they ride and handle—how much equipment they include in their new low prices. There's a Ford dealer near you. Stop in today and see both cars.



Ford V-8 Coupe

The Ford V-8 and the De Luxe Ford V-8 differ only in appearance, appointments and price. Both cars have the 85-horsepower engine.