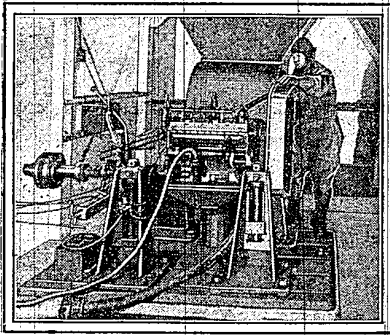


Testing Engine at 20 Degrees Below Zero



Workers in the Graham-Paige cold room must wear Arctic clothing. Not only is the temperature far below zero, but the blower in the rear creates a 35 mile-an-hour gale. The performance of the engine is observed by means of a dynamometer in the adjoining room.

FROM "PRINTERS DEVIL" TO LINCOLN'S CABINET

WHEN Z. N. Garbutt, editor of the Pike County Free Press, borrowed Rev. Josiah Carter's room one day back in 1848 and rode out into the country to round up a new subscriber or two he got into much of a train of events that led to the court of St. James, to the freeing of the slaves and to the promulgation of the Open Door of China. Listen.

Pittsfield, Ill., wasn't much of a town then and Garbutt's paper wasn't much of a paper. But fate was waiting that summer's day in a little hill-cabin.

As Editor Garbutt rode past the cabin an angry woman, with broomstick upraised, chased a small, frightened boy from the cabin. The boy ran toward the road. The woman halted at sight of the stranger. Garbutt beckoned to the boy and questioned him.

"She's my stepmother," replied the boy. "And she seems to like to beat me. But I don't like it."

The boy was a pleasing sort of boy and the naive answer touched Garbutt. After a few moments' talk he lifted the boy up and placed him on the road near behind him. They rode into Pittsfield that night and the boy became a printer's devil.

We turn the reel up a few years. The boy, John G. Nicolay, is grown now. He is writing editorials, news items, "sticking" type and getting out the newspaper. He has found another boy for "devil." That boy, literary, clever, is named John Hay and he is writing some verse. He calls it "Pike County Ballads."

Nicolay becomes a great admirer of a young Illinois lawyer, a tall, slender fellow who appears to have political promise.

"One day Nicolay, perhaps more than ordinarily inspired, writes an editorial appealing to the nation to make Abraham Lincoln President. He pulls proof, laboriously, on his hand press, and mails them to editors he knows.

The idea takes. There is big talk about it. Political thunders are heard afar. Finally Lincoln is elected.

Now one of Lincoln's strongest traits was his ability not to forget friends. When he went to Washington he took John G. Nicolay with him as his aide, first friend and advisor.

Nicolay was, perhaps, a sort of Colonel House to Lincoln.

Nor did Nicolay forget his friend. So John Hay, too, moved to Washington. Of the twain, Nicolay and Hay, perhaps opportunity smiled the larger for Hay.

John Hay became secretary to President Lincoln, when the war years old, became ambassador to the court of St. James, became secretary of state under President McKinley and Roosevelt, became the greatest diplomat that the United States has ever known. He took time from his political duties to be, for a time, editor of the New York Tribune when Horace Greeley published it. And John Hay promulgated the Open Door to China. A treaty he negotiated with Great Britain sealed a score of fifty years' standing.

John G. Nicolay became one of the greatest historians of Lincoln, he came consul to Paris and then minister of the Supreme Court of the United States. Pittsfield, Ill., is today only a village: maybe 3,000 people. Few see it because no railroad passes through; a stub line its only transport. But on the courthouse square stands a noble boulder. On it are engraved four names:

Abraham Lincoln
Stephen A. Douglas
John G. Nicolay
John Hay

Douglas, who once defeated Lincoln for the senate, was added to the list because he, like the others, was a familiar sight in Pittsfield in those prewar days when the four were carving their careers out of the rough. So I say to you, viewing the stone apart, if you ever see a woman cowering, a frightened little boy with a broomstick, lift him up and put him on your road near behind you. It may lead him to the court of St. James or to the opening, perhaps, of a share to China. Or even to a share in the making of some future Lincoln.

Michigan publishers at the Detroit meeting were given a real thrill on the trip to and from the Proving Grounds. A motorcycle police escort was provided, and all cross traffic was stopped to allow the procession of General Motors buses to pass. The shrill blast of the police whistle warned all traffic to a stop and pedestrians and drivers alike, amazed in surprise, wonder as to what was the reason for the unusual occurrence, this being the first escort of the kind this year. All the publishers admitted that the pace was faster than they would care to employ through Detroit traffic.

FIRST NEWSPAPER IN U. S. WAS SHORT-LIVED

AMERICA'S first newspaper was short-lived. It was promptly suppressed by the government after the first issue on the ground that it contained "reflections of a very high nature."

The only edition ever issued was dated Thursday, September 24, 1794, and was called Public Occurrences Both Foreign and Domestic. Richard Pierce was the publisher and Benjamin Harris was employed to print it. Boston was the place of publication.

Pages were 7 by 11 inches. Three pages contained printed matter and the fourth was blank. Plans were formed to get it put monthly but the heavy hand of the government wrecked the project. Only one copy of the paper exists and that is in the Colonial state paper office of the British government in London.

Fourteen years later, on April 24, 1794, the first successful newspaper on the Western hemisphere was launched in Boston. It was printed by one B. Green, and the owner was John Campbell, postmaster. In the beginning it contained only two pages, 8 by 12 inches.

In the first number Campbell made a bid for advertising with the following notice:

"This News-Letter is to continue Weekly; and all persons who have any Houses, Lands, Tenements, Farms, Ships, Vessels, Goods, Wares or Merchandise, etc., to be sold or let, or Services, Runaway or Goods Lost or Stolen; may have the same inserted at a Reasonable Rate, from Twelve Pence to Five Shillings; and not to exceed."

"Who may agree with John Campbell, Postmaster of Boston, and persons in Town or Country, may have the News-Letter every Week, yearly, upon reasonable terms, agreeing with John Campbell, Postmaster for the same."

"B. Green," the printer, became owner of the publication in 1792 and after that his name blossomed into Bertholomew Green. The News-Letter was published continuously in Boston for 72 years and was the only paper printed there during the famous siege.

The Massachusetts Historical society has a partial file of the publication. In its early years it was crudely written with small regard for grammar, spelling or punctuation, and the printing was badly done. Its columns reveal that trading consisted largely of barter and that a condition of semi-slavery existed.

Servants were "bound out" and "indentured." Imprisonment for debt was common and there was much poverty. For many years it was believed that the first American publication was the English Mercury, presumed to have been published originally in 1588.

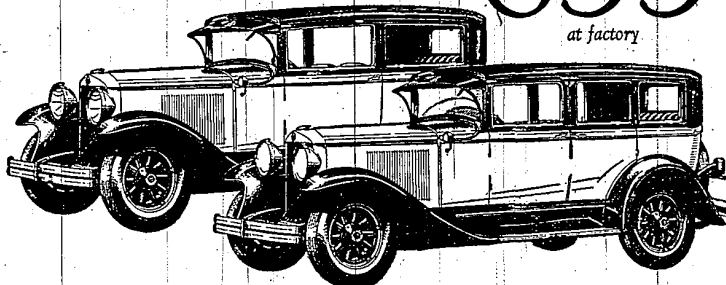
Finally it was admitted that the publication was a hoax perpetrated by the second Lord Harvard.

Proof of this came along with evidence that the paper upon which it was printed came into existence long after the supposed time of its publication. Errors in historical data and mistakes in the timing of notable events of the period were other evidences offered to prove it a forgery.

Spending time "is like drawing money out of the bank. When one day is gone there is one day less remaining."

Do You Know.... You Can Buy Graham-Paige Quality at \$855

at factory



Outstanding—by any measure of VALUE

Graham-Paige motor cars have won recognition for fine appearance and dependability. Now we call your attention to their value and low price.

Lift the hood and see the big, 62 horsepower motor of the Model 612—with water circulation to the very bottom of the cylinder walls. The 2½ inch crankshaft with seven large bearings assures smooth power at all engine speeds.

The 612, ready for the road, weighs 3,125 pounds. We have learned, through long and practi-

cal experience, that every pound of this greater weight is essential to safety, comfortable riding, and extra long life.

The bodies are roomy and beautifully finished. Upholstery is genuine mohair, with a guarantee of long wear attached to every cushion.

The Model 612 represents our earnest endeavor to give you more than an average dollar's worth of real value for every dollar invested. Before selecting any car in or near its price class, we ask you to examine it and enjoy a demonstration.

Joseph P. Graham
Robert B. Graham
Ray A. Graham

A Car Is Ready for You to Drive



Graham-Paige Dealers of Michigan Graham-Paige Company of Michigan

Woodward at Medbury
Jefferson at McDougall

DETROIT

Woodward at Webb
4011 Fenkell, Near Livernois

Sidelights from the Michigan Press Outing

Mr. Dustin of the Ashley & Dustin firm made the trip with us to Put-in-Bay and personally looked after the comfort of his editorial guests.

Mr. G. S. Crane of the Campbell-Ewald organization was not only the generalissimo of the trip to Put-in-Bay, but he was an invaluable aid to the field manager in making the preliminary arrangements for the summer outing meeting. He has placed the entire MPA organization under obligation by his invaluable and generous services.

Among old friends attending various portions of the outing were Roger Andrews, one-time Prohlah of Menominee, now managing editor of the Detroit Times, Norman C. Hill of Sault Ste. Marie and a former member of the Michigan Conservation Committee, also now connected with the Times, and Clifford C. Ward, former editor and publisher of the Charlotte Tribune, now connected with the advertising department of the Times.

Mr. C. W. Hungerford, advertising and news manager of the Michigan Bell Telephone company, was a most welcome guest of the MPA during the outing and evidently had as good a time as anybody in the party. Mr. Hungerford accompanied the party to Put-in-Bay Saturday.

Residents and innocent bystanders along Grand River avenue took to the alleys Friday afternoon as the cavalcade of roaring big buses came tearing into town, under guard of a battalion of motorcycle police with shrieking sirens, who conveyed the shock through traffic and danger signals at a forty-mile clip. The timid ones are gradually regaining normalcy.

Almee Sample McPherson, beautiful blonde evangelist of Los Angeles, who is holding services daily at the big Masonic Temple auditorium, is a

quest of the Hotel Fort Shelby and the newspaper folks had the privilege of a short-range glimpse of the famous eminence Billy Sunday. All agreed that the lady is easy on the eyes and that she certainly knows how to wear clothes.

That long deferred Upper Peninsula outing trip now seems a fair prospect for next summer. Upper Peninsula members are getting together and planning for suitable quarters and program and it is likely their plans will come through. Many of the lower peninsula folks are anxious to make the trip.

The National Association of State Press Field Managers is to hold its annual meeting for 1929 at Tacoma, Washington, August 19 to 24.

Several new members were added to the MPA during the Detroit outing meeting.

"Dad" and Mrs. Adams of the Fowlerville Review were present at the early part of the convention but were called home to attend the funeral of an old friend Saturday.

The hearty thanks of the association are due to all of our Detroit friends who did everything humanly possible to see that we had a royal good time on our summer frolic. And thanks to all of them, we did have just that kind of a time.

When George H. A. Shaw of the Pigeon Progress met Joe Sturgeon of the Gladstone Delta Reporter, he knew that Joe belonged to the gang but he just couldn't recall the name. He knew Joe was some kind of a fish, but now just what kind? Finally he said, "I know you, all right. You're Mr. Perch, aren't you?" Well, perhaps that's close, but if you have ever seen a regular surgeon, you wouldn't mistake it for a perch, now would you,

George? That is generally speaking, considering the size of the perch you usually catch.

A dinner meeting at the Book Cadillac hotel Thursday evening was attended by the officers and committee men of the MPA and a number of the executives and space-buyers of the leading advertising agencies of Detroit, at which many interesting topics were discussed. This friendly gathering brought these two branches of the advertising business into closer contact and gave the newspaper people a more definite idea of ways in which they can render more service to the general advertiser who desires to reach the reader of country newspapers.

PEN POINTS

All work and no play makes Jack for the sanatorium.

A man understands women when he understands that he doesn't stand them.

Some day we shall judge the importance of a city by the number of its airports.

The only way to get along with some people is their own way.

Influence is something a man thinks he has until he tries to use it.

The trouble with people who fish for compliments is that they always fish in such shallow water.

A hog never gives anything away when it squeals.

Don't neglect to know a little more than you let people know you know.

A man understands women when he understands that he doesn't stand them.

After marriage a man stops paying his wife compliments and begins to pay her bills.

Great lives, for the most part, owe their highest greatness to their tremendous difficulties met and overcome.

You cannot do anything in this life without being in earnest.

Graham-Paige Motors Undergo Severe Tests

Any climate in the world can be duplicated to order, on any day of the year, in the automotive industry's latest research and test building, at Detroit.

The new engineering laboratory built by Graham-Paige, housed in a two-story building 300 feet long, has a cold room in which an engine or an entire automobile can be tested under arctic conditions, at temperatures as low as 20 degrees below zero; and a hot room in which tests can be made duplicating Sahara, at 140 degrees. It is by such tests that automobiles are developed to operate efficiently in any country of the world.

Refrigerating machinery capable of producing 60 tons of ice every 24 hours keeps the cold-room at sub-zero temperatures, while the car undergoes dynamometer tests. A powerful blower sends a blast of frigid air against the radiator of the car, equalling a 56-mile-an-hour gale.

The new laboratory is a veritable exhibition of the latest mechanical and electrical devices for precision testing of materials and machines. Four dynamometer rooms are constantly in use making test after test. In the silent room, completely insulated from all outside noises, entire cars or separate units may be tested for noiselessness. Another room houses the road-block test, where the car is run on rollers having heavy blocks mounted on their circumference, giving the effect of high speed driving over extraordinarily rough roads.

One of the most unusual devices in the laboratory is the stroboram, a French device. A cluster of neon tubes of 1000 candle-power may be timed to flash in synchronism with the rate of speed of any mechanical part under study, so that the action may be seen in any phase, just as if it were standing still.

If you would only all be true to the vows you have made in the past, what a conquering host there would be!