

NEW BUICK CARS SHOW REVOLUTION FROM OLD MODEL

De Luxe Body, Larger Motor
and Four-Wheel Brakes
Are Surprise Features.

The Buick Motor Company of Indianapolis, after months of secrecy regarding the new Buick model, "unveiled" its surprise at a select gathering of salesmen and newspaper representatives Tuesday night at the new salesrooms, Meridian and Thirteenth Sts.

Twelve of the fourteen body styles were displayed, all of them following entirely new lines and reflecting a decided foreign influence in the matter of radiator and hood contours. In higher priced closed cars, the top is modeled with a pronounced curve at the back, repeated in the back windows. Lines from the body top continue in a well-defined line to the radiator. Other features include barrel headlights, nickel-plated radiators on the sides, beaded hoods on the fenders, crown fenders, operating instruments designed in the same pattern as the headlights, and a noticeably higher

and more dignified hood. Two-to-four-inch longer wheel bases have allowed added luxuries in coach work. Except on a few of the lesser models, all bodies were made by Fisher.

The power plant has been entirely reconstructed and will develop seventy horsepower as against fifty of last year, salesmen claim.

The mechanical feature of the car which will be most used for advertising purposes is the newly designed four-wheel brake. It is operated the same as any other brake and prevents skidding, beside allowing the car to be stopped with ease in less space than formerly. It is claimed.

The new building of the local company will not be fully in use for about thirty days, according to J. Elmer Trotter, manager, but the display rooms were opened today. "Buick day" for the public display of the new models. Prices on the new model will be announced Saturday.

Civil War Veteran Dies

DANVILLE, Ind., Aug. 1.—Amos Kersey, 80, farmer and survivor of the 27th Regiment, Indiana Volunteer Infantry in Hendricks County, died as the result of a fall from a horse.

Bicycle Stolen

W. H. Atkins, 2230 Central Ave., today reported his bicycle, valued at \$25, stolen from in front of his home.

Tire Taken From Parked Car

Fred Fitzgerald, 2209 E. New York St., reported a thief took a \$20 tire from his car, parked in front of his home early today.

SUMMER SCHOOL ATTRACTS MANY

Included in List Are 110 Local Students.

BLOOMINGTON, Ind., Aug. 1.—Summer school work at Indiana University this year has attracted 1,869 students from all parts of the State and from other States and foreign countries, according to enrollment statistics, compiled today.

Included in the list are many students from Indianapolis:

Ruth L. Armstrong, Helen Beau, Norman M. Beatty, Marion G. Bishop, John Cantrell, Mary Cantrell, Lula Case, Ruby Cobb, Baird F. Cox, Benita Cox, Rankin Dewey, Maud Dean, Mary Dougherty, Veret Easton, Frances Edwards, Cecil Fowell, John Morton-Finner, Millard Foster, John Frazier, Ethel Frey, Armand Goley, Morton Groves, Claude Hadden, Margaret Hagan, H. Lee Harshman, Rowena Harvey, Frieda Herbst, Bruce Holmberg, Rosa Hough, Jessica Huff, Paul G. Isak, Edith Jackson, Taylor Jackson, Sherman Jones, Mary L. Kilburn, Mary Kinnick, Russell H. Lamkin, Marie Lander, Paul Leathers, Charlie Logan, Winifred Luse, Joseph McCallum, Robert McConnell, Leroy P. McGehee, Dorothy Marquette, Gladys E. Martin, Lillian Esther Meek, Paul H. Moore, Mabel E. Neal, Matthias Rolox, Mary A. Farnish, Margaret Pollett, William Robinson, Sarah Rodacker, Mary E. Ronk, Rose A. Rucker, Clarence H. Schulz, Hugh Shields, Truman Short, John H. Smith, Janet Snider, Frederic Taylor, Mae C. Twineham, Clarence Ulum, Charles H. Vance, Katherine Waldner, Florence White, Mary White, Robertine Wilson, George H. Woody, William F. Wright.

Cohan Tells How He Gets Laughs in Latest Comedy

By JAMES W. DEAN.

NEW YORK, Aug. 1.—A first-nighter said to me the other evening, "It's a strange thing, isn't it, how Cohan's comedies always go big with the public, even though they don't go so well with the critics?"

If George M. Cohan's comedies fail to "go big" with the critics the answer is simple—he doesn't give the critics much to write about.

Cohan can keep the play-goer in high spirits and the critics in good humor while they are in the theater. Then when the reviewer sits down at his typewriter and begins to say something that will entertain his readers he finds he has nothing at hand. George Cohan knows how to make casual, familiar situations entertaining and the usual critic must have something unusual to deal with before he can make his stuff worth reading.

Cohan's Latest Is

Studied for Laughs

Consider "Two Fellows and a Girl," the latest Cohan comedy. The biggest laugh in that comes when a young husband who has tarried a bit at the nineteenth hole at the golf course is late for dinner. When his wife calls his delinquency to his attention he sits down and begins, "Now, I'll tell you just how it was!"

I defy any juggler of words to set down that situation in type so that

it will appeal to the risibilities of his readers. It just can't be done.

On the other hand, Cohan can take a string of sentences that would sound like a monologue of a village gossip at a sewing circle if set down in print and put them in the mouths of his players in such a way that every line seems sparkling wit.

It isn't what is said in a Cohan comedy so much as how it is said. And no impresario of the stage knows quite so well as Cohan how things ought to be said.

It Is a Simple

Story That He Tells

The story of "Two Fellows and a Girl" is very simple. The girl decides between the two fellows by tossing a coin. A space of five years and the unsuccessful suitor returns. The girl, though married, still feels a claim on the one she rejected. The difficult thing for each of the three is to stifle a natural jealousy and envy and the situation nearly amounts to an unhappy climax when a flapper steps in and captures the rejected suitor.

That's the play. Conventional in situation and in line. Ruth Shepley and the two fellows, John Halliday and Allan Dinehart, are called upon to behave rather unnaturally in several situations.

Considering these factors the play is dull, but the Cohan technique of

staging must be considered. That factor is enough to assure the audience a diverting evening and the play a long run on Broadway.

In Indianapolis Theaters

and Movies Wednesday

Indianapolis theaters today are presenting: "Enter Madame" at the Lyric, McCool and Kelly at the

Palace, "The Birth of a Nation" at the Rialto, "Back Bone" at the Ohio, "Tribby" at the Circle, "Trifling With Honor" at the Apollo, "Boston Blackie" at Mister Smith's and "Shootin' for Love" at the Isis.

Dead Man Robbed

Simon Richardson today told detectives a thief took a \$125 diamond

stud from his brother, who dropped dead at the Douglas Park skating rink July 29.

Automobiles Gone

Three automobiles were missing today. Owners were C. F. Tinsman, 3214 Hoover St.; D. Fogleman, Indianapolis, R. R. C., and James A. Walters, 2120 Bellefontaine St.

Mr. Shaver
is saving

\$73

a year
by smoking

**BULL
DURHAM**
and so can you

You will be amazed to see how the use of "Bull" Durham tobacco will cut down the cost of your smoking. Remember "Bull" gives you 50 cigarettes of the best flavor and quality for 10 cents.

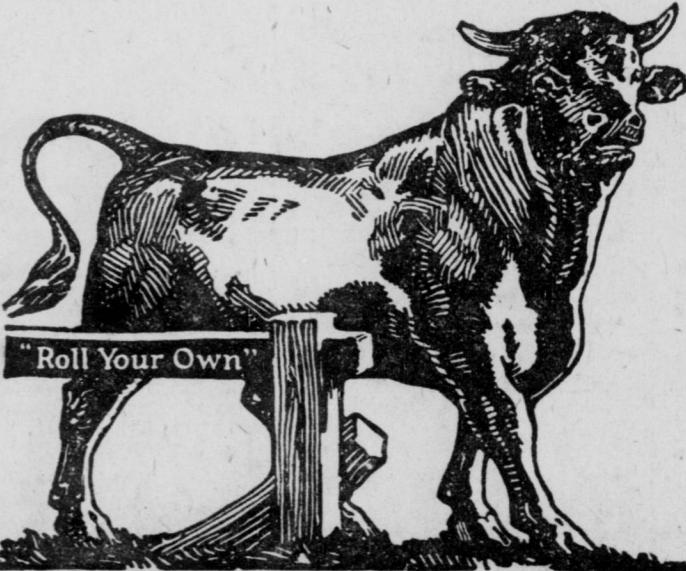
This means easily a saving for the average smoker of from \$1 to \$1.50 a week—\$52 to \$79 a year.

Seventy-nine dollars will buy lots of things. A radio set, a talking machine, a very fine suit of clothes, a set of tires, the first fifteen payments on a Ford, a good-sized insurance policy.

Hard to roll your own? Not really. Give yourself a chance to learn. Have a sack of "Bull" in your pocket all the time as well as your regular cigarettes. Every time you think of smoking a cigarette pull out your sack of "Bull" and try rolling one.

By the time you've used the sack you ought to be a fair producer. And you'll certainly be a convert to the mild, delightful flavor of the unequalled cigarette that "Bull" Durham makes.


Now try it yourself and
write us your experience



With each package you receive a book of 24 leaves of **BULL** the finest cigarette paper in the world.

Guaranteed by
The American Tobacco Co.

111 Fifth Ave. New York City



The BUICK MOTOR COMPANY Announces for 1924

an entirely new and distinctive
line of Quality Motor Cars

In beauty, design, speed and
original mechanical features
such as four wheel brakes,
the 1924 Buick models provide
the most revolutionary advance
in motor cars thus far con-
tributed by the industry.

BUICK MOTOR COMPANY, Flint, Michigan
Division of General Motors Corporation
Former Builders of Water-Tank Motor Cars Successors to All Buick Motor Cars

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

These Models Are on Display by
Buick Motor Company, Indianapolis Branch
Meridian Street at Thirteenth

Huff Buick Sales Company 428 North Meridian St.
Central Buick Company 3327 North Illinois St.
Thomas-Waddell Buick Company 3839 East Washington Street

Illinois Central System Dollar: Where It Comes From and Where It Goes

Because railway statistics are confusing to many, we have attempted to tell the story of the receipts and expenditures of the Illinois Central System for 1922 and 1921 in terms of the cents which make up a dollar; that is, to show the source from which the Illinois Central System obtained each dollar it received in 1922 and 1921 and how it paid out each dollar it received, as follows:

WHERE THE DOLLAR CAME FROM		CENTS.	
		1922.	1921.
Transportation of freight (1922—52,002,324 tons, average distance per ton 290.09 miles; average revenue per ton per mile 0.891 cent. This compares with 1,015 cents average revenue per ton per mile received in 1921).....		73.65	71.71
Transportation of passengers (1922—37,596,707 passengers; average distance per passenger 24.91 miles; average revenue per passenger per mile 3.035 cents. This compares with 3.104 cents average revenue per passenger per mile in 1921).....		15.58	16.98
Transportation of mail.....		1.37	1.69
Transportation of express.....		2.19	1.53
Sources related to freight service, such as demurrage and storage, and special service.....		0.41	0.49
Switching service.....		0.97	0.85
Sources related to passenger service, such as operation of parlor cars, excess baggage, etc.....		0.61	0.56
Hotel, restaurant, dining and buffet service.....		0.53	0.58
Station and train privileges and miscellaneous.....		0.39	0.32
Rents of equipment, road, buildings and other property, joint facilities and miscellaneous income.....		2.22	2.79
Income from corporate investments.....		2.08	2.50
		100.00	100.00

WHERE THE DOLLAR WENT		CENTS.	
		1922.	1921.
Maintenance of tracks, roadbed, buildings, bridges and other structures.....		13.63	15.65
Maintenance of locomotives, freight and passenger cars and other equipment.....		17.17	18.94
Train, station and switching operations, and other transportation service.....		24.96	26.69
Traffic agencies, compilation and issuance of tariffs, miscellaneous traffic expenses.....		1.44	1.28
Hotel, restaurant, dining and buffet service.....		0.57	0.62
Fuel.....		7.97	7.50
Salaries of clerks and other general office employees.....		1.27	1.48
Legal expenses.....		0.17	0.16
Pension department expenses.....		0.18	0.19
Salaries of general officers.....		0.18	0.19
Valuation expenses.....		0.11	0.15
Miscellaneous general expenses.....		0.32	0.37
Depreciation and retirement of equipment.....		4.72	3.90
Loss, damage and casualties.....		1.77	1.97
Rent of equipment, leased lines, joint facilities and miscellaneous rents.....		2.42	2.45
Interest on bonds and other interest charges.....		6.95	6.85
Dividends on capital stock.....		4.44	4.48
Taxes.....		6.89	5.54
Balance available for enlarging and improving the property.....		4.79	1.60
		100.00	100.00

This statement is made for the purpose of keeping our patrons informed about the Illinois Central System. A similar statement was published last year. Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System