

"Wild" Jim Lynch To Be Here Saturday In Parade

Saturday Has Been Set Aside As Safety Parade Day And Trade With Safety In Roxboro

Capt. John J. "Wild" Jim Lynch here on July 3, in the Safety Parade, would rather turn hand-springs on the front bumper of an automobile traveling a mile a minute on a race track, than risk his neck on a highway with some of our modern drivers. "There's less chance of getting killed," was the terse comment of the dare-devil cowboy, turned Safety Crusader and intimate friend of the late Will Rogers. His collar bone was cracked bulldogging steers from a speeding motorcycle. His left leg was almost torn off performing the handspring stunts on bumpers. He has busted wild broncos as ever was reared on the plains. He has zoomed to safe landings on dark bumpy improvised airports without any landing lights on field or plane. The tall blond-haired blue-eyed Safety Crusader will chart the "Magic" car through the full route of the Safety Parade, which is being sponsored in Roxboro by local concerns and with the endorsement of the State Highway Safety Division, State-wide campaign against "Murder on the Highways and City Streets."



ANCIENT HOPI RITE
Because Hopi Indians are forbidden to hold snake dances, white members of the Smoki People carry on the ceremonial.

Capt. Lynch, who was weaned on the backs of unbroken wild horses, on the plains of western Nebraska, Wyoming and Montana, will carry his messages to drive safe and slow, as the "magic" car weaves in and out during the parade. His daring adventures have on him plaudits from the White House and royalty. Teddy Roosevelt ruled Washington, when "Wild" Jim was tending cattle on the range at fourteen. Years later, in 1918, the first Roosevelt saw Lynch at action at Billings, Montana. It was the last rodeo witnessed by the fighting President, who died shortly afterwards. Today, "Wild" Jim is a little subdued, but he still had the ruddy complexion and hardened muscles of the plainsman. His tours in 1918 brought him the bulldogging crown at Miles City, Montana, and one year later won it again, as well as the Canadian championship for both steer bulldogging and brocco riding. The Pendleton, Oregon, bulldogging crown also tumbled before his attack, as others did throughout the west. "Then I took to promoting rodeos and managing them, in between competing at others."

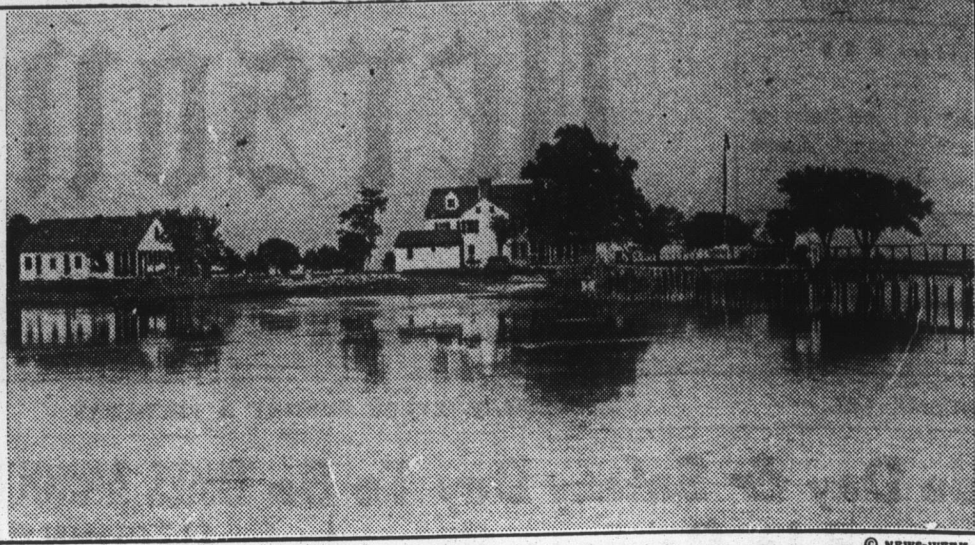
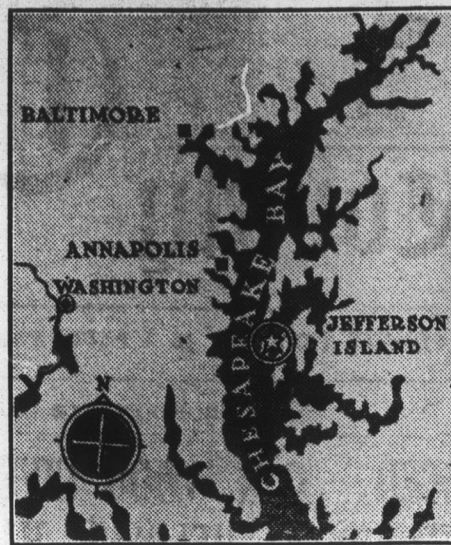
"Trying to give the folks a real thrill, is what gave me the idea of bulldogging a steer from a motorcycle," he said. Seems everything went along fine, until the last day of the rodeo at McCook, Nebraska, in 1926, "I jumped clear of the motorcycle and caught my steer, but just about that time, one of my hazers rode over the top of me and the steer with his horse and piled up the whole works." When I got to the hospital, they told me I had a broken collar bone and a shattered shoulder blade. Well, they kind of shoved things back where they belonged, and within an hour, I was back at the Rodeo grounds, managing it to the finish, I put in several years as railroad special agent, for the Northern Pacific and Chicago, Burlington & Quincy railroads, and learned a lot about safety from the numerous railroad crossing accidents I investigated. In 1928 I figured out a way to get killed with a thrill, by doing acrobatic stunts on

the front bumper of an automobile doing 60 past the grandstand at fairs, headstands, summersaults, and all that sort of thing. The act went over big, until one day at Riverton, Wyoming I got my left leg under a front wheel and nearly tore it off. Four women fainted. I stayed in the hospital three months and couldn't walk good for a year. So that would up the new idea. When I got out of that, I decided that I would make a darned good endurance driver, so I made seventeen successful endurance drives of one hundred and one hours each, five days and four rights within a year's period. "They'd handcuff me to the steering wheel, and tell me to go lose myself for a few nights," and believe me, says Lynch, "you sure learn a lot about traffic safety on such drives." Back in 1919 and 1920, he was a "stunt" man of the silent films for Lasky, Goldwyn and other studios and producers.

But I am enjoying Safety Crusading more than thrilling people with daring stunts, he said, because I feel that I am helping to save lives rather than taking chances on destroying my own, and I know that the people who witness the safety parade, will long remember it, as one of the most interesting events they ever witnessed.

STEEL MILLS REOPEN

Youngstown, O.—Increasing numbers of steel workers are returning to the mills of the Republic Steel Corporation and the Youngstown sheet and Tube Company, and officials estimate that within the week the rate of production will reach 73 per cent, at which figure it stood when the strike was called just a month ago. The Ohio National Guard is preserving order as the loyal workers go to and fro through C. I. O. picket lines.



IF THESE WALLS COULD ONLY SPEAK

Matters of the gravest national importance were threshed out during the three-day weekend at the Jefferson Island Club in Chesapeake Bay, to which President Roosevelt invited Democratic members of Congress for a get-together party of fishing, trap-shooting and conference. "The President," a White House secretary informed the press in advance of the party, "will be available for all Democratic Congressmen to talk over any question they desire." What was talked over awaits official announcement.

Scientist Forecasts Dust Storms Return

Farmers Of Drought Area Will Catch It Again In 40 or 50 Years, He Thinks

Washington.—The farmers of the great drought areas and the southwestern dust bowl will catch it again in another 40 or 50 years if a Carnegie institution scientist has sized up mother nature correctly. Dr. Frederick E. Clements, an expert on plant distribution, the weather and cycles of growth, said today that droughts return after fairly regular intervals.

"Having learned that drought recurs, it is natural to assume that dust storms likewise return with the cycle," he asserted. He added, however, that "long-range forecasting of rainfall and drought should prove to be a big help to farmers in planning crop and insuring production.

Dr. Clements declared that the great plains are "an unrivalled reservoir" of soil fertility, throughout much of the recent drought, many experiment stations and progressive farmers continued to harvest good crops. It is a misconception to think that there was any great exodus from the area, he said, adding that the population of the states concerned "has remained virtually stationary."

HUGE GIFT TO CHARITY

New York City—Disposing of an estate conservatively estimated at \$65,000,000, the will of George Fisher Baker, president of the First National Bank, who died while on a Pacific cruise in his yacht, allotted \$15,000,000 for religious, charitable, scientific, literary, or educational purposes, including the encouragement of art and the prevention of cruelty to children and animals. The remainder goes to his family. Some estimates of his wealth were as high as half a billion dollars.

HITLER DEIFIED

Berlin, Germany—Legal authority has finally settled Chancellor Hitler's deification. In a decision upholding the Nazi anti-Catholic Drive, the Brunswick Court of Appeals held that "the Fuehrer is an envoy whom God has charged with a great mission for his people and for the world. It is therefore the duty of the church not to oppose, but to obey the will of God of which the Fuehrer is the expression."

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