

3 DISTINCT MODELS OF PACKARDS SHOWN

Car Now Offers Range of Prices From Top of Lower Class To Utmost

Packard cars are now appearing with complete lines of body types in three different and distinct models and all with important improvements in both appearance and mechanical features. The three range in the automotive industry from the top of the lower price field to the utmost in luxury obtainable in automobile transportation.

The Packard Six now is made in two types, one the short and the other the long wheel base and with complete body types for both. With the full line of bodies for the Packard Eight there is a total of 19 standard body types now produced by Packard and, in addition, 21 custom bodies, making 40 different cars in all.

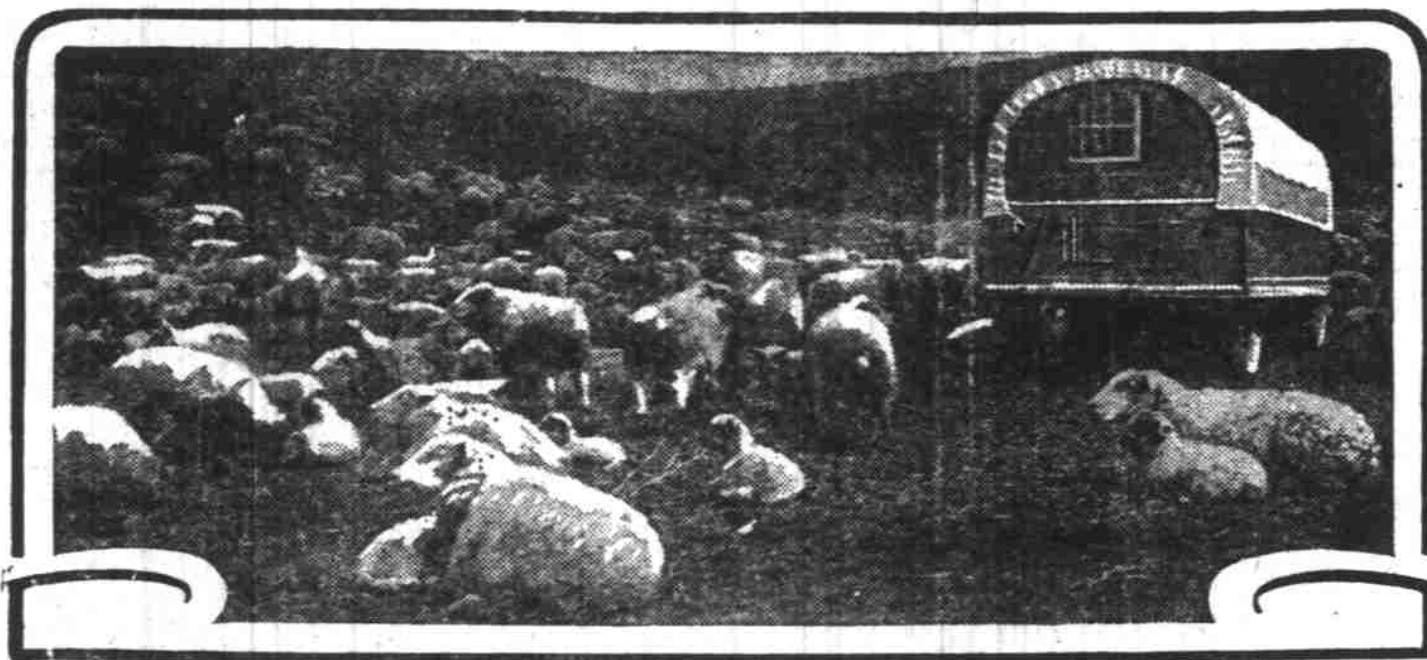
On the 126-inch wheelbase sizes only the five passenger sedan, the runabout and phaeton formerly were produced. To these have been added others to make a full selection of types. The long wheelbase, 133 inches, now has all the bodies formerly used on the shorter wheelbase cars, rounding out a full line for this model and the complete choice is continued with the eight. All eights are now being produced on the 143-inch wheelbase.

A new frame with many improvements, together with smaller wheels has lowered both the six and the eighth an inch and a half. This with slightly modified body lines has given even greater appearance of sleekness. The height of the short wheelbase has been lessened even more. However, the added gracefulness of appearance has been obtained with an increase in room in the interiors, rather than at the expense of passenger comfort. A full inch has been added to the head room of the five passenger sedan, for instance.

Present Packard cars now are going into their seventh year and the present Packard six and Packard eight represent a culmination of the intensive work that has been going on constantly in this period to improve them. Both aesthetic and mechanical changes have been a matter of gradual development. The result has been that with all of the beauty of lines and mechanical perfection of the present cars, the vehicles of seven years ago retain their Packard individuality on the streets today.

A combination of many refinements in both the six and eight motors has provided a marked increase in combustion efficiency and has added greatly to the

GRAHAM BROTHERS TRUCKS REDUCE CLOTHING COSTS



When you buy your new suit of clothes and overcoat for the coming winter at the present low prices for high quality goods, it is very likely that you are indebted in part to the modern motor truck. There's a pretty good chance, too, that a Graham Brothers truck was concerned, according to United States Senator Francis E. Warren of Utah, who is one of the large sheep raisers of the west. Senator Warren and many other live-

stock men have reduced the cost of producing wool by installing fleets of these trucks on their ranches. The shepherds on the outlying ranges have living quarters built on them as shown above. The trucks carry feed and water to isolated flocks in winter at lower transportation costs and more reliably and quickly than possible by any other means. In emergencies they have saved the lives of hundreds of animals, Senator Warren says, by rushing sup-

plies of hay to snowed-in herds. These motor trucks not only cut the cost of your clothes while the material is on the backs of the sheep, but throughout the process of manufacture and merchandising until they are delivered at your door. Carrying the wool to market, transporting the textiles from the mills to wholesalers and delivering for the retail clothing dealer are operations in which the cost has been largely reduced by dependable motor transportation.

smoothness of operation. In silence, and smoothness both are asserted to give the nearest approach to coasting possible, regardless at what speed the car is driven. Other results from the sum total of the changes that have been made add to the already well known long life of the car and to its ease of maintenance.

Both the six and eight motors now are mounted at four points, resting on rubber supports at the front. They are set also slightly lower at the back than at the front, making a straight line drive when the car is carrying a full load.

An important feature of the new Packard service men to have a direct bearing on even still further lessening the need for repair operators is an arrangement by which the cylinder walls are automatically oiled when the motor is started. Each cylinder receives a spray of oil when the choke is pulled out for starting. This is expected to be especially effective against motor wear during cold weather.

Extensive research work which Packard has done for years for the aircraft divisions of the U. S. army and navy and for the tank corps division of the army led in a large measure to two of the most important improvements in the engines. One affects the crankshaft and the other is a completely new type of valve spring. The latter is much more important than might be thought, for the motorist gives little heed to valve springs, except when one breaks. With the rest of the industry

Packard had been giving intensive study to valve springs for more than a year. Their experience with aircraft motors helped lead Packard engineers to the solution. The result has been found to be a great improvement in valve action, the better seating of valves with consequent lessening of necessity for valve grinding, the end of valve "chattering" at high speed, an even quieter motor and practically the elimination of valve spring breakage.

The spring actually is two springs coiled together in such a manner that they appear as one. They are held at each end by unusually ingenious plates. Slow motion pictures during research work showed that ordinary springs almost tied themselves in knots, particularly at both speed, because of the vibration traveling in waves up and down their length. This was common to all automobile valve springs. By using two smaller springs, the vibration period of the new Packard spring was raised far above any point possible to be reached in operating a car.

The new Packard crankshafts are made much like the shafts in aircraft motors. The connecting rod journals are hollow. The metal eliminated from each journal lightened the weight each piston must whip around the shaft by three-quarters of a pound. This with a newly discovered system in counterweights makes each shaft as perfectly balanced as the pistons of the finest watch.

With all the changes that have been made in the mechanical fea-

the improvements which have been made in the cars can be enumerated because of space limitations. Many add greatly to the interior appearance of the bodies. With the added beauty of lines, too, there is available the widest possible selection of color combinations.

Acceptance of the cars by the public is such that the Packard factory is operating at the greatest production in the 28 years of the company's history.

MAUSOLEUM PLANS OF INTEREST HERE

Will Add to Formidable Total Of City's Major Construction Activities

With building permits during the week reaching a sizable total due to a sudden spurt of applications to construct dwellings, there appears to be no cessation of the unprecedented activity which Salem has experienced during the past year.

The announcement that the Mt. Crest Mausoleum company would construct in the near future a new unit to their present structure at a cost of \$75,000, a permit secured by D. A. Larmer to construct a new building at 889 North Liberty costing \$40,000, and the prospective Salvation Army headquarters building, for which funds are now being solicited, are the most recent major projects.

Construction of dwellings will

probably dwindle for the winter, but as soon as spring opens up, a still greater boom in residence building is expected to get underway. A number of new tracts have been opened, and selling of lots has been brisk.

Some of the structures now nearing completion are the \$200,000 Royal Court apartment house at Chemeketa and Capital; public

market building at Marion and Commercial; Fraternal temple association building, on Center between Liberty and High; and the \$200,000 Terminal hotel at High and Court.

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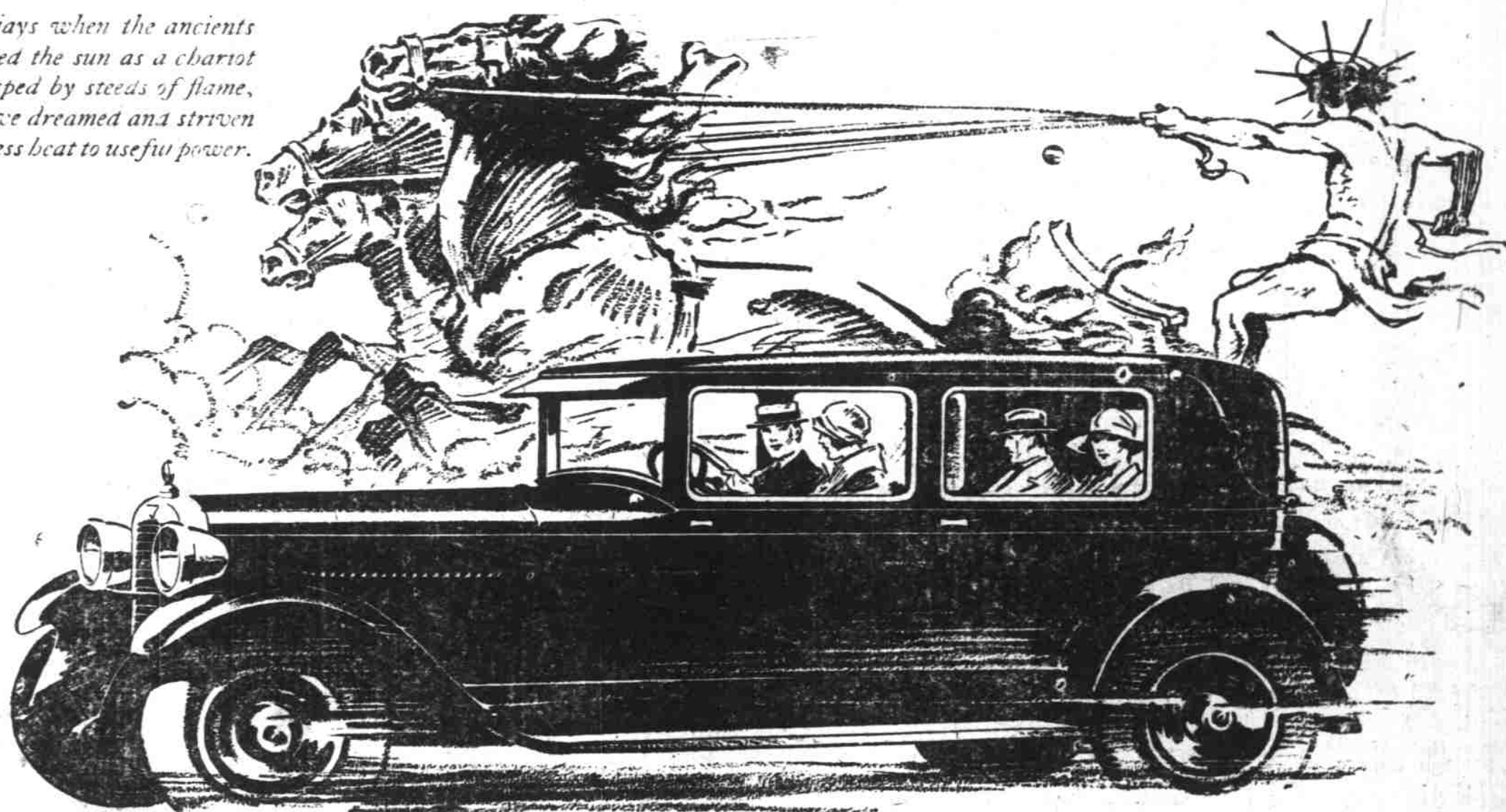
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In all ways today's Hudson is the greatest ever produced. And it is natural that its public reception surpasses anything in Hudson history.

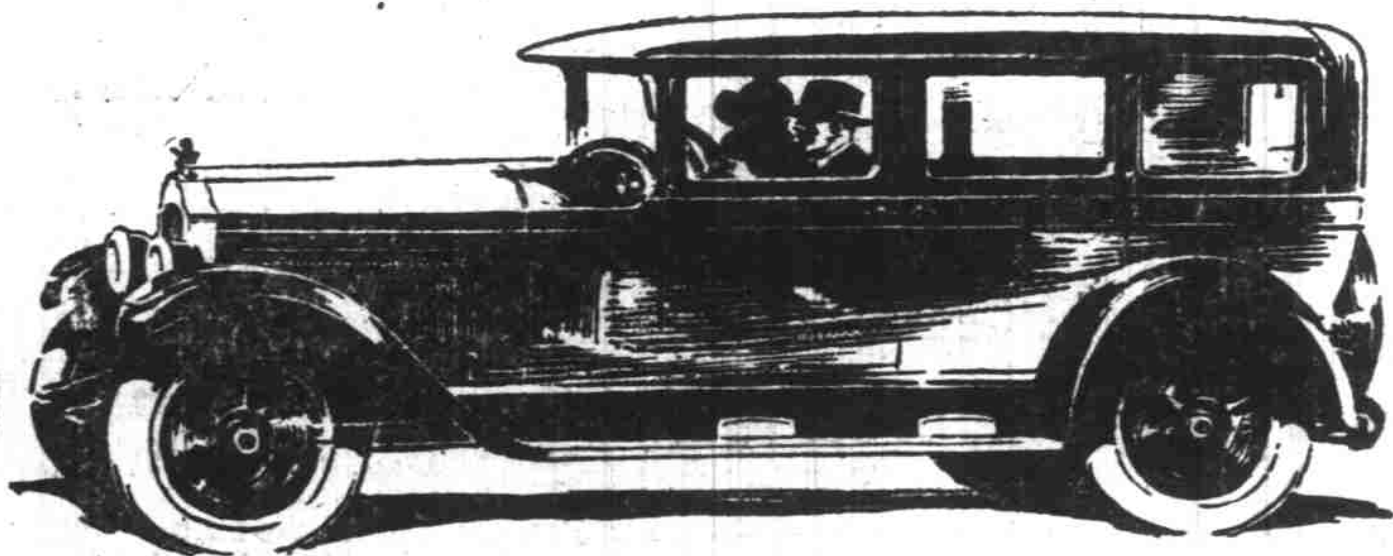
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