

# BRITISH CHIEFS MAKE OPEN BIDS TO WIN FLAPPER

LONDON (AP)—Pleasure England in the throes of a presidential campaign and you will have an idea of the struggle just started on this side of the Atlantic.

Great Britain will meet 615 members of parliament, and, by granting one or the other of the political parties, or a coalition, the mandate of power through the bestowal of majority of parliamentary seats, will elect an entire new government. Some 200 members of the present parliament do not even intend to stand for re-election, so many new faces will appear on the contemporary British political scene.

The date has not yet been definitely set, but the government (conservative party) hopes to hold it as soon after May 1 as possible. On that date five and a quarter million "flappers" enfranchised by the conservative party, become eligible to cast their ballots. A definite announcement of the election date is not expected before Easter.

Many are the devices that are making their appearance in an effort to attract "the girls" to one political party or the other.

The liberals, in keeping with their modern ideas, have produced campaign pocket combs, cunningly designed for bobbed, flapper heads. On them is the legend: "Vote Liberal."

Not to be outdone in the race for feminine affections, the conservatives, true to their political creed, have stuck to the one ornament which has held the interest of womankind from time immemorial, and that is the campaign mirror. The conservative party campaign mirror is the likeness of Stanley Baldwin.

"Get into the homes" is the slogan of political organizers of all parties, in recognition of the fact that women will far outnumber the men in this election.

At the last general election the liberal party distributed ten tons of campaign literature, including 29 tons ready for this election. Pamphlets are being printed by the millions.

One of these, called "A Liberal Call to the Nation," is a 29-page booklet telling exactly what liberalism stands for. It is illustrated by thumb-nail pictures of David Lloyd George, Viscount Grey, Sir Herbert Asquith, Lord Bessborough, Mr. Walter Runciman, Sir John Simon and other noted members of the party. Seven million copies of this booklet have been printed and many already circulated.

Stanley Baldwin, David Lloyd George and Ramsey MacDonald are all three having gramophone records made of their best speeches and these will be distributed at suitable centers.

The political poets, too, are on the job already, as well as the song writers. The liberals (who seem to have beat the other two parties in releasing their campaign literature) have put out a book of verse which answers the voters' problems in the simplest possible form.

All the various interests are beginning to get on record for what they want. The national farmers' union, at a meeting at Preston, threatened the conservative government with opposition at the election if farm aid is not forthcoming.

The girl cooks, too, have spoken up. One of the leading magazines specializing in the affairs of business women generally says editorially:

"Women voters will outnumber the men by hundreds of thousands. We shall look with interest to see what promises are made to benefit the position of the women who has to fight her way in the great labor market."

Prime Minister Stanley Baldwin in effect declared the political season open by his recent speech at Worcester in which he warned voters against a situation which many political observers expect to result from the general election.

"It is more important than ever," he said, "that we should all remember in the forthcoming election that nothing can tend to disturb the situation more than an election which may result on the one hand in a socialist (labor party) majority, or on the other hand, in a kind of deadlock which could only be solved by a minority or by some form of coalition."

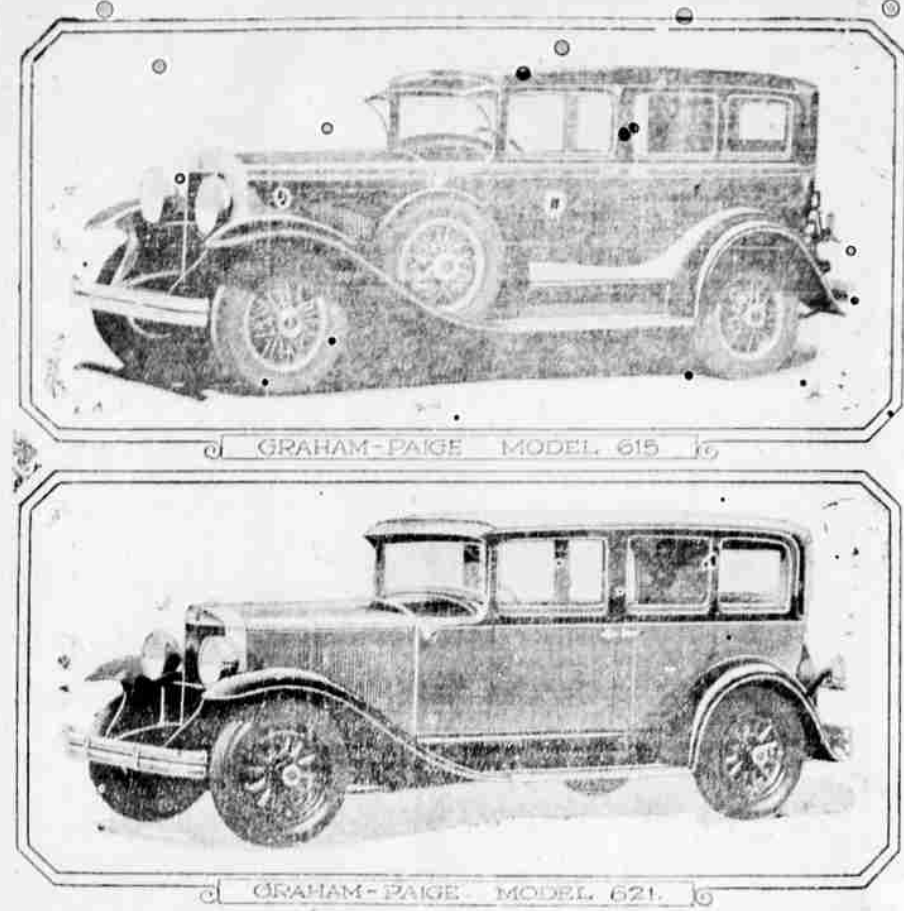
## ACHIEVEMENTS OF CHRYSLER COMPANY IN FIVE YEARS

The beginning of the year 1923 also marks the end of Chrysler's first five years as a builder of motor cars," says J. E. Field, vice-president in charge of sales.

"They have been significant years in the automobile industry. They have wrought a complete realignment of motor car manufacturers. Depending upon how well they fulfilled the public's wants have the various manufacturers come forward into prominence, held their position, fallen behind or passed into oblivion.

"In its first years the public has bestowed on Chrysler a measure of approval that has seldom, if ever, been equaled in the history of American business enterprise. In that period the public has bought more than 750,000 Chrysler-built cars, and has invested well in excess of \$1,000,000,000 in Chrysler

## New Graham-Paige Models Arrive in Medford This Week—Score Sensation



Graham-Paige marked the beginning of its second year with the recent presentation, at the New York automobile show, of a line comprising five chassis models, including a new 123-horsepower or eight-cylinder car of 127-inch wheelbase to sell at a popular price. The entire line of three six-cylinder cars and two eights displays distinguished body styles and numerous mechanical improvements of advanced design. Models 615, 616 and 621 were developed here by the Crater Lake Automotive Company. They are now on display. They have already made a sensation with local motorists.

In general, all Graham-Paige chassis are of longer wheelbase and increased power, with superior flexibility and smoothness attained by power-plant refinements. Hydraulic shock absorbers and internal hydraulic brakes are regular equipment on all models. A noteworthy feature of the largest six and both eights is centralized chassis lubrication. All cars except the smallest six have the Graham-Paige four-speed transmission with two high speeds, direct and semi-direct.

On the smaller two sixes are bodies of original design striking a new note in appearance, while all bodies reveal many new features of trim and finish.

Original Effects in Body Design

Particularly notable among the body features is the exclusive treatment of the front on the 615 and the 616. The hood mounting running back from the radiator shell, sweeps into a curve and springs up at the front corner, just continuing in a graceful line to serve as a support for the visor. The result is an unusually good looking effect at the front of the body enclosure. Another innovation in the styling is the original appearance attained by the harmonious treatment of radiator, visor, and fender lines. The front of the roof, over the visor, is curved forward at the center, forming a point, and the visor is moulded to carry out the same effect. The visor and roof thus combine in harmonious line with the flared-A shape radiator, giving the car in aspect suggesting grace and freedom.

Another innovation is the roof treatment at the rear. Top and back intersect to form a curved line across the top of the body, adding a high light where in the usual practice there is only a rounded surface.

Models in Latest Model

In general, all models reflect the latest modes in design and trim. Their appearance is enhanced by the use of one-piece fenders at graceful sweeping contour. Radiators are of greater depth, and these are now style headlamps, matched by oval lamps mounted on a (rod) hand, all chromed plated. Narrow vertical louvers set back from the radiator line add greatly to the apparent length of the hood.

Throughout the line, the bodies reveal careful effort to meet the demand for comfort, appearance and durability. Spaciousness is especially attained in all models.

The smaller cars show the same painstaking attention to comfort, convenience and looks as the larger cars. For instance, the upholstery material of the smallest model is Chase mohair, being fitted with extra seats with inset receptacles containing a notebook and a mirror.

Features of Five Chassis

A notable feature of the line is the consistent similarity of design and equipment in all chassis. Features formerly used exclusively in the larger and higher priced models now appear in the smaller models as well. Items new to all chassis or newly incorporated in some of the chassis to make all five uniform in design, are internal (hydraulic) brakes, totally enclosed, cam and lever steering gear, optional steering and landing lock, frames with additional cross members, hydraulic shock absorbers, new style headlamps, combination tail and stop light, sweeping crown fenders, crankcase ventilator, and a new type rubber engine step-plate.

Besides these features, there are many that were already used in all five chassis, such as the gasoline fuel-pump and filter, air cleaner, thermostat control of cooling system, rubber-covered treadle-type accelerator, and adjustable brake and clutch pedals, seven-bearing crankshaft in all six-cylinder engines, and other characteristics of Graham-Paige design.

Four Speeds on Four Models

The outstanding mechanical feature of the Graham-Paige line, the standard-shift four-speed transmission with quiet internal gear—4 third-speed drive, used in combination with a rear axle geared about 25 per cent higher than in the usual three-speed car.

There is no better time in the year to have your car overhauled than RIGHT NOW! Your favorite repair shop is now in a position to offer you the very best of repair service. By having your work done before the spring rush, you are assured of better, more careful work.

Scientific Notes

In raising tomatoes under glass, a western grower simplifies the task of spreading pollen by using a vibrator operated with current from small batteries. It taps the blossoms lightly but with a frequency many times greater than is possible by hand.

In Peru a plant that produces cotton of a reddish tint, a new cotton grows in China; India produces a grey shade, and, in Egypt, a brownish-colored variety is gathered.

By using thinner saws, lumbermen could save some \$60,000,000 annually in this country, engineers have estimated. Reducing the thickness of the cut as little as one-sixteenth of an inch would effect this economy, the experts declare.

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is present in all the models except as advantage in practice as it is the smallest six. In the hands of thousands of owners the transmission has demonstrated that the gear (over-four speed (direct four-speed high-speed) is drive), to be used under all conditions in which the high-gear of three-speed cars is practicable, and the internal gear third speed of ratio slightly lower than the high of three-speed cars, gives reduction for fast hill-climbs or getaway, yet virtually as quiet, because of its gear design, as direct drive.

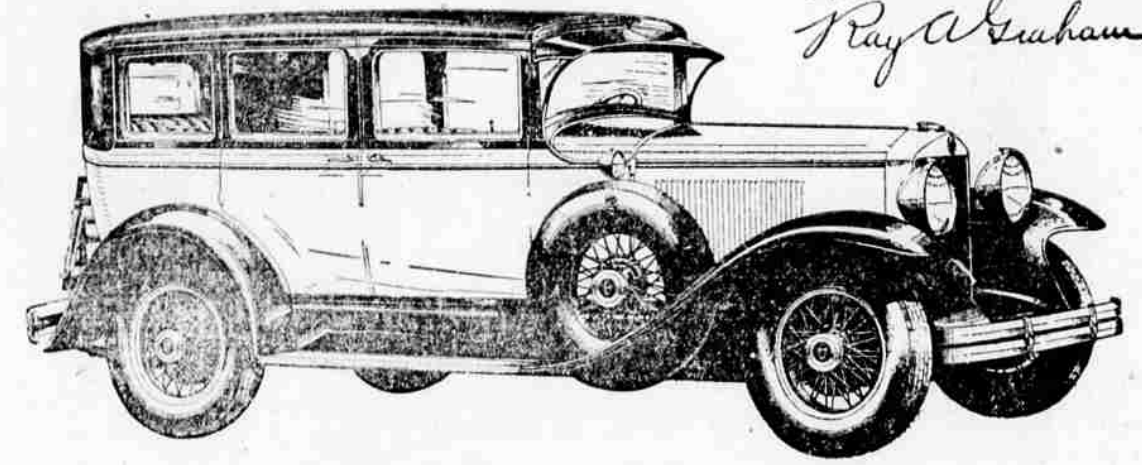
# Come In And See The New Cars



Graham-Paige presents new sixes and eights — of added beauty, improved performance, and, we believe even greater value. These new models succeed those which in 1928 established a new all-time record, for first year sales volume. We want you to see them—to enjoy a demonstration of the thrilling performance of the Graham-Paige four-speed transmission (two high speeds—standard gear shift).

Five chassis—sixes and eights—prices ranging from \$1115 to \$2995, fully equipped and delivered in Medford. Car illustrated is Model 615, six-cylinder, five-passenger sedan, \$1445, fully equipped, delivered in Medford.

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



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# GRAHAM-PAIGE

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These Trucks, Buses and Motor Coaches have always been powered by Dodge Brothers engines. 6 1/2 years they have been built at Dodge Brothers plants according to Dodge Brothers standards.

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COMMERCIAL TRUCK—120'	775
1-TON—130' wheelbase	995
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1 1/2-TON—130' wheelbase	1345
1 1/2-TON—140' wheelbase	1415
2-TON—130' wheelbase	1545
2-TON—140' wheelbase	1615
3-TON—130' wheelbase	1745
3-TON—140' wheelbase	1775
4-TON—140' wheelbase	1845

Chassis — 6 Detroit

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