

CHRYSLER SPRINGS IMPORTANT PART OF CONSTRUCTION

"All roads must be smooth roads to a Chrysler car," is the slogan of engineers at the Chrysler plant at Detroit," says Mr. Henry of the local agency.

"As a result of continuous and exhaustive research on the part of these engineers, the Chrysler '65', '75, and the 'Imperial' are noted for their riding ease over any road under all driving conditions.

"Experience in building quality cars has approved the satisfaction of Chrysler engineers that no part of an automobile is more important to real comfort in riding than the springs, which in Chrysler cars are designed especially for the model into which they are built.

"Exhaustive tests and continued research in the Chrysler engineering laboratories have resulted in standards being set for the springs on each Chrysler model. Those on the roadster are different from those used on the sedan, coupe, or phaeton, etc.

"In arriving at these standards, springs designed to be used on the various models are tested for hours in a device which automatically reproduces upon the spring the same effect to which it would be subjected in actual road operation. To be approved for production, they must operate satisfactorily for a million applications of the apparatus. Every spring, made according to the standard thus arrived at, is first tested for resilience and balance with the other springs which will be installed in the chassis, and then tested for fatigue. Only when found perfect are they accepted for use on any Chrysler model.

"The riding comfort is further enhanced by the manner in which springs are mounted in rubber insulators instead of being shackled to the frame by bolts. These rubber mountings require no attention or lubrication and effectively cushion the frame and body of the car against road shocks. These cars are equipped with hydraulic shock absorbers that are tested before being placed in the finished car."

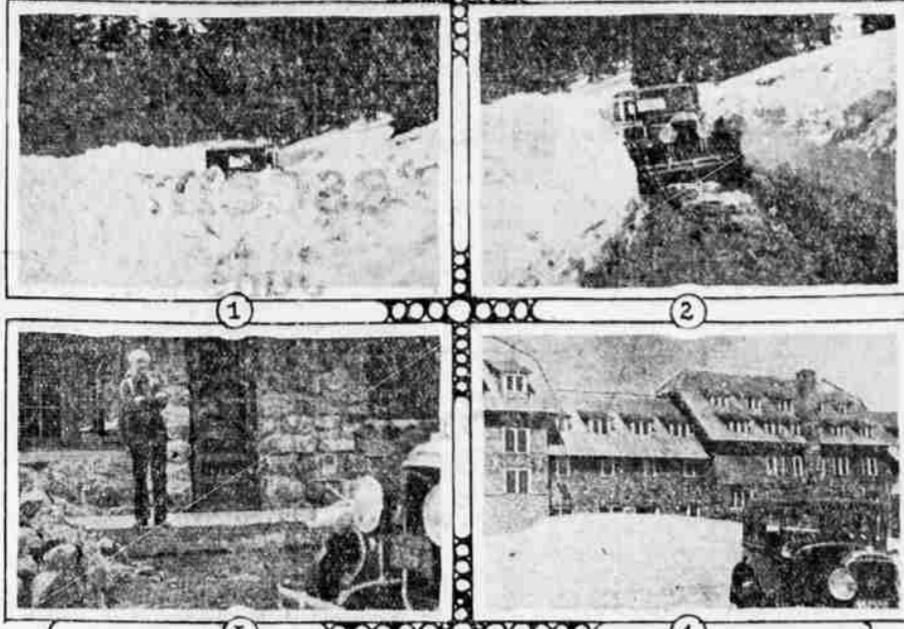
FORD SUED FOR USE OIL FEED INVENTION

LOS ANGELES, Cal., June 29.—(AP)—Charging the Ford Motor company with infringement on his invention of an oil feeder, Albert E. Nichols yesterday filed suit in the federal court asking damages it is believed will approximate one million dollars.

The complaint alleged that the automobile manufacturers were at the present time using the feeder which had been patented by him. It asked for an injunction to prohibit the use of the invention and a court assessment of damages after an accounting.

An amount three times the actual damages "in view of the deliberate and willful infringement" was asked in the complaint.

BUICK FIRST TO RIM OF LAKE



(1) Silver Anniversary Buick plowing through snow near Crater Lake lodge. (2) Showing roadway cleared. (3) Will G. Steel, "father of Crater Lake," admiring Buick as it arrives at his camp. (4) Buick arriving at the lodge.

After an exciting trip over a freshly cleared road on each side by from six to eight feet of snow, a Silver Anniversary Buick from the Scherer Motor company's garage, arrived at the rim of Crater Lake Saturday, June 22, 9:45 p. m., and claimed the distinction of being the first car to reach the lodge

this season, according to Gerald Scherer, who was at the wheel. Others who made the trip included Miss Jean Steel, C. A. Burk and Bill Mitchell.

Will G. Steel, well known as "father of Crater Lake," welcomed the party at his camp along the highway and accompanied them to the lodge.

ENJOIN WOODMEN FROM INCREASING INSURANCE RATES

DENVER, Colo., June 29.—(AP)—District court yesterday granted a temporary injunction restraining officials of the Woodmen of the World from collecting increased insurance assessments from members of the organization. Headquarters of the Woodmen of the World are in Denver.

The injunction will hold until the case comes to trial in the fall session of the court. The restraining order was directed against six officers of the organization and came as the result of a suit brought against officials by members of the organization in Idaho, Colorado, Utah and Montana, who asserted that if the new insurance rates, voted at the last annual convention of the order, were carried into effect, hundreds of aged members would be unable to keep their premiums.

C. A. PARK RESIGNS AS HORTICULTURE HEAD

SALEM, Ore., June 29.—(AP)—After 18 years of continuous service as chairman of the state board of horticulture, C. A. Park of Salem has submitted to Governor Paterson his resignation from that board. Ill health is the reason for the resignation.

The governor accepted the resignation with regret and in a letter to Mr. Park commends him highly for his many years of service to the state. His successor is to be appointed later.

Solons Drive Fast
WASHINGTON, June 29.—(AP)—Major Henry G. Pratt, superintendent of the Washington police force, reported to the senate today that diplomats of varying rank have been halted on 37 occasions for traffic violations during the past 13 years.

Al Smith Author

The pre-publication announcements concerning the autobiography "Up to Now" of former Governor Alfred E. Smith are fairly impressive. It will be, according to these statements, 100,000 words long and he is expected to get \$100,000 for it. That isn't a record rate, but it is pretty good, as men who have written many books will tell you. Moreover, Mr. Smith is dictating between 5,000 and 8,000 words of the work at a sitting, a mark that fades professionals like Henry James and Anthony Trollope. One great magazine will pay him \$50,000 for a series of articles to be included in the volume, and so on.

These are things which seem, as the book itself may later seem, to be outside the realm of pure literature. Very few are the people, strictly authors, who can turn out books assured in advance of tremendous consistent sales and perfectly de luxe royalties. Mr. Arlen in his long-gone heyday, Mr. Shaw now and forever, perhaps two or three others. But outside of those the field is left wide open to Mr. Cooldge, Mr. Ford, Mr. Smith, Mr. Lindbergh, and Mr. Tunney. Men who have done things; men who can write plain tales from the hills of public eminence. Any day they can spot an artist a couple of styles and beat him to the six places after the dollar mark.



He—"His ears remind me of a pair of front fenders."
She—"They are big, aren't they?"
It—"And they're on two sides of a vacuum tank."

The number of miles some fellows make on a gallon of gas depends entirely on the traffic cops. Joe didn't listen, look or stop. They dragged his flivver to the shop. It only took a week or so. To make the car look good as new. But though they hunted high and low, They found no extra parts for Joe.

"Ooh! Pennel, you're fine! I was arrested for speeding today."
"Vol, you have no car, had you?"
"No, not that. Spelling on de sidewalk."

Then there was the absent-minded professor who put the clutch in the back seat and threw out his wife.

They had lost their way in their new and expensive car. "There's a sign, dear," she said. "Are we on the right road?" With a flashlight he read: "To the poor house."
"Yes, we were on the right road all the time and didn't know it."

The incoming express train never stalls at the crossing.

There is nothing new in transportation problems. Even Noah had to sail around for more than a month looking for a parking place for the ark.

A chicken in the car is worth two walking home.

Away back yonder it was the habit to provide for a rainy day by saving. Now it is the habit to buy a sedan for the rainy day.

How to Park a Car
Insure car. Have bumpers tested. Circle block until you find a four-foot space at curb. Ram car in front of space hard enough to knock it forward two feet. Don't mind the rear fender that you smashed. Back forcefully into car marked behind space. If first impact does not shove it sufficiently, disregard its broken front light and hit it again. Repeat until you are 105 degrees Fahrenheit. Remove key from transmission lock and wipe perspiration from face. Insert key and try to get out, as your 20 minutes of parking are up.

Judging by the number of parked cars, the disarmament question hasn't reached as far as the public parks.

A frog has no cash value. Nobody ever got paid for being disagreeable except a traffic cop.

A two-car garage may indicate wealth, as it may indicate that the man got mad because the dealer offered him only \$299 for his old one.

Motorist (angrily): "Don't stand there. Go and fetch the village doctor, you fool!"
Village idiot: "Can't sir. You've run over him."

Presuming to tell the next-door neighbor what's wrong with his home will get you in disaster almost as suddenly as changing a telephone pole while piloting an automobile.

Here is the way it goes: This stand there. Go and fetch the

THE PURSUIT OF HAPPINESS ENDS—

WHEN YOU OWN YOUR HOME

The real ambition of every one is to own his own home . . . Perhaps no more than an unpretentious bungalow . . . it isn't the size that matters. It's the fact that you have a real home, rent free . . . A place that is really yours. You have planned your own home . . . now is the time to build or buy it. See us for a surprise about the easy way you can do it.

Over 19 Years in Medford—Not One of Our Stockholders Has Lost a Penny.

JACKSON COUNTY Building & Loan ASSOCIATION

furnish more money to buy more cars to use more oil.	"A place with only ten or 12 filling stations."
Anyway, the road hog can't be charged with having an itch for popularity.	"The woman always pays," grinned the student, paying the dinner check. "more attention to the kind of roadster a fellow drives than whose it is."
Teacher: "Use 'despat' in a sentence."	Grade five: "If a tire blows out, put on de spare."
Grade five: "If a tire blows out, put on de spare."	Eight of the 12 governors who have served South Dakota's 20 terms are living.

A NEW KIND OF CAR THEN—A NEW KIND OF CAR NOW

" + + the Chrysler is a new type of motor car, which holds entirely novel sensations for every motorist. + + The fact is, that Chrysler engineers have in this car employed the fundamentals of motor car design in a manner fully as revolutionary as the application of the steam turbine to ocean-going ships. + + Your first ride in a Chrysler will compel a new conception of automobile transportation."

—Advertisement Saturday Evening Post Oct. 11, 1924



WHAT YOU EXPECT OF CHRYSLER

The imposing succession of Chrysler accomplishments has led the public instinctively to expect more of Chrysler than of other cars—and it is the completeness with which Chrysler fulfills these higher expectations that explains the ever-rising tide of Chrysler success.

You expect of Chrysler a charming individuality in style, and you get it. You expect a livelier and more thrilling spirit of performance, and you get it. You expect a more luxurious feeling of cradled comfort, and you get it. You expect a greater sum total of actual value in Chrysler, and you find it.

Chrysler today exerts a tremendous influence over the entire industry—and justifiably. In the five years of its

meteoric rise, Chrysler has done more than any other force in the automobile world to revolutionize and modernize motor car standards.

That is the reason why the volume of Chrysler sales has increased to such mighty proportions—and why Chrysler enjoys such prestige in 93 countries.

We invite you to take a Chrysler demonstration—expecting more of Chrysler than of any car within several hundred dollars of its price.

CHRYSLER '75"—\$1535 to \$1795—Eight Body Styles. CHRYSLER '65"—\$1040 to \$1145—Six Body Styles. All prices f. o. b. factory. Chrysler dealers extend convenient time payments.

CHRYSLER

CHRYSLER MOTORS PRODUCT

Medford Motors

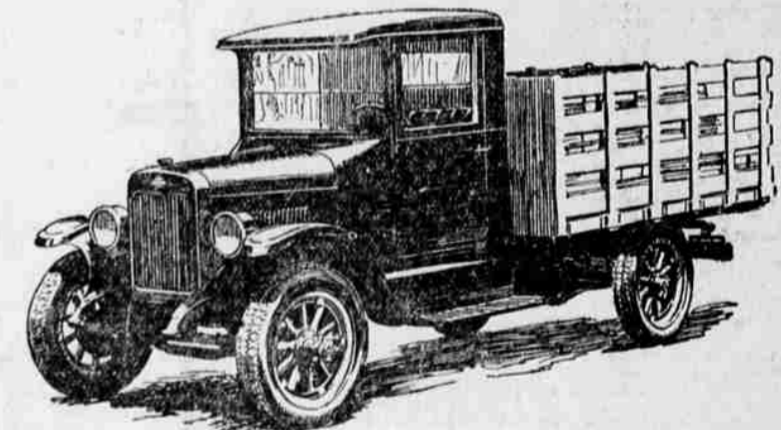
128 South Riverside

Phone 762

INTRODUCE the Family to the SIX-SPEED SPECIAL



It Out-Pulls, Out-Climbs, and Out-Performs All Other Trucks, of Similar Rating, Under Full Load!



EVERY MAN is motor-minded these days. There are cars and engines and tractors everywhere. It's no wonder that farm loads are being hauled by truck. Time is money and the farmer can't afford to waste it. Government figures show that there are already more trucks working for farmers than for any other industry.

low-speed range previously found only in the high-priced heavy-duty trucks. The low range gives you great tractive power at 3 1/2 miles per hour. It gives you power to get your full loads through hard pulls in fields and roads and on the hills—and that's what the farmer needs in a truck.

This truck is the popular Six-Speed Special and it is the only 1-ton truck with 6 speeds forward and 2 reverse. It has everything else to match its speed and power—long sturdy frame, comfortable enclosed cab, heavy-duty springs, economical engine, triple-combination body, and 4-wheel brakes. Built for tough lasting service.



We would like to have you drive it yourself. Ask us for a demonstration.

ELWOOD'S AUTO SHOP

Medford, Ore.

118 So. Central Avenue

Phone 769