

AUTOMOTIVE NEWS

AUTO AND STEEL TRADE MAKE 1935 PROSPECTS ROSY

Seasonal Slump Held Normal—Labor Leaders Hint of Spring Strikes—Coast Business Improves.

By RADER WINGET
Associated Press Financial Writer

The 40-day business bulge of the year-end has shown some signs of leveling off in reports of the past week from leading industries and the various federal reserve districts.

Business analysts did not regard this as more than a normal reaction from an unusual upswing, however, and 1935 prospects were not regarded as dimmed.

In fact, the automobile industry still continued to shed a rosy glow over the business reports of the week. Production of the week ended Jan. 15 was estimated at 59,825 units, the highest point since December, 1930, and retail sales were said to be limited only by the capacity to run cars off the line.

Steel, aided by the demand for the automobile makers and from miscellaneous lines, again lifted its production schedules to new high levels since last June. The American Iron and Steel institute estimated the past week's operations at 47.5 per cent of capacity, up 4.1 percentage points from the previous week.

This has brought the steel industry as a whole out of the red again, and U. S. Steel restored last September's reduction of salaries of white-collar workers.

The week closed with an ominous note of labor difficulties which might break in the spring. Labor leaders disclosed plans of an alliance between workers in textiles, automobiles, steel, oil, and tobacco.

San Francisco—Most Pacific coast business news pointed last week to moderate improvement over the 1934 start. Retail trade was spotty. The wholesale women's wear trade was brisk. Exports slowed during arguments on the gold clause before the supreme court. California employment and payrolls were better with labor purchasing power reported 14 per cent above 1934. Lumber sales were far ahead of last year, and Portland reported pine sales more than triple a year ago.

15 CONGRESSMEN OF ALIEN BIRTH

WASHINGTON, Jan. 19.—(AP)—Fifteen of the men now serving in that distinctly American institution—congress—were shown by a survey today to have been born in foreign countries.

Four are senators, and the group includes the richest man in the senate and one of the richest in the country, Senator James Couzens (R., Mich.) who was born in Chatham, Ontario, in 1872.

Among the 111 house members born abroad is the dean of that deliberative body, Sabath (D., Ill.) a native of Czechoslovakia.

Ten of the 15 are Democrats; five are Republicans.

The British empire leads with six native sons. Three were born in Germany, two in Austria, two in Italy, and one each in Czechoslovakia and Denmark.

SLUGGED QUENTIN WARDEN IMPROVES

SAN QUENTIN PRISON, Jan. 19.—(AP)—Warden James B. Holohan of San Quentin prison, beaten severely when four convicts escaped Wednesday, is apparently on the road to recovery, Dr. L. L. Stanley, prison physician, said today.

It had been feared that a frontal skull fracture and other wounds might prove fatal.

THE AUTO WAY

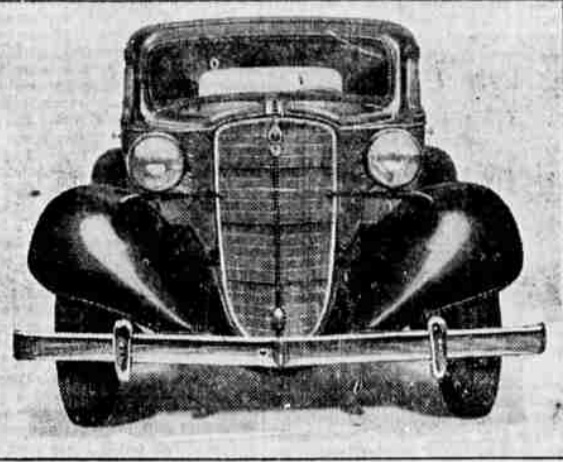
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which we think should be mentioned. The seats on the new cars are from 4 to 5 1/2 inches wider than any other Ford ever made, which makes ample room for three passengers in either front or rear seats. There is also a new "soft" action clutch which is extremely easy to disengage, but the biggest improvement is the Ford "center" pole. This is the same given to the new feature which moves the passengers and motor ahead, thus giving a new weight distribution, and adding materially to the comfort of the rear seat ride. This "center" pole gives unusual riding comfort but at the same time it retains a maximum of stability and safety.

Portland Suspect Held
PORTLAND, Ore., Jan. 19.—(AP)—It's Dool, arrested in San Francisco today for Portland police, is wanted here on charges of participating in a \$100 holding the same night George Alcott, white-haired grocer, was shot to death by a robbery holdup.

The nearest person to deceive is yourself.

1935 LaFayette



The LaFayette, Nash-built contender in the lowest price field, enters its second year with smart, new lines and more than ten mechanical innovations and improvements. "Synchronized Springing", "Sealed Cooling", "Feather-touch Control", "Clutch

Pedal Starting", "Noise-proofed Bodies" and an 80-horsepower motor are some of the new mechanical features introduced on the 1935 LaFayette. In 1935 the LaFayette makes even a stronger bid to substantiate its claim to being "The Big Car in the Lowest Price Field".

UNEMPLOYED WILL BENEFIT BY FUND FOR STATE ROADS

The unemployed man will profit greatly this year through tremendous sums contributed to the state for highway purposes, according to Dr. E. B. McDaniel, president of the Oregon State Motor association.

An analysis of the estimate of highway incomes for 1935 revealed \$21,882,000 will be handled through the state highway fund. This total, with the exception of \$3,300,000 which will be paid for bond servicing, will go for labor and construction.

"This represents the state's most pretentious payroll, and at no time in the past has the highway department extended itself to furnish employment as at the present," said Dr. McDaniel.

Borrowed from the federal government for coast bridges will be \$3,200,000 of this huge sum, \$2,200,000 will be paid immediately from the state highway fund to other state departments because of legislative appropriations. This, in turn, will go for labor.

Maintenance of highways will consume \$2,750,000. There will be available for new construction \$13,250,000. Of this new construction fund \$6,000,000 will come from the federal government, and \$7,000,000 from state funds, it was pointed out.

OREGON SENATORS AGAIN ASK F. D. R. TO SAVE CHEMAWA

WASHINGTON, Jan. 19.—(AP)—An appeal to President Roosevelt to again save the Chemawa Indian school at Salem, Ore., will be made next week by Senator McNary and Representative Moot, Oregon Republicans.

No appropriation was carried in the bureau of Indian affairs for the school, only an item for \$60,000 for educating Indians in public schools in that region being included.

Last year funds for maintenance of the boarding school likewise were not in the bureau's report, but an appeal to the president brought the funds.

Unless the president reacts favorably to the request, Moot said today, it will mean that Chemawa school will be closed and the public schools take over the work it has been doing.

SOLONS TO SPEED BONUS BILL VOTE

WASHINGTON, Jan. 19.—(AP)—Heading into their first week of real rapid fire action, congressional leaders today gave signs of a willingness to speed up the bonus and prepared for six days of hard work on social security legislation, war profits, a \$4,880,000,000 public works bill and lesser odds and ends.

Advocates of the Patman \$2,100,000,000 bonus bill meanwhile decided at a meeting today to use every means possible to expedite that measure in preference to the American Legion bill. The former would pay the bill by printing new money, the latter by whatever means congress thought best.

Patman said that if the measure was not brought to the floor soon, he would use the petition method to force a vote. Under that procedure, the bill would be voted upon on March 11.

Worming university is placing great faith in her four "D" backfield this year. Dunn plays quarterback, Doyle and Dr. halfbacks and Deti fullback.

They talk most who have least to say.

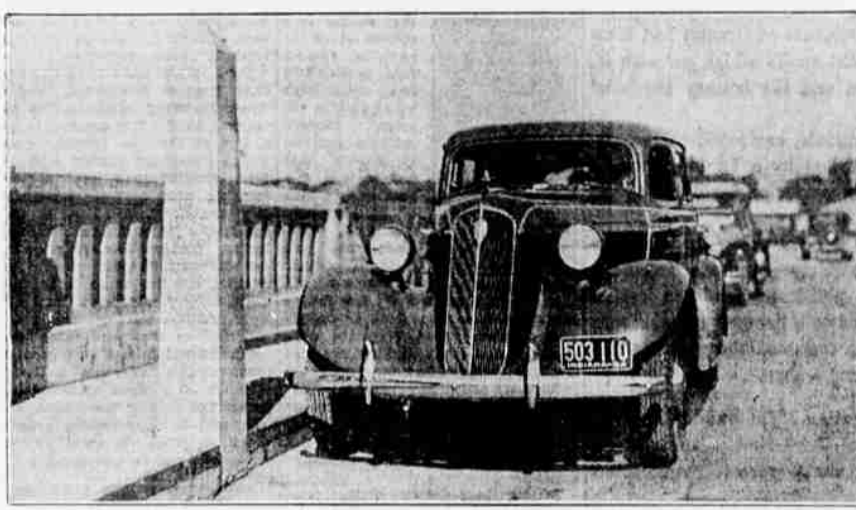
NAZI DOMINATION OF SAAR COMPLETE

SAARBRUECKEN, Saar Basin Territory, Jan. 19.—(AP)—A virtual Nazi "revolution" in the Saar, effecting changes similar in many respects to the January, 1933, upheaval in Germany proper, tonight saw the basin's League of Nations government almost completely effaced.

So completely were Adolf Hitler's adherents in the saddle, this sixth day after the smashing Nazi victory in the Saar plebiscite, that socialists were frankly advising anti-Nazis to get out of the territory "until things blow over."

The Oregon golf association has decided to set its 1935 championship dates back to mid-summer so college golfers will have a chance to compete.

Pathfinding Car for Pan American Highway Entering Mexico at the Laredo Gateway



The Studebaker exploring car within a foot of the boundary of Mexico on the International bridge between Laredo, Texas, and Nuevo Laredo, Mexico. It is starting its journey of more than seven hundred miles to Mexico City to find the facts of the new and nearly completed Pan American highway link joining the United States and the Mexican capital city.

MEXICAN ENTRY PROCEDURE EASY

By WILLIAM C. GARNER
NUEVO LAREDO, Old Mexico, Jan. 19.—(By mail)—In interest of the Mail Tribune I am driving to Mexico City through the new Mexican federal highway from Laredo, Texas, to the capital. The new road is the most important of all links in what is destined to be, in the short space of a few years, the greatest highway in the world—a paved road stretching from Fairbanks, Alaska, down through Canada, through the United States, on through Mexico, through Central America, across the Panama Canal and down the west coast of South America to the important cities in Chile and across the Andes mountains to Buenos Aires, capital of the Argentine.

The Mexico City link, now rapidly approaching completion, is the most important of all. It is the most important because it links the Spanish and American cultures—all below the Mexican border clear to the Straits of Magellan at the south tip of South America in Spanish. All above the border clear to the north pole excepting only a few Eskimos is American—Canada is so largely Americanized that it is one with the United States.

When, fascinated by the prospect of the opportunity of being first over a road that will always rank as one of the world's greatest roads, I determined to make the trip in my own interest, my good friend Paul Hoffman, head of the Studebaker Corporation, said that his firm was highly interested in the highway in the matter of giving the American motorists the latest and best information on touring in our great neighboring republic to the south. He was good enough to furnish me with a new 1935 model Dictator Six five passenger sedan. It's a honey of a car so the first stage of the trip is a success—the best equipment possible. The Medford Mail Tribune expressed a high interest in the trip, so in my own behalf and that of the Tribune I am making the trip and making it leisurely.

Starting point. The road is not yet officially opened and won't be for several months. There is all kinds of advice about it—it's impassable, it's fine and it's everything in between. I'll know exactly in a few days. By the coming of summer thousands, yes scores of thousands of American cars will be traveling the road — it presents the only opportunity on the American continent for a foreign trip without shipping one's car. In June the Lions and the Kiwanians hold their international meeting in Mexico

City. Of itself it will bring thousands of cars. The road is now open for 534 miles into Mexico and I will tell in this and following stories just what the motor tourist to Mexico finds.

Passing the border is very simple. I came through today. The operation took about three quarters of an hour. First there is the formality of passing the United States customs office. It is nothing at all. One does not have to stop. In case, though, one is carrying merchandise that might be dutiable on return, it is well to stop and procure identifications for the articles. The ordinary articles are cameras and typewriters. I had one of each and so stopped and had them identified and procured a written authorization to return them to the United States. At the customs office I was told again, for I have passed into the United States many times, that on returning to the United States no written declaration is necessary if the value of articles acquired abroad and being returned is less than \$25, that a written declaration is necessary if they are in excess of that, and that \$100 in value is duty free.

With that explained I drove across the border and into Mexico. Before I passed the Mexican customs I changed some money. The Mexican peso is silver standard. It varies between three pesos and fifty centavos to the dollar and three pesos and seventy centavos. Three fifty is about the rate you will get.

The Mexican customs inspector stopped me. I wheeled up to the station and he courteously asked me to step inside. I did. Willing workers took my baggage from the car and it was examined. No contraband, excepting only that my camera, a monstrosity Graflex, weighed more than five kilograms, about eleven pounds and needed a special permit. The car had to be bonded to insure that it would not be sold or left in Mexico. Over to the bonding station. The car bond was applied for, approved and handed to me within half an hour. The fee was \$1.50 for thirty days. Fees range from \$1 for ten days to \$3.50 for six months. That was all.

The whole thing was quite simple. Even including the Mexican tourist visitor card which must be procured at a Mexican consulate on the American side. The fee for the card is \$1 and its is \$1 for each person excepting children less than thirteen years of age. All that is required is identification as a tourist, occupation, and the assurance that you have at least seventy five dollars a month to support yourself while in Mexico. The card is readily procurable at Laredo. Go to the chamber of commerce there. Its officials will readily straighten you out on everything and tend on. Mexico is friendly and nice and wants tourists. All its officials make it quite simple.

I am driving now to Monterey for my first night's stop. In my next

story I will tell of my first encounter with the real Old Mexico.

POLES TOPPLE ON POP GATES' AUTO

Snow and ice have been getting on the nerves of many southern Oregon residents the last several days, but what put Charles E. ("Pop") Gates into a blue funk was the fact that Thursday night a power pole fell out of its designated place at the corner of Fourth street and Riverdale avenue and crashed into the hood of the well-known auto dealer's passing Ford.

A roar such as comes from earthquakes, Gates said, startled him as the pole, rotten at the bottom, toppled onto the car just in front of the rain-streaked windshield, behind which the driver was unable to see at first what had happened.

Gates pulled to the curb when steam gushed from the badly crippled hood, but said the crash did not injure the engine. Tension of wires on the pole probably caused it to bounce off the car without causing a more serious accident that might have cost the driver's life.

Hanks Protest Levy
WASHINGTON, Jan. 19.—(AP) The capital heard today that big banks are up in arms over a proposal to levy an assessment of one-eighth of one per cent of total deposits as a membership fee in the federal deposit insurance corporation.

Clemson, S. C. college is experimenting with combining basketball and intercollegiate boxing in sport double-headers.

No, a penny in the collection hardly counts as a down payment on a harp.

BOY HURTS HAND CHOPPING WOOD

Eugene Coates, 24 Jeanette avenue, member of the Eagles' Washington school basketball team, nearly severed a finger from his left hand with an axe Thursday night and is being treated at the Sacred Heart hospital.

The accident occurred at Coates' woodshed when the blade struck and glanced from a door frame above the youth's head, striking the hand with which he was holding the wood. Attendants believed Saturday that unless infection sets in Coates will retain the use of the finger.

People would rather be amused than instructed.

Use Mail Tribune want ads.

BABE OFFERED \$75,000 FOR TOUR WITH CIRCUS

NEW YORK, Jan. 19.—(UP)—Babe Ruth has an offer of \$75,000 to make a circus tour of the United States and will announce a decision upon his arrival from Paris within the next few weeks.

Zark Miller, old time showman who is reorganizing his 101 ranch circus, opened negotiations with the Babe before he left on the baseball tour.

Endeavor to be what you desire to appear.—Socrates.

The more happiness you give the more you have left.

Don't mortgage the future for a good time now.

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In every ounce of Construction

● TRUCK quality has to be of an altogether different stamp than PASSENGER-CAR quality. Truck users have learned that. They want rugged stamina for rigorous service. They want to know how strong a truck is... how dependable in the pinches... whether it can be counted on to take plenty of punishment.

That's why many manufacturers are talking "all-truck" in their recent advertising... aiming to satisfy the demand. But they have just begun to claim what

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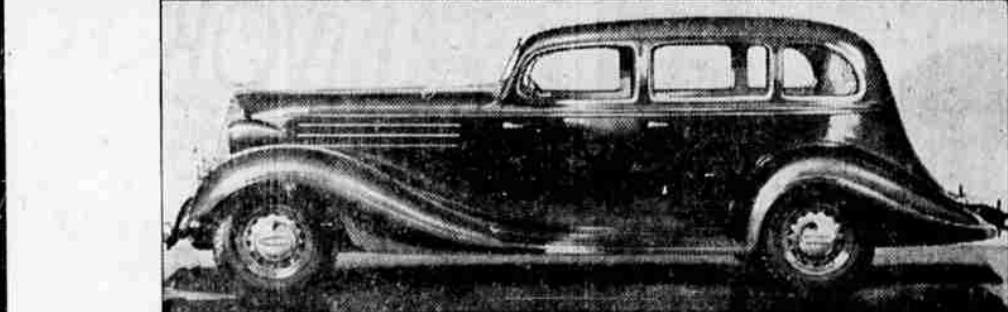
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What a MIRACLE RIDE is in store for you... The new STUDEBAKER CHAMPIONS are CHAMPIONS in appearance, appointments and PERFORMANCE... Mechanical perfection that only years of engineering experience and decades of successful car building can assure... You haven't seen 1935's greatest automobile value until you've looked at the STUDEBAKER CHAMPIONS!

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THE MYSTERY CAR WITH THE ELECTRIC HAND

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See and Ride in It—and the Powerful Hudson "6" and "8"

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