

AUTOMOTIVE NEWS

CHRYSLER MAKES ALL-TIME HIGHS

Retail deliveries by Chrysler Sales corporation dealers established two new "all-time" records in the week ending March 30. In this week, 3741 Plymouth cars and 1135 Chryslers were delivered at retail, a grand total of 4876. This is the highest total in the history of the Chrysler Sales corporation for the combined deliveries. The total of 3741 Plymouth likewise is the largest ever achieved in a single week by Chrysler dealers. Although the delivery of 1135 Chrysler cars is not an "all-time" high, it exceeds any figure achieved since the week ending August 1, 1931.

This extraordinary performance goes considerably ahead of the preceding week, which in itself set some new records. Deliveries of Plymouth cars were 18 percent ahead of the week ending March 23. Chrysler deliveries were up 12.6 percent and the combined total was 16.7 percent higher.

As against the corresponding week of 1934 there was a 17.5 percent increase in Plymouth deliveries, 59.2 percent increase in Chrysler deliveries and 25.1 percent in the combined total. There was an increase in Plymouth deliveries of 25.9 percent over the corresponding week of 1933; of 102 percent in Chrysler deliveries and 200.4 percent in the combined total. Going back three years for comparison, it is found that Plymouth deliveries were 510.3 percent ahead of the corresponding week of 1932. Chrysler deliveries were up 59.2 percent and the combined total was 267.7 percent greater.

In the 13 weeks of 1935 ending March 30, Chrysler dealers delivered at retail 33,448 Plymouth cars and 8550 Chryslers, a grand total of 41,998. Compared to this great showing the deliveries in the corresponding weeks of the last three years are eclipsed. Plymouth deliveries were up 82.8, Chrysler deliveries up 268.2 percent and the combined total up 73 percent over 1934, which was considered a very good year. The figures were 27.6 percent better on Plymouth, 107.9 percent better on Chrysler and 190.2 percent better on the combined than in the corresponding 13 weeks on 1933. They exceeded the 1932 totals for the same period by 828.6 percent for Plymouth, 14.1 percent for Chrysler and 227.8 percent for the combined.

These figures in every case represent retail deliveries in the United States by Chrysler dealers only and are in addition to similar larger business by the Dodge and DeSoto dealer bodies. According to Chrysler executives, there is no indication that the spring sales peak has yet been reached.

MAYOR PORTER IN TALK TO EAGLES

A well attended and enthusiastic meeting of Crater Lake Aerie, Fraternal Order of Eagles, was held last Friday. It was announced by officials of the order yesterday.

Past presidents of the local order conducted the various stations during the initiation of a class and the work was put on in splendid fashion.

Considerable business was transacted at the meeting, the most important of which was the arrangement for raising funds to equip the 16-man drill team with complete uniforms before the state convention in Grants Pass, July 3 to 6.

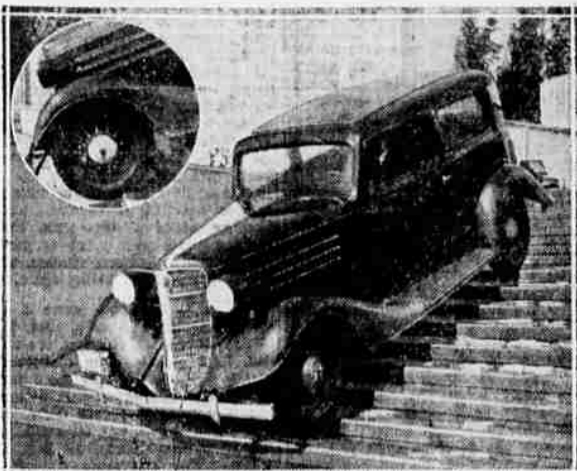
Splendid talks were made by Mayor George Porter, a member of the order, and President William Grenbender of Ashland. Talks were also made by visiting Eagles from Great Falls, Mont.; Sacramento, Cal.; and Ashland, Ore.

Members of the order will attend the Everyman's Bible class at the Rialto theater at 9:30 this morning and a large turnout is expected.

It was announced by Aetna Carr, chairman of the entertainment committee, that next Friday a social dance will be held, details of which will be announced during the week.

WASHINGTON, April 20.—(AP)—An increase of 175 per cent in residential building last month compared with March a year ago was reported today by the labor department. Costs spurted 130 per cent.

BRAKES—NO TRICKS



Quick acting, rotary controlled brakes on the 1935 LaFayette are seen in action in this picture. Note in the insert how the quick acting LaFayette brakes held the car's ton and a half weight poised down this steep flight of concrete stairs one at a time at the entrance to the Hall of Social Science in the abandoned Century of Progress grounds in Chicago. The stairs rose on an angle of

approximately thirty degrees while each step downward involved a seven-inch perpendicular drop. Note in the insert how the quick acting LaFayette brakes held the car's ton and a half weight poised down the edge of a stair. More than half the tire's surface was not in contact with the concrete yet the car remained motionless in the grip of its powerful brakes.

SPECIAL SESSION LOOMS TO REVISE OLD AGE PENSION

(Continued from Page One)

perience of many years of service to the state and to the public.

Little change in the superintendents of state institutions would be recommended by the governor he indicated when he declared he did not believe in "making the heads of institutions political footballs. If they are experts in their line what difference does it make whether they are Democrats or Republicans?"

Continuing, he said "The same situation is true in our police force. Changes would just result in confusion and this is no time for that. The strike situation looks very serious, which is unfortunate, especially at this time of spring opening."

His comments relative to police were interpreted to mean he would retain Charles P. Pray as superintendent of the state organization. At no time has he ever intimated there would be anything but a reappointment in this enforcement agency. Prior to the interview he was in conference with Pray.

Mrs. Walter M. Pierce will be removed from the state board of higher education, but the date was not mentioned by the executive other than "the time will be soon." She will be removed for one reason only—her absence from meetings of the board. "I regret she did not resign when I suggested it, because the matter of holding a hearing and making charges is just a formality. However, I have informed her when the hearing will be held and that she can be represented by her attorney." The governor would not divulge the date he had given Mrs. Pierce as the time for the hearing, but it was understood to be May 1.

From personalities the governor passed to the discussion of the Townsend old age pension movement contemplated by initiative in the state of Oregon.

"I see by the papers the Townsends plan an initiative which would require the state of Oregon to pay \$100 a month to all persons over 65 years of age.

"This would cost a total of \$5,500,000 a month—not a year—but a month, as much as it costs the state to operate for two years. Where is the state to get the money?"

TALENT SENIORS TO GIVE CLEVER PLAY APRIL 26TH

Seniors of Talent high school, under direction of Miss Mary A. McLarnan, will present their class play, "Mistaken Identity," on April 26, at 8 o'clock in the school auditorium. The play is a comedy of mystery in three acts, and involves many interesting situations.

Tony Wheat, played by Emerick Jones, fleeing from the police, hides in the home of Judge Bunby (Clifford Yaryan) and allows the family to mistake him for their nephew. The climax of his misfortune is reached when he is forced to submit to the terms of a strange will. The endeavors of Tony to ascertain the identity of the family, the hysteria of the maid (Irene Alcock), who has a "nervous indisposition because she was in a fire once!" the arrival of the real nephew (Kenneth Haw), later followed by his wife (Loretta Neely) and two children, add to the mystery and the excitement.

Kath West plays the part of a dandy valet to Tony Wheat and rarely allows himself to become excited. Alvia Smith, appearing as a hospital internist, and Doris Hamilton dressed as a nurse around the fears of Grandama Bunby (Bon Nell Jones), who is 82 years old but has young ideas.

Larry Pepper is a veritable detective who hunts in the closet for Tony Wheat and fires a shot through Aunt Julia's (Phyllis Householder) best black skirt. Earl Richardson as Dr. Aked appears to perform the operation according to the terms of the will made by the bishop.

Lois Mason (Marjorie Bunby), the daughter of the judge, is a very modern young woman who prefers a career to marriage. Roberts Frink, who takes the part of Louise Byers, is the attentive granddaughter who acts as a companion to Grandama Bunby. Verice Connor, as Nancy Brown the girl from Roseville, is interested in Tony Wheat, and increases his difficulties when she recognizes him in the home of Judge Bunby posing as his nephew.

Tickets for reserved seats are on sale at Tryon's store in Talent.

Deny Wilhelm III DOORN, Netherlands, April 20.—(P)—Reports that former Kaiser Wilhelm was ill were described here today as absolutely unfounded.

Dispatches from Amsterdam saying two doctors had been summoned to examine the aged former emperor lacked confirmation here.

GLEEMEN SPRING CONCERT MAY 22

May 22 has been set as the definite date for the Spring concert of the Medford Gleemen, talented and well-directed Medford choral club. The concert, in which the Gleemen will be assisted by the Jackson County Teachers' chorus in two numbers, directed by Mrs. Esther Church Leake, will be given at the Senior high school auditorium.

Extra rehearsals having been held and special music prepared, Director James Stevens feels that this will be the best concert the Gleemen have yet presented. An interesting program of practically all new numbers have been prepared that will appeal to the public, and a new soloist will be featured.

Sebastian Apollo, assistant director and accompanist, will also be featured in his inimitable style at the piano.

MOUNT PITT STUDENTS VISIT P. O. AND AIRPORT

Fifteen students from Mount Pitt school near Butte Falls were brought to Medford yesterday afternoon by their teacher, Lynn Mills, to visit the Medford postoffice and municipal airport.

The class was shown through the postoffice by Postmaster Frank DeSouza, and it was explained how the mail and stamps are handled at the postoffice and also at the airport, to give the students first hand information about Uncle Sam's method of distributing letters.

The AUTO WAY.



By Cyril Sander

This week we shall discuss and describe the largest Mercedes-Benz made. The official name of this car is the Mercedes-Benz, type SS-SSK, supercharged sports car. It is built primarily for the person that can afford the most expensive cars and who can also have one really fine sports car. By that we mean a car that can be used for road races and all kinds of high speed travel. However, this car can be had in almost any type of custom built body one would want from formal town cars to the skippy bodies of real racers. The engine used is a six cylinder Mercedes which develops 225 horsepower with the supercharger and 170 without the supercharger. Some of the chassis specifications of this car are: 8.9 inches clearance, 56 inch track or tread, 116 inch wheelbase, and a chassis weight of approximately 2865 pounds. Some of the other important and outstanding features include two carburetors, an intake manifold heater, light metal pistons provided with three piston rings and one oil ring, and two sets of spark plugs—in other words, twin ignition. Along with these are also included four forward speeds, and if you wish a special more powerful supercharger and a choice of three rear axle ratios may be had. Little doubt the features which have just been listed are for a great part responsible for the amazing speed of this car. The speed as advertised

three years ago is 125 miles per hour—this car chassis has not been changed for three years though new bodies are being designed for it regularly. The stock bodies which evidently have been carried since 1933 are not nearly as good looking as those of comparable cars here in the United States. However, I have seen illustrations of custom bodies designed especially for this Mercedes-Benz which were extremely beautiful and as streamlined as anything I have ever seen in the way of car bodies—some of them even have the front wheels covered with shields like some of the American cars have the rear wheels covered now. Of course the price of this car is quite prohibitive to most people—according to rather reliable information, I am told that they sell somewhere above \$20,000. Of course that includes nearly all the equipment the owner would ever have any use for, and any color combinations or upholstery may be had also for this. Little doubt the main reason for the expense of this car is that it is made a good deal by hand which always adds to the final cost. But the car probably would last most anyone a lifetime anyway. There are a few of these cars here in the United States, however, we do not think there is any danger of them ever over-running the market at their present prices!

ABBAY REPORTS TWO SALES DURING WEEK

Walter W. Abbey, Inc., local Graham, Nash, LaFayette, Willys 77 and International truck dealer, reports the sales of a pleasure car and a truck last week. Fred W. White of Central Point purchased a new Willys 77 sedan and the Medford Concrete Construction company took delivery of another new International truck.

Slenderize with Spencer Individually Designed Corsets. Malon Jeanne, tel. 467.

CENTRAL POINT PLAY SET FOR LATER DATE

The annual senior play to have been presented by Central Point high school Friday, April 26, has been postponed until Tuesday, April 30, due to conflicting dates. It was announced today.

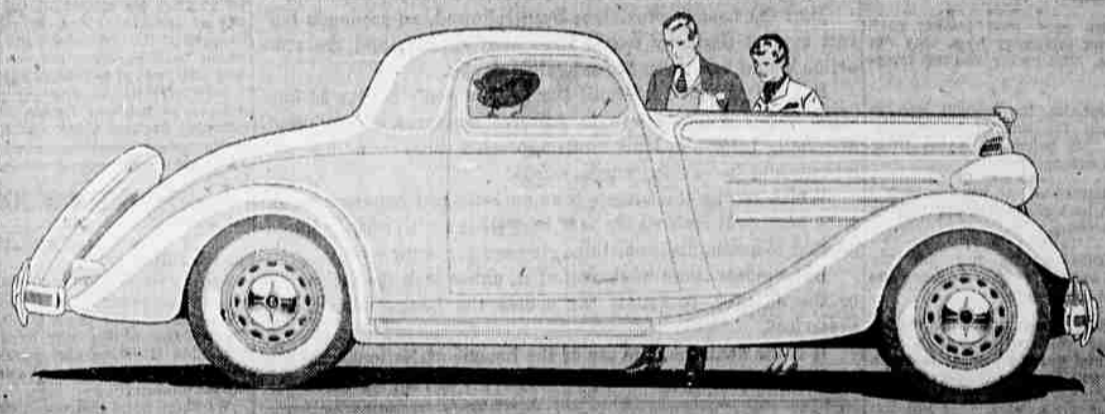
The play is "Trapped," a mystery in three acts which will be given at 8 o'clock. The production is being coached by Mrs. Mildred Ross.

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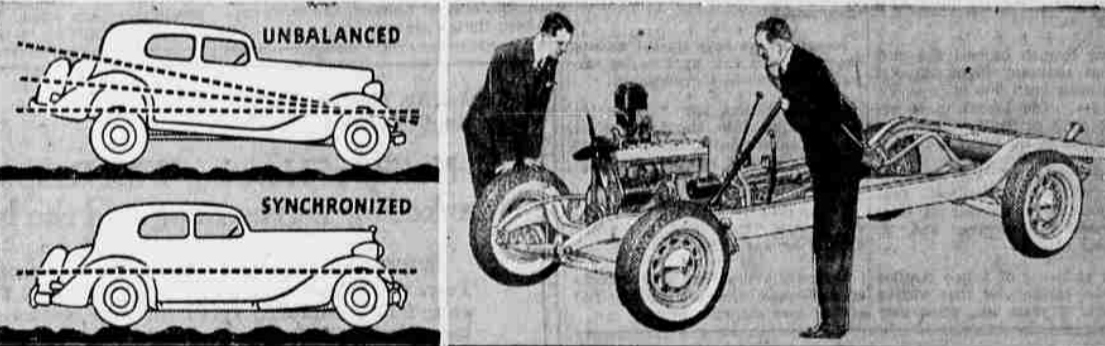
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THE Big Car OF THE LOWEST PRICE FIELD



Big Car LENGTH, WIDTH, STRENGTH

Nearly 16 feet long! And 5 feet wide at rear wheels, where road-safety and stability come from! Yet stubby, narrow cars cost almost as much. LaFayette is actually 1 inch wider and within 2 1/4 inches of the average length of cars \$75 to \$300 higher. And it's bigger, sturdier, stronger throughout! The four other lowest-priced 4-door Sedans average 150 pounds less weight; 10 higher priced Sedans only 35 pounds more!



Big Car RIDE Big Car CONSTRUCTION

Exclusive in 1935 Nash-built cars, LaFayette's Synchronized Springing ends back seat bounce. All springs flex evenly, never need oil, never squeak. A uniform level ride in both front and back seats!

The Nash-built LaFayette has more fine-car construction features than any of the other 21 cars under \$895 at the factory! Full-pressure lubrication, seven bearing crankshaft, 80 horsepower and 80 miles an hour at low engine speed are just a few of the many examples of Nash precision-engineering.

LAFAYETTE \$580*

Shorter, narrower, lighter cars average only \$7.50 less. Cars costing up to \$300 more do not equal LaFayette in important measurements

LaFayette is a bigger car and fast, nimble, responsive—80 miles per hour, 5 to 50 miles per hour in 16 1/4 seconds in high gear! Clutch-pedal starting, safety front doors rigid X-Dual 2-in-1 frame, dual construction steel body with draftless, noiseless, full-vision ventilation. Rich upholstery, roomy interiors, fine-car finish. And the whole car is insulated—at 71

different body, chassis and engine points—against heat, cold, noise, wear. Don't let this big-car value escape you this year!

The new Nash models are also at your Nash-LaFayette dealer's Aeroflex design, automatic cruising gear, flying power (developed from twin ignition)—other sensational features. \$825 upward, f. o. b. factory.

SEE THE LOW PRICED LAFAYETTE 4-DOOR SEDAN WITH BUILT-IN TRUNK

Despite its big car size and fine car precision, a LaFayette 4-Door Sedan with trunk, lists at \$670. Compare this in price with the three other lowest-priced trunk-equipped 4-door Sedans: Car A—\$675. Car B—\$655. Car C—\$685.

SEE IT—DRIVE IT—COMPARE IT—BEFORE YOU BUY ANY CAR

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Watch MONDAY Page