

AUTOMOTIVE NEWS

CALL OFF MOTOR SHOW THIS YEAR IN BAY DISTRICT

The 20th annual Pacific Auto Show, scheduled to be held in the San Francisco civic auditorium November 2 to 9, has been cancelled because of the mechanics' auto strike now in effect in San Francisco which has resulted in the closing of the shops, service and parts departments of the dealer members of the Motor Car Dealer association.

Announcement of the calling off of the big automobile show, an annual event which has been nationally famous because of the large amounts of money spent by the dealers for music, entertainment, features and decorations, was made today by Don Gilmore, president of the dealer association, at a luncheon given newspaper men at the St. Francis hotel.

"We regret exceedingly that we are compelled to take this action at this time because the loss of the show will hurt San Francisco's hotels, restaurants and amusements as well as deprive the automobile dealers of the annual show of new models which has done a great deal to stimulate public buying interest in the models and has brought prosperity and work to San Francisco people in all lines of business endeavor.

"However, we have no choice in the matter. The mechanics' union in their strike demands have insisted on a closed shop and further demanded that no employee shall be hired for this department without sanction of the union, in effect a hiring hall. The dealers have carefully studied the problems and cannot accede to these demands because of the peculiar nature of their business which demands mechanics of special training to work on cars of special makes. The hiring hall principle is inimical to the success of automobile service business, where dealers build their future business on the good will of their owners. Service rendered by careless and inefficient mechanics serves to discredit the make of car handled by the dealer and works an irreparable damage to his business. The dealers, therefore, find that for these sound economic reasons they cannot adopt the closed shop or the hiring hall principle for their business.

"Here is involved no question of wages or hours, sweat shop conditions or child labor," said Gilmore. "There appears to be no major issue involved except the closed shop and hiring hall, and the dealers sincerely regret their inability to compromise on these points.

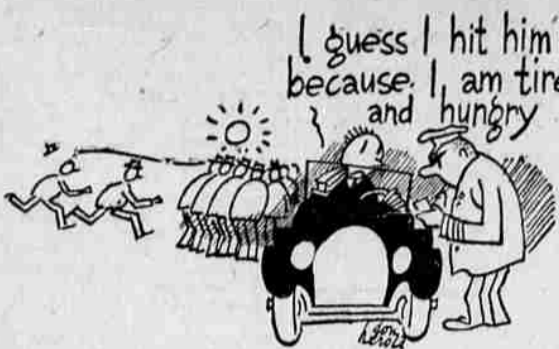
"This strike, coming at this time, seriously hampers in the community—the working out of the president's recovery program, a part of which was the advancing of the new model dates to the fall months in order that workers might have employment in the factories, the service shops and the dealers' show rooms during an otherwise slack season.

"It was at the request of President Roosevelt—made last January—that the automobile industry brought out its models in October and November and that auto shows were scheduled for November. However, as far as San Francisco is concerned, all of this industrial planning is lost because of this unfortunate and ill-timed strike which is aimed at the prosperity of the general public as well as the dealers and which blocks the success of the president's recovery program as far as this section is concerned.

"The dealers have no quarrels with their men," continued Gilmore. "They therefore have no intention of trying to operate the shops with non-union help. They will continue to keep their shops service and parts departments closed during the strike. Show rooms, however, are open for the display of motor cars and salesmen are on the job, as they are not affected by the strike in the shops. However, no owner can get parts or have repairs made on his or her car and the dealers sincerely regret this inconvenience to the San Francisco motoring public."

1-MINUTE SAFETY TALKS

By Don Herold



THE EVENING RASH HOUR

There are more than three times as many automobile accidents during the four evening rush hours as there are during the four morning rush hours.

This means that we should drive more than three times as carefully in the evening as we do in the morning.

Drive carefully in the morning, but drive three times that carefully on your way home in the evening, because then the statistics are all stacked against you.

The automobiles are the same in the evening, but the people are different.

ADDED PERSONNEL HIGHWAY PATROLS URGED FOR SAFETY

WASHINGTON, D. C., Oct. 13.—One of the weakest factors in the road safety machinery of the states is the shortage of personnel in the state highway patrols, the American Automobile association declared today.

Because of the rapid and disproportionate increase in fatalities and injuries in rural areas traversed by high-speed state highways, the national motoring body strongly recommended that state highway patrol forces be doubled in strength as quickly as possible.

"Our survey," said the A. A. A. statement, "proves in the most positive manner that the highway patrols and the officers delegated for patrol duty from the state highway police are doing excellent work, but that they are too few in number to cope with the motor vehicle density or with the mileage they have to cover."

It continued:

"At the moment, there are less than 5,000 men used for traffic control duty on rural highways. This means one patrolman for every 5,000 motor vehicles and one patrolman for every 70 miles of state highway. And yet, it is on these highways that by far the larger proportion of motor accidents, fatalities and injuries occur, the record for 1934 showing that there were 23,100 motor fatalities in rural areas, as compared to 12,900 in urban sections.

"That the states are alive to the value of the patrol force is indicated by the fact that four states, namely, Colorado, Montana, North Dakota and Oklahoma, established patrols for the first time this year, while seven states, Connecticut, Missouri, New Mexico, North Carolina, Ohio, Washington and West Virginia, increased the personnel of the force. But in the face of this, the responsible officials in almost every state tell us that they must be greatly increased in strength to do an effective job.

"While the men are on the whole well trained, able, conscientious, and efficient, there are certain weaknesses of organization which should be corrected. Where the state highway police are used for patrol duty, the detachment used for this purpose should be segregated. In too many instances the patrols are used for duties which are, to say the least, not intimately connected with the promotion of safety and the facilitation of travel, such as, for example, the collection of motor taxes, the examination of business taxes, and the examination of livestock in transit. Even in many cases where the entire cost of the patrol is defrayed from motor vehicle taxes, the patrols are used for extraneous purposes. Responsibility for the patrols should be more closely knit into the motor vehicle administration.

"A civil service status would probably assure younger and better equipped men, more permanence of office, and more independence of politics and favoritism. But even with existing weaknesses, the presence of the patrol on the highway has a very salutary effect in minimizing accident frequency, in keeping speed within reasonable control, in the arrest of car thieves, in helping uniformity of enforcement, which in turn has a tendency to act as a check on the age-old depreciation of the small town J. P.'s and their hand-picked constables."

ANCIENT AUTOS CONTINUE PILING UP MILEAGE HERE

Two old automobiles that were doing duty long before seniors at Abbe Medford high school were born may be seen almost any day running around the streets of Medford, jogging along as proud as you please, still giving good service.

One car is 21 years old, the other its junior by a year. When they were first bought, the World war was just getting off to a serious start, men and women who are now mothers and fathers were mere school children, the airplane as a means of safe and rapid travel was practically unknown, million dollar prize fights were unheard of, Woodrow Wilson was president and radio hadn't reached even the squawking stage.

One of the antique pieces that refuses to stop running long enough to be mounted on a museum platform is a 1915 Buick owned by Chester E. Hale of Talent.

Protected by Paulock

It was seen parked on a Medford street just the other day, its red paint slightly faded but its original equipment intact and still functioning satisfactorily, everything, that is, excepting the speedometer which long ago tired of clicking off the mileage and kicked up its heels in exhaustion.

It is a touring car converted into a sedan and its tires are the old-fashioned high pressure 34 by 4 models which went out of use ten or 12 years ago. The car, as it stood on the street, was protected from theft by a big padlock on the door.

The other old car is a 1914 Ford, owned by A. M. Halladay of 513 North Palm street. It was the first car Mr. Halladay ever bought and it is the only one he has ever owned. He purchased it 21 years ago last June at the Gates Auto Company which today is featuring the natty Ford V-8's.

Keeps Brass Polished

The car is still giving excellent service and has never caused its owner any regrets. Mr. Halladay said yesterday. He does not know how much mileage it has done, for the speedometer quit ten years ago.

The Ford is a roadster, decorated in brass which Mr. Halladay polishes with the care one reserves for an heirloom. He said he was going to hold on to it as long as it runs as he does not believe he could learn to drive the new models. It is, of course, a model T.

"She still jogs along," Mr. Halladay said affectionately. "I have a little trouble starting it occasionally on cold mornings but they're all that way. I have to crank it, of course, as it has no self-starter."

Mr. Halladay's car was in the industrial parade of the Diamond Jubilee last year and a few years ago it was photographed with the 20,000,

NATURALIZATION PROGRAM DRAWN

A large class of aliens will receive their naturalization papers on Tuesday, Oct. 15 at 1:45 p. m. in Judge Alger Fee's court in the federal building.

The following program is to be given under the supervision of Col. W. H. Paine, and the public is cordially invited to attend.

1. Display of United States flags.
2. Oath of citizenship by new citizens.
3. Invocation. Gen. Washington's Prayer, by D. A. R. chaplain, Mrs. E. A. Moore.
4. Address: Duties and Privileges of a Citizen of the United States, by Attorney Frank Farrell.
5. The American Creed.
6. Presentation of United States Flags to new citizens on behalf of Daughters of the American Revolution, by regent, Mrs. F. J. Newman.
7. Greeting new citizens by all present.

SCOTTISH RITE
Stated Lodge meeting, 7:30 P. M., Oct. 14th.
L. E. WILLIAMS, Secretary.

Use Mail Tribune want ads.

International C1 Model Truck Has Smart Appearance

Where rapid delivery of light loads at low cost is imperative the International truck, Model C-1, with the proper body, is just the truck for the job, according to Walter W. Abbey, local International dealer.

Mr. Abbey says: "This sturdy International has amazing power; it is fast and easy to handle, and operates economically. A wide variety of bodies is available.

The powerful, high-compression, six-cylinder engine, with detachable L-head and dome-type combustion chambers, develops 78.5 maximum brake horsepower at 3400 r.p.m.

Panel bodies for the Model C-1 truck are especially well built and of the most modern design. From the sloping windshield to the gracefully streamlined rear, these bodies present an unusually attractive appearance. Not only do International panel bodies meet the most rigid requirements of those who demand beauty and smart appearance in their delivery vehicles, but they are also roomy and sturdily constructed."

Mr. Abbey reports the sale of a model C-1 International panel to Collins Dairy and Neal Newland has taken delivery of a 2-ton International truck and a 5-ton Beal trailer.

A new Graham sedan was recently sold to Dee Hedrickson and a new 1936 Lafayette coupe to Jean Robertson, by Walter W. Abbey, Inc.

Use Mail Tribune want ads.

FIRE PREVENTION MEASURES BRING NOTABLE RESULTS

A survey of preventive measures carried out during the six-day period was issued by Fire Chief Roy Elliott last night as fire prevention week came to a close.

Every child in all the Medford schools was given a four-page pamphlet that called attention to fire hazards and told how to remove them. The leaflet, prepared for distribution by State Fire Marshal Hugh H. Earle, described by word and picture the hazards that are commonly encountered in the home. The students were instructed to take the pamphlets home for discussion with their parents, Chief Elliott said. Attached to each leaflet was a coupon to be filled out by each pupil who succeeded in eliminating any of the hazards described, the number of such dangers so removed to be specified. The returns made during the week, Chief Elliott said, were gratifyingly large and showed that the students understood the seriousness of fire prevention.

Drills Are Held

The whole-hearted co-operation of the principals, teachers and students made this "the best fire prevention week we have ever had," Mr. Elliott said.

Drills were held during the week at all the schools under Chief Elliott's supervision. Medford high school, with an enrollment of 653, was evacuated in 70 seconds, his report shows. The school uses a system of squads and guards during fire drills, he said, all the other schools of the city using practically the same system.

Junior high school, with an enrollment of 663, was evacuated in 67 seconds; Roosevelt school, with an enrollment of 300, in 45 seconds; Lincoln school, with an enrollment of 250, in 60 seconds; Jackson school, with an enrollment of 312, in 60 seconds; Washington school, with an enrollment of 400, in 60 seconds; St. Mary's academy, with an enrollment of 184, in 50 seconds.

During the week B. L. Barry, fire insurance adjuster, addressed the high school student assembly on preventive measures.

Warning Issued

Chief Elliott pointed out that, apropos fire prevention week, the Southern Oregon Fire Fighters' association was organized here for the purpose of considering fire problems at formal meetings once a month. It is the aim of the association to work out new methods of fire fighting and to reduce losses, he explained. Fire fighters in all neighboring communities are eligible for membership, the monthly meeting to rotate among the cities represented by membership, he said.

NEW PRESCOTT CAMP TO BE FILLED SOON BY CCC CONTINGENT

"When a permit is obtained to burn trash or rubbish," Chief Elliott advised, "we urge the people to watch the fire or to put it out, before they leave it, as we had several calls during the past summer where rubbish fires spread to residences."

The new camp recently completed in Prescott Memorial park will be filled by a company of CCC men from the Vancouver barracks district in the near future, Medford headquarters were informed yesterday.

While the exact date of the transfer has not been determined, it was expected at headquarters here that the camp will be occupied before November 1.

In view of the fact that CCC enrollment was recently curtailed, the filling of Camp Prescott was viewed here as a feather in the cap of the Medford CCC district.

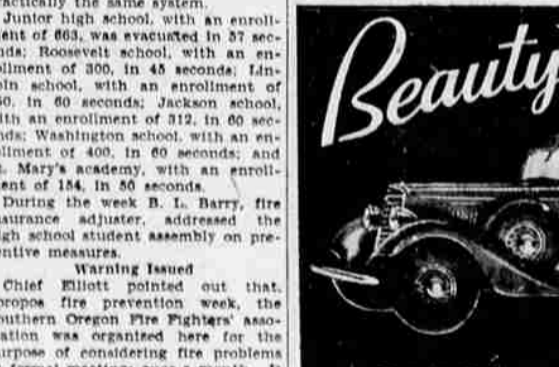
The company to be transferred to Camp Prescott was formerly stationed at Cold Beach in the winter, being shifted to the Vancouver barracks district in the summer.

Another movement of CCC men was to take place today with the winter evacuation of Camp Lava Beds. A cadre of 12 men was to be transferred to the Monterey, Cal. district, but the remainder of the company will be shifted to Camp Oak Knoll which is in the Medford district. A full strength company is composed of about 300 men.

Maxie Rosenbloom Loses To Veteran

SPOKANE, Oct. 12.—(AP)—Maxie Rosenbloom had slipped another step today from the light-heavyweight fighting throne he once occupied, while Tiger Jack Fox, Spokane's veteran negro ring warrior, eyed greener California pastures.

The Tiger won a close decision over the former champion in a 10-round bout here Friday night.



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For heavier work there is the 1 1/2-ton, 6-cylinder Model C-30 chassis priced at \$595 f.o.b. factory; and the 1 1/2-ton, 4-cylinder Model C-20 chassis at \$575 f.o.b. factory—both in 13 1/2-in. wheelbase. Also available in 157-in. wheelbase.



Showing Half-Ton International Model C1, 125-inch wheelbase, with roomy panel body. Model C1 also available on 113-in. wheelbase, with panel, pick-up, canopy-top, and station-wagon bodies. Other Internationals to 10-ton. Chassis prices start at \$400, f.o.b. factory.

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Everything that can happen to a tire in service without limit as to months or miles!

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Old, leaky tubes cause the underinflation that is so hard on tires. Get Wards thicker, longer wearing molded circle tubes and be safe.

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Wards Supreme Quality Wax Polish and Cleaner. Extra hard and glossy. Easy to use!

29c Black touch-up enamel & good brush.

59c 6 to 8 oz black touch-up enamel & brush.

10c Stop and tall-light bulbs for all cars.

98c pr. Streamline 4 summer stops - plated.

Generators 3.25

For Ford A with Old Generator Rebuilds that run like new!

For Chevrolet Exchange—\$3.25

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For Ford 28-29 Guaranteed 12 months For 29-30 Chevrolet \$5.95

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