

Smart Mode O'Day Shop Opens Here Saturday In New Fluhrer Building

FROCKS, LINGERIE, HOSIERY FEATURED BY UNIQUE STORE

Modernistic in every detail, the Mode O'Day shop will be opened Saturday morning in the Fluhrer building on South Central avenue, featuring cotton frocks, lingerie and hosiery. The new ladies' store is independently owned by C. O. Lovejoy, who also operates a similar business in Klamath Falls.

The attractive arcade entrance and the deep show windows will afford an effective setting for displays of smart apparel. Venetian marble was used in finishing the base of the windows which have daylight illumination through an inverted lighting arrangement.

Contrasting with the two-tone ivory walls and fixtures is the mulberry carpet. Birch panels were used in decorating the interior. Even the wrapping counter is modernistic in design in keeping with the other furnishings in the Mode O'Day shop. There are six large dressing rooms at the east end of the new store. For the comfort of patrons in all kinds of weather, an air conditioning system has been installed.

Medford's Mode O'Day is a part of the merchandising organization by that name which furnishes merchandise for 102 stores throughout the United States. This large company occupies a 12-story building in Los Angeles, where original styles in cotton frocks and suits are created and manufactured. Many of Hollywood's actresses choose Mode O'Day informal dresses for all occasions which call for cotton frocks.

W. A. Disge, division manager for the Mode O'Day corporation, Los Angeles, is in Medford this week to assist with the opening of the new store Saturday morning. "For more than two years we endeavored to find a suitable location in this city for one of our unique shops, and now we are indeed happy to present our beautiful store to the people of southern Oregon," Mr. Disge stated. Mrs. Lovejoy, who with her husband moved to Medford recently, will personally manage the Mode O'Day. She was formerly associated with the company's store in Los Angeles and is experienced in buying and selling ladies' apparel.

RESERVOIR BREAK ENGULFS VILLAGE AS PEOPLE SLEEP

(Continued from Page One.)

The water, a poisonous solution which was used at the mine for washing copper ores.

Hundreds of bodies were washed onto the banks of the mountain stream. Many mothers still clasped babies in their arms.

Bursting of the reservoir was believed caused by heavy rains which swelled its contents.

Sweeping down on the village below, the flood carried along residents, timber-wood dwellings, livestock and everything in its path. It flooded other villages in its race to the No-shigawa river.

3 IN AUTOMOBILE ESCAPE DEATH ON 11TH ST. CROSSING

(Continued from Page One.)

was the intention this afternoon to take X-ray pictures of Quisenberry's chest to determine if any ribs were broken.

The accident occurred as the three men were returning to their homes after the annual Elks Turkey Trot. Burroughs was at the wheel and was going west through the crossing at what he said was a slow rate of speed. He did not notice the engine, which was backing north out of a sliding, until it was about two feet from him, he said today. The impact shoved the car sideways for six or eight feet.

Burroughs and Schade were in the front seat and Quisenberry was alone in the rear. The car was not badly damaged, Burroughs said.

GRANGE AGAINST REGULAR SUBSIDY

COLUMBUS, O., Nov. 20. — (AP) — Holding that subsidy of agriculture or industry by the government as a permanent program is not justified, National Grange delegates left the scene of their eventful 70th annual meeting today.

Representatives of the 800,000 members of the Grange adopted the report of the organization's committee on agriculture, which set forth, however, that subsidies "as an emergency measure are justified to fight a temporary wrong or inequity."

BUT THEY WON'T SAY WHEN



Lily Pons, opera singer, and Andre Kostelanetz, musician who has been conducting a transcontinental courtship, denied they were already married when they made this brief stopover at Washington on a flight from Los Angeles to New York. They admitted they might be wed sometime in the future, but would not mention a date. (Associated Press Photo)

ART EXHIBITION BY LOCAL GROUP ENDS SATURDAY

Members of the Southern Oregon Art association are hopeful that all who have not taken advantage of the free art exhibit being shown at their studio, room 3, 107 East Main street, will do so this evening or on Saturday the last day. The studio is open to each day. School students are particularly invited on Saturday and will be interested especially in the works of some of their fellow students—crayon wall hangings by Dorothy Dickinson, Florella Reed and Betty Wilson, the charcoal sketches by Cleo Belle Slusser, paintings of Patricia Fisher and the free-hand sketches of the high school coaches and students by Barbara Blev.

The purpose of the Southern Oregon Art association is to further art education and appreciation not only by conducting a school for those who wish to study painting, but even more important to present lectures and programs, and to bring exhibits of prominent artists to Medford.

Plans are now under way for the S. O. A. A. to accept the invitation of the American Federation of Arts to become a chapter of that national organization, and receive the benefits of special exhibits and many other helps that would be given the local chapter.

A cordial invitation is given to those who would like to be charter members in this organization to place their names at once with the local secretary, Mrs. E. Edmondson, at 854 W. 2nd street, or with the hostess in charge at the studio during the exhibit.

Card of Thanks. We wish to thank our many friends for their kindness and sympathy during our recent bereavement and for the beautiful floral offerings. — Mr. and Mrs. Austin D. Lewis, Sr., Mr. and Mrs. Austin D. Lewis, Jr. and Other Relatives.

mit special privileges for others. Corporations and non-resident farm owners should not be entitled to subsidies when they are used as emergency measures, the report said.

"For a long-time permanent program," the report declared, "we are convinced that agriculture as well as industry must stand on its own feet."

Sail home for Christmas!

Spend the Holidays in the Old Country this year! Special sailings by splendid liners from the east coast, with transcontinental train from Vancouver, B. C. through the Canadian Rockies to ship-side. No inconvenience or loss of time, and one experienced service all the way.

Dec. 4. "MONTCLARE" to Glasgow and Liverpool
 Dec. 11. "DUCHESS OF RICHMOND" to Havre and Southampton
 Dec. 12. "DUCHESS OF YORK" to Glasgow, Belfast, Liverpool
 Dec. 18. "MONTCLARE" to Glasgow, Belfast, Liverpool

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NEW AUTOMOBILES FIND BIG DEMAND SURVEY DISCLOSES

Salesmen Expect No Difficulty Disposing of Five Million Machines Scheduled for 1937 Production

By WILEY MALONEY, (United Press Staff Correspondent)

DETROIT, Nov. 20. — (UP) — The new 1937 automobiles are selling "like hot cakes," a survey of sales and motor company officials by the United Press revealed today.

On the basis of reports since the automobile shows of the past week, automobile salesmen will find no difficulty selling the 5,000,000 passenger cars scheduled for production next year.

While haired and jovial Harry G. Mook, vice-president in charge of sales for the Plymouth Motor company and one of the many officials approached, put this optimism into words today when he said:

All Want to Ride. "Every man, woman and child wants to go somewhere sitting down."

Mook said that 1936, with its passenger car sales of 4,775,000, was the best year's business in the industry since 1929, and "our statisticians tell us that we can look forward to a 5,000,000 passenger car year in 1937." Christmas buying interest in the new models, bonuses and dividends are all contributing factors in the sale of the new models, the survey indicated. Manufacturers are making appeals this year to every type of prospective buyer. Prices range from \$395 up and are from \$5 to \$200 less than those of last year.

Better, Cheaper. Again manufacturers maintain they have remained true to their philosophy of "a better product for a lower price" and hope that the eye appeal and economy of the 1937 models will help boost sales. The buying trend, again this year, apparently is toward the more "deluxe" models in their price class. Buyers apparently want cars that come completely fitted.

Economy of operation, however, is another factor that is being emphasized and several companies will make a play for the low price field, notably the Ford Motor company with its smaller "V-8" type engine and Willys with its four-cylinder and completely modernized car.

DAUGHTER-IN-LAW FIGHTS FOR SHARE HETTY GREEN COIN

Widow of Wealthy Woman's Son Claims Pre-Nuptial Waiver of Rights in Fortune Misunderstanding

By HARRY FERGUSON, (United Press Staff Correspondent)

NEW YORK, Nov. 20. — (UP) — A pale woman in black went to the witness chair today to open her fight for a share of the \$60,000,000 left by Hetty Green — the wizened little lady who often carried \$1,000,000 in bonds in a worn handbag and spent most of her life moving from one shabby half bedroom to another trying to dodge the tax collector.

The woman was Mrs. Mabel Harlow Green. She is the daughter-in-law of Hetty, the widow of Colonel Edward H. R. Green whose zeal for spending money was as strong as was his mother's for saving it. The proceedings before Surrogate Harry E. Owen reopened the strange story of Hetty Green, the curious influence she had over her children and the ends to which she went to save nickels and pennies so she could swell her tremendous fortune.

Gets \$1500 Month. Green's will left his entire estate to a sister, Mrs. Matthew Astor Wilks. The only thing that went to his wife was the \$1500 that she will receive each month for the rest of her life under the terms of a pre-nuptial agreement. Mrs. Green now seeks to be declared a joint heir, contending she did not know she was waiving her rights to the estate when she signed the pre-nuptial agreement.

The questions they asked her today were routine. How many rooms in the magnificent Green estate on Star Island, Florida? Mrs. Green did not know; she had never counted them. How many servants? She did not remember. Most of the time Mrs. Green spoke in a low, halting voice that hardly could be heard. But the personality of her mother-in-law, dead these many years, was strong and vital in the courtroom.

Wealth for Family. It was one of Hetty Green's obsessions that no part of her estate ever should pass from the hands of her blood kin. Relatives by marriage could receive allowances or annuities—as Mabel Green did—but the control of the principal must remain

forever in the hands of a person in whose veins coursed the blood of the Greens. Hetty did not even want her children to marry. Her own husband was on an allowance—just messenger enough to keep him out of the Union League club where he liked to sit in big chairs by the window.

So Mabel Green was trying today to lift the dead hand of Hetty from the vast fortune, trying to have the courts rule that a wife could share in her husband's estate, regardless of other agreements.

Most of her life Hetty Green never had a home. She moved from one boarding house to another—Hoboken, N. J. was one of her favorite towns—because she knew that if she established residence the tax collector would be after her.

Called Her "Witch." Wall Street called her the "witch" because she dressed in black, would make sudden raids into the market and then vanish. She hired a special train to get from Philadelphia to

New York before the stock market closed one day, but had a bitter quarrel with the railroad management over the cost. When they told her she could save \$5 by leaving off a car, she agreed and rode in the cab with the engineer.

She never was robust, but refused to have doctors because of the expense and was eternally chewing onions. She believed they killed germs. Her fortune grew steadily. One of Hetty's favorite investments was mortgages, at two per cent, on churches, and one time a church fell behind in payments. The pastor told her she would not go to heaven unless she was generous. "Well," Hetty told him, "you had better start praying for me, because I am going to foreclose."

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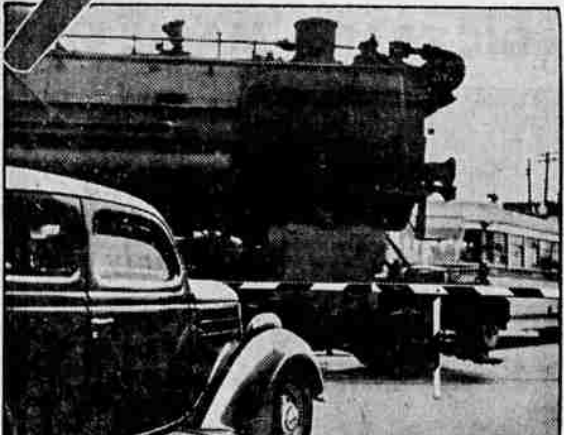
IT'S "STOP-AND-GO"



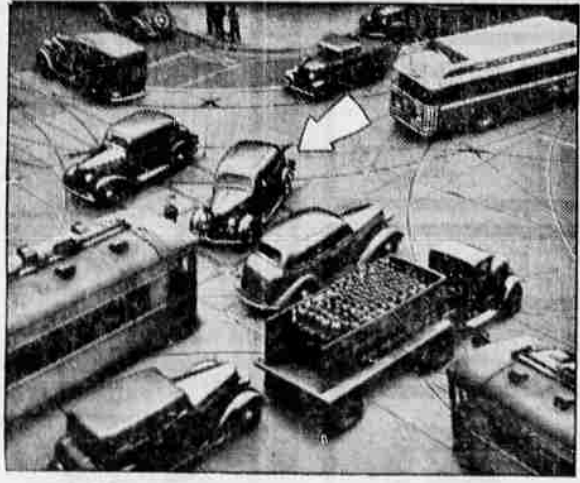
ON A LONG WEEK-END TRIP ... in the Open Country as Well as in Small and Large Towns, It Was Slow Going All the Way for This Motorist. He Often Crawled Along Behind Cars, Even in the Country.



STOPPED BY OFFICERS 34 TIMES ... in One City Alone He Was Stopped by 3 Different Policemen at Intersections. (One Stop Can Use 1/3 "Mile" of Gasoline.)



WASTED MINUTES AND GAS IDLING AT STOPS ... Grade Crossings, Toll Bridges, Detours Were Frequent Along the Way and Costly. (Idling Your Motor a Short Time Can Use Up a "Mile" of Gas.)



TRAFFIC CUT DOWN HIS AVERAGE SPEED ... Going Through Cities, He Sometimes Had to Creep for Minutes, Tied Up in Traffic, Wasting Gas in Second Gear. ("Stepping On It" to Get Going Again Can Use 50% More Gasoline Than Steady Moving.)

4 OUT OF EVERY 5 MILES YOU DRIVE ARE "STOP-AND-GO." Costly—unless your gas has these 3 kinds of power—in perfect balance

EVEN when driving near home, you average 30 stops a day. Going to the stores, making business calls, visiting your friends. That's what runs up gas bills.

For economy in today's driving, your gasoline needs 3 different kinds of power—just as your car needs 3 shifts of gears.

You need one kind of power for quick STARTS, another for fast PICKUP and hill climbing, another

for STEADY ECONOMICAL RUNNING.

First to recognize the need in today's "stop-and-go" driving, Shell engineers, after years of research, combined these 3 different kinds of power in one fuel—Super-Shell, the first truly balanced gasoline.

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