

# AUTOMOTIVE NEWS

## EXPLORER PICKS GRAHAM 120 FOR AFRICAN TRAILS

Graham supercharged power will carry Vivian Grey over the roughest African roads when he starts his next expedition to map the jungle trails for the University of Cape Town and the Royal Automobile club, according to Lawrence Pennington, local Graham dealer.

Mr. Grey visited Detroit last week and took delivery on a Graham 120 sedan which is specially equipped for his work. After a brief tour of the eastern states he will sail for England on his way back to South Africa.

The new Graham Supercharger 120 will supplant a model 615 Graham which has been used in this work since 1930 and which, after rolling up a score of 145,000 miles over the roughest sort of trails is still in active service. "We still get about 23 miles to the imperial gallon out of the model 615," declared Mr. Grey. "It has given the finest service one could ask and we have chosen a Graham 120 for our new car because we know it will deliver the same type of satisfaction and service."

South Africa is in the midst of a wave of prosperity due to the high world gold price, Mr. Grey declared. Automobile sales have increased there until now there is approximately one car for every white family.

"Many of our roads are mere jungle trails," he explained. "It is the purpose of our expedition to map these for the Royal Automobile club so that dependable touring information will be available to motorists. At the same time geographical and geological data will be gathered for the University of Cape Town and British universities."

## RANGE BUILDING OFFERS BENEFITS

Applications for benefit payments under the range building program are now being received at the soil conservation office in the courthouse, stated R. G. Fowler, county agent, yesterday.

Any livestock operator who owns or leases land and over which he has control is eligible to receive benefits for specified practices under this program.

Range land means any land other than that owned by the United States government or any agencies thereof which produces forage for range livestock without cultivation or general irrigation and of which ten acres or more are required to graze one animal. Payments will be made for the following practices which are applicable in this section: development of springs and seeps; reservoirs for holding run-off; digging wells; range fences, excepting boundary fences; rodent control, and reseeded.

Payments are made at the rate of \$1.50 times the grazing capacity of the land in a ranching unit. Applications must be in this office by May 1 and the blanks can be obtained any time.

## KLAMATH NUDIST, CLOTHED, JAILED

KLAMATH FALLS, April 17.—(AP)—Homer Gladwell, who appeared in Chiloquin stark naked, is now reposing in the Klamath county jail dressed in old clothes supplied by Chief of Police Fry of Chiloquin.

Gladwell said that he was held up just outside of Klamath Falls and robbed of his clothes and that he had then walked the railroad tracks to Chiloquin 25 miles away. Examination of Gladwell's feet led officers to doubt his story.

## WE DRIVERS

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors

### No. 5—DRIVING ON HILLS

IN some parts of the country hills are taken for granted... and good steep ones, too. But for some of us who live in flatter country, hill driving is not so familiar.

As a matter of fact, there are several conditions peculiar to driving in very steep hills or mountains, especially if the altitude is high. For instance, a car that develops 100 horsepower at sea-level, has only 82 horsepower at an altitude of 5000 feet, and only 80 horsepower on top of Pike's Peak.

Another thing is that sometimes grades are deceptive and we don't realize how steep they are, if there is no level ground to judge by.

So if we go on a road trip and happen to get into country where hills are hills, we often have no idea of what is in store for us. Like as not, we will come rolling up to a hill, taking it for granted that we'll make the grade. But before we've gone very far we find that our power seems to be giving out, and we're slowing down. Then we realize we must shift to second gear, but we're if we haven't found out so late that there we are, stalled on a hill!

Now people who drive on hills all the time say one thing to remember is that there's nothing like a good start. Of course, this is true, because the minute we start up, gravity starts to work and work fast. Yard-by-yard it uses up our momentum till by-and-by that momentum is just about gone. Then we have to shift to a lower gear to increase our power.

Experts tell us that by far the most common fault in hill-climbing is failure to shift to a lower gear soon enough. So just to be sure, some drivers set a definite point at which to change gears. The consensus of opinion seems to be that we should always go into second gear as soon as our speed gets down to 20 miles an hour.

There are times, however, when we want to stop on a hill. So it's important to know how to start again, with our car on an upgrade. And there seem to be two methods used by experienced drivers.

Some use their foot brake to keep their cars from rolling backward, put their engine in second or third gear, and gradually engage their clutch and releasing the brake at the same time. Other good drivers do exactly the same thing, only they use the hand brake and the foot accelerator. But both groups tell us it doesn't make much difference... to use whichever method we happen to like the better.

Now there aren't many hills that cars can't climb nowadays... and what goes up must come down. And that's where we have to look out for momentum. He may have been a friend in need when we were coming up hill, but going down he'll run away with us if we aren't careful.

Many drivers say that we should go down a hill in the same gear we would use to get up. In other words, if it's steep enough so we would have to go up in second or even low gear, then we'd better get into that same gear before we start down. If our car is in second or low gear, our engine works as a very effective brake, and besides it saves a lot of wear on our real brakes.

Speaking of gears, experienced drivers say we should never, under any condition, disengage our clutch and coast down hill. That's just what momentum is waiting for. Just give momentum a free rein, without our engine to check it, and nobody can tell what's going to happen.

When we do get in country where people are used to driving on hills all the time, it may seem to us that they take those hills without the slightest concern. But if we were in their cars with them and could watch them closely, we would see that they take all these precautions we have mentioned just as a matter of habit. And one thing is sure. They make it a rule never to pass other cars on hills, or get on the wrong side of the road, when they can't see far enough ahead to be sure whether anyone's coming.

## FUGITIVE GROOM IS HELD SUICIDE

SHIPPENSBURG, Pa., April 17.—(AP)—Officers sought to trace the circumstances of a trip of more than 2500 miles by James David Smith, 26, that started with his disappearance the day he was to have been married, three weeks ago, and ended in the Nevada desert where his body was found in an automobile.

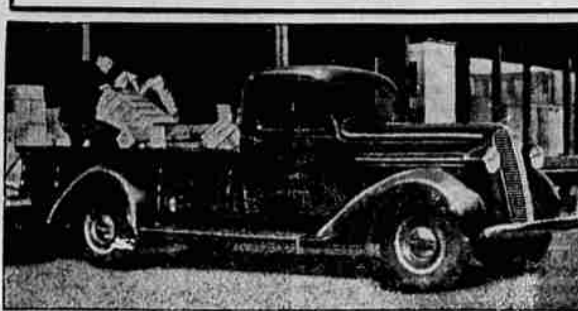
Chief of Police Edward Hunter said last night after a telephone conversation with Coroner Henry Wilson at Elko, Nevada, that Smith's death was caused by carbon monoxide poisoning.

District Attorney Douglas A. Castle said at Elko that Smith "undoubtedly committed suicide."

The young man left his home on Good Friday to drive to nearby Chambersburg to marry Miss Kathleen Bard.

Crooner Enters Plea BOSTON, April 17.—(AP)—Rudy Vallee, orchestra leader, pleaded innocent today to charges of assault and battery upon a newspaper photographer. His case was continued until April 21.

## New 3/4-1-Ton Dodge Truck



Above is shown the new 1937 Dodge 3/4-1-ton express. Its large-capacity body permits it to be used in a number of fields where general hauling is done. It is especially useful to farmers, plumbers, contractors and delivery systems.

## CALIFORNIA HIGH COURT RULING ON MOONEY SOON

SAN FRANCISCO, April 17.—(AP)—Thomas J. Mooney's final plea in California for exoneration in the 1914 Preparedness parade bombing finally was before state supreme court justices today after a year and a half of preliminaries which added some 5,000,000 words to the case record.

Attorneys for the greying prisoner, convicted of murder in the deadly blast, and the state ended final arguments yesterday, placing a habeas corpus petition technically if not formally in the hands of the justices.

Presiding Justice Emmet Seawell declined to make a formal order of submission, indicating to court observers that a decision will not be forthcoming within the 90-day period provided by law.

The justice said the order would be made when the court's decision is ready, in order for the justices to receive their salaries. They must rule on all cases within 90 days after submission.

Mooney, seeking the writ of habeas corpus on his contention he was convicted by perjury in a frame-up, was present in court yesterday to hear his attorney, George T. Davis, call for erasing of "this stain upon the administration of justice in California."

## ZIONCHECK WIDOW IN MOVIE TESTS

HOLLYWOOD, Calif., April 17.—(AP)—The 21-year-old widow of the late Congressman Marion Zioncheck of Washington was in Hollywood, available for a motion picture career.

Registered under her maiden name of Ruby Nix, she sat in her hotel room and said she had received six offers to enter the movies and had taken two screen tests already.

"I am depending on my own abilities, not on the publicity I have received, to gain success," she said.

She would have come to Hollywood sooner, Mrs. Zioncheck said, but she postponed the move "because I wished to stay in retirement in memory of Mr. Zioncheck."

## PACKARD CHASSIS ON DISPLAY HERE

Structural strength in the body is one of the big contributing factors to the safety of the well made motor car of today, according to Perry L. Ashcraft, local Packard dealer.

A Packard chassis, showing the strong Packard frame, is now on display at the Ashcraft showroom on South Riverside.

Mr. Ashcraft says: "Recently in tests made at its proving grounds, the Packard Motor Car company piled sand bags to a total weight of 5,100 pounds on the roof of a Packard Six club sedan. Although this was 1,750 pounds more than the total weight of the car itself and exceeded by tons any normal passenger load which the car would be expected to carry in a conventional manner, it could not be found that the body had been strained in the slightest degree. Each door opened and closed freely without the slightest indication of binding while the great weight rested on the roof."

## Demand For Pine Shows Increase

PORTLAND, April 17.—(AP)—Reports from 120 mills showed last week's new business of 75,295,000 board feet of lumber was 3 percent above the previous week's mark, the Western Pine association said today.

Production totaled 67,787,000 feet, an increase of about seven million feet over the previous week, and shipments reached 72,507,000, a slight gain over production and shipments totals for the corresponding week of 1936.

## Georgia Lifer, Tired Hunted Life, Gives Up

ATLANTA, April 17.—(AP)—S. J. (Slim) Scarborough, life term killer who has escaped six times from Georgia chain gangs, surrendered to police today in his attorney's office here.

"I'm tired of dodging the law," he said.

Scarborough has spent twelve of his 29 years in and out of prison. He made his latest break April 3 from the Cherokee county convict camp in North Georgia.

## MA KENNEDY GETS BLACK EYE FROM AIMEE, SHE SAYS

LOS ANGELES, April 17.—(AP)—The house of McPherson was still divided today, with Mrs. Minnie (Ma) Kennedy declaring emphatically there would be no reconciliation between her and her daughter, Aimee Sempie McPherson, under present conditions.

Mrs. Kennedy lived the full brought on by a week-end recess in the \$150,000 slander trial of Roberto Sempie against Will Andrews, Aimee's attorney, by scathing rumors that mother and daughter were ready to call a truce.

"Frequently, over the years, I've had personal telephone calls from Aimee," she said. "I've had ample opportunity to go back to Angeles temple, if I had wanted to."

"I've always told Aimee that I'll never come back until things up there are drastically changed—and that still goes."

Aimee and her mother have been estranged ever since Mrs. Kennedy displayed a black eye and attributed it to a fight with the evangelist.

Mrs. Kennedy, who is friend and ally to Roberto, also on the out- with her mother, Aimee, voiced criticism of the testimony Mrs. McPherson has been giving in the trial.

"Why, the things Aimee has been saying from the witness stand about Roberto?" she said. "Aimee talks a lot about Roberto Sempie, her first husband. I'll bet a pretty penny that he's turning over and over in his grave if he's able to hear the testimony Aimee's been giving about his daughter."

Onion Profit VANDALIA, Ill., April 17.—(AP)—When Mrs. M. L. Staff, Bluff City housewife, looked over her winter onion patch she found \$40 in clear profit among the onion tops. She figures it must have been lost by some motorist on the nearby highway. It was two \$20 bills.

Phone 542 We'll haul away your refuse City Sanitary Service.

## OUTLAW WALKOUT TIES UP AKRON, O.

AKRON, Ohio, April 17.—(AP)—Some 350,000 residents of greater Akron, the nation's rubber capital, started a week-end without street-car or bus service today.

Union officials reported no peace negotiations in a day-old strike against the Akron Transportation Co., which forced this northeastern Ohio industrial area's transportation to depend on private cars, taxicabs, or walking.

"We're not going to attempt to operate until we find out what these fellows want," said M. P. Gill, secretary of an American Federation of Labor union which claims a majority of the drivers as members.

Gill, who termed the walkout an "outlaw strike," announced that the Amalgamated Association of street car, electric railway and motor coach employes of America locals 300 members would meet tomorrow—and that no attempt would be made meanwhile to resume operations.

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