

NASH SALES SHOW SUBSTANTIAL GAIN HALF YEAR PERIOD

While registrations for the automotive industry a whole show an increase of 7.74 percent for the first six months of the current year as compared with the same period of 1936, Nash-LaFayette registrations indicate the very gratifying increase of 82.30 percent for this period. This remarkable showing has been brought about by the public's enthusiastic acceptance of the many exclusive features found in the 1937 line of Nash and LaFayette cars, according to Walter W. Abbey, manager of Walter W. Abbey, Inc., Nash-LaFayette dealers for the Medford area.

"Reports of retail deliveries by dealers in this territory for July show an equally substantial percentage of increase," said Abbey, "and the results obtained from the 'Grand NASH'nal Sweepstakes' now in progress should enable us to wind up the current year with even better business. This national sales contest is being received with a great deal of enthusiasm by the dealers, and many new sales records are anticipated by individual salesmen.

"Of particular interest to sportsmen and vacationists has been the bed-conversion feature of the Nash and LaFayette sedans," stated Abbey. "This provides a full size double bed inside the car and is gaining great popularity among people who enjoy camping and do not care to be bothered with a tent or trailer."

Sleeping Accommodations Feature of Nash



Modern transportation demands sleeping accommodations.

Keeping up with the times, and being ahead of some, the Nash and LaFayette cars for 1937 have sleeping quarters incorporated in all their sedan models. Ten minutes and the bed is made in the rear portion of any one of the cars, states C. W. Wentworth, manager of Wentworth & Irwin, Inc., Nash-LaFayette distributors for Portland.

"Travelers have demanded that sleeping quarters be placed at their disposal in airplanes," continued Mr. Wentworth. "The United Air Lines,

spanning the United States, has recently purchased a fleet of planes that are capable of sleeping 12 passengers during the night and carrying 28 passengers during the day.

"There are other similarities between these huge planes and the Nash line of cars. Overhead valve engines, twin ignition and variable pitch propellers are standard equipment for the planes. Overhead valve engines, twin ignition and a cruising gear are standard equipment on Nash cars.

"But the sleeping quarters of the cars are the thing that is interesting many people. The public has long

known of the superior qualities of the cars and when the sleeping idea was incorporated a fresh interest was shown by the buying public.

"By moving the rear seat cushion forward, lifting the back of the rear seat and placing the front seat cushion just behind the moved cushion of the rear seat and spreading the mattress over all, the bed is ready for you in these modern cars.

"Tourists, campers and sportsmen are realizing the handiness of this feature and are placing their orders accordingly, for the utility of this feature is at the disposal of an owner."

Twenty-Three Members of Walter W. Abbey, Inc. Staff



Glimpse of 23 members of the firm of Walter W. Abbey, Inc., photographed in front of the new home of that firm at Ninth and Bartlett streets. From left to right:

Front row: Edwin Lemire, helper; John Meals, mechanic; Pim Hukill,

mechanic; Ott Howard, mechanic; Dwain DeLap, mechanic helper; John M. Mitchell, mechanic-painter; Happy Phillips, shop foreman; Floyd Darland, asst. partman; Guy Green, partman.

Second row, left to right: Earl Wal-

lace, tractor salesman; Leo Obenchain, yard man; Dan A. Howard, head tractor salesman; Olen Barlow, tractor mechanic; Frank Peterson, asst. shop foreman; Bert Hartley, tractor mechanic.

Back row, left to right standing:

Harry Douglas, car salesman; Paul Bailey, head car salesman; Erma Miller, stenographer; Walter W. Abbey, president; Margaret Hartley, stenographer; Jack Storr, car salesman; Nate Thornton, sec-treas.; Ralph Gill, car salesman.

FACTS Concerning Hardie SPRAYERS

In these days of high pressure spraying only the strongest pump gives lasting service. Among the most vitally important factors in a spray pump are the strength of the pump frame and base and the size and quality of the crankshaft and bearings. Length of life, dependability and low operating cost depend squarely upon strength of pump and size of parts.

The pump must be of proper weight to provide a sturdy, rigid frame. The frame and base act as the foundation of the pump, supporting all operating parts. They must be of ample size and strength to withstand the terrific shocks and strains to which a heavy duty spray pump constantly is subjected.

The Hardie frame is constructed from semi-steel and, where wear occurs, from the finest alloy steels. The Hardie pump carries both regulator and air chamber on the pump base. This results in a well balanced, very compact, accessible assembly and provides a pump that is admirably adapted for stationary installations and for pump replacement on any make or type of sprayer.

Hardie bearings are amply large and easily replaceable. The shock loads of spray pump operation are distributed and absorbed far better in the Hardie bearing than when concentrated at one point, as is the case where ball or roller bearings are used. The broad Hardie bearings do not cause pinch strains as narrow bearings often do. Hardie bearings are die cast—perfectly formed on special dies—and properly inserted into the pump. They can be easily adjusted by the user without any special tools. They are readily accessible and can be economically and quickly replaced when necessary. In the consideration of spray pump bearings remember this: Bearings alone do not determine whether a pump is an easy running one or not. Every moving part is involved.

The lubrication of Hardie bearings is selective, fully automatic, amply adequate at all times, and brings only clean, fresh oil to the bearing. Each bearing is individually lubricated from a large individual reservoir supplying the proper quantity and type of oil for that bearing.

Hawaiian Shooters Win R.O.T.C. Honor

WASHINGTON, Sept. 1.—(AP)—The war department announced today that the University of Hawaii had won for the tenth consecutive year the annual rifle marksmanship contest conducted for all senior infantry R. O. T. C. units.

Twenty-two riflemen from the University of Hawaii averaged 217.44 out of a possible 250 points.

Other teams placing included: University of Oregon, 32 competitors, 213.13 average score.

Bed Car Aids Nimrods



A sleep saver for fishermen who like to have a fly in the water at dawn is this Nash bed-car which can be made into a full length double bedroom in less than three minutes.

CONGRATULATIONS VOICED BY CHIEF OF STATE AGENCY

"I want to sincerely congratulate Walter W. Abbey, Inc. for their beautiful new garage building. Without a doubt, it is one of the most modernly equipped in the entire state, and I want to say that my company is deeply honored to have such an excellent outlet in southern Oregon for its merchandise."

So remarked Charles Wentworth, manager of the Wentworth-Irwin company of Portland, Nash motor car distributors of Oregon, who will be present tomorrow night when the local Nash automobile agency holds open house for its new sales and service plant at Ninth and South Bartlett streets.

Other officials of the Portland company who will be present are

George Banning, sales manager, R. D. Wisener and Perry Amstutz, wholesale representatives, Kenneth Mutch, service manager, and William Wilcox, parts manager.

Charles O'Halloran, sales manager of Allis-Chalmers company of Milwaukee, Wis., manufacturers of tractors and farm machinery, which line is handled by Walter W. Abbey, Inc., will also be on hand to help the Medford concern open its new plant.

Bill Redhead, of the Hardie Manufacturing company of Portland makers of Hardie sprayers, will be here also.

So far in 1937, Nash auto sales rank third in the Abbey territory of all makes of cars, and Walter W. Abbey

foresees a bright future for his concern.

Salem Mill To Open SALEM, Sept. 1.—(AP)—Officials of the Charles K. Spaulding Logging company, closed for the past five years, said the plant would resume production within three months. Extensive repairs will be necessary.

WINDOW GLASS—We sell window glass and will replace your broken windows reasonably. Trowbridge Cabinet Works.

Closing time for Too Late to Classify Ads is 1:30 p. m.

NASH-LAFAYETTE LOCAL DEALER TO HOLD OPEN HOUSE

(Continued from page one.)

manager, Ralph Gill, Harry Douglas, Elmer Stoher and G. W. Linkhart. From the parts department will be Guy Green, manager, and Floyd Darland.

Service department employees will include W. W. Phillips, shop superintendent, Frank Peterson, O. Z. Howard, Jim Hukill, John Meals, Olen Barlow, Bert Hartley, Berle Thornton, John Mitchell, Dwain DeLap and Leo Obenchain.

EUROPE AND ASIA MAY BE DRAWN INTO WAR IS FEAR OF KEY PITTMAN

RAPID CITY, S. D., Sept. 1.—(AP)—Senator Key Pittman of Nevada, chairman of the senate foreign relations committee, said here today he believed a war in which most of Europe and Asia would be involved was a possible development of the "undeclared war" between China and Japan.

Senator and Mrs. Pittman stopped here to visit Sculptor and Mrs. Guston Borglum.

The Nevada Democrat, for many years a student of Oriental problems, said he foresaw three possible developments in the Sino-Japanese conflict.

One possibility, he said, was that China might capitulate to Japan's demands; a second that the Chinese might continue resistance and perhaps be eventually excluded from their seaport cities "with a condition of warfare existing for many years, attended by attacks on the seaport towns held by the Japanese."

"The third possibility," Senator Pittman said, "is that some unfortunate and unlooked for incident may throw Europe and Asia into war, in which case the Chinese-Japanese problem would be absorbed in greater problems."

NEW 'ISLAND RISES IN SAN FRANCISCO BAY FOR '39 FAIR

Man-Made Exposition Site Huge Engineering Feat—Tides Are Affected

WASHINGTON, D. C.—(AP)—Geography is in the making out in San Francisco bay. A man-made island a mile long and nearly a mile wide is rising from the shoals between Oakland and San Francisco to become the site for the Golden Gate world's fair of 1939.

"Located in the shadow of the San Francisco-Oakland bay bridge, and just a few whitecaps from the towering Golden Gate bridge, the exposition island represents another important engineering achievement in a region famous for doing things in a big way," says a bulletin from headquarters of the National Geographic society here.

"The new island project is comparable, in some respects, to such outstanding 'human miracles' as Davis Island, Tampa, Fla.; Governor's Island extension, New York harbor; the Portland, Ore., airport; lower Potomac park, Washington, D. C.; and the dikes built to close in the Zuiderzee in The Netherlands.

Big Dredging Job "Treasure Island," as the exposition site has been named, was literally sucked from the shoals of San Francisco bay. Reclamation work on the site began in February, 1936, when United States army engineers, in cooperation with exposition workers, started the big dredging job.

Eleven giant dredges, 1,000 men, and a daily 24-hour schedule were employed for a year and five months to dig 25,000,000 cubic yards of sand from the floor of the bay and pump it into a huge square, rimmed by a stone seawall more than three miles long.

"The island rests on a shallow area formerly from six to 25 feet under water. The finished site will rise 13 feet above the surface. During the construction job, approximately 100,000 cubic yards of black bay sand

were pumped into the seawall enclosure each day.

"Today it stands ninety percent completed, and engineers predict that the final surfacing will be finished this month. After this, the 400-acre site will be given a bath. Bay sand must be 'unsalted' before trees, shrubs and flowering plants can be successfully transplanted. This will be done by a process called 'leaching,' which consists of keeping the ground continually soaked and drained with fresh water until the last bit of salt has washed back into the bay.

"At the conclusion of the world's fair in 1939, the island will be transformed into a municipal airport to serve the San Francisco-Oakland area. The site will be cleared of all structures except a permanent administration building and two hangars, 200 by 300 feet each, which will serve as exhibit buildings during the fair.

"The island is connected with the San Francisco-Oakland bridge by a 110-foot causeway capable of accommodating 3,000 vehicles an hour. On the island will be parking space for 12,000 automobiles. Water supply will be provided by pipeline from the San Francisco system to a 4,000,000-gallon reservoir on Yerba Buena Island, adjacent to the exposition site.

"Already the big land patch has affected tides and currents in the bay, according to United States army engineers and experts of the United States coast and geodetic survey, who have been taking daily measurements of tides and currents for the last month. Whether the altered flow will affect ship channels by sand and silt deposits has not yet been determined.

Grants Pass Manager



Bill Linkhart, manager of the Grants Pass branch for Walter W. Abbey, Inc.

"The exposition, which will open February 16, 1939, and run through December 2 of the same year, is a \$40,000,000 project, of which \$7,200,000 has been provided by the federal government, \$5,000,000 by the state government of California, and \$7,800,000 by private subscription. The remainder will come from admissions, leasing of exhibit space, etc. Exposition officials estimate that at least 20,000,000 persons will see the fair during its 288-day run."

Shangle Congratulates Walter W. Abbey, Inc. UPON THEIR NEW HOME Photographs were taken by us

THE NEW ABBEY BUILDING marks another milestone on the progress of Medford. We congratulate Walter Abbey and wish him success in the modern new home. Colyear Motor Sales Co. 103 S. Riverside Phone 250

WE wish to congratulate you, Walter W. Abbey and associates, upon the opening of your new, modern building. Southern Oregon will be greatly benefited by your aggressive ability. Chas. A. Wing Agency, Inc.

CONGRATULATIONS TO WALTER W. ABBEY, INC. UPON THE OCCASION OF THE OPENING OF THEIR NEW, MODERN HOME Corner Bartlett and Ninth Streets The officers and directors of this institution compliment Mr. Walter Abbey upon the completion of this splendid building and wish him continued success! OFFICERS W. W. WALKER, Pres. JOS. A. PAGANI, Vice Pres. C. A. MEEKER, Treas. WM. B. BLACKBURN, Sec'y FRANCES KENNEY, Asst. Sec'y DIRECTORS H. G. SNODGRASS, Chairman PORTER J. NEFF C. A. MEEKER JOS. A. PAGANI W. W. WALKER COMMERCIAL FINANCE CORPORATION Automobile - Finance First National Bank Bldg., Medford