



(Acme Telephoto)
PRAYERS ANSWERED—Rev. H. J. James (center), Negro pastor of Vallejo, Calif., who befriended a destitute white family and had faith "in the Lord and the people of Vallejo," sits with Mr. and Mrs. Kenneth Ball as the couple look at their five-day-old baby, Patricia Ann. The baby was born shortly after Rev. James found the Balls—then a family of four—near Bakersfield. They set out from Texas for Denver with \$67 and an old car, which broke down along the way, and will soon set out again with train tickets from the Elks Club and \$1000 in contributions.

New Cars Leave Assembly Lines At Better Than One-A-Minute Clip

Detroit, Jan. 13—(U.P.)—New cars rolled off assembly lines today at better than a one-a-minute clip, with manufacturers taking full advantage of labor peace to get showrooms full for the expected spring buying rush. Just how long the pace will last is anybody's guess. Those making predictions figure the boom should last through the first quarter of 1950, and perhaps into early summer. But there appeared little likelihood that when the new year is done, the production total would top 1949, the best year in automotive history, when 6,200,000 cars and trucks were made.

Manufacturers Optimistic
Most manufacturers are cautiously optimistic about 1950, taking their cue from General Motors' C. E. Wilson. The president of the industry's giant views new year output at "just about the same or a little less than 1949." That is more optimistic than the commerce department's prediction of a 10 to 20 per cent slump.

Right now the nation's auto plants are turning out cars and trucks at better than 24,000 a day, nudging the daily output record set last September.

One of the big reasons for the production race is labor contract negotiations which will start coming to a head in May. From then through fall, all the companies except Ford must sit down at the bargaining table with Walter Reuther's CIO United Auto Workers.

Dealer Stocks Down
Another is that dealer stocks of new cars hit new lows because of the steel and coal strikes. Dealers have to take care of that backlog of orders and then get supply lines filled for spring, when many Americans want to buy cars.

As a general rule, the 1950 buyer will get something that looks pretty much like his neighbor's 1949 model. Most of the body work has been on grilles with slight changes in lines to give cars a lower, more sleek appearance.

Studebaker was the principal standout, introducing a front end that dropped the conventional grill for a huge spinner with nacelle-type fenders.

In the lowest price field, the biggest single attraction has been introduction of the automatic transmission. This luxury previously had been reserved for more expensive cars. But it is now available as optional equipment on 1950 Chevrolets and all the other big cars by late summer. Plymouth has stayed with the standard gear shift.

Low Price Cars
Two companies have new low price plans in the offing. Nash plans to be in the market by early spring with something "entirely new" in the Chevrolet-Plymouth-Ford bracket. Kaiser-Frazer has a \$44,000,000 RFC loan, part of which will be used for the same thing. Nash also is toying with a \$1,000 two-seater, but hasn't any production plans yet.

The recent steel price increase and probable higher production costs through company-financed pensions have pretty well ruled out the possibility of major price reductions.

The much publicized cuts by Oldsmobile and Buick came principally through elimination of "extras" with some across the board reductions on more expensive models. Other car prices have remained unchanged.

tinger, Larry and Loyd Smith received their bobcat pins; Ernest Lind, bee pin; Bob Taylor, one gold and four silver arrows; Ronald Bradley, one gold and three silver arrows; Dennis Bradley, one gold and five silver arrows, and Gary Simonds, wolf.

Refreshments were served by the cub mothers.

The next committee meeting will be held January 24, at 7:30 p.m. at the home of Mr. and Mrs. Arthur Mackintosh.

WAS WELL SCHOOLED
Minneapolis (U.P.)—For the first time in 27 years Frederick Fries is not attending night classes at the University of Minnesota. Fries says he has taken all the courses offered in the fields he's interested in. Henceforth, he plans to spend his time reading or discussing with friends such subjects that he has not explored—philosophy, anthropology or geology.

Income Tax Head Objects To Rule On Overtime Pay

Salem, Ore., Jan. 13—(U.P.)—Ray Smith, tax commissioner in charge of the state income tax division, today objected to a civil service board ruling banning any overtime pay to employees making more than \$200 a month.

A hearing on the matter will be held by the civil service board at the commission offices January 20.

Smith said: "We have auditors checking the 1936 returns in an effort to collect unpaid taxes before the statute of limitations is imposed and these men must work at night and on Saturdays if the job is to be completed for the benefit of the entire state."

Added Service
Smith said that during the rush period when tax returns are being filed, he is keeping both his Salem and Portland offices open as an added service to the public. And he expressed belief it is unfair to ask these workers to put in the extra time without pay.

Said the commissioner: "I fail to see why the amount of salary paid to any employee has anything to do with payment of overtime when such employees put in more than the required 40 hours a week."

Smith said that the auditors checking returns of previous years are recovering thousands of dollars in unpaid taxes for the state. He said: "They put in many hours for which no claim is made. The same is true of our field auditors who may work in a town until 10 p.m. one day, then when the work is concluded, drive to a town 100 miles distant in order to begin work at 9 a.m. the next day. No claim is made for overtime even though the man is driving on his own time."

Boy Scout News

Cub Pack 15, Phoenix

Cub scouts of Pack 15 held their first meeting of 1950 last week at the Phoenix Presbyterian church. Newly elected cubmaster Keith McCracken was in charge. Other officers who were seated at the December pack meeting are Earl Floyd, assistant cubmaster; Committeemen the Rev. Edward Clark, Arthur Mackintosh, Vern Anibal, H. E. Lind and C. A. Stothers; Mrs. Clifford Wallace, secretary-treasurer, and Mrs. C. A. Stothers, publicity.

Cubs receiving awards at the January meeting were Dennis Beadley, lion; Ronald Bradley, Bob Taylor, Jimmy McCracken and Dale Haggard, wolf; David Lind, Melvin Bailey, Randal Stothers, gold and two silver arrows; Fred Oldham and Brent Pfeiffer, webelos.

A request for a new den mother was made at the meeting. Ted Taylor and Cecil Morris showed a film about Salt Lake City, Utah.

Den 4 was winner of the honor pennant.

Cubs Town Brown, Fred Fay-

BARNES

USED CAR BUYS

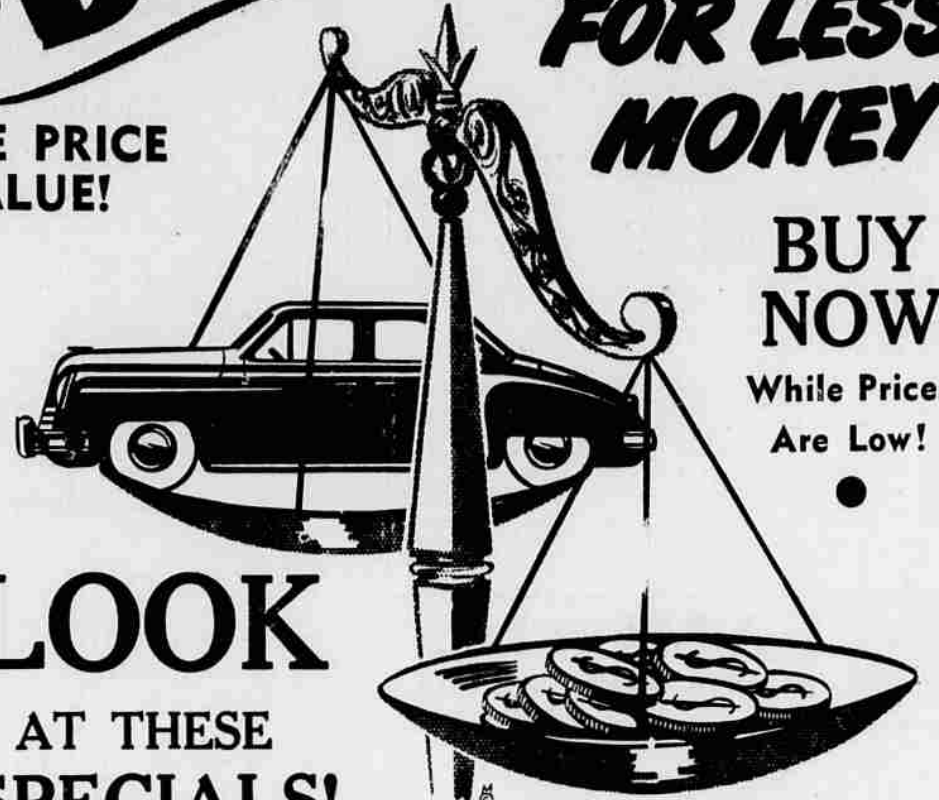
COMPARE PRICE and VALUE!

YOU'LL GET

FOR LESS MONEY

BUY NOW

While Prices Are Low!



LOOK AT THESE SPECIALS!

1949 MERCURY 4-DOOR SEDAN

Radio, Heater, Over-Drive
—This car was locally owned, looks and runs like new.

\$1845

1946 OLDSMOBILE "76" 4-DOOR SEDAN

Radio, Heater, Hydromatic Drive, Tailor-made Plastic Seat Covers.

\$1095

1949 Chevrolet Fleetline \$1645

4-DOOR DELUXE SEDAN—This car is perfect in every respect.

1949 Olds "98" 4-Dr. \$2295

SEDAN—Radio, heater, rocket engine. This price is way below book.

1948 Ford Super Deluxe \$1195

CONVERTIBLE—Radio, heater, overdrive, windshield washers, air horns, fender skirts. Really slick. A one-owner car.

1948 Chev. Club Coupe \$1295

Gas heater, low mileage. Clean as a pin.

1946 Chev. 2-Dr. Sedan \$945

Radio, heater, really clean.

1941 Pontiac '6' Sedanette \$645

Radio, heater, clean as a pin.

1941 Nash 4-Dr. Sedan \$495

Weather-eye, completely reconditioned—This is a real buy.

1941 Chrysler Royal 4-Dr. \$595

SEDAN—Radio, heater, fluid drive. Look this over

1941 Dodge Coupe \$495

Heater and fluid drive.

1940 Ford 2-Dr. \$395

Radio, heater, new motor, inside completely reupholstered. Look this over.

1940 Chev. Club Coupe \$445

Radio and heater. Beautiful black finish.

1940 Mercury 4-Dr. Sedan \$445

Heater, tailor-made plastic seat covers.

1940 Nash Ambassador \$245

4-DOOR SEDAN—Runs very good.

1939 Plymouth 4-Dr. \$345

SEDAN—Heater. Really slick, inside and out.

1939 Chev. 2-Dr. Sedan \$375

Heater and new paint.

1939 Olds Club Coupe \$375

Radio, heater, spotlight and tailor-made seat covers.

1939 Buick Special 2-Dr. \$365

SEDAN—Heater. Top condition.

Here Are Some BARNES'



These cars can be purchased with a small down payment and weekly installments—Come in! Let us explain this plan to you!

1939 Nash Coupe \$95

Runs very good.

1939 Plymouth 4-Dr. \$95

Runs good. Body rough.

1938 Buick 4-Dr. Sedan \$195

Runs very good—New paint.

1938 Dodge 2-Dr. Sedan \$245

This car is in top shape.

1938 Hudson Club Coupe \$145

Heater, spotlight and fog lights.

1938 Chrysler 4-Dr. Sedan \$175

Heater. Very good inside and out.

1937 Buick Coupe \$165

New paint—Runs like a top.

1937 Plymouth 2-Dr. \$125

Heater—Runs good.

1937 Olds. 4-Dr. Sedan \$95

This is a buy!

1937 Plymouth 4-Dr. Sedan \$75

Try this out

1936 Chevrolet Sedan \$145

This is really a thrifty buy.

1934 Chev. 2-Dr. Sedan \$44

This runs too.

1930 Ford "Model A" \$49

Look at this one!

1939 Studebaker 1/2 Ton \$195

This pick-up is really solid.

1934 Chev. 1 1/2 Ton Truck \$59

It runs!

TRUCKS & PICKUPS

1949 Chevrolet 1/2 Ton \$1395

Deluxe cab, 4-speed transmission. Just like new.

1948 Chevrolet Sedan \$1295

DELIVERY—Really clean—This is a very good buy.

1947 Chev. 2 Ton Truck \$1295

2-speed axle, 8:25 rubber. Fully equipped. See it!

1946 Chevrolet Suburban \$995

CARRYALL—Completely reconditioned.

1942 Ford 3/4 Ton 6-Cyl. \$695

PICKUP—New paint, motor tops.

1941 Chev. 1 1/2 Ton Truck \$445

Good rubber, new paint. Top condition throughout.

1941 Chev. 1/2 Ton Panel \$545

Heater, body very solid. Motor tops.

BARNES CHEVROLET

NINTH and BARTLETT • MEDFORD • TELEPHONE 2-6115