

ANCIENT PACKARD CLIMBS ON HIGH

Secretaries of the United States navy for the last ten years have ridden in this car and with this chauffeur, John H. Pye, at the steering wheel. Its high ceiling and long door have grown rather old fashioned, and so John is driving a new and shiny Packard six sedan limousine which has just been purchased for Secretary Wilbur. John had become so attached to the old car because of the care he had bestowed on it for years that he hated to give it up even for a new Packard. Although the old Packard had been driven 175,000 miles by Pye, he insisted it was in top notch mechanical condition, and he proved it. There are two hills in Washington which are so steep and so long that it is considered that any car which goes over them in high gear is in perfect condition. Pye took the old Packard out over both test routes the other day. On the Thirteenth street hill, the most severe of the two, he started at the bottom at eight miles an hour and went over the top at twenty-two miles an hour. This was considered an unusual performance and would have been so considered for even some of the trick cars, Pye insists.

THREE ARE TIED.

DALLAS, Texas, Jan. 23.—(United Press)—Bill Mehlhorn of Chicago, Macdonald Smith of New York and Bobby Cruikshank of Chicago were tied for first honors at the end of the second round in the Dallas open championship golf play at Cedar Crest country club Saturday, shooting the first 36 holes in 133 strokes, which was considered good, in view of the frosty condition of the course and atmosphere.

WHEN CATS ARE AWAY.

TEGUCIGALPA, Honduras, Jan. 23.—(United Press)—Central American diplomats fear a revolution will result from the confused political situation in Nicaragua. The contention for office has created a crisis of menacing potentialities. United States marines were withdrawn from Nicaragua last year and since then there has been considerable unrest in that country.

WORKERS CARVE MELLON.

NEW YORK, Jan. 23.—An \$11,000,000 dividend in cash and stock has been declared for 8500 employees by the General Motors corporation. This follows a special cash distribution of \$25,000,000 to stockholders late last year when they received an extra dividend of \$5 a share on the 5,000,000 common shares outstanding.

Of the more than 8000 workers to benefit by the dividends approximately 4000 are buying homes with the aid of General Motors.

BREAKS RECORD.

BUFFALO, N. Y., Jan. 23.—(United Press)—Two world's records went by the boards at the B. A. C. swimming contest tonight, when Walter Lauer, 18-year-old swimmer from Cincinnati, hung up a time card of 1:05 in the 100-yard backstroke, and 1:11 1-5 in the 100-meter backstroke. The former records, held by Johnny Weissmuller, were 1:05 2-5 and 1:12 3-5, respectively.

ARTIST INHALES GAS.

LOS ANGELES, Jan. 23.—(United Press)—William Henry Drake, 70, internationally known artist, locked himself in his studio closet here today and committed suicide by inhaling illuminating gas, according to police reports.

A note which the painter left for his niece, Mrs. Wayne Jackson of Hollywood, was turned over to police, who withheld its contents.

The EYE.

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INDUSTRIES AND FARMS TOPIC OF CHAMBER MEETING

PORTLAND, Jan. 23.—Industrial and agricultural development for Oregon will be the keynote of the annual meeting of the Oregon state chamber of commerce, to be held in Portland, January 28.

Business leaders of the state will present various phases of an industrial program designed to utilize the resources of Oregon hand in hand with the present agricultural development. Led by experts in industrial promotion, a general discussion will analyze what the respective communities of Oregon ought to do to increase their industrial payrolls.

ACCOMPANY BODY HOME

WASHINGTON, Jan. 23.—(United Press)—A delegation of 15 members of the house and senate will accompany the body of Representative John Raker, democrat, California, to Sausalito, Calif., and attend the funeral there.

Raker died here last night after a lingering illness. His body will be started back to California Wednesday afternoon.

The house was informed of Raker's death by Representative Lea, democrat, California, and after adopting the usual resolutions of regret, adjourned out of respect to his memory.

PLAYER INJURED

NEW YORK, Jan. 23.—(United Press)—Travis Jackson, New York Giants' shortstop, has been forced to place his injured knee in a plaster cast, and he has been ordered off his feet for three weeks, it was learned today.

He will be two or three weeks late in getting to the Sarasota training camp, and he may not be able to play regularly until mid-season.

KFI NOT FAVORABLE.

LOS ANGELES, Jan. 23.—(United Press)—Radio station KFI, owned and operated by Earl C. Anthony, Inc., will get in line with other broadcasting plants throughout the nation Sunday and remain silent during the "international radio test week" officials announced Saturday night.

While agreeing to silence its station during the tests KFI at the same time issued a statement denouncing the plans of the international test week committee, maintaining it was "primarily fostered by radio interests which contribute nothing to broadcasting and is designed to reap a tremendous profit from the American public."

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CHRYSLER 80 ON DISPLAY IN N. Y.

The eagerly awaited car whose coming has been forecast in interviews in America and Europe the past few months with Walter P. Chrysler—the new Chrysler Imperial "80"—is now for the first time exhibited to the public at the New York automobile show.

Heading the Chrysler line-up of cars, the others being the Chrysler "70" and the Chrysler "55," it is the center of attraction to persons interested in motor cars, whose knowledge of the significance attaching to successive Chrysler announcements has led them justly to expect something altogether phenomenal in a car heralded as constructed to the specification "as fine as money can build."

In offering this new line, Mr. Chrysler has been actuated by a desire to meet the demands of those who wanted Chrysler performance in a car of larger measure. The new Imperial "80" is a development of the Chrysler "70" with refinements and improvements arising out of long continued experiment and research with design and materials of the highest type by the engineering department.

It is designed to go farther along every direction than the costliest cars of America and Europe. It is intended to assume the leadership in the fine car field. Time and attention have been devoted to the questions of design and manufacture that the item of price has not yet been determined. It is understood that prices for the Imperial "80" will not be announced until later.

There are six body types—phaeton, roadster, coupe, five and seven-passenger sedans and sedan limousine. The bodies, built to Chrysler design, are naturally of the most complete and luxuriously appointed type, with special fittings and equipment in most cases made especially to order for the Imperial "80."

But it is not alone in the matter of body appointments that the new Chrysler line is hailed as taking its

place at the forefront of the world's finest cars. With the idea of building into it true luxury from every point of view, the chassis has been designed so as to provide power, speed, comfort, convenience, quiet and performance, to an altogether unusual degree.

There are so many details in which the Imperial "80" is different from other cars that no effort is being made to institute comparisons. It is felt that none can be made. To list the many things that have been done in an engineering way to insure luxury of power would, apparently, mean a catalogue of specifications of chassis items from stem to stern.

With the idea of making it simple for all who follow eagerly every new Chrysler development to appreciate to the full extent to which superiorities have been built into the Imperial "80," salesmen, detailed for the purpose, will be glad to explain to all inquirers the many things that emphasize the difference in this new Chrysler production.

There are several things that every one who sees the car will want to know more about, because they are the fundamental of the exceptional performance in the Imperial "80." Extraordinary smoothness of operation, quiet and long life in the engine are assured by a combination of three elements that represent unremitting effort on the part of the engineers. A totally new crankshaft, uniquely balanced engine lubrication of unusual effectiveness, and a completely new type of piston of special design, are high points within the engine itself. The power plant has a specially designed carburetor, with particular simplicity and ease of adjustment, air-cleaner, oil-filter and gasoline filter; a new system of employing manifold heat in improving carburetion and a fan to make cold weather starting easier, amongst other features.

There is a clutch of paw and improved design and effectiveness. Gear shift levers are long as are

the brake levers, so that management of the car is made far simpler. The frame is of unusual depth and strength and is braced by a series of cross members so that it is unusually rigid.

An ingenious engineering device which gives the Chrysler Imperial "80" a new type of rear engine mounting, consists of rubber cushion mountings which prevent metal-to-metal contact and keep sound vibrations from passing through the frame into the body of the car.

The Chrysler designed spring suspension which eliminates sideways is used in the Imperial "80." Springs are provided with rubber cushion clamps, which envelop and hold the ends of the springs, replacing the usual steel eye-bolts. These clamps are held in malleable brackets and serve a great variety of purposes. They absorb road shocks and prevent their transmission to the car. They are non-rattling and do not require lubrication.

The springs are provided with tailored boots, which contain lubrication for thousands of miles of running, and at the same time protect the springs from water and mud and avoid the need of periodic oiling and greasing.

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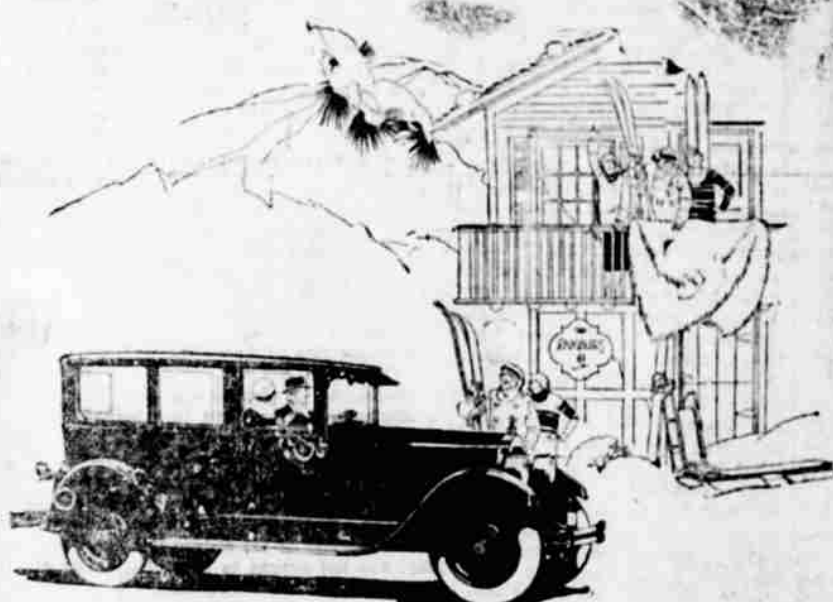


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The Klamath News



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THE beauty, grace and distinction of Packard enclosed bodies are universally admired and widely imitated.

But Packard bodies possess other important and unusual qualities not so easily appreciated. Only Packard owners know how much these qualities contribute to the comfort and enjoyment of Packard travel.

All Packard bodies are designed and built to give the same long and excellent service as the chassis upon which they are mounted.

Packard enclosed bodies are roomy, comfortable, quiet and luxurious. The enclosed models of the Packard Eight have the widest and roomiest bodies offered on any motor car.

And there are no grades of Packard bodies—every owner of either Packard Six or Eight has the best Packard knows how to build after twenty-five years of experience.

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