

FEW PARTS NEEDED FOR OAKLAND CARS

Sales to Dealers Average \$7.08 Per Car, Recent Survey Indicates

A recent compilation of the service department records of the Oakland Motor Car company for the year 1925 revealed that parts sales to Oakland dealers averaged only \$7.08 per car, based on the total number of Oakland cars known to be in operation. As these parts included a large volume of accessories, the actual parts used for replacement averaged much less than the per car amount given.

The number of Oakland cars in service totaled 248,658, including all Oakland cars registered on January 1, 1925, plus cars sold during the year. According to R. A. Armstrong, director of service for the company, the low service cost per car is particularly significant; since approximately 20 per cent of these cars are more than five years old. The average parts

cost for 1925 is the lowest in Oakland's history, and also compares favorably with the entire industry, which is estimated to average about \$13.00 per car for all makes.

Sixty per cent of the wearing parts in a car are located in the engine," says Mr. Armstrong, "and I believe our low parts cost reflects the advanced design and sturdy construction of the Oakland Six power plant.

"Although this low part sales record is very gratifying to us, another year should see this figure still further reduced, due to constant refinements in manufacturing and inspection, plus Oakland's adoption of the now famous Harmonic Balancer, which has eliminated practically all vibration in the engine."

BILLION DOLLARS IS TAKEN IN GAS TOLL

government has contributed \$460,000,000 to help the states build roads. That is considerably less than half of what the country spent on roads in either 1924 or 1925. Moreover, in the same eight years while the government was distributing that \$460,000,000 to the states, it collected \$873,000,000 in internal revenue taxes on motor cars, parts and accessories. Other hundreds

of millions were collected in income and corporation taxes from motor car manufacturers and dealers. I do not think these figures have ever been put together but at any rate you observe that the federal contributions to roads as compared to the contribution of the people who make and use the cars and the gasoline has been decidedly modest.

"But, while federal contribution is only about 10 per cent of highway expense, it has accomplished results altogether out of proportion to its amount. First, it was an incentive to the states. The government required them to invest as much as it contributed. Then, the government takes the part in a general supervision of construction, and a share in determining routes. So we have built roads on better standards, and have got them organized into a truly national system, instead of forty-eight state systems.

"Some day it will be realized that this was the most valuable contribution. Driving from Boston to New York, a man may pass through four states. Every one might have a splendid highway system; but if these did not articulate at the state lines, the trip would be almost impossible. Thanks to the systemization under federal influence, country roads are as superior to state boundary lines as are railroads. A man drives from one state to another without knowing it, unless a sign board tells him. Few people realize that federal partnership in road building accomplished this.

"The federal highway act of 1921 required that a complete nation-reaching system of roads be designed within two years, as the roads to which Uncle Sam would give assistance. Nobody who was connected with this department will ever realize the task involved in laying out that map. It was

found that there were 2,866,061 miles were to be included in the national system, eligible for federal aid. Nearly every mile of that 2,866,061 was a candidate for designation as a federal highway. Nobody will ever dream how much pulling and hauling, log rolling, and variegated influence was enlisted. But in the end the system was laid out as a truly national one."

According to the American Petroleum Institute the gasoline tax was first imposed in 1919 in Oregon. It has now been adopted by 11 the states except New York, Illinois, New Jersey and Massachusetts. The tendency has been continually to increase the rate of tax per gallon. As late as 1921 gasoline taxes for the entire country were only about \$5,000,000; in 1922, \$12,000,000; in 1923, almost \$37,000,000; in 1924, \$79,000,000; and in 1925, \$142,987,749.

With good prospects that the "gas" tax will be adopted soon by the states which do not have it now, and with the gallonage rates being increased in other states, it is calculated that this tax alone will soon raise \$200,000,000 a year; quite possibly during 1926.

Roseburg — Strawberries ripe in Umpqua Valley, with fine crop prospect.

Interest in Gold Increases in Germany, Query States

ST. ANDREWS, Scotland—An indication of the growth of golf and the spirit in which it is played in Germany is seen from the fact that for the first time the Club Zur Vahr at Bremen asked the Royal and Ancient Club for advice on a disputed point.

The question raised related to the decision of a tie in a stroke competition in which one competitor refused to play off over 36 holes, because Rule 3 of the Special Rules states that a "tie or ties shall be decided by another round."

The Rules of Golf Committee upholds the objection subject to there having been no special rule made to govern the competition in question and suggests that a new round of 18 holes be played.

USE GIFT TO MOVE SCHOOLS

SOFIA—Part of the income from the \$400,000 given American evangelical schools for boys and girls in Bulgaria from the estate of Charles Martin Hall, of Oberlin, Ohio, will be used in transferring the institutions from Samokov to an improved location in Sofia.

STAR FIRST ENTRY IN YOSEMITE EVENT

Tenth Annual Economy Run Listed for This Year; Five Classes Open

LOS ANGELES, April 24.—Star car is the first official entry in the tenth annual Yosemite Economy Run, which is scheduled for May 20-21 this year. The entry was sent in from the Star Motor company, Los Angeles branch, and has been accepted with the numeral "one" awarded to Star.

Competing last year in this event, which is held under the auspices of the A. A. A. contest board, Star finished with the least gasoline consumption of all entries, as well as these in its class, but was not awarded a first place because of the greater weight of another entry.

As in the past, the Yosemite run is a free-for-all, with five classes open for competition, and is a strictly stock car event. Star's entry will be watched with wide interest, because of the many re-

HOW THE ROADS ARE

(Continued from page 1.) between Wheeler and Brighton, traffic for Garibaldi and points south is urgently advised to take road via Foley Creek which is traveled throughout.

Miami - Tillamook - Hebo - Newkorn - Devils Lake-Siletz River: Part paved; balance macadam. Newport - North Otter Rock in Lincoln county: Open for travel. Willamette Valley-Florence, Highway Junction City - Cheshire - Goldson - Blachly - Rainrock - Mapleton: Macadam.

Mapleton - Florence: Dirt road. Impassable after heavy rains. Corvallis-Newport Highway Corvallis - Philomath - Wren-Toledo - Newport: Macadam. Roosevelt Coast Highway open north of Otter Rock.

McMinnville-Tillamook Highway McMinnville - Sheridan: Paved. Sheridan - Willamina - Grand Rondo - Hebo - Tillamook: Part paved; balance good macadam. Mt. Hood Loop Highway Portland - Government Camp: Paved to Gresham; balance good macadam. Government Camp - Summit-

Horse Thief Meadows - Forest Boundary; Closed on account of snow.

Forest Boundary - Hood River: Macadam. Crater Lake Highway Medford - Trail - Prospect: Macadam. Prospect-Fort Klamath: Closed on account of snow.

Redwood Highway - Connecting with Road to Oregon Caves Grants Pass - Kerby - Waldo: Graveled road in good condition. Waldo-Crescent City: New road open for travel. Kerby - Oregon Caves: Road in good condition. Oregon Caves now open to public.

FORD MAKES TEST

Determining the life of upholstery long before it is used to trim the car is a problem which the Ford Motor company has solved by the development of a number of unique and conclusive tests. Before Ford upholstery cloth is released for production, samples are eaten by chemicals, pulled apart and even worn out in an especially constructed rubbing machine.

How Are Your Balloon Tires?

We are now equipped to Retread them for you. This will add many miles at a minimum cost.

Expert Vulcanizing and Retreading by Men Who Know How

SEIBERLING TIRES AND TUBES

GASOLINE, OIL and ACCESSORIES

Service station for Lincoln shock absorbers. Let us quote you prices.

ZOSEL'S TIRE SHOP

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Side Walk BICYCLE For the Little Tots (Like Cut)

\$16 to \$22.50

See Our Kidde Kar Stroller at

\$6.25

Lloyd E. RAMSDEN

387 Court Street.



The new General Motors Proving Grounds at Milford, Mich., where the Pontiac Six was tested and perfected

NEW... yet three years old

In the sense that it combines elements of stamina, size, beauty and power heretofore undreamed of at its price, the Pontiac Six is an entirely new car. Yet more than three years have passed since General Motors set out to develop a Six of such high quality and low price as to gain immediate leadership.

During those years, the Pontiac Six was not only designed, refined and developed, but also subjected

to such brutal and unremitting tests under every conceivable driving condition as to warrant, without reservation, the following statement:

No new car ever came to the public so maturely engineered—or more clearly meriting such universal admiration as is now being accorded this new General Motors Six.

COACH OR COUPE \$825

MODELS BY FISHER

VICK BROTHERS

High Street at Trade

Telephone 184

PONTIAC SIX

CHIEF OF THE SIXES

I Know What I Want

Come to think of it, I never have gone into an automobile salesroom, picked out the car I really wanted and bought it . . . Always I have let the matter slide until some salesman I never saw or heard of before . . . and of whose judgment in motor cars or anything else I knew nothing . . . came in and sold me . . . Generally he succeeded in selling me a car I had not been considering, either . . . and which I didn't like after I got it.

Now I know what I want . . . this time I am going to reverse the order, decide for myself . . . and give some automobile salesman the surprise of his young life.

Going in tomorrow and buy the car I want.

I have decided I want to own a Rickenbacker.

Six . . . or Vertical-Eight?

Not sure on that point . . . some friends who own them tell me you get all you can possibly want in a Rickenbacker Six . . . Others insist there is a super-something in the performance of that Vertical Eight that sets the blood a'tingle every time you touch the accelerator.

All agree, tho, that the utmost in up-to-dateness in body design . . . quality of upholstery . . . finish . . . and other details that are dear to my heart and hers . . . are to be found only in a Rickenbacker . . . unless you pay two or three thousand dollars more . . . and they will have to show me the difference before I will pay that.

As for the chassis . . . I guess there is no contention on that score . . . For five years at least the Rickenbacker chassis has been held up as the most outstanding example of fine engineering . . . and beautiful construction . . . on either continent.

Every salesman I have ever talked to either openly admitted . . . or unconsciously conceded . . . that superiority to Rickenbacker . . . while trying to convince me his car was just as good.

I follow these things fairly closely . . . a car is a mighty important thing in one's everyday life. I have observed that Rickenbacker was first to introduce (and prove) the advantages of all the really great engineering discoveries since the war.

First to use two fly wheels . . . first with 4-wheel brakes . . . mechanical brakes, too . . . My experience of the last year tells me mechanical brakes must be the only kind . . . certainly must be safer . . . solid metal can't leak anyway!

Rickenbacker was proclaiming "Air Cleaners" three years ago . . . sounded foolish to me at the time . . . why clean air?

But this year I notice they are all hollering about their air cleaners . . . those very makers and dealers who then told me it was a useless appendage . . . now say it is vital to the life of the motor!

Interesting, when you think of it . . . how this post-war concern could have shown the way to all the old fellows . . . in so many important improvements and inventions . . . Easy, tho, when you consider Rickenbacker engineers had nothing to discard . . . could design a post-war car from the ground up.

Here I sit selling myself this car . . . mentally I bought one long since.

I buy a Rickenbacker . . . mentally . . . every time one of the lithe things slides past me on the road . . . or jumps ahead of me in a traffic jam . . . or stops when I can't stop . . . never a sound from those brakes either . . . that shows they don't grab . . . no question in my mind about those brakes being better . . . friends who drive them say there just are no other brakes in the world.

I know what I want . . . I crave the pleasure that comes from the ownership of a super-anything.

Yes, I admit, I like to see friends glance admiringly . . . and rivals look enviously . . . at my car as I glide by.

I know what I want—I want a Rickenbacker . . . and before another salesman gets hold of me . . . and diverts me from my desire . . . I am going to phone the Rickenbacker dealer to have a car ready for me to drive—right now.

Let's see . . . dealer's name is F. W. Pettyjohn—phone? Oh, yes, 1260 . . . show room at 365 N. Commercial.

Rickenbackers are made in "Rams" and "Vertical Eight"—all popular body types—prices range from \$1495 to \$2895—F. W. Detroit, plus tax