

INCREASED SERVICE ADDS PLEASURES

National Automobile Association Lands Splendid Work Done in States

WASHINGTON, D. C.—Special—In all its major aspects, motoring is becoming increasingly simple. The range of the automobile is being widened as new roads are built and touring service perfected, and the remaining obstacles to free and unfettered car use are being solved rapidly. These conditions for the marvelous and growing popularity of the motor car and the motor club, says a statement issued today from national headquarters of the American Automobile association.

"Motordom is standing on the threshold of its greatest year," says Thos. P. Henry, president of the national motoring organization. "The vigor and success with which it has tackled and solved many of its problems in the past, and with which it continues to meet them as they arise, are certain harbingers of still greater expansion this year."

Growth of the automobile industry is paralleled by expansion of the motor club movement, the AAA head declares. As the motor industry, with its vastly improved cars counting on 1927 to eclipse all previous records, so is the motoring association leadership expecting it to do the same.

Here are the factors Mr. Henry lists as forecasting the growth of both:

Cars are vastly improved in design, efficiency and safety.

The range of the automobile is being widened, as new highways are laid, motor laws are made fair and indiscriminatory.

The nation's prosperity, superinduced by the automobile, is making it possible for additional hundreds of thousands to become car owners, and enabling hundreds of thousands who already own cars to put their motoring on a higher basis through the purchase of the better cars and equipment.

Car operation and service have been simplified beyond belief by the manufacturer. The 1927 car, making its debut in all parts of

CANTONESE ARTILLERY MOVES INTO BATTLE



Photo shows Cantonese moving their artillery to the battlefield. Not only have these Chinese Nationalist forces modern equipment, but their training and discipline are said to be of high degree.

the country in show and show-room, represents a stupendous contribution by the manufacturer to the nation's health, its economic well-being, its pleasure and its safety.

Achievement of the great stride toward safety has not been the result of radical departures from accepted practice, the statement points out. "It is rather due to the perfection of principles already in existence. Steering is made easier, brakes are more efficient, acceleration is greater, power plants never were more reliable and the inevitable result of these improvements will be street and highway safety from a mechanical standpoint, at least. If there is proportionate improvement in driving and walking practices, 1927 will see accidents greatly reduced," it is shown.

Motoring organization, that is, unification of motor car owners, will be greatly advanced as an indirect offshoot of the mechanical improvement of the newest automobile, in the opinion of AAA officials.

The aggregate saving which will result from the more efficient and economical operation of the 1927 car, will be tremendous, it is pointed out, according to the statement.

"It has been the experience of the American Automobile association that when any saving in taxes or in any other phase of his motoring is granted to the motor car owner, he utilizes a small part of it to identify himself with the mo-

tor club movement. This is reflected in the membership increases of the 850 AAA clubs following a general cut in the price of automobiles, a mechanical innovation that results in lowered operation costs or relief from any one of the innumerable tax burdens borne by the motorist.

"The advantage of organization is becoming increasingly evident to car owners everywhere. Membership reports now being compiled for 1926 reflect the fact that the club movement kept pace with the industry's gains last year. There is every reason to believe that during the current twelve-month an even better record will be made."

Man Loses Fortune by Not Paying Eight Per Cent Tax

WELLINGTON, Kan.—(AP)—Seven two-acre tracts of sand, whose owners lost title back in the nineties by failure to pay taxes of 98 cents per tract, now are valued at \$109,000. The owners in 1882 considered the land worth about \$12.50 an acre.

The discovery of oil is responsible.

Benjamin Reitz, a Kansas pioneer, had a "feeling" the land would be valuable some day and religiously kept up his tax payments while his neighbors let theirs lag and finally lost title.

Then an oil company drilled a test well and found oil. This well now is pumping 1,200 barrels a day.

Minstrel Show Coming From KPO San Francisco

An old-time Minstrel Show will be one of the features of the Variety Program to be broadcast from KPO, San Francisco, on the night of February 21st, and which will be dedicated to Chicago listeners, who are reporting excellent reception of KPO's late Monday night frolic. The program will begin as usual at 11 o'clock, Pacific Standard Time.

Other choice entertainment scheduled for the special Chicago Variety program include musical oddities by the favorite KPO entertainers, the reading of poetry written by Chicago men, and talks to Chicago listeners, by several of their prominent citizens who are sojourning for the winter in California. Direct telegraph lines will be run into the station to receive reports or requests from listeners in the Lake Michigan district who will be tuned in to the San Francisco station on this evening. The program will last long into the wee hours of the morning.

Gaston Bazile, was a member of Herriot's cabinet for 24 hours and French custom, therefore entitles him to be called "Monsieur le Ministre" for life.

Klamath Falls—Four cars of fat cattle shipped, from Dalton ranch bring \$9,000.

NEWER CARS MADE EASY TO HANDLE

Improvements Devised in Steering, Vision, and Instruments

By ALEXANDER JOHNSTON Editor Automotive Daily News

Ninety per cent of the passenger cars are driven by their owners and yet the occupant of the driving seat is only just beginning to get the consideration he or she deserves.

One of the outstanding improvements of the 1927 cars is the attention given to the driver and the driving compartment. The result is that the new cars are easier to handle, less tiring to drive and above all, safer, particularly on account of better vision afforded the driver and because of the ease of handling the controls.

Adjustable Seats On several cars adjustable front seats are being provided. On other cars the slope of the front seat and the proportioning of the front

compartments generally have been such as to provide a more comfortable seat for the driver. One car is now arranged so that in two or three minutes it is possible to move the seat back or front and alter the tilt of the back to suit the user.

Experience has shown that it is not good to give too great a slope to the back of the front seat. A driver to be alert must sit up fairly straight, and it is necessary to be alert even when driving in the open country, although not to the same degree as in city driving.

However, any danger of falling asleep in the driver's seat should be guarded against. More accidents happen from this cause than is suspected.

Comfort for All Adjustability of the driver's seat or the pedals is really necessary to accommodate the extremes between a short woman and a tall man. It is impossible to design a control layout and a seat which are properly proportioned for both hence with this greater study of the driver's comfort it would not be surprising to see this tendency grow.

In the sedan type of vehicle and, of course in the coach, the divided or separate front seat idea prevails.

FRIGIDAIRE MANAGER SALES FOR EUROPE

L. C. Shannon, foreign manager of Frigidaire Corporation, General Motors' subsidiary, sailed today on the Olympic for a three months' visit with distributors and branch managers in Europe. He was accompanied by George Riedel, European sales manager and N. Van Aunsdal, sales engineer, who are returning to London after six weeks spent at the

Frigidaire factories, Detroit, O. Other representatives of the foreign department to leave from New York later in the week are J. F. Harlan for Paris and Col. W. W. Rose for India.

"There is a tremendous market for electric refrigeration developing on the continent," said Mr. Shannon. "There are more kinds of applications for it commercially than there are in the United States. We expect to make great progress during the next year in England in particular, due to new laws, governing the amount of preservatives which may be used in foodstuffs."

"It is our opinion that it will be but a short time until our foreign retail sales will pass the domestic mark reached by the corporation in 1926. Economic conditions in Europe seem to be steadily improving, making it pos-

sible for us to proceed with establishment of new branches and distributorships."

Mr. Shannon will inspect new branches being opened in Glasgow, Edinburgh, Bristol and Manchester before visiting the continent. This is the second group of Frigidaire sales representatives to go overseas during the past month, according to Mr. Shannon. In another group leaving earlier in the year were: Col. J. M. Wright, formerly foreign representative of the Baldwin locomotive company, who will undertake development of the market for electric refrigeration in the Far East; and a number of others bound for Europe and South America.

Try a Classified Want Ad

Keep Smiling with Kellys

TODAY'S KELLYGRAM: A setting hen never grows fat; but today the fat chicken is out of style.

KELLY-SPRINGFIELD TIRES

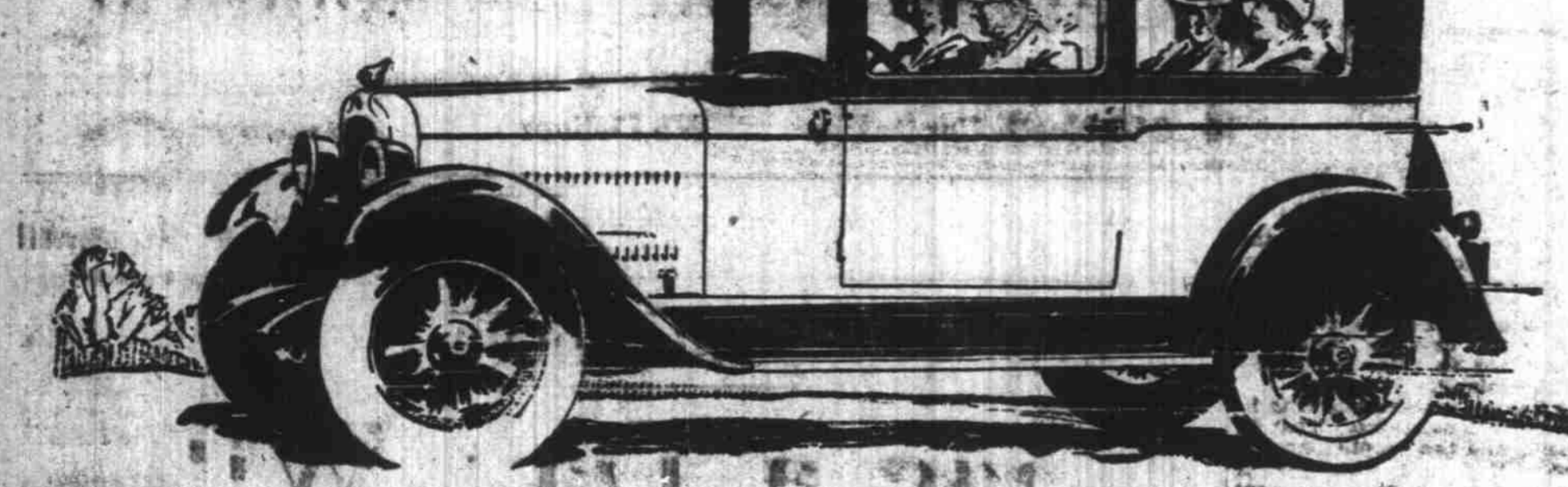
Are Made to Make Good

Our vulcanizing department and free service car is at your disposal—but you won't need either if you equip with Kelly's.

Smith & Watkins
"The Right Spot for Tire Service"

PHONE 44

SEDAN OR COUPE
\$825



No other low-priced six will ever give you this

It is not beyond the realms of possibility that some day there will be offered a newly created six, closely approximating in basic design and price the Pontiac Six as introduced a year ago.

Whoever builds it will be deserving of great credit. For the Pontiac Six resulted from the combined efforts of Oakland and General Motors engineers, using the matchless discoveries of the General Motors Research Staff and the matchless facilities of the General Motors Proving Ground.

But even if that car does make its appearance, it will lack one powerful inducement to ownership that is of

paramount importance in contemplating the Pontiac Six:

Its design and construction will not be conclusively proved by millions of miles of actual service in the hands of thousands of owners. And that is essential, even in a car which was tested and developed as the Pontiac Six was for over three years prior to its announcement!

Design and construction so convincingly demonstrated means more than the elimination of fundamental weaknesses. It means peace of mind from one year's end to the other—and that is what buyers have a right to get, no matter how much or how little they pay!

Pontiac Six, \$825 to \$975. Oakland Six, companion to Pontiac Six, \$1025 to \$1295. All prices at factory. Bodies by Fisher. Easy to pay on the liberal General Motors Time Payment Plan.

VICK BROTHERS

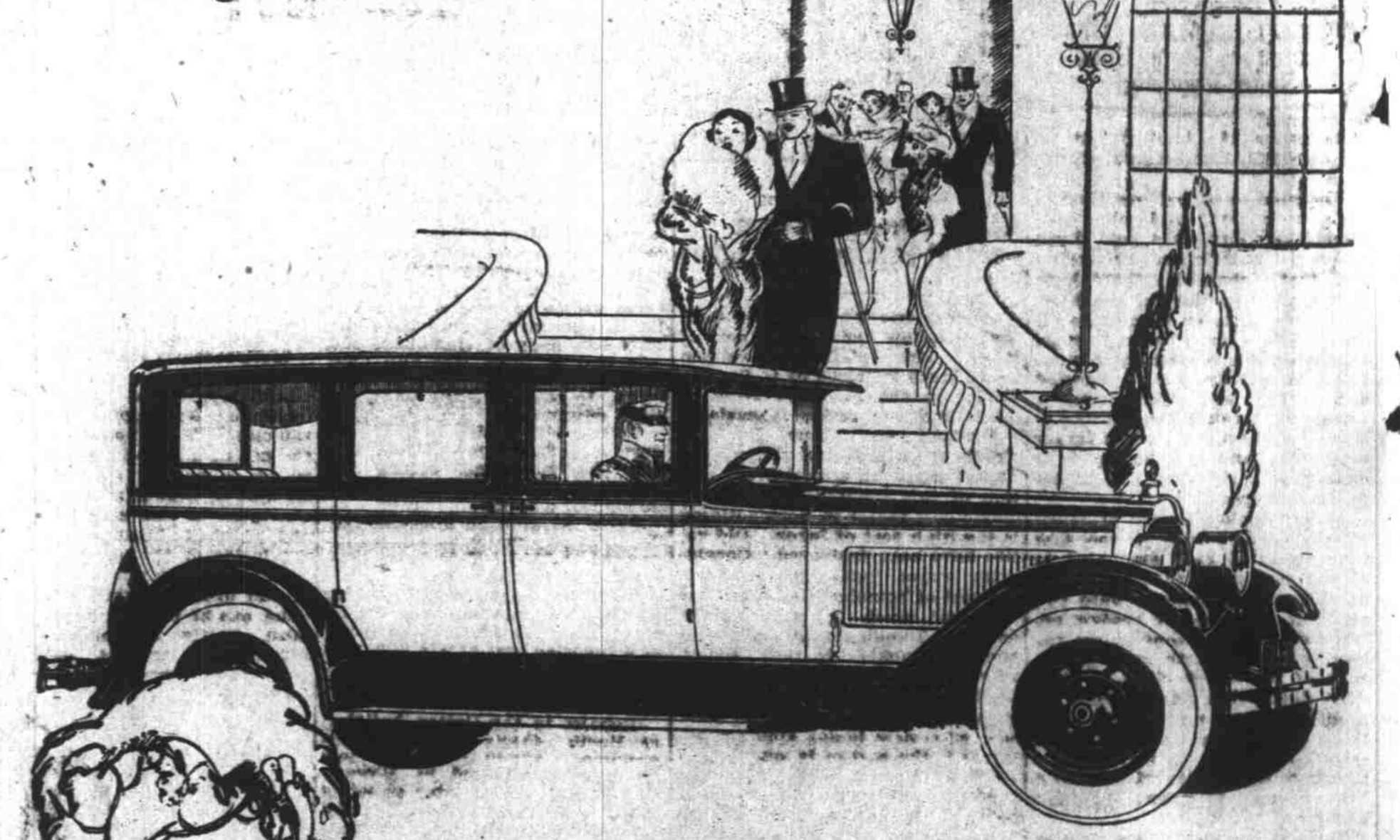
High Street at Trade Telephone 1841

ASSOCIATE DEALERS

Silverton Motor Car Co., Silverton, Oregon; Johnson Motor Sales Co., Corvallis, Oregon; Ryerley Motor Co., Albany, Oregon; Fred T. Blyen, Scio, Oregon; Bones Brothers, Tarnier, Oregon; E. D. Pomeroy, Independence, Oregon; C. J. Shreve & Son, Dallas, Oregon; F. G. Havenham, Woodburn, Oregon; F. L. Miller, Aurora, Oregon; Henry C. Hollimon, Harrisburg, Oregon.

PONTIAC SIX

1926 was Packard's most progressive year



WE speak of Packard's prosperity in no boasting spirit but rather because it reflects the public's appraisal of Packard cars.

No company can long survive the ill will of its customers—no company can be stronger than the faith of those who buy its product.

We are thankful to the discriminating clientele which has given us, not only prosperity but leadership in the fine car field.

Principle before profit, the bedrock of Packard policies, has paid big dividends, not in gold alone but in prestige—a prestige that redounds

to the benefit of every Packard owner.

You are invited to investigate the extra benefits of Packard ownership. The finest creations of a mechanical skill and body building art now more than twenty-seven years old are on display at the Show and in our salesrooms.

It will be a genuine pleasure to tell you anything you want to know about the Packard Six or the Packard Eight. Your courtesy in accepting our invitation will be respected in every way.

A word or a demonstration—you will be equally welcome.

CAPITAL MOTORS, Inc.

350 North High Street

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PACKARD

Ask the man who owns one