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for opening of



New  
**Buick**  
Agency

LOUIE HOAGLAND  
Proprietor

## PEDESTRIANS OFTEN CAUSE OF TROUBLE

Wherein really lies the blame in case of injury to a pedestrian by a motor car?

Usually the responsibility is placed on the driver of the vehicle, but in the case of a fall or drowning or similar accident the victim alone is held responsible.

In going over some of the statistics compiled by the National Safety Council, it is noted that the greatest number of deaths from any one accident has risen because of the greatly increased number of cars in use; but the rate, it has been shown, has decreased slightly.

### Victim Given Blame

The accident rate from drowning and other causes holds close to that of the automobile, showing conclusively that the person injured or killed must be at some fault; that it is not alone mental defect in the motor vehicle driver.

Fatigues can and does cause lack of mental alertness in the pedestrian; it is even more apparent in him than in the driver, because the latter must be keen to a critical situation that may arrive any moment. He must be mentally alert to drive a car, whereas, it is claimed, a pedestrian may walk along and be engrossed in other thoughts than those pertaining to his own safety.

Speed is not necessarily a factor in accidents occurring to pedestrians; it may be, however, to the user of the car. Few pedestrians are killed or injured by fast-moving cars. As a matter of fact, a pedestrian will attempt to cross in front of a slow-moving car, whereas he will not think of taking that risk if a fast-moving car is approaching.

The human factor must at all times be considered when the accidental cause comes from falls, the rate being 14.8 for every 100,000 people. Then railroad accidents and injuries show up with 11.5 and 9.1, respectively, a 100,000.

Automobiles do not come on the list until this point, and the rate is 8.9 a 100,000. True, the number of accidents due to motor cars in any way may prime one in avoiding ac-

cidents—on the part of both driver and pedestrian—but a perfectly controllable machine will naturally tend to lessen the chance of accidents. One of the chief faults may be poorly designed or badly adjusted brakes. An equalizer that does not equalize may bring an accident to a pedestrian, if it does not bring disaster to the driver and occupants of the car.

The slightest binding on one side of a brake system may prevent the equalizing action and cause only one brake to take hold, with the result that the car may skid and bring about an accident or, because of the lack of total braking possibilities, fail to stop the car that might be brought to a quick standstill if both brakes were perfectly operative, as is the case where the brakes are properly adjusted.

### Ashland Has Fine Automobile Park

ASHLAND, Or., Dec. 24.—(Special)—At a luncheon of the directors of the Ashland chamber of commerce this week Will G. Steel of Eugene was a guest and made a report of his recent visit to Denver, where he went as a delegate to the park-to-park convention. This, Mr. Steel said, was a most enthusiastic meeting and one that will bear fruit for the coast country.

One of the prominent members of the convention, in a speech on auto camps, alluded to Ashland's camp and said there was only one other in the whole country which he had visited that could compare with it. Mr. Steel also discussed the matter of the small appropriation allotted to Crater lake, and suggested that southern Oregon should unite in demanding an increase.

### SPARE LATCH IS HANDY

In battery ignition systems there is usually employed a notched rotor against which presses the latch or tripper, with short springs attached. When this latch becomes worn the entire system will fail to operate properly and it is a wise precaution to carry a spare latch in the tool box. It is not difficult to remove and replace this latch, which fits in but one way, so that there is no danger of placing it wrong.

## FRANKLIN USED IN HARD TASKS

From Reno, Nev., comes the record of a Franklin car that is performing day-in-day-out service over the deserts and mountains of the Nevada mining country. H. H. Moore, a Franklin owner of Reno, has written G. A. Boyer, president of the Franklin Motor Car company, Franklin distributor here, of the wonderful performance of his car.

"I consider the Franklin to be altogether the most satisfactory car for desert and mountain work," writes this enthusiast from the "Sagebrush" state.

"Driving on the desert is an art by itself, not at all understood by those unaccustomed to it. I find that the Franklin lends itself peculiarly to desert and mountain road conditions. It is possible to make faster and more comfortable trips on the desert in a Franklin than in other cars for that reason, notwithstanding the fact that the speed capacity of the Franklin is notoriously lower than other cars.

"In driving out here, one is always limited by road conditions, and the Franklin more nearly attains the maximum speed possible under our conditions than other cars with greater speed capacity.

"The car I am now using is the sedan type. It was a question in my mind at the time of purchasing the car whether it would prove satisfactory for desert work. I can say unhesitatingly that it has proved to be exceedingly satisfactory. We experienced extremes of heat and cold in Nevada, and I find the sedan type cooler in our heated times than the touring type, and it is obviously warmer and more comfortable in cold weather. I feel that I should compliment you on the body construction. My cars are subjected to greater stresses, as I drive long distances and drive hard and fast. I often take continuous trips of two and three thousand miles, and the body of the sedan shows not the slightest sign of rack."

The Auto Show next spring will be a hummer—everything points that way.

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