

## HIGHER PRICED CARS GROWING IN POPULARITY

"When I was in San Francisco," said Louis Hoagland of the Buick Sales and Service company, "there was a feeling among the dealers that 1921 was going to top the list in the matter of sales. Like many others in and out of the business, I was under the impression that the automobile business was going to be slow in getting underway, but this is not the idea of the big boys who are in close touch with the market and who have statistics to back them up. They are as sure of a big year as if they had the orders on their books."

"This is particularly true of the dealers in higher priced cars. The people are interested more in the higher grades of cars than heretofore and it is the expectation that these will pass by the less substantial car for the better models. For this reason a real shortage in this class is looked for before the season is far advanced."

"I had expected to have my carload of Buicks shipped from San Francisco and was not a little surprised when told that they could not spare them and I would have to await their arrival from Flint, Mich."

### A Good Girl, But Too Fast for Grant

Seattle—Some difficulty is experienced by Henry P. Grant head of the Seattle Automobile company Chandler and Maxwell distributors, in obtaining a new stenographer. As a last resort he ordered a want ad in one of the local newspapers. The advertisement inserted follows:

WANTED—First class, high-class stenographer, salary no object, this stenographer must get it as fast as I can talk, and get it right, must be absolutely accurate, must have human intelligence, if you are not a cracker-jack don't bother us.

This is one of the replies received in the mail the following morning: "I note your requirements, as aired in the newspaper and hasten to make inquiry as to this strenuous business that takes such an extra-

ordinary stenographer. Your advertisement appeals to me strongly, stronger than prepared mustard, as I have searched Europe, Alrope, and Trope and the States in quest of some one who could use my talents to the best advantage.

When it comes to this chin music proposition, I have never found a man woman or dictaphone who could get to first base with me, either fancy or catch-as-catch-can. I write shorthand so fast that I have a specially prepared pencil with platinum point and a water cooling equipment that I have had constructed at an exorbitant expense, a note pad made of asbestos composition, covered with human hide, ruled with sulphuric acid and stitched with cat-gut.

I use the A. K. ignition double unit exclusively, and will guarantee to deliver my rated horse power under either the A. L. A. M. or S. A. E. Standard. I have been passed by the national board of censorship and am guaranteed under the pure food and drug act of June 20, 1916. I run with my cut-out open at all speeds and am, in fact, a guaranteed double copper riveted, seamless, hand buffed hydraulically welded drop forged and oil tempered specimen of human lightning on a 45 frame ground one-thousandth of an inch, at hot air juggling you have nothing on me. If you wish to avail yourself of the opportunity of a lifetime, wire me, but unless you are fully prepared financially and physically to pay the tariff for such services don't bother me, as I am so nervous that I cannot stand to have my dressmaker measure my clothes.

Yours truly,  
LOUISA GETHERE

### DRUNKEN VAGRANTS TO WORK ON CAMP SITE

THE DALLAS March 5.—The large number of men who have been lolling around the city and county jails, eating three squares a day and sleeping in warm bunks, are going to have to work for their board henceforth, according to an order issued by Major P. J. Stadelman.

The Dalles is building a new camp ground for auto tourists. Just now it is a rock-strewn flat. Much work is required to clean it up before the autoists begin going through in the summer, and the mayor is going to put the prisoners to work cleaning.

You auto know.  
You auto go.  
To the Auto Show.

## WHY DO AUTO DRIVERS RISK THEIR LIVES?

Frank J. Connolly, veteran engineer for the Southern Pacific, in a personal plea to motorists, states that he is puzzled to know why automobile drivers not only risk their own lives but the lives of those riding with them by trying to pass in front of swiftly moving trains.

"A fault wholly within the power of the driver of a machine to remedy," said Connolly, "is to drive right up to within ten or twenty feet of the tracks when he sees a train approaching, even when he intends to stop. You may have a right to do this, but it does not give the men on the engine a chance; they have no way of knowing whether you intend crossing the track or stopping until you get right on the track. Step back or slow up 200 feet from the crossing. This will give us a chance and avoid many accidents. Also, when you hear a train approaching, do not take for granted that it is a freight train; it may be a fast passenger train, and such have the habit of creeping onto you before you know it. The best way is to stop, look and listen at railroad crossings—not just one of the passengers look, but stop all conversation until safely over all crossings."

### San Diego Plans Automobile Show For Near Future

San Diego is to have an automobile show which many claim will rival the San Francisco show and surpass those of other large coast cities.

The exhibits of the southern city dealers are to be housed in the old agricultural building of the San Diego exposition. There are 35,000 square feet of floor space, and this has all been taken up by the 31 dealers of the city who are exhibiting. The smallest space taken is 500 feet and the largest is 2500.

The aristocracy of the automobile world will be shown at the auto show here in March. There'll be a general good time at this show, too.

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