

FORD MADE 49 PER CENT OF 1923 CARS

DETROIT, Mich., Jan. 2.—Approximately 49 per cent of the passenger cars and trucks produced in the United States during the first ten months of 1923 were Fords.

This is shown by a comparison of the automobile production figures given out by the United States department of commerce and those of the Ford Motor company here.

The department's figures on cars and trucks, the latter including fire apparatus and street sweepers, shows a total of 2,396,638 for the first ten months.

Ford production figures for the same period, which include, as those of other companies, cars and trucks made here for assembly in foreign countries, totals 1,183,274. This total, however, does not include the production of the plant at Manchester, England, which manufactures practically all of its parts and which produced 27,606 cars and trucks during the first ten months, nor does it include the ten-month output of 69,452 cars and trucks by the Ford Motor company of Canada, Ltd.

A comparison of the truck production figures shows that 62 per cent were Fords. The total number of trucks turned out during the ten months from January 1 to November 1 was 320,285, 141 for truck production for the same time totaling 209,996.

1923 HIGHWAYS WOULD CIRCLE ENTIRE WORLD

WASHINGTON, D. C., Jan. 2.—The mileage of federal aid highways completed at the close of the fiscal year which ended June 30 as greater than the circumference of the earth.

Thomas H. McDonald, chief of the bureau of public roads, in his annual report, made public Saturday, announced that 26,536 miles of federal aid highways have been completed, of which 1826 were finished within the last fiscal year. In addition 14,772 miles were under construction at that time, while 6917 more were contemplated in projects that had been approved.

Selection of roads to constitute the federal aid highway system was completed in the year in accordance with the federal highway act, which required that not more than 10 per cent of the total rural mileage in each state be designated as part of the system.

The bureau has undertaken a thorough study of the sources of highway revenue to ascertain as to whether the distribution of cost to property owners and motor vehicle operators is equitably adjusted.

190,000 CARS IN STATE, 1924

SALSM, Jan. 2.—Applications for slightly fewer than 50,000 motor vehicle licenses for 1924 had been received by the secretary of state here Saturday. It has been estimated by the official that the applications for 1924 will total 190,000, based on applications aggregating 166,400 for 1923.

Sam A. Koser, secretary of state, said that because of the belated applications for 1924 plates, his department will experience the usual year-end congestion of business during the next few days.

"Motor vehicle owners who have filed application for 1924 licenses will be permitted to operate their cars on and after January 1 under the 1923 permits," said the statement issued by the secretary of state. "This concession will expire, however, when these applicants receive their 1924 plates."

"Motor vehicle owners who have not applied for 1924 licenses who operate their cars on and after January 1, will be subject to arrest and prosecution under the traffic regulations."

The Evening Herald is the medium through which many people supply their wants by using its classified columns. Telephone 88.

STUDEBAKER SPECIAL SIX-MAKES FASTEST TIME IN TEST DRIVE

SALT LAKE CITY, Jan. 2.—Breaking the record time of the famous Los Angeles limited from Salt Lake City to Los Angeles by one hour and 19 minutes, a stock 1924 Studebaker Special Six, driven by D. A. Jenkins of Salt Lake City, has established a motor car performance mark that is causing wide-spread comment among motorists along the Pacific coast.

This is the fastest that man has ever traveled overland between these two cities. It is one hour and 53 minutes—almost two hours—faster than the best previous motor car record.

The Arrowhead Trail over which the record was made, winds through many treacherous mountain passes and traverses hundreds of miles of desert roads. For this reason, and because no attempt was made to wait for ideal road and weather conditions, the feat is all the more impressive to those who are familiar with the route.

Even more remarkable than the speed attained was the endurance displayed by the car. Despite the fact that its cooling system was naturally subjected to severe test over the mountain and desert roads, no water was added to the radiator during the entire run. The American Express company sealed the filler cap at Salt Lake City and broke the seal at Los Angeles. When checked in at Los Angeles, the motor was running as smoothly and as quietly as it was when it left Salt Lake City.

The run, arranged by the T. W. Naylor company, Studebaker dealers in Salt Lake City, was timed and authenticated by the Western Union.

The distance of 853 miles was covered by the Special Six in 23 hours, 43 minutes. The best previous record was 25 hours, 41 minutes and the time of the Los Angeles Limited is 24 hours, 59 minutes.

CARS CHANGE PRICES.

During 1923, price changes were made by 50 automobile factories, equally divided between increases and reductions. An analysis shows that the average price is 3 per cent lower than on January 1, 1922. Sixteen increases came in the first six months of the year, while of the 25 reductions, 17 came during July, August and September.

Phone your want ads to The Evening Herald, 88.

BUICK 4-WHEEL BRAKES STAND A STIFF TEST

A demonstration of the four wheel brakes, the innovation recently adopted by the Buick Motor company, was given here by J. M. Kelly, a representative of the Buick company, in the presence of the officials of the Lincoln Motor Sales company, Buick dealers here, Chief of Police George Lawson and a newspaper representative.

Kelly first demonstrated that the brakes could be applied on an angle as well as on the straightaway. Speeding up to 30 miles an hour on a water street, the demonstrator applied the brakes, bringing the automobile to a dead stop within two lengths. On the return trip up the street he attained a speed between 35 and 40 miles an hour stopping the machine in 40 feet, the width of the city street. It was a successful demonstration.

tion and showed the spectators that the manufacturers of the Buick automobile have perfected greater efficiency and a safer machine.

"The reason for the adoption of the four-wheel brakes," said John Buick, manager of the Lincoln Motor Sales company, "was the need for greater safety."

"The need has existed for 10 years. Automobiles have been made to run faster, but until the advent of four-wheel brakes nothing had been made to stop them quicker or to stop without skidding. Four-wheel brakes are a long step forward in the prevention of accidents and to make driving a real pleasure."

OVERLAND TO BUILD MANY CARS IN 1924

CLEVELAND, Ohio, Jan. 2.—Willis-Overland plans to produce \$250,000,000 worth of automobiles during 1924. President John N. Willis announced that, according to contracts already on file with practically all of the Willis-Overland branches, distributors and dealers throughout the world, Willis-Overland production will have to exceed 300,000 cars to take care of the apparent demand.

"The increase in the Willis-Overland dealer organization compared

with this period last year is more than 100 per cent.

As the initial step toward the fulfillment of these orders President Willis has further announced a curtailment of the annual inventory period.

\$33 PER CAPITA FOR AUTOS

It is estimated that the volume of retail passenger automobile sales can be increased at Capetown reports that

for the current calendar year will approximate \$3,275,000,000 for the United States. This total represents a per capita expenditure of about \$32 and an average expenditure of \$144 for a family.

AFRICA USES MANY AUTOS

South Africa is one of the leading buyers of motor products. The American passenger automobile sales can be increased at Capetown reports that

the predicted market for 1924 motor vehicles in 1923 will be exceeded. During the last six months, 4,145 motor cars and 152 motor trucks were imported. Over 90 per cent of these cars came from the United States or from Canadian factories owned by United States manufacturers.

Read the Herald Want Ads.

A new CAR for a new year!



the new Star SPORT

Prices of Sport Models Here
Touring Cars \$640.00
Roadster \$635.00
Coupe \$845.00
Sedan \$1,005.00

\$650

F. O. B. Lansing, Mich.

Nowhere will you find a car of the truly Sport type in both lines and appointments at a price approaching the STAR SPORT. Stand in front of one—note the glistering beauty of its radiator—its long flowing lines, starting at the windshield and ending at the fender. View it from the side. Its curving stream lines seem to give it added wheelbase, its nicked trimmings and appointments lend it an air of luxury that at once puts it in the class of cars far above its price.

The STAR SPORT is here, men, and awaits, with confidence, your inspection

H. E. HAUGER, Dealer
7th and Klamath

Used Cars

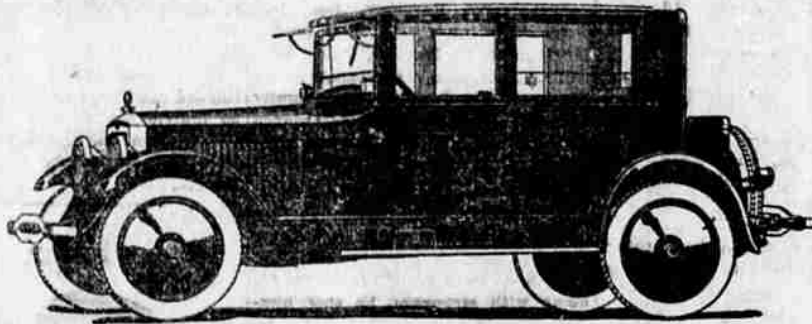


We are going to move and need the room
Now Is the Time
to buy a good used car at the
RIGHT PRICES

BUICK GARAGE

7th and Klamath

STUDEBAKER DIG-SIX FIVE-PASSENGER COUPE \$2495



The Big Six Coupe Offers a Rare Combination of Elegance and Utility

Into the Studebaker Big-Six five-passenger Coupe have gone, without compromise, the finest design, materials, workmanship and the best of Studebaker's 72 years' experience.

Nothing has been left undone to make this big, roomy coupe as fine an enclosed car as can be built.

Certainly no car performs more brilliantly or is more reliable. None possesses greater beauty or is more luxuriously comfortable. None is more enjoyable to drive—and no other make of car is more completely equipped.

You will appreciate the generous roominess of this Big-Six Coupe, its sterling quality of body and chassis and its wealth of refinements—including the large trunk; extra disc wheel complete with tire, tube and tire cover; handsome nickel-plated bumpers front and rear; courtesy light; motometer; flower vase; clock; aluminum-bound running boards with corrugated rubber mats and step pads; rear-view mirror, automatic windshield cleaner, glare-proof visor, and many others.

Its low price is due to large volume and to the fact that Studebaker overhead is shared by three models—all sixes. Then, too, only one manufacturing profit is included in the Big-Six price because all vital parts are manufactured in Studebaker plants.

Studebaker has been building quality vehicles for more than two generations.

Power in surplus measure to satisfy the most exacting owner

1924 MODELS AND PRICES—F. O. B. Factory			
LIGHT SIX		SPECIAL SIX	
5-Pass., 127" W. B., 40 H. P.		5-Pass., 127" W. B., 50 H. P.	
Touring	\$ 995	Touring	\$1350
Roadster (3-Pass.)	975	Roadster (2-Pass.)	1325
Coupe-Roadster (3-Pass.)	1195	Coupe (5-Pass.)	1895
Coupe (3-Pass.)	1395	Sedan	1985
Sedan	1485		

Terms to Meet Your Convenience

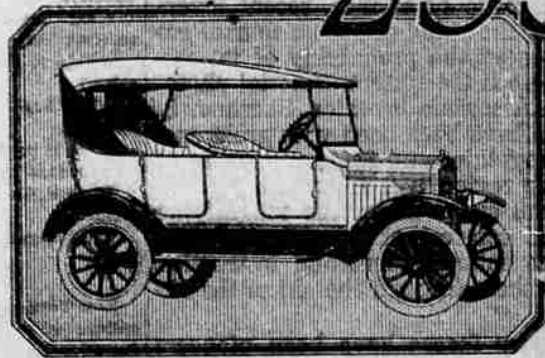
STUDEBAKER



DUNHAM AUTO CO.
403 So. Sixth St.

THIS IS A STUDEBAKER YEAR

The New Touring Car \$295 F.O.B. DETROIT



A Striking Value—at \$295

Considering the improved appearance of the new Ford Touring Car, one would naturally expect a proportionate advance in price.

Larger scale production, however, has made it possible to incorporate in this new type touring car a number of decided improvements without increase

ing its cost to the purchaser. A comparison extending over a long period of years will reveal the fact that the present price is actually the lowest at which the five-passenger open car has ever been sold.

The Ford Touring Car stands today, as it always has, a most remarkable value in the motor car field.

This car can be obtained through the Ford Weekly Purchase Plan

BALSIGER MOTOR CO.
Klamath Falls, Oregon

