

Women's Store To Have Fall Opening

Autumn with its warm, rich colors and all the season's significance for the well-dressed woman of today will be effectively shown at the Women's store in window displays on Friday evening and at the Fall opening of the shop to be held on Saturday. Announcements were mailed by the store yesterday.

Backgrounds of the beautiful autumn scenic effects with appropriate floral and architectural designs will serve as decorative motifs for the exquisitely fashioned garments and gracefully draped materials to be exhibited for critical feminine approval.

At no time in this store's history has greater care in the selection of women's wear and dress materials been exercised, according to the heads of the different departments, than this Fall opening.

Mr. Moe considers the array of merchandise so new and beautiful that a discriminating public will be much interested in the opening event.

The scenic displays including backgrounds and arrangement of merchandise, are the result of the artistic efforts of G. L. Baxter, advertising and display manager for the store.

FOREST SERVICE MAN HERE
O. M. Evans, connected with the United States Forest service, is a visitor of Klamath Falls today in connection with national forests in this county. He is a resident of San Francisco.

LUNDS TO LEAVE
Mr. and Mrs. A. B. Lund plan to leave by motor for Portland on Sunday, to be gone about a week. They will attend the Odd Fellows convention while in the northern city.

MRS. WINDSOR SHOPPING
Mrs. John Windsor, among the well known residents of Algoma, spent Wednesday in Klamath Falls shopping and visiting with friends.

ALGOMA SHOPPERS
Mrs. H. F. Dunn, Mrs. Jack Connor and Mrs. George Uhrn spent Wednesday in the city shopping.

TO ATTEND SYNOD
Local Women Chosen To Attend Presbyterian Synod in Portland
Mrs. W. S. Slough, Mrs. A. M. Worden and Mrs. James Grimes were elected by the Presbyterian Missionary society as delegates from Klamath Falls to attend the Presbyterian Synod in Portland, which will take place in early October. The local matrons plan to make the trip in Mrs. Grimes' car, providing the weather proves favorable.

JUST THREE REGISTRATIONS
With almost continual rain throughout the entire day, few tourists registered at the chamber of commerce. Harry Wood, Porterville; S. D. Sander, Oadils, and V. A. Stice of Vacaville, California, were the few who braved the storm.

BEATTY VISITOR
Mrs. Carrie Schmitz spent the day in Klamath Falls from her home at Beatty.

MRS. CROOKS HERE
Mrs. Warren Crooks of Chillicothe is in the city today shopping and visiting with her friends.

MRS. BAUGHN HERE
Mrs. William W. Baughn of Dunsmuir is in Klamath Falls for a few days visit with her husband. Mr. Baughn is a conductor on the Klamath Falls-Paunina. They are guests at the Hotel Arcade.

HILDEBRAND
Fred Peterson, county school superintendent, was a visitor at the Hildebrand school Friday.

Mr. Cline of Spokane, Wash., was a business visitor in Hildebrand. Ed and Cedric Lull of Central Point visited with their sister, Mrs. W. O. Smyth of Hildebrand.

The company threshing machine which was purchased a short time ago, was delivered to the William Welch ranch Monday.

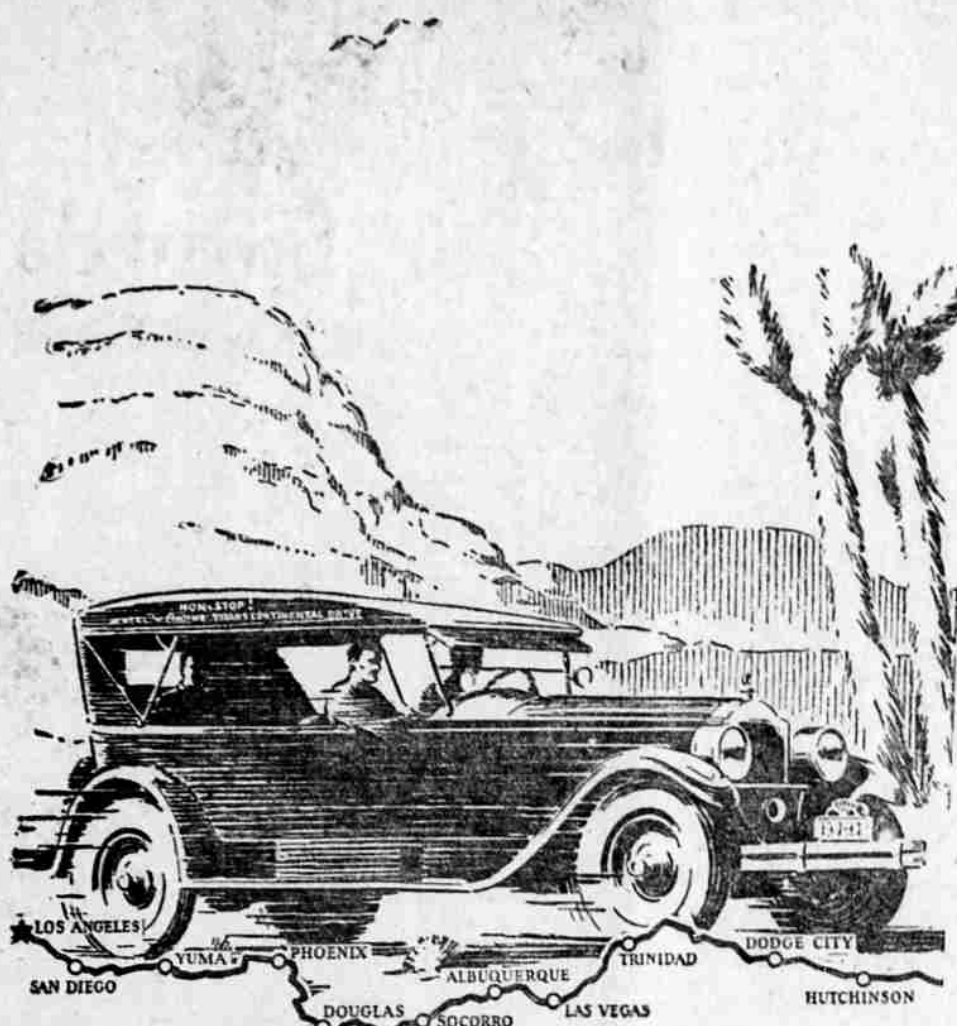
Mr. and Mrs. Tom Wilson of Klamath Falls are spending a few days with Mr. and Mrs. James Linz.

W. H. Bliss and son David were transacting business in Klamath Falls.

Mr. and Mrs. Geo. Smyth and Mrs. E. P. Pool were Bly visitors Sunday. Mr. and Mrs. J. N. Drew and family went to Ashland Sunday.

Those who were at Mr. and Mrs. Leonard Ritters' Sunday, were Mr. and Mrs. M. Rueck, and son Fred Mr. and Mrs. Albert Burgdorff and daughter Theima, Jacob Rueck and son Ward, Joe Kinsel and niece Rosa, Mr. and Mrs. T. P. Michael and family, Miss Helen Wielk and Mrs. Helms.

Miss Frances Honzik of Malin visited the Hildebrand school on Monday.



—from Lieutenant Wade's Letter to Alvan Macauley, President Packard Motor Car Co.

**** I would never have attempted such a trip in any other car but the Packard Eight, for I know that the Packard is the only car equipped with the chassis lubricator and the motor oil rectifier.

**** These devices enabled us to drive the entire 3,965 miles without once changing oil or leaving the driver's seat to lubricate the chassis. To them, and the wonderful Packard Eight motor which never faltered in the 165 hours and 50 minutes continuous driving, I attribute the success of the run.

**** We have suffered no after effects from strain. This is a real tribute to the ease with which the car was handled and its riding qualities. ****

The car came through with a perfect score. We had no mechanical difficulties of any kind. I believe we could have turned right around and driven back to Los Angeles without stopping either car or motor.

Leigh Wade

World Flier Picks Packard Eight

Drives Across Continent Without Car or Motor Once Stopping

LIUTENANT LEIGH WADE, one of the famous round-the-world fliers of the United States Army Air Service, driving his own standard, new series Packard Eight under A. A. A. sanction, recently completed the *first really continuous* transcontinental drive ever made.

Wade left Los Angeles at 12:00 noon Thursday and arrived in New York at 12:50 p.m. one week later. He was accompanied and relieved at the wheel by Linton Wells, the newspaper correspondent who stowed away in Wade's plane from India to Persia.

Official A. A. A. observers were in the car every foot of the way from coast to coast and have certified that in the 165 hours and 50 minutes elapsed time these two tireless men drove 3,965 miles *without once allowing either the motor or the car to come to a stop.*

THIS unique feat was undertaken by the daring pilot of the "Boston" as a "vacation pastime" while on leave from the army.

Wade and Wells wanted to attempt again something which had never before been done. Cross-country speed runs were an old story. But a non-stop wheel and motor run—driving a car from ocean to ocean within legal speed limits, without a second's halt for any purpose whatever—here was something new indeed!

Chooses Packard Eight

Two of Wade's companions on the historic world flight, Lieutenants Smith and Arnold, own Packard Eights. Their advice agreed with his judgment and he bought a Packard Eight in which to attempt his record run.

His choice was a sound one. The Packard Eight never once in seven days and nights ceased its forward motion. Gas, oil, food and

water were taken on from moving vehicles.

The mileage covered was eight times as great as any ordinary car should be driven without change of motor oil. It was equal to half the average man's yearly mileage without a stop.

During this nearly 4,000 mile drive but 20 quarts of oil were consumed—an average of 800 miles to the gallon. Yet thanks to the oil rectifier an analysis of the crank case oil

upon arrival in New York showed 98% pure lubricant. Gas consumption averaged 13 miles to the gallon.

The chassis was thoroughly lubricated every hundred miles—without stopping the car—by the mere pull of a plunger on the dash.

Value of Improvements Confirmed

Lieutenant Wade's spectacular trip merely served to impress what the owners of 15,000 new series Packard cars have learned in the past seven months. For these owners have found in their cars the most important new improvements since the electric self-starter—the chassis lubricator and the motor oil rectifier.

To the average owner these improvements mean longer life of parts, lower costs for oil, quietness of operation and service uninterrupted by frequent giving up of the car for chassis lubrication.

For the third time within a year the remarkable reliability of Packard motors has been forcibly called to public attention: First, the successful 8,100 mile flight of the Navy dirigible Shenandoah. Second, the record-breaking 28½ hour continuous flight of the Navy sea-plane PN-9. And now, Lieutenant Wade's transcontinental non-stop run in the Packard Eight.

Pospisil Motor Co.
Klamath Ave. at Eighth St.

P A C K A R D

A S K T H E M A N W H O O W N S O N E