

### Chevrolet Agent Talks to 20,000

A unique address to more than 20,000 members of the Chevrolet selling organization scattered throughout the United States was achieved recently by R. H. Grant, general sales manager of the Chevrolet Motor company.

Mr. Grant announced the opening of the Chevrolet fall selling campaign by means of duplicate phonograph records which reproduced his voice in the show room of every Chevrolet dealer.

Under Mr. Grant's direction the phonographic address plan worked out smoothly to complete success.

In each of the thousands of Chevrolet salesrooms was gathered at exactly the same hour an interested group of salesmen. Their ranks were augmented by numerous members of the Chevrolet organization not directly interested in selling, who attended because of curiosity over the novelty of the meeting.

At a previously established "zero hour" the thousands of records were started simultaneously and Mr. Grant's voice was heard in every state of the Union.

### Gilchrist Again Active Buyer of Klamath Tracts

A pioneer in Klamath pine has again renewed his activity in this section. It became known yesterday with the announced purchase of eight, forty-acre tracts in northern Klamath by R. E. Gilchrist of Alpena, Mich., for a consideration of approximately \$7000.

All of the timber is located in the northern section of the county, where the Gilchrist holdings—what are left of them—are centered. Just what significance Mr. Gilchrist's sudden spurt in buying has on the Klamath timber situation local timbermen could not say.

The tracts were purchased from Sally G. Carter, A. A. Farmer and Burt V. Grosvenor.

### CRIMINAL CASES SET FOR TRIAL

Trial of three criminals cases the latter part of the month will occupy the sole attention of the circuit court. It developed this morning when Judge Leavitt announced the dates of the trials.

Following is the schedule: State vs. Fuller and Burke, October 19; State vs. Purcell and Moore, October 22; and State vs. T. M. Owens, October 25.

### New Oakland Will Come Out Shortly

That the General Motors would produce a new motor car in addition to the five that are now built by this corporation has been rumored in automotive circles for some time.

The first authoritative statement that this new car would be built appeared this week in advertisements in national and trade publications.

No specifications as to the type of car to be built are given.

The car will be produced and distributed by the Oakland Motor Car company, Pontiac, Mich., a companion to the present Oakland Six.

This was the only information contained in the announcement, save for two medallions, in rich sepia brown above the reading matter. The medallion at the left had an engraved Indian head, while the medallion at the right had engraved lettering, reading "Product of General Motors."

It is reported that the new car will be produced in the present plants of the Oakland Motor Car company. Considerable space is available in these factories since the Fisher Body Corporation erected a two million dollar building in Pontiac two years ago in which to build all Oakland bodies.

Previous to this time all Oakland open bodies were built in the Oakland factories.

### Lacey Leaving for Home in Ireland

After an absence of 19 years from his old home in County Limerick, Ireland, Jim Lacey, well known and prominent farmer and cattleman of the Merrill district, is leaving for a visit to his old home tomorrow morning.

Enroute to New York City from which point he will sail, Mr. Lacey will visit in San Francisco with two sisters. In New York City he will visit with three brothers.

Just recently Mr. Lacey received a picture of his old home in Ireland with his mother and father who are now well along in years. He declares that upon receiving the picture he fully made up his mind that time was fast flying and he wanted to get back for just one more visit with his parents and two brothers and one sister, whom he has not seen in 19 years.

His intentions are to return to Klamath Falls along in early February.

### KENNEY OFFERS JOINT SERVICE

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hailed here over the Southern Pacific by a route 118.6 miles shorter.

"Yes, it is very much to the interest of the stockmen to have competing lines," Pickard replied. "Besides, cattle may be hauled north to feed before being taken to the Portland market."

He said a great deal of livestock is now trailed from central and eastern Oregon to the Klamath marshes for grazing. But the witness stated that while the country around Klamath was capable of raising 28,000 to 30,000 head of cattle annually, only about 6000 head are raised at present.

Many sheep are also grazed in this section of the state. Klamath lambs are a great favorite in Chicago markets, Pickard said, and this industry could be greatly aided by the Oregon Trunk.

He said that more than 300 carloads of machinery will be required to build one of the new mills, many hundreds more for the other mills. This business he thought, will go into Klamath over Northern lines.

This question was disputed by Dey who asked if it isn't reasonable to expect the Southern Pacific would get a part of the business. Pickard thought a very small part.

#### Big Log Haul

The witness held that the Oregon Trunk extension would haul 10,000 cars of logs to the Klamath Shovel-Hixon mill the second year after construction, 15,000 the third year and more later.

He told of the lowering of the rate on logs on the Southern Pacific on its line north of Kirk.

This led to the first fireworks of the morning. Dey asked him to explain that the lowering was only an adjustment of rates brought about through the taking over of the line by the operations department of the company. But Pickard said he only quoted what he had received from tariff sheets.

"Do you mean to imply that this was done to curry favor with the Klamath Falls mill men?" asked Dey.

"No, not at all," was the slow reply.

#### Livestock Traffic

Much was said on cross examination regarding The Dalles California highway (Fremont trail) paralleling the Oregon Trunk survey. The Southern Pacific attorney asked if the local business along the proposed extension would not be handled chiefly by motor trucks.

"We have hopes of some day competing with this auto truck business," replied the witness.

Pickard expressed the opinion that there will be a rather large local traffic in livestock built up by the extended Oregon Trunk.

Carl I. Wheat, attorney for the California Railroad commission, upon behalf of that body, filed a declaration with the examiner stat-

# Two Major Advantages Studebaker Alone Offers

## 1-One-Profit Value 2-Unit-Built Construction

THERE are (as you probably know) only two manufacturers who actually build their cars complete — make all their own bodies, engines, clutches, steering gears, differentials, springs, gear sets, axles, gray iron castings and drop forgings.

One of these is Ford—in the low priced field. The other is Studebaker in the fine car field.

Because we eliminate the extra profits and overhead that many other manufacturers have to pay to outside parts and body makers—we are able to use finer materials and workmanship—yet charge no more than competing cars.

But there is another side to One-Profit manufacture—a feature that no careful buyer can afford to overlook.

Under this One-Profit policy the entire car is designed, engineered and manufactured as a complete, coordinate harmonious unit in Studebaker plants. Being Unit-Built it functions as a unit. And this adds years to its life—gives you scores of thousands of miles of excess transportation—greater riding comfort—minimum repair costs—and, finally, higher resale value.

Examine the Standard Six Coach closely—make detailed comparisons with other cars—and you will understand the full meaning of One-Profit value.

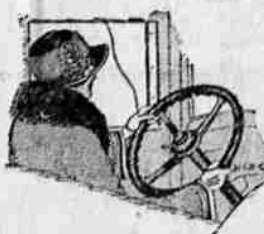
#### A Coach of quality

It is called a coach only because it is the lowest priced closed car ever sold by Studebaker. But it is a quality car through and through.

Do not buy this coach with the expectation that you'll have to trade it in at the end of a year or so. It's not a one-year car.

Instead, it has been honestly built to give you scores of thousands of miles of dependable service.

Notice the durable upholstery. See the heavy ornamental hardware; the plate glass windows and windshield; the fine trim to hide all tacks; the clock and gasoline gauge on dash; automatic windshield cleaner; stop light; locks on ignition, steering gear, door and spare-tire carrier—all operated by a single key.



The steering mechanism... is especially designed for easy driving with the big balloon tires

These are all features that you can easily see. But down underneath that glistening coat of metallic enamel you'll find the same quality of materials and workmanship that are out in the open.

The sturdy frame for the body is built from the fine northern ash and hard maple. Slam the door and the sound says quality. Underneath the upholstery you'll find two layers of washed, quilted cotton, one layer of genuine curled hair and extra long springs closely held together by small coil springs. This is the identical highest and best construction used in the highest priced cars.

Long resilient springs made of special chrome Vanadium steel give greater buoyancy and protection from road shocks.

The crankshaft is completely machined on all surfaces to eliminate vibration. And the motor is the most powerful in any car of this size and weight, according to the rating of the National Automobile Chamber of Commerce. It is a motor built for smooth, trouble-free service at 5 to 55 miles an hour—not for excessive speed or spectacular stunts.

The body is smart in appearance — yet provides ample room to seat five passengers in real comfort. Ample room to enter or leave without disturbing occupant of folding seat.

#### Make comparisons before you buy

These are advantages made possible by One-Profit manufacture. Check them off point by point—in comparison with other coaches.

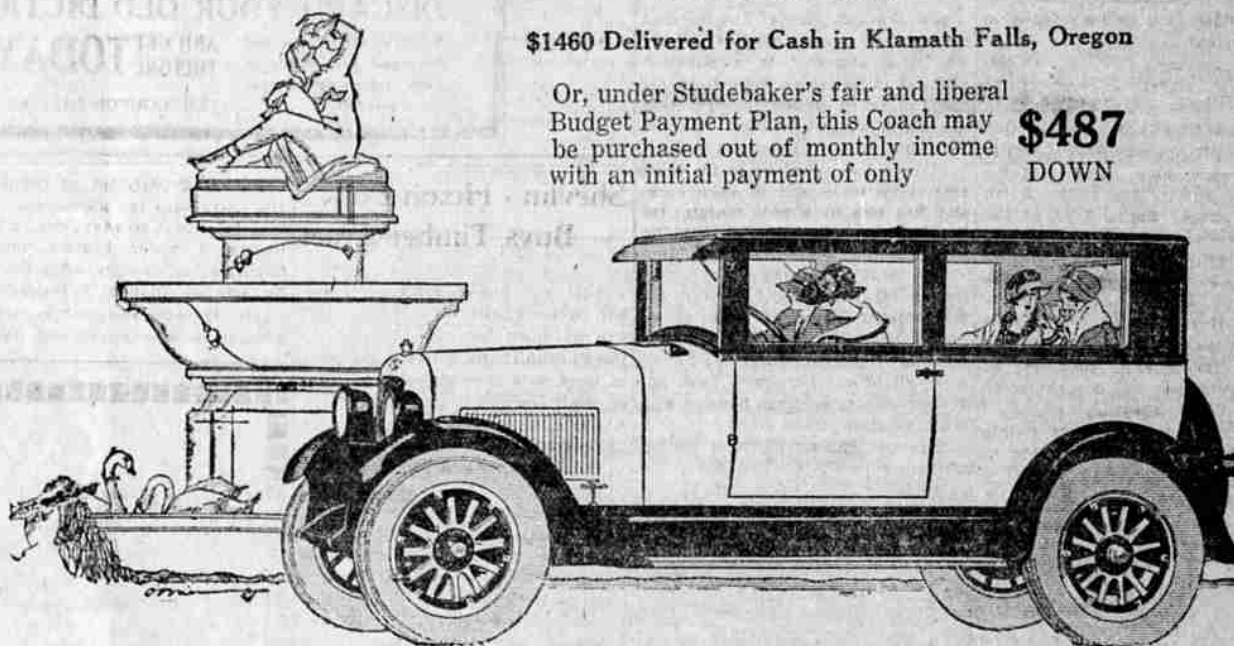
Only after you have seen this One-Profit Studebaker with its Unit-Built construction, will you realize why it offers a value that cannot be obtained in any other car. It is the automobile equivalent of Pullman transportation.

The Studebaker policy of "no yearly models" is a further protection to owners. Under this policy Studebaker cars are always up to date—we add improvements from time to time and do not save them up for spectacular annual announcements which make cars artificially obsolete.

Come in—let us demonstrate the Standard Six Coach without obligation on your part.

\$1460 Delivered for Cash in Klamath Falls, Oregon

Or, under Studebaker's fair and liberal Budget Payment Plan, this Coach may be purchased out of monthly income with an initial payment of only **\$487 DOWN**

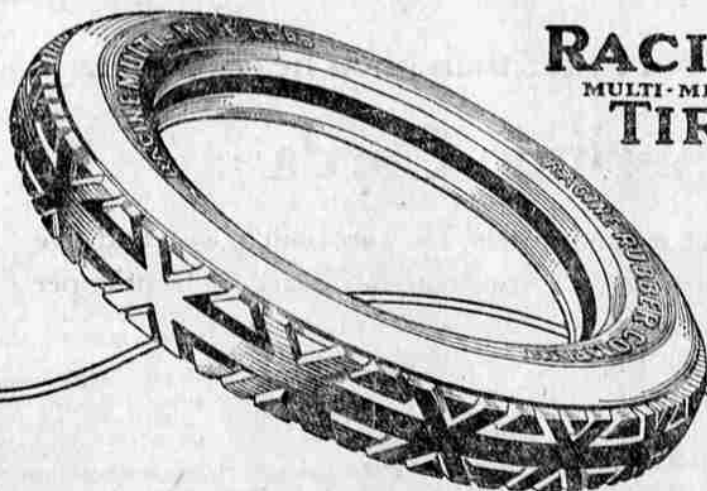


### DUNHAM AUTO COMPANY

Sixth and Oak

Phone 52-W

THIS IS A STUDEBAKER YEAR



### RACINE MULTI-MILE TIRES

### Unprejudiced Advice

Perhaps you have not yet settled the balloon tire question to your satisfaction.

We are in a particularly good position to advise you without prejudice, and for this reason:

We sell both the standard size RACINE Multi-Mile Cord and the RACINE Balloon.

Both are low-pressure tires and both are of the finest RACINE quality.

Our advice will depend absolutely upon your particular need—and on that alone.

### MOTOR INN GARAGE

230 Main

Phone 294-J

ing the position of the California commissioners.

It set forth that they favor application of the Central Pacific railway company (which is under a 99 year lease by the Southern Pacific) to build a line from Klamath Falls to Cornell, Modoc county, California.

In the formal California Railroad commissioners statement, it was also set out that they favor the Southern Pacific's application to acquire control of the Oregon, California and Eastern railway, as well as its application to control the Nevada-California, Oregon Railroad.

Wheat also stated the Southern state's commission is in favor of the granting to Robert Strahorn, permission to extend his line to Lakeview.

W. P. Kenney, vice president of the Great Northern in charge of traffic, and J. G. Woodworth, traffic director of the Northern Pacific, were witnesses late yesterday.

Mr. Woodworth was asked on cross examination why the Eugene-Klamath Falls line, now building, could not be used from Klamath Falls to the Portland gateway and cars turned over there to the Northern lines for the markets in the northern states.

He answered that, theoretically, that sounded all right, but it did

not work out in practice. The gateway was not much used in that sort of a turnover and the route would not be used, save under conditions such as a glut of business that would make its use impossible.

#### Would be Punished

"But lumber manufacturers of Klamath Falls would have this way open, would they not?" he was asked.

"I don't want to say anything disagreeable," he replied, "but I believe if the Klamath Falls manufacturer tried it, means would be found to discourage him."

That the Portland gateway does not mean much, except on paper, was the testimony of Vice President W. P. Kenney, "every time a shipper on the line of the Southern Pacific gives a car to the Great Northern at Portland he is called up and reared for it," he testified. He said, too, there are no through rates to Great Northern and Northern Pacific territory from Klamath Falls and that the Portland gateway is only partially open in that the rates stop short of much territory served by the northern lines.

#### Big Pine Market

Mr. Kenney gave figures on the country's cut of pine lumber and said Oregon would supply the market to a growing degree. He be-

lieved the time at hand when the Klamath mills would stop cutting fine pine into box shooks but would mill it into lumber, and receive \$4 more a thousand feet, using call lumber only for shooks.

The Klamath basin, he said, needed the extension southward because the lumber industry could not develop to any extent without feeling the shortage of cars and equipment of the Northern lines would be of assistance.

Mr. Woodworth spoke of the necessity for western railroads, and his own line particularly to obtain more traffic. Water lines operating thru the Panama Canal were said to have brought the transcontinentals within sight of ruin.

#### Need is Urgent

"We have got to get some money somewhere or else we will go the way the Milwaukee has gone," he said.

"The Spokane, Portland & Seattle line down the Columbia river is not much good without roads to bring business to it," he said. "The returns in 1924 for that road was about 2 per cent and that of the Northern Pacific was less than 3 1/2 per cent. There must be a general increase in rates or more traffic. The former course must be avoided if possible."

### Book Praised and Criticised Before Club Monday p.m.

"A book that can be perused without a struggle."

This, in substance, is the judgment passed on the "Scarlet Cockerel" by Clifford M. Sublette, in a book review read before the library club yesterday afternoon by Miss Maybelle Leavitt. The book, which is one of the latest successes, and a winner of a \$2000 prize, is laid in a French historical setting and its redeeming feature is the happy faculty of the author to instill atmosphere into the denouement. Miss Leavitt sets forth in her review.

Many of the characters are either over-done or under-done, she states, but with all its faults it is a book that one can sit down in an afternoon and read through rapidly without any annoying strains on the intellect.

#### IN FROM KENO

J. A. Bushong, well known resident of the Keno country, spent the forenoon in Klamath Falls on business matters.