

KLAMATH CLOSE SECOND IN GAIN

County Follows Multnomah in Increased Cars March Sales

Klamath county is second only to Multnomah county, according to the Motor Register for April, in the volume gain of car sales in March over the corresponding month in 1925. The state of Oregon gained 546 sales, an increase of 21 per cent. Klamath county gained 87 sales, an increase of 140 per cent, enormously greater than the general average for the state. Lane county, though third in total sales, sold but two more cars in March this year than in March of last year.

Ford, Chevrolet, and Dodge have stood in their usual ratio of first, second, and third in car sales during the first quarter of 1926. Star moved from fifth to fourth in the state in March, but remained sixth in Multnomah county. Essex moved from seventh to fifth in Multnomah and from seventh to sixth in the state. Overland came from eighth to seventh in the state, but remained twelfth in Multnomah county. Chrysler, in spite of a good month, dropped two on both state and Multnomah county ladders. Studebaker and Oldsmobile remained ninth and tenth respectively, while Oakland, Hudson and Willys each went up a point in state sales. Nash, Jewett and Ajax each dropped two points in the state, while Pontiac jumped up five places to fourteenth in the state and three points to fourteenth in Multnomah.

Hupmobile and Cadillac went from seventeenth and eighteenth to eighteenth and nineteenth respectively in the state list. Paige and Franklin moved up several in the state list, Paige being now twenty-first and Franklin twenty-second. Gardner, though making no sales in February, was back in March with seven sales, making twenty-sixth place.

Grease should be forced into the bearings until it is seen exuding from the opposite ends of the joints, as this indicates that the hardening grease has been forced out of the grease passages.

Overspeeding of a light car is more dangerous than the speeding of a car of larger size.

FORD TRUCKS HELP LOGGING

With Bunks and Trailers Huge Loads Are Easily Moved

Ford trucks are proving much in demand in logging work. When fitted with the proper logging bunks, and with a trailer, a Ford truck can carry around twelve hundred feet of logs, says Mr. Balsiger. This has been the best tractor and truck year ever seen here, he says. A factor in helping the used car business has been the reconditioning and guarantee of used cars followed as a Ford policy for several months.

High Month

April has been the best month so far this year, and is much better than the same month last year, as a time to sell Fords, according to E. H. Balsiger, Ford dealer. Although several days of this month remain, fifty-five passenger cars have already been sold. The number sold in the whole of March was only forty, by comparison. This number does not include tractors and trucks.

M. L. Borland and D. R. Jensen are two new salesmen with the Balsiger company. Mr. Jensen came from Mount Pleasant, Utah, where he has been in the livestock and real estate business. Just previous to coming here he visited with a brother at Nampa, Idaho.

Auto Monnickers Beat Dictionary

Appropos of the use of the word "aedan" in automobile circles today, it is of interest to note that the term has not received general recognition among lexicographers, and is not included yet in standard dictionaries, not all of them, anyway. According to Webster's New International, the word refers to a portable chair or covered vehicle used to carry a single individual, usually borne on poles by two men. They received their name from the town of Sedan in France, were formerly used in England, and are still used at Bath in England, at Ischl in Austria, and, on the shoulders of two coolies, in China.

Brakeband lining must be kept free from embedded grit and metal particles by frequent washing and brushing, and no metal wires should protrude through the fabric surface.

POSPISIL CO. HAS SUPER GARAGE BUILDING

Packard and Hup Will Have Up-to-Date Housing

Built entirely of materials manufactured in Klamath Falls, excepting window glass, the new garage being put up by Dr. H. D. L. Stewart between Fifth and Sixth streets on Klamath avenue, will stand as the last word in design. The building will be occupied by the Pospisil Motor company, Packard and Hupmobile dealers, who have a five-year lease. The contract for the building is in the hands of the Concrete Pipe company, and while the terms call for completion June first, it is probable work will be finished by May fifteenth, according to Jack Knowles. Knowles is supervising the work for the company.

The new building has dimensions of sixty-five by a hundred and twenty feet. Designed by Chas. Cogebloom, the building has a number of features of construction worthy of note. The skeleton of the building is of reinforced concrete. Certain walls of stone tile may be removed or modified for new doors or windows at any time without in any way weakening the structure. The front will be of stucco. Six patent Summerbell bolting trusses will support the roof. A special feature of the salesroom, measuring thirty-two by fifty-two feet, will be the raised floor, two and a half feet above the sidewalk, giving the passerby a better view of the entire chassis of any car displayed. The salesroom floor will be of colored concrete.

All concrete and brick mortar used in the structure is being mixed as used in the central mixing plant of the Concrete Pipe company. The lumber is furnished by the Lake-side Lumber company, carpentering is under the charge of I. H. Travis, and the stuccoing will be done by W. Pomroy.

An agreement has been entered into by the national benzol manufacturing or recovering associations of England and Germany whereby they exchange their engineering experience.

UNIFORM CODE OF AUTO LAWS FOR ALL STATES IS SUGGESTED

In recent weeks there has been much discussion relative to the wisdom of enacting a uniform traffic code for adoption as law by all the forty-eight states of the union.

This discussion was the outcome of the conference in Washington on street and highway safety, presided over by Secretary of Commerce Hoover, the conference having been called at his instigation.

At this conference a uniform code was drawn up by various committees acting in unison, after which it was submitted to the conference as a whole. It was endorsed by about three-fourths of the 1,000 delegates from all sections of the country who attended the conference.

The suggested code of traffic regulations was the result of expert study and was prepared after careful preparation with the intention of submitting it to the states for adoption. It provides for uniform motor vehicle registrations and certificates of title, uniform operators' and chauffeurs' licenses, and uniform regulations for the operation of motor vehicles on highways. The code fixes the minimum age limit for licensed drivers at sixteen. Speed limits are fixed at twenty miles an

hour in congested streets and at fifteen in streets where there is no traffic control. In rural districts the limit is set at thirty-five miles an hour.

It will be noted that in several particulars these regulations are already embodied in many of the laws in force in most of the states, but not all. Few of the states agree on all of them and it is this divergence that the conference was minded to eliminate in its suggested uniform code.

In any discussion regarding the value of a uniform code it must be remembered that the conference had no power to bind any of the commonwealths to the enactment of the code outlined by it. The report and its resultant suggestions of regulations are, however, valuable as a step in the right direction.

No one who takes time to give any thought to the question will combat the principle that uniform legislation covering traffic regulations is necessary in these days of ever increasing automobile travel over the highways of the country. Many examples can be cited of the unfortunate situations in which cross-country tourists often find themselves due to the fact that they

obeyed the laws in their own state, but violated those of another in which they happen to be.

It was brought out at the conference that a motorist who made a trip from Washington, D. C., to New York violated twenty-four laws on his northward trip by adhering strictly to the District of Columbia traffic code. On the return journey by following the New York code he found that he had violated 14 laws. Under a uniform code in all the states this would have been impossible.

The lesson in this is that had there been a uniform code in force the motorist would have been enabled to travel without fear of violating any laws by obeying those in force in his own state. It should be possible for a motorist who desires to obey the laws to travel by automobile through all the states without danger of exposing himself to arrest because of ignorance of traffic laws in any state or city through which he may happen to pass.

It must be pointed out that highway and street accidents will not be lessened by the mere enactment of a uniform set of regulations and rules unless there is the accompanying strict enforcement by the state and municipal authorities.

And this brings up another and equally important point. There is need in this country for a new civic conscientiousness which will make

OLDSMOBILE SEDANS SOLD

Fine Cars Bought by Albert Vega and R. C. Morris

Among the latest purchasers of Oldsmobile sedans are Albert Vega and R. C. Morris of Klamath Falls. These cars are of the new moleskin shade of color, which is proving highly popular, according to L. F. Kirkpatrick, of the Klamath Valley Motor company.

Mr. Kirkpatrick is going to Portland tonight for the purpose of driving back a Franklin enclosed car of the latest model. He also expects to have a Gardner here within the week.

the obedience to proper laws a matter of pride and daily habit. In other words, there must be a complete reversal of present-day thought which makes the flouting of laws that do not meet with the approval of each individual a matter of individual judgment and desire. There should be a return to the dictum of the greatest good for the greatest number, even if a few individuals suffer.—San Francisco Examiner.

OAKLAND SIX

the One Car with HARMONIC BALANCER and 104 Improvements

\$1225

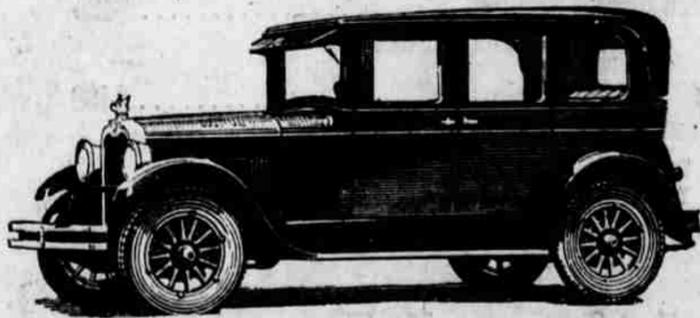
\$1550

Low prices of themselves mean little to motor car buyers. But low prices combined with 104 improvements mean value without parallel.

The Oakland Six—priced \$1025 to \$1295—is the one car with Fisher Body, Air Cleaner, Oil Filter, Full Pressure

Oiling, Four-Wheel Brakes and the remarkable Harmonic Balancer, which imparts an unmatched freedom from vibration at all speeds.

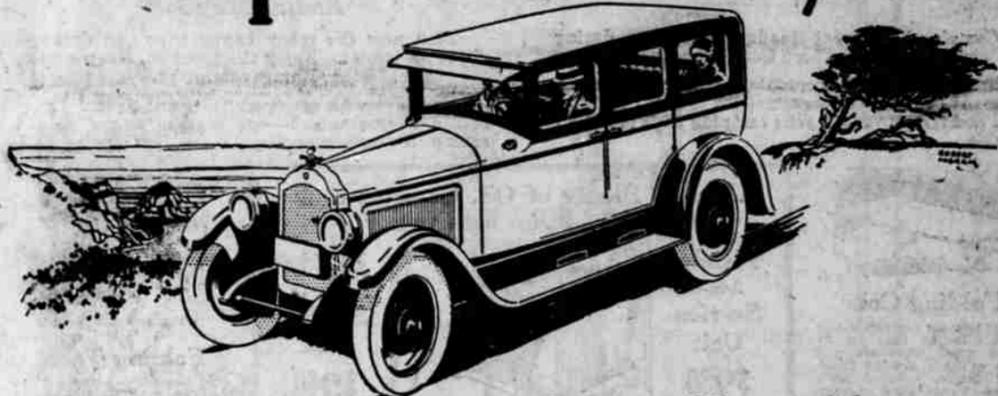
This impressive combination of unequalled quality and rock-bottom prices explains why the Oakland Six is outselling the country over.



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From a bore of 2 15/16 inches and a stroke of 4 3/8 inches, it develops greater horse power, per cubic inch piston displacement, than any other stock, American built motor.

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Standard equipment includes four wheel brakes of the type used by 80% of the finest of European cars.

The chassis construction has been declared practically unbreakable.

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The new "70" WILLYS-KNIGHT 6

[Through the New Willys Finance Plan—buy this car on smaller down payment and smaller monthly payments; the lowest credit cost in the industry.]

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