

# SELL LUMBER IN UNIT PACKAGES IS LATEST PLAN

### Will be Steelbound and Counted; Innovation Aims at Cure for Flagrant Building Trades Abuse

New York City will soon be buying its lumber in the same way it buys its soda crackers, sealed, stamped and with quantity and quality guaranteed, according to Allen E. Beals, in the current Dow Service Daily Building Reports.

The startling thing about this change in method of handling lumber at retail in New York is the need for it. Congestion of street traffic, advancing cost of materials and construction, higher price of labor, scant quantity and short quality factors that have crept into some parts of the building business, and last, but by no means least, the growing traffic in stolen building materials, all have a part in creating the demand for more progressive ways.

There was a time when the city authorities would permit a truck to drive up to a building site, grind off a load of lumber and drive on serenely unmindful as to how the boards scattered over the pavement. Nowadays the truck has to stand there until the last board is unloaded, board by board.

If the lumber was wanted somewhere up in the building each individual board was passed from man to man, perched floor above floor, until it found its destination at the hand of the concrete form builder, the underflooring man, or whoever the sub-contractor was who had ordered it.

Labor costs too much today to make this kind of lumber-handling pay. Too much time is lost waiting for the load to arrive in the building where it is wanted. Too much time is lost in loading the truck at the yard, too, when it is piled on board by board.

There also was a time when contractors knew by accepted trade term and number exactly the quality of material his order would bring to his building operation. He was also sure of the quantity he ordered. Nowadays he is not quite so sure of either. Boom time building practices, born of a desire for quick sales and a profit as big as the unwary buyer would stand for, have wellnigh ruined confidence between run-of-the-market buyer and seller, with the result that something had to be done, and that quickly, so as to put the square-dealing contractor who was not skilled in measuring lumber or appraising grades in a position where he could guarantee to his customer the delivery on his job of exactly the quantity and quality specified.

Concrete form boards, under-flooring and two-by-fours done up in steelbound packages, four to a truck-load, stocked, trucked and delivered from distributing yard to owner's job in unit packages, counted, strapped and handled by machinery, each containing exactly so many feet, will not only permit safe and sure counting at yard and jobsite, but will effectually check the growing traffic in stolen building materials to which short counts most frequently complained of by irate purchasers are traced.

The truck, stopping at the jobsite, stands under the first available derrick-hoist and is immediately released for return to supply yard. The street is quickly cleared for traffic, the load is placed in four convenient units exactly where it is wanted in the building and in the exact amount ordered and billed for.

This innovation in the handling of lumber is in close conformity with efforts that are being made in other departments of the building industry for the purpose of cutting costs and to checkmate building material thievery, the extent of which was brought out at the mass meeting of the building trades held last December and out of which evolved the Committee of Twenty-seven.

The reform in this department is in line with that which has occurred in other departments, all looking toward the establishment of the building construction business of the City of New York on a higher ethical basis, only this has the distinction of being the first to aim directly at the traffic in stolen building materials. Developments along similar lines are in process of perfection in the brick department.

General conditions in the building business show some variance. Starting lines report less activity, but the basic building material manufacturing sections show no hesitancy whatever in laying plans for another big year. Full confidence may be put in the continued and wholly adequate supply of domestic common brick for the market's needs, and there is now no danger whatever of the threatened shortage. Neither will there be any price fluctuation for some time. Some do not look for any price change before Summer.

Cement is the most radiant of all



Colonial Soldiers, Independence and Congress Halls, Philadelphia, where nation's birth occurred.



Interpretation of "Spirit of 1776," Francis Willard's painting, by patriotic citizens.



Thomas Jefferson, heading "Committee on Declaration," presents Declaration of Independence to John Hancock and other members of Continental Congress for Signatures.

the basic building material manufacturer. One unit reports complete confidence for volume of business this year. Another unit reports "a very cheerful outlook." One says, "outlook good, a little behind in shipments"; another says, "car loadings better than any week in April"; a company shipping into this market says, "there is going to be a demand for every barrel we can ship," and the report "in another month the mill will be pushed to keep pace with orders" reflects the way still another cement manufacturer tells about the 1926 outlook. Much of this expected business will come from road and engineering construction.

One firm is known to have made 20 per cent more cement in April this year than it made last year.

### CHRYSLER SIXES NOW ON DISPLAY

The first carload of Chrysler sixes ever shipped into Klamath Falls arrived here Friday for display at the Howie Motor company's garage at Twelfth and Main streets. The larger types of cars manufactured by the Chrysler company have been received by Howie from time to time, but Friday's shipment of the smaller cars is something new.

### CHRYSLER INVESTS ADJUSTABLE SEAT

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The adjustable feature of the seat enables any driver to choose the exact distance from the pedals at which he prefers to sit. If he is very tall, he has plenty of "leg room," and if he is very short, he need not stretch or sit on the edge of the seat in order to reach the pedals comfortably. Furthermore, one may actually change the position of the seat while driving, thus enabling comfortable driving. At the same time, the seat back is more flexible than is the rigid kind and it, too, may be adjusted to the exact position desired by the driver. Some prefer to sit bolt upright while driving; others prefer to lean back in a semi-reclining position. One may do either in these cars or may change from one position to another as desired.

### RAIL CROSSING DEATH TOLL GAINS RAPIDLY

Fifty accidents on public crossings during the first three months of 1926 were reported to the state highway commission by railroads operating in Wisconsin. These accidents resulted in the death of 14 persons and injuries to 26 persons.

Worn cylinders and piston rings allow the compression to pass into the crankcase, and cause the engine to use more oil. The worn rings will not wipe off the excess oil.

### Auto Helps Plane Rush Pictures to Eastern Centers

When General William Mitchell made his recent visit to Seattle he predicted that the airplane would eventually bring Nome and New York within ten days of each other.

That prediction was made good the other day, years earlier than he has ever contemplated, with the aid of a Chrysler automobile.

At 5 o'clock in the afternoon of the tenth day, a transcontinental mail plane arrived in New York with the International Newsreel photographs and motion pictures of Roald Amundsen's landing in Alaska, which were dispatched from Nome exactly ten days before.

It was a race—not only against time, but an actual neck-and-neck contest between rival airplanes, with a Chrysler automobile giving material aid.

The race started at Fairbanks, where International Newsreel chartered an airplane which flew via Nome to Teller to pick up the films.

With its precious cargo aboard, the plane flew by successive stages to Fairbanks, Whitehorse and Skagway, making a connection with the steamer Princess Mary at the latter point.

But the race was too warm to entrust the pictures to a slow-moving steamer any longer than absolutely necessary, so T. G. Randolph, In-

ternational Newsreel man in Seattle, flew to Albert Bay, on the north end of Vancouver Island, to meet the ship.

Bad weather was encountered on the way up and Pilot Eddie Hubbard was forced to fly inland most of the way—which meant practically certain death for both him and Randolph in the event of a forced landing in their flying boat—but they disregarded the danger and made their connections.

Randolph flew back to Seattle as soon as the bag containing the pictures had been tossed into his plane, and then embarked upon an all-night ride to Pasco in a Chrysler automobile furnished by the Walker Auto company, Chrysler dealer, and piloted by E. B. Smith, secretary of the Walker company. He made the run of 273 miles, which necessitated the drive over the grade and many sharp turns through Snoqualmie pass, in just exactly five hours and five minutes of running time. From Pasco the films were rushed east by planes.

It is dangerous to permit more people to ride on the front seat of an automobile than the manufacturer intended, cautions the National Safety council, which says that interference with the driver is foolhardy and contrary to law.

Never change the adjustment of the carburetor just to make the engine start easier. If this is done the mixture will be too rich when the engine warms up.

### His Last Words Were:

"I'll have my brakes relined tomorrow."



Why take a chance. Have your brakes relined NOW.

We have a machine that drills and rivets without changing dies. This cuts down the time required, and saves you money on your brake lining job.

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