SECOND SECTION

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YOUNG EMPLOYEES OF FOREST SERVICE ATTEND SCHOOLS

Eleven Men Have Combined Service of 23 Seasons With 18 Years in School.

The forest service offers an excellent opportunity to young men who have a natural aptitude in woodscraft to enter an occupation that will permit them to exercise this love of the woods in a profitable manner, according to Carl B. Neal, supervisor of the Umpqua national forest. Mr. Neal during the years that he has been serving as supervisor of the Umpqua forest has made it a custom to employe each year several young men who have had no actual experience in forest work, but who are interested in forestry and manifest a deside to make it a life occupation.

"When the forest service was first started," Mr. Neal said, "all employees had to be recruited from two sources. The bulk of the men came from the logging woods where men were familiar with woodscraft and were strong on experience but had no theoretical training. Some of the employees, on the other hand, came from the schools of forestry where graduates had been given plenty of theory but no practical training.

"Conditions, however, are now changing and we are combining the theory with actual practice.

"Last fall there were 11 men who have been employed on the Umpqua national forest either entered or reentered schools of forestry. These men have had 18 combined years in forestry and 23 combined seasons of experience."

Davis P. Whitely, O. F. Dellinger and Fred Lemery, are attending the Oregon state school of forestry at Corvallis and were employed as lookouts during the past year. Wm. H. Cummings of New York and R. V. Jones, of Washington, are also lookouts who are graduates of forest schools in their respective states and are receiving additional instruction.

In addition to these men there are several who became interested in forestry through experience on the Umpqua national forest and are now training in forestry with the idea of making it a life occupation.

Kenneth McReynolds of Cottage Grove has been with the forest organization three years and was employed last year as assistant fireman at Diamond lake. Glenn Voorhies of Looking Glass has had five years of service and last year was assistant ranger on the South Umpqua ditrict. Both of these young men are graduating from the Oregon state school of forestry this year after a full four-year course.

George Churchill and Robert Casebeer, both of Roseburg entered school last fall to study forestry. George Churchill has had five years of experience with improvement crews and Casebeer has been employed for the past two years. Churchill, in addition to his work with improvement crews, has served as lookout and telephone repairman, so that he has had quite general experience that is proving a great aid in the course he is taking.

Ralph Crawford of Sutherlin and Lawrence Hamilton of Portland, have each worked with the Umpqua national forest organization for two years and are now juniors at the state college.

These young men, having had both the theory of forestry and the practical training in the field, will be very valuable employees, Mr. Neal believes, and will probably advance rapidly in the organization.

CHANGE OVER WAS INDUSTRIAL FEAT

DETROIT, Feb. 19.—The first comprehensive answer yet obtained to the question, "How did Chevrolet succeed in effecting one of the most mammoth turnovers in industrial history?" was revealed here today.

When Chevrolet followed up its announcement of a six with the announcement that deliveries on the next models were to begin January 1, few outside the company believed the feat would be accomplished. But deliveries in quantity numbers did begin January 1. On that date practically every Chevrolet dealer in the country displayed the new six.

The foresighted policies of General Motors and Chevrolet have never been known to countenance any blind gestures. The Chevrolet six, which is today speeding over the highways in thousands, was born four years ago.

At that time General Motors began considering with an open mind whether a six-cylinder car would be produced to sell in the price range of the four. Shortly afterward Chevrolet engineers designed the first of the 100 engines which were to precede the one which today powers the new Chevrolet. One by one these engines were tested, redesigned, improved, torn down. From each experiment the Chevrolet engineers were learning.

Then, one day last May, after over a million miles of test driving and four years of the most intensive sort of checking, Chevrolet engineers expressed themselves as satisfied that they had perfected a six-cylinder engine of exceptional merit.

Meantime, Fisher Body engineers, working in close co-operation with Chevrolet, announced that they had a body, rugged and attractive, in every way worthy of the new engine. And then it was that the Chevrolet board of strategy expressed themselves as finally satisfied.

Then began the process of making ready twenty widely scattered Chevrolet plants for the advent of the new six. It meant that an entirely new set of machine tools, patterns and dies had to be developed in the shops and on the drafting boards. It meant that Chevrolet's 40,000 employees had to be adapted to the change-over.

Recognizing the fact that men had to be trained to handle the new work, and that preliminary practice was necessary in the handling of tools and fixtures, the company built an experimental motor plant at Saginaw, Mich., containing a complete equipment of new machinery purely for research, experiment and establishment of production practice. This plant started last September 1 and continued in operation until November 15.

Meantime, the Flint motor plant was shut down from October 1 until November 15, and the task went forward of installing new machinery, rebuilding old machinery, for new work and re-educating in precision methods thousands of employees.

On November 15, the machinery used in the experimental motor plant was removed to the main production line and the Saginaw plant was dismantled. So well grounded were all the plans that 12,000 motors were produced between November 15 and December 1, an average of more than 1,000 a day. During December 60,000 motors were produced, an average of more than 2,000 a day.

The assembly plants continued operations on the old models until October 25, when the last one closed down to prepare for the new car. The first assemblies of the new car started December 11. Today thousands of the new Chevrolet sixes are moving along the highways of America.

Engineers and all those who can, in detail, visualize what a truly tremendous industrial achievement comprises, marvel at its accomplishment this incredibly fast turnover. It stands as a brilliant tribute to two great organizations—General Motors and its Chevrolet division.

FORT KLAMATH PREPARES FOR ANNUAL SKI RACE

(Associated Press Leased Wire)

KLAMATH FALLS, Ore., Feb. 18.—Final plans are being completed at Fort Klamath for the third annual Klamath county winter carnival on February 22, to feature the longest ski race in the west for the largest silver trophy in the state.

This famous race is for 42 miles from Fort Klamath up the steep slopes of the Cascades to the rim of Crater lake and return. The race requires consummate skill and great endurance.

Manfred Jacobsen, winner of the 1927 and 1928 race, will not compete this year, although Nels Skjersaa, Emil Nordeen and W. Nordquist will enter. Il placed in last year's race.

While the Crater lake race is in progress the rest of the day will be taken up with different races and events, including ski jumping, sleighing, snow battles and tobagganing.

SIX BILLION IS SPENT AT SERVICE STATIONS IN 1928

There are now in the United States 8,000 service stations, or fifteen per cent of the total, under contract with A. A. A. motor clubs to serve members, according to W. R. McDonald, vice-president of the Oregon State Motor association which is affiliated with the American Automobile association.

Mr. McDonald stated that in Oregon alone 415 service stations were under contract to attend to the wants of A. A. A. members. He stated that all of these service stations represent the best in the country and have to meet all requirements of the A. A. A. and the affiliated clubs in cities and towns in which they are located.

The A. A. A. club executive pointed out that to meet these requirements, the service stations must have good reputations, competent mechanics, adequate equipment and agree that the motor club will be the final authority in settling any controversy between the service station and a member. Moreover, they must be prepared to answer emergency calls with dispatch.

He declared that service from a reliable service station is at all times important to the motorist, but this is especially true when he is in a strange area and unfamiliar with local conditions. "This is where the A. A. A. emblem on a service station guides him and assures the type of service he would receive at home," continued Mr. McDonald.

"When it is considered that car owners of the nation spent close to $6,000,000,000 with service stations and garages in 1928, a large part by A. A. A. members, the importance of guaranteed service can not be overestimated," he concluded.

SUB-BOAT "LUNG" SUCCESS ON TEST AT 120-FT. DEPTH

(Associated Press Leased Wire)

KEY WEST, Fla., Feb. 19.—Two fearless members of a submarine crew, who yesterday braved the crushing force of the sea at a depth of 120 feet clad only in bathing suits and equipped with oxygen-inflated lungs, today were none the worse for their experience.

Descending to that depth yesterday in the submarine S-4, Lieut. C. B. Momsen and Chief Torpedoman Edward Kalinowski left the submersible and came to the surface without outside aid. A physician pronounced them unharmed by the terrific pressure.

Yesterday's test, the climax of a series of experiments, is expected to prove to authorities that the oxygen-inflated lung and other devices used in the escape are feasible for use in reducing the dangers of submarine serinotoe. Lieut. Commander P. H. Dunbar, in charge of operations, has placed his unreserved approval on the "lung" as a life preserver and pronounced the tests highly successful.

The lung resembles a gas mask used in mine disasters.

A SPANKING SHOT

PITTSBURGH—When Mrs. Nellie Garrett again finds it necessary to chastise her son, she will not use a sawed-off shotgun for a paddle. The youth had about completed arrangements to buy the weapon from another boy, when the mother interposed. She took hold of the muzzle and proceeded to emphasize previous instructions about firearms. Then the gun went off and a bullet lodged in Mrs. Garrett's abdomen.

PIANO FOR ORGAN

LONDON.—A piano has taken the place of the organ at Leicester Cathedral. It is estimated that two years will be required to install the new organ which is now under construction. Some of the pipes in the old one fell to pieces upon removal.