FORD IS PLANNING BIGGER BUSINESS

Expenditure for Plant Expansion Will Total $30,000,000 in 1930.

DETROIT, Jan. 7.—Confidence that the Ford Motor company's business will in 1930 see a continued expansion was expressed by Edsel B. Ford today when he announced expenditures during next year of more than $30,000,000 for plant development.

This announcement came on the heels of news of the introduction of new body designs for Ford cars, the recent general reduction in car prices, and wage increases scaling upward from a minimum of $7 a day.

In the plans of the Ford company for expansion of production facilities, more than $20,000,000 will be spent next year for new buildings and plant additions, and in excess of $10,000,000 will be expended for plant equipment. These expenditures will be made in various sections of the United States and are exclusive of new outlays by affiliated plants in foreign countries.

Several of the expansion programs will affect plants on the Atlantic and Pacific coasts. This is in line with the Ford policy of developing and utilizing water transportation wherever feasible and economical.

Mr. Ford said that the highest state of development in the history of the Ford Motor company was reached during 1929. He added, however, that still further development was contemplated during 1930, and that he anticipated this would justify, in part, the recent increase in wages which will result in additional payments of $20,000,000 annually to Ford employes.

During the first eleven months of 1929, the Ford company produced 1,911,842 cars and trucks.

When the Ford Motor company decided to improve its Model A car by embodying added beauty of line and color in the various body types, it had reached the point where it was producing more than one-third of all the automobiles being manufactured in the United States.

Plans of the Ford company for development during 1930 are a continuation of a general expansion that has been under way throughout the world during this year. A new, self-contained plant, modeled after the River Rouge plant at Detroit, has been started in England. This plant will manufacture cars complete, from basic materials to finished product. Notable expansions have taken place in the orient.

During this year, plants throughout Europe have become more closely identified with the countries in which they are situated through substantial stock ownership in the companies. These include plants in France, Germany, Belgium, Holland, Denmark, Spain, Sweden and Finland.

The same year that has seen these world-wide developments has also witnessed reduction, in the United States, in the prices of the three major Ford products—trimotored, all-metal airplanes, Lincoln automobiles and Ford automobiles. Now comes the announcement of the Ford company that the bodies will represent new refinements of line, color and interior comforts and appointments in the Model A car, successor to the famous Model T upon which the foundation of the Ford business was built.

M. E. CHURCH LAUNCHES DRIVE FOR TEN MILLION

(Associated Press Leased Wire)

CHICAGO, Jan. 7.—Leaders of the Methodist Episcopal church today launched their $10,000,000 world service campaign for home and foreign mission work.

Actual collection effort will not begin for several months, it was announced, but a series of conferences has decided on the first steps in preparation for this work. The total has been alloted among the twenty-one districts of the church proportionately.

HUSBAND ALLEGING LOVE THEFT DEMANDS $100,000

(Associated Press Leased Wire)

PORTLAND, Jan. 7.—The $100,000 alienation suit Fred Hahn brought against Ralph Caldwell, proprietor of a coffee concern, charging Caldwell with stealing the affections of Mrs. Hahn, started in court here today.

Hahn charged that his wife was employed by Caldwell to sell coffee and after she had been in his employ for some time began giving her gifts and paying attention to her. Hahn charged that Caldwell caused her to divorce Hahn.

Dr. Hess' poultry panamin. Highway Pharmacy.—Adv.

A Kiss for Corinna

By MAY CHRISTIE

WHAT HAS GONE BEFORE

Denise Van Wyck, bored with the life of a debutante, meets Malvey Craig, a clerk in her wealthy uncle's employ, in an unconventional manner. She acknowledges a growing interest in the young man, and confides her story, adding that she is to meet him for lunch, to Corinna Dugan, operator in the beauty shop she patronizes. It so happens that Corinna also knows Malvey, and is, in fact, in love with him. Corinna is torn by jealousy and worry, and when she meets him that evening artfully questions him about his day. Malvey tells her about his meeting with Denise, but admits that he does not even know her name, adding that Corinna is "girl friend" enough for him. On their way down town to dance, they wish on the crescent moon. Corinna is disappointed to learn that Malvey's wish is for a seat on the Stock Exchange.

NOW GO ON WITH THE STORY

CHAPTER 9

Corinna's heart sank like a stone at Malvey's words. She had hoped so eagerly that his "new moon wish" would hold a promise of their future—maybe a hint of marriage.

But he had put ambition before love. To buy a seat on the Stock Exchange—to "clean up a fortune"—the April moon shining so romantically down upon them had not inspired him to a confession of a "grande passion," but merely to a wish for his own business success.

She wanted to say, nonchalantly, and yet giving him a lead: "It's fine to have a big ambition of that sort—but wouldn't you like something more easily attainable—more human? A different kind of a happiness, maybe?"

But love made her dumb. And pride. His confession had been such an anticlimax. Like a dash of cold water on her high and happy mood.

She got up brusquely. Her nerves were all on edge. She felt if she sat there on the bench in Washington Square, close to him and yet separated by the cold barrier of his confession, she might blurt out stupid, unrecallable things . . . might frighten him away.

He fell into step beside her. They crossed the south side of the square and strolled along the streets of Greenwich Village, whose quaint little "arty" shops and here and there unshuttered studios gave glimpses of the "movement" and the perpetual struggle of so many of the denizens to be "different" and "odd."

"The intellectual fires are burning," commented Malvey, as they stopped at the head of some crooked stone steps leading down to a lighted cellar, whose occupants were clearly visible through the unshaded and cracked window-panes. "Cracked is the motto here," he added with a grin, "let's go in and give them the once-over."

He pushed open a wooden door which had a copper shingle above it. The door was carved with a medley of initials. Inside, there were entwined letters, Egyptian figures, and quaint hieroglyphics cut out on the wooden trestle tables that ran along each side of the room. Before them, on rough benches, sat a conglomeration of young men and women.

Immensely tall wax candles, carved by visiting artists into statues, obelisks and various quaint designs, were guttering in the draughty air, and dripping long and melancholy rivulets. There was a piano in one corner and an extraordinary-looking youth, who by his garb might have been either a man or a woman, was fitfully playing that new type of music that has neither melody nor rhythm.

A bearded boy of not more than twenty was holding forth to a little coterie in a corner. He was talking in an ultra "precious" manner, using short and verbless phrases in a staccato undertone.

"The exposure of the soul is very highly thought of here," commented Malvey dryly, when he and Corinna had seated themselves. "Now this is the sort of a place that would have appealed to the girl I saw today—" he broke off as though much conscious of having made a "faux pas."

Denise Van Wyck—despite Corinna's moments of high happiness—had fluttered between them like a ghost all day. The latter forced herself to say now, with dry lips, and feeling at the same time despicable because she hadn't got the courage to blurt out that name directly—

"What did she look like, Malvey?"

He seemed nonplussed. "That's a big order. I've only seen her twice, and I didn't notice details particularly. She's pretty, tall and slim and sort of peppy. With very simple clothes that somehow seem a part of her—you know what I mean. A fine complexion, but the most noticeable thing about her is her hair — such a beautiful blonde—"

That hair! The irony of his commendation! Hadn't Corinna spent an hour and a half today in peroxiding Miss Van Wyck's mouse-like locks and bringing them to the desired color?

She swallowed twice and cleared her throat before she said: "It sounds awfully like one of my customers! She lives somewhere out by Great Neck. Her name's Van Wyck."

Malvey swung round on her, astonished. "How could you possibly tell from such a general description as I gave you? There must be any number of girls who come into your place whom that would fit."

Then, as Corinna's face flushed under his scrutiny, he exclaimed: "Come on, Corinna! What's in your mind? Out with it! What leads you to think that this girl and your customer are one and the same person?"

Corinna stammered: "You just said she was tall and slim and very pretty, and a blonde."

But he insisted. Under his forthright gaze she couldn't prevaricate.

"Miss Van Wyck called up from the shop this morning. I heard her give your number, Hanover 0174-1—I thought I heard her mention your name."

"And you never said one word about it! You let me talk—you drew me on—"

Said Corinna in a small quiet voice which, despite her effort, shook a little: "It was your own business, Malvey. I didn't mean to eavesdrop when she telephoned. And why should I take any notice of or pry into your affairs?"

He sat silent and puzzled. Queer creatures, women! Somehow or other—although he couldn't put his finger on the point—it didn't seem open or above-board of Corinna. Made him irritated—and at the same time a little ashamed of himself.

Confound it all! He hadn't done anything wrong, and it had been quite in order for the girl not to take any jurisdiction . . .

He ordered two coffees. He drank his in silence.

The creature at the piano cramped out jazzy airs. The creature played atrociously, but he was glad of the diversion, so that he didn't have to force a conversation with Corinna while he was still so puzzled over her attitude in this affair.

Corinna seemed interested in the people all about her. Her glance was roving hither and yon. He did not know how vexed she felt—how conscious of a false move in having kept back her knowledge of that telephoning.

Was Malvey wondering how much she had overheard of this? Was he really condemning her for being underhand . . . and jealous as well?

The music stopped. The room became insufferably hot. A couple of artists who had evidently dined not wisely but too well came stumbling into the cellar, laughing hilariously. The drunken eye of one of them fixed itself on Corinna, and he mumbled, with a hiccough: "Pretty girl . . . metsh you somewhere? . . . comesh have drink . . .!"

Malvey glared at the interloper, caught Corinna by the elbow, and—the bill already being paid—led her up and out into the street.

"Gosh! What a hole!" He spoke irritably.

Near the arch in Washington Square they boarded a Riverside bus. They mounted on top and were soon careering up the avenue. Every other seat was taken by apparently devoted couples, for the roof on any omnibus on a spring evening is New York's municipal courting ground.

But Malvey did not say much to Corinna. It seemed as though a frost had descended on his former gaiety. And presently, not even the gleaming vision of the river winding below them—about which he was usually so enthusiastic—could lighten that mood of his. He remained silent and morose.

As he bade her good-night at the door of her small apartment on West One Hundred and Tenth street, and murmured something about calling her up as soon as he had an opportunity, she felt their mutual harmony was gone. And with tear-filled eyes she turned sharply away from him.

(Copyright, 1929, King Features Syndicate, Inc.)

To Be Continued.

Bill's car is equipped with a USL battery and he drives into our Service Station regularly for battery inspection.

But no matter what make of battery YOU may have on YOUR car, our regular battery inspection and USL Golden Rule Service will give you maximum battery life and save you expensive repairs.

Newland's Battery Department

Roseburg, Oregon

Phone 458

USL BATTERIES

No More Gas In Stomach And Bowels

If you wish to be permanently relieved of gas in stomach and bowels, take Dadman's Gas Tablets, which are prepared especially for stomach gas and all the bad effects resulting from gas pressure.

That empty, sinking feeling at the pit of the stomach will disappear, that anxious, nervous feeling with heart palpitation will vanish, and you will again be able to take a deep breath without discomfort.

That drowsy, sleepy feeling after dinner will be replaced by a desire for entertainment. Bloating will cease. Your limbs, arms and fingers will no longer feel cold and you go to sleep because Dadman's Gas Tablets prevent gas from interfering with the circulation. Get the genuine, in the yellow package, at any good drug store. Price $1.—(Adv.)

Always on hand at Nathan Fullerton's

WINTER DRIVING IS MADE EASIER

Heat Control and Exhaust Gas Facilitate Starting in Willys-Knight.

Winter driving handicaps, which cause many persons to leave their automobiles in the garage when the temperature drops near the zero mark, have been reduced to the minimum by the manual heat control system featured on both the Willys-Knight great six and the lower priced Willys-Knight 70-B models.

The Willys-Overland method of manifolding permits the deflection of exhaust gas around the head of the intake leading to the intake manifold, providing high gasoline temperatures for the warming-up period, as well as for ordinary driving in cold weather.

This is of particular value in starting on cold mornings, eliminating a great deal of the time ordinarily used in warming up the engine and making excessive use of the choke, with resultant oil dilution and waste of gasoline unnecessary.

Even after the engine has been properly warmed up, Willys-Overland engineers have demonstrated that unusual engine efficiency can be secured by leaving the heat valve open for ordinary driving about the city or for long trips at moderate rates of speed. It is only when traveling at high speeds, climbing hills or otherwise placing a heavy strain upon the engine that it is advisable to close the heat valve in cold weather.

The valve may be opened or closed at will by means of a handy control on the dash, thus permitting the driver to secure the maximum efficiency from his engine under all conditions. This means unusual winter economies in gasoline and a flexibility of performance ordinarily found only under ideal conditions of temperature.

In addition to the manual heat control system, Willys-Knight great sixes are equipped with radiator shutters which provide additional control of engine temperatures.

The extreme power of the improved sleeve valve engine, its ability to meet the hardest demands of winter driving without coddling and the ease of operation provided by its "finger-tip control," which places control of starting the motor, lights and horn in the convenient button on the steering post, makes the Willys-Knight an ideal car for winter driving.

CHEVROLET BUILDS 1,350,000 MOTOR VEHICLES IN 1929

DETROIT, Jan. 8.—Surpassing by 150,000 cars and trucks its previous record annual achievement, the Chevrolet Motor company in 1929 manufactured 1,350,000 automobiles, it is announced at the central offices here. Due to the tremendous popularity of the six-cylinder car, introduced a year ago, 1929 was by a wide margin the greatest year in Chevrolet history.

Chevrolet officials announce that daily, weekly and monthly production records were broken over and over again during 1929. Perhaps the most significant achievement of Chevrolet last year was the placing of a million cars on the road in less than eight months. Although the first Chevrolet six did not go onto the streets until last January 1, there were a million in owner operation early last August.

An all-time monthly production mark was set in May, when the Chevrolet factories built 160,895 cars. A new high monthly record was established in every month except January.

The consistency with which Chevrolet production has gained annually in recent years may be noted from the following annual production figures:

1924	369,000
1925	510,000
1926	728,000
1927	1,001,000
1928	1,200,000
1929	1,350,000

Sixteen factories, strategically located from coast to coast, contributed to the achievement. In all, more than 100,000 men were employed during the year in the various divisions of the company.

They also declare that the improved 50-horsepower six-cylinder motor gives smoother, quieter operation with increased power.

In traffic, the new automotive acceleration pump provides the flashing pick-up which is to be desired so much. And fully-enclosed, internal expanding weather-proof brakes assure positive brake action at all times.

New, larger, full-balloon tires with smaller wheels improve roadability, comfort and appearance.

For night driving the two-beam headlamps controlled by a foot button permit courtesy, without dimming the lights.

And, of course, all closed models have the distinct Chevrolet feature, the adjustable driver's seat.

30,000 DIE IN AUTO ACCIDENTS IN 1929

Motor vehicle accidents claimed 30,000 lives in the United States last year, according to conservative, national estimates just received by the Oregon State Motor association. The estimates are based on complete auto fatality records for the first 10 months of 1929 plus expected deaths during November and December.

This figure is an increase of more than 7 per cent over the 1928 death toll, it is estimated. The round number figure predicted for 1929 was 27,500 casualties.

Some idea of the increase in automobile accidents may be gained by comparisons with records of former years, the motor association points out. All fatalities from this type of accident in 1918 numbered but 10,680. Five years later, 1923, the figure had mounted to 18,416 and four years later, in 1927, the total was 25,851.

That neither the increase in the country's population nor the increased number of vehicles in use wholly accounts for this growing menace, is conclusively proved. For each 100,000 persons in the United States in 1924, 15.7 were killed in such accidents, but in 1928 the number for each 100,000 population had grown to around 21 casualties. For every 100,000 cars registered in 1927 there were 100 deaths in automobile accidents and this ratio increased by 1928 to about 102 deaths for each 100,000 cars registered. The comparisons show, in other words, that automotive fatalities are increasing out of proportion both to our growth in population and our increased automobile registration.

MORE CATERPILLARS DUE HERE SHORTLY

The Caterpillar Tractor company, Peoria, Illinois, and San Leandro, California, announced price reductions on every major item of machinery it makes—for farming, road building, logging and construction—on December 11. These reductions are in line with the increased efficiency resulting from the growing volume of production since the Best and Holt interests were merged five years ago. In this period six price reductions have been made. For example: The Caterpillar "60" sold for $6000 in 1925 and now lists at $4175.

The reductions on road graders and combined harvesters range from $100 to $520 per unit. On road graders and maintainers, now manufactured at the Minneapolis plant, the reduction reaches $300 for the model 20 motor patrol.

Within the next 90 days the company will employ an additional 2000 to 3000 men in its enlarged combine and tractor factories and foundry at Peoria, which are nearing completion. This will make a total payroll of 6000 to 7000 at this plant, in addition to the 1200 employed at plants at Minneapolis and San Leandro.

Miller-Sanford Co., distributors for this section, through the local agent, Mr. E. M. Dyer, stated yesterday that he will receive another carload shipment of Cats next week, and in this shipment will be one grader.

November registration figures are in on 37 states and Plymouth motor cars are in third, fourth or fifth place in eleven of the 37 states. Twenty-eight improvements have been made in the 1929 Plymouth, which now enters the 1930 period with many features not included with other low priced automobiles. See the Plymouth at the Newland Motor company.—Adv.

DR. DEAN B. BUBAR

OPTOMETRIST

Specialist in the fitting of Glasses

116 Jackson St.

This Cold Cloudy Weather

Your chix need cod liver oil. All Crown feeds have it in just the right amount.

Lots of good alfalfa hay, Shady Brook molasses feed and fine ground alfalfa meal.

Farm Bureau Cooperative Exchange

Roseburg Oakland

AGENTS FOR

L. & H. Electric Ranges
Hood River Spray Co.
John Deere Plow Co.
Hoosier and Milwaukee Pumps
Sutherlin Spray Co.

Eat barbecue sandwiches and live forever. Brand's Road Stand.

$15 to San Francisco $24 to Los Angeles

These extremely low fares are available every day. By train you enjoy greater comfort and speed. Tickets are good in coaches on the "Oregonian" and "Shasta" and in

Tourist Sleepers

on the "Oregonian." The coach fare and tourist ticket save nearly half the regular travel cost.

Southern Pacific

J. E. CLARK, Agt.

Phone 11 Roseburg, Ore.

A TORRENT OF POWER AND SPEED!

72 MILES AN HOUR

48 IN SECOND . . . 65 HORSEPOWER
RICH BROADCLOTH UPHOLSTERY
INTERNAL 4-WHEEL BRAKES . . .
HYDRAULIC SHOCK ABSORBERS
THE FINEST VALUE EVER OFFERED
AT SUCH LOW PRICES ◆ ◆ ◆

In the new Willys Six, Willys-Overland presents a car of such beauty, speed and power as have never before been known in the low-priced field. ◆ Lines, colors, interior appointments and upholstery fabrics reveal an entirely new concept of beauty for inexpensive cars. ◆ The mighty engine is rubber-insulated against vibration, and effects performance which can be appreciated only through personal experience. At the same time, this motor is most economical, exceptional mileage per gallon of gas being achieved at the modern cruising speeds of 35 to 45 miles per hour. See the Willys Six at your very first opportunity.

WILLYS-OVERLAND, INC., TOLEDO, OHIO

THE GREAT NEW WILLYS SIX

SEDAN DE LUXE DOWN PAYMENT ONLY

BALANCE IN 12 EASY MONTHLY PAYMENTS

List Prices, $695 to $895. Prices f. o. b. Toledo, O., and specifications subject to change without notice.

F. W. CHASE

Phone 399

Salesroom 317 North Jackson St. Roseburg, Oregon