

FORD SETS NEW RECORD

DETROIT, Mich., Nov. 14.—Two records for manufacture of motor cars in the United States were established by the Ford Motor company with the close of October.

Saturday, the last day of the month, the company's domestic assembly plants produced a total of 9,109 Ford cars and trucks, exceeding Friday's output of 9,017, and setting a new high mark for any one day.

The total production for October was 204,827 cars and trucks, which tops any previous month.

New daily production records were established all through the month as the domestic assembly plants came into production with the improved Ford cars following the change from the former types.

Powers—Revival of mining interest all through this district. Placer mines on Johnson creek employ a dozen men.

AUTOISTS WARNED IN USE OF AIR CLEANER

Device Must Be Selected According to Needs of Particular Engine

An effective air-cleaner is an excellent thing for an automobile, but a word of caution seems to be necessary for individual owners who are having cleaners installed on cars not so equipped by the makers.

A little thought will show why this advice is good, yet there are indications that many owners are purchasing air-cleaners without considering their adaptability to their particular engines.

A cleaner that will function efficiently on one engine may be either useless or actually detrimental when installed on an engine of different characteristics.

There are two general types of air-cleaners. One filters foreign particles from the air by means of fine-meshed screens; the other separates the solid particles from the air by centrifugal action or by inducing high air-velocity that causes the solid particles to shoot past the inlet because of their momentum.

For any engine, the filter type must have sufficient area of screen to permit enough air to be readily drawn through it for all engine speeds, and this area must not be reduced by the collection of dust and dirt on the screen.

The problem with the centrifugal or velocity type of cleaners is more complex. Their efficiency depends on the speed at which the air passes through the cleaner, and unless the cleaner is designed for use with the particular engine on which it is installed, there is danger that it either will fail to remove the dust particles, or else so restrict the air passages that it will act as a drag on the motor.

Rather than incur the latter danger, it would be better to do without the cleaner. If the cleaner drags on the air intake, the result is just the same as if you run the engine with the choke partly closed. That is, excess fuel will be drawn through the carburetor jet, and raw gasoline will enter the cylinders. This is not only wasteful of fuel, but causes crankcase oil dilution, faulty lubrication, excess carbon formation, and other troubles.

It will be readily seen, there-

fore, that a cleaner must be designed to take into account the displacement and the speed of the engine, as these are the factors that determine the quantity of air drawn through the carburetor.

Besides the engine itself, the carburetor must be considered also. A cleaner designed for a carburetor that draws in the air from the rear cannot be attached to a carburetor whose intake faces the front, or vice versa; in either case, the cleaner would be collecting an excess of dust because its intake would be facing the air coming through the radiator.

Furthermore, some carburetors have several air inlets or ports, and on these an air-cleaner attached to the main outlet would clean only a part of the air taken in.

Before buying an air-cleaner, consult the makers of your car. Every factory should willingly advise an owner who asks for recommendations as to the proper type of cleaner to be used with any particular model. In writing, give the engine number so that the factory may know just what type your engine is.

MARKED AIRWAYS TO GUIDE COAST FLIERS

Standard Oil Company to Establish System for the Pacific Coast

To assist in the development of aviation, and to increase safety and certainty of air travel, the Standard Oil company (California), following a suggestion from the office of the chief of air service, War Department, will establish a widespread system of guide signs for aviators along the airways of the Pacific Coast states, giving the Pacific coast its marked airways and the first of the kind in the country.

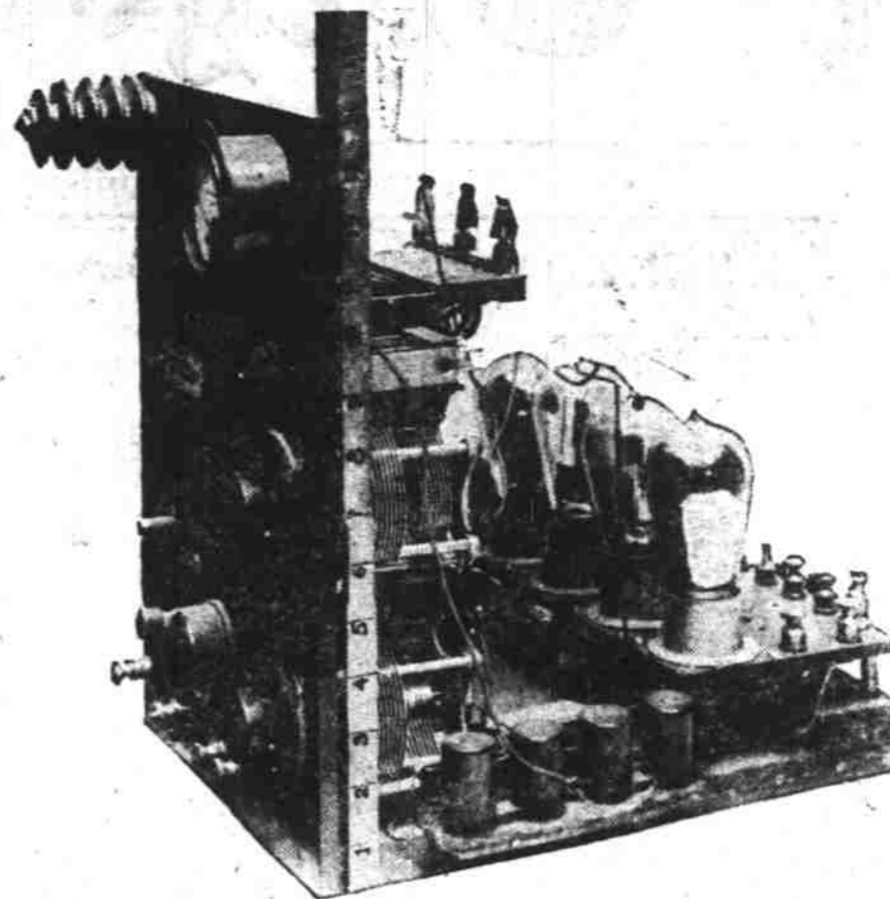
At first the effort will be clearly to mark the present airways and towns adjacent to flying and landing fields. There are now established airways from San Diego to Seattle and from San Francisco to Reno. Along these routes the company has distributing plants at frequent intervals. The towns on these airways which should be marked are now being selected and the signs will be painted at once.

The company has stations at most ports on the Pacific coast and at these will establish signs for the guidance and assistance of seaplanes.

The Standard Oil company (California) has more than 650 distributing plants in California, Washington, Oregon, Nevada, Arizona, Utah and Idaho. Each of these plants has a warehouse and it is upon the roofs of warehouses that the guide signs will be placed. In addition, there are many other buildings suitable to the purpose in the oil fields of the San Joaquin valley and southern California, at pump stations on pipe lines, and at refineries.

The roofs available for signs range from 520 square feet in small towns to several thousand square feet in the large cities, giving in all cases ample room for appropriate signs. The signs, consisting of the names of towns, or possibly, in some cases, abbreviations thereof, will be in large white block letters on a dark background, giving a high degree of visibility. Owing to the fact that the storage tanks are painted white, the company's distributing plants afford a conspicuous landmark from the air and are considered especially suitable for the purpose at hand. They are also located on railways, which present airways usually follow.

BROADCASTING SET IS RELIC



When Powell Crosley, Jr., bought the old Precision Equipment Company, he secured possession of the little transmitting station equipment, which was first used in 1919 and is said to be the pioneer equipment of broadcasting. It is only 14 inches high and may be held in the hands.

AGGIE ROOKS WIN man eleven defeated the University of Oregon freshmen, 9 to 7. (AP.)—The Oregon Argie fresh-

REED-MAURUS MATCHED Agricultural college wrestling instructor, for a return match here next Wednesday night. Reed won over Maurus in a match here this week.

"I'LL SAY CHEAP"

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30 x 3 1/2 Oversize Fisk Casings, A-1 Grade

Also a Cleanup Price on 32-33-34x4 1/2 Casings

Think of it! A price like this in time of high prices

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We have starter and generator experts who can remedy your auto electrical troubles. Bring your car in or call 203 and our service car will call.

Radio Batteries

We have a complete line of Philco Wet "A" and "B" BATTERIES at surprisingly low prices.

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Battery and Electrical Service

236 North High Street—Phone 203

DODGE BROTHERS

SPECIAL TYPE-A SEDAN

If Dodge Brothers had deliberately built the Special Type-A Sedan for women, they could not more perfectly have met feminine requirements.

That women recognize this fact is plentifully evidenced on every hand. The car's striking beauty, its ease of handling and world-famous dependability are features which every motorist values—but which women value the most.

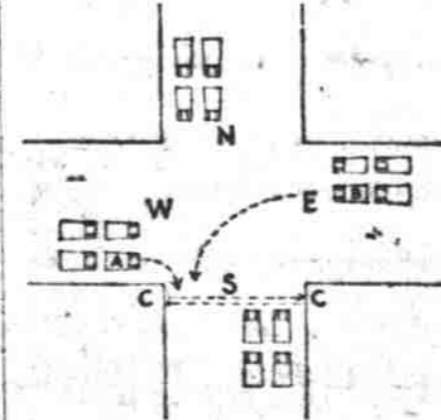
Ask us about Dodge Brothers New Credit-Purchase Plan

BONESTEELE MOTOR COMPANY

474 South Commercial



WALTER P. CHRYSLER'S TRAFFIC TALKS



Pedestrians are waiting at C. to cross when signal is given for North and South traffic to stop and for East and West traffic to move. Pedestrians should be permitted to cross before Car A. is permitted to make right hand turn or Car B. is permitted to make left hand turn. When pedestrians are signalled to go cars making left or right hand turns should be required to wait for pedestrians—not block their line of march.

This One-Profit Unit-Built Studebaker

offers you 3 major advantages in Quality, Price and Protected Investment

THE average man on the street today knows that through more efficient manufacture, standardization of parts, etc., all makers offer him more for his money than ever before.

All makers claim greater things for their product—and can prove them. All makers rest their case on more economical manufacturing due to quantity production under modern efficiency methods. All cars are fair value but there is a best value.

Few motor car "manufacturers" have foundries, forges, etc., to make their own engines—yet one-fourth of the cost of an automobile is in the engine. Even fewer build their own bodies—yet one-third of the cost of a car is in the body.

One-Profit Value

Because of its unique manufacturing facilities, Studebaker eliminates profits which all other quality car manufacturers must pay to outside parts or body makers. Savings effected in this way run to hundreds of dollars on some models. Thus Studebaker is

able to use finest steels, finest woods, finest engineering and superlative workmanship in its cars; then to add costly extras... and still charge no more than competing cars.

Unit-Built Construction

One-Profit facilities result, too, in Unit-Built construction. In cars designed and built as units. The hundreds of parts used in a Studebaker car are Studebaker. They function together as a unit, resulting in longer life, greater riding comfort and higher resale value for you. Scores of thousands of miles of excess transportation thus are built into Studebaker cars. Records of more than one hundred thousand miles are not uncommon.

And "No-Yearly-Models"

As a natural outgrowth of those two factors, a third great advantage to the buyer is attained... "No-Yearly-Models." Because all phases of manufacture are directly under Studebaker control, Studebaker cars are constantly kept up-to-date. Improvements are continually made—not saved up for spectacular annual announcements which make cars artificially obsolete. Resale values are thus stabilized. As an example of the value One-Profit manufacture makes possible, see the Studebaker Standard Six Sedan.

Studebaker's Lowest Priced Sedan—but all quality

THE fine Studebaker Standard Six Sedan illustrated below is a real four-door sedan. It is upholstered in genuine wool cloth. Carpets are wool. Windows are real plate glass.

The equipment includes an 8-day clock, gasoline gauge, ash receiver, rear-vision mirror, stop light, dome light, safety lighting control on steering wheel, automatic windshield cleaner, coincidental lock to steering gear and ignition controlled by same key operating door and spare-tire locks, and full-size balloon tires. All instruments are grouped under glass on a silver-faced dial set in a beautiful walnut finished panel.

But the most important superiorities of this Sedan are concealed within the framework of the body and in the chassis.

Body pillars, for instance, are of northern white ash, cross-members of hard maple. We pay a premium for steels of extra toughness.

Run the engine—the most powerful in any car of its size and weight, according to the rating of the N. A. C. C. and the Society of Automotive Engineers. The motor is not built for excessive speed, but rather for smooth, trouble-free service at 5 to 55 miles an hour. It is built for a long, quiet life—not for spectacular stunts.

We will gladly demonstrate this car and finance its purchase on Studebaker's fair and liberal Budget Payment Plan.

Studebaker Standard Six Sedan

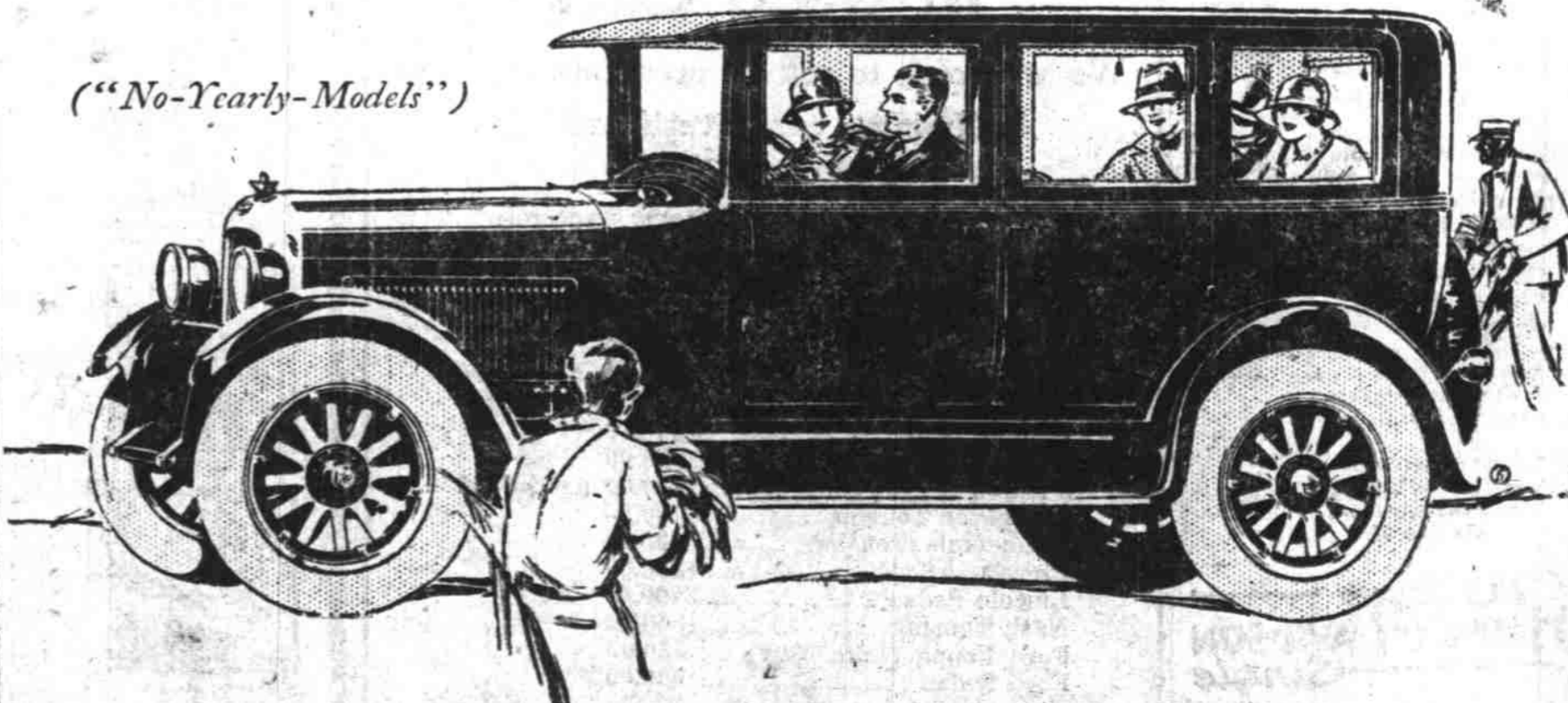
(Four Doors—Ample Power—Wool Trimmed)

\$1395—freight and war tax extra

Under Studebaker's fair and liberal Budget Payment Plan, this Sedan may be purchased out of monthly income for an initial payment of only

\$555.00 Down

("No-Yearly-Models")



MARION AUTO COMPANY

DAY AND NIGHT SERVICE

Opposite Marion Hotel Telephone 362