

### CODE FOR SMOKERS IN FORESTS URGED

#### Number of Fires Caused by Carelessness Increasing, Say Officials

The number of forest fires caused by the carelessness of thoughtlessness of smokers is increasing, according to the forest service. This increase is strikingly shown by 126 such fires in 1922 and 281 fires in 1924.

A total of 1,222 smokers' fires have been reported by forest rangers from the twenty-two national forests in Oregon and Washington for the 11-year period, 1916-1926. For this period 5 1/2 per cent of all fires reported were due to smokers, and such fires were responsible for 12 per cent of the total cost of fire fighting in these two states.

The two outstanding features of the above forest officers state, are the increasing number of smokers' fires, and the fact that of all man-caused fires smokers' fires are the most easily prevented.

Just a little thought and care on the part of the smoker with his match, his cigarette butt, cigar stub, or pipe heel, while he still has it in his hand and can control the danger.

Due to a recognized increasing use of tobacco, especially of cigarettes, there is a strong tendency to place restrictions on smokers by logging and lumber companies, city fire departments, state legislatures, and the federal government. In California, for example, this year all of the national forests have been closed to smoking except on improved camp grounds, at places of human habitations, and in certain rocky areas about 7,500 feet in elevation.

The forest service has already closed this year 172,870 acres to smoking in Oregon and Washington, being forced to take this action by reason of high hazards. There is a disinclination on the part of the federal forest officers to take drastic action or to make wholesale closures against smoking, and yet, they say, they may be compelled to do so to safeguard public properties endangered by the thoughtless and careless user of tobacco in the forest regions.

A few simple and reasonable precautions, if followed, will prevent fires starting by smokers, they believe. The forest service, state and private forest protective agencies in Oregon and Washington ask all smokers to follow hereafter the precautions laid down in this smokers' code.

### FACTORY TRANSFER QUICKLY EFFECTED

#### Machine Moved to New Pontiac Plant Without Curtailing Production

The story of how 375 huge machines, each of them weighing more than 1000 pounds, were disconnected, hauled almost a mile to their new locations and reinstalled there without the slightest interruption of production has just been received here by Vick Brothers, the local Oakland-Pontiac dealers.

This unusual feat was accomplished when the Pontiac six production machinery was removed from the Oakland factory up to the new \$10,200,000 plant at Pontiac, Mich. "This feat is merely another vivid illustration of the length of which efficiency has been developed in the automotive industry," said George Vick.

"Until the completion of the new plant the Pontiac six was manufactured at the Oakland factory where it was born a little more than a year ago. During that period almost 100,000 were produced. However, as the demand for the 'Chief of the Sixes' increased, more and more space was required for the machinery to manufacture it, as well as to meet Oakland's growing demand.

"So thoroughly did Oakland and Pontiac production machinery fill the factory that a visitor would have thought it impossible to extricate a single piece without shutting down the entire plant, but scientific planning enabled engineers to carry out their task without interfering with the production schedules of either car.

"When the date for the move was set, A. A. Miller of the maintenance department carefully plotted every detail in advance. Special charts listing every machine and stating its specifications were prepared so proper facilities might

be provided to handle each unit. He ascertained from the foremen in various production departments that each had sufficient stock on hand to supply the assembly lines while the move was in progress.

"From the traffic department he obtained freight cars, a locomotive, and a clear track from the Oakland factory siding to the covered spur within the Pontiac plant.

"These crews of six men each were appointed for the day shift and a like number for the night. Each man was instructed just what to do, so no time would be lost in duplicated motion when the actual move started. Tractors, hoists and specially designed 'dollies' on which to trundle the huge machines were ready far in advance.

"When the signal to start was received an electrician cut the wires of the first machine scheduled to go. Then a pipefitter disconnected water and oil lines of that unit.

"Almost before the wondering operator could grasp what was going on, his machine was jacked up onto the waiting dolly and towed off by a tractor to the waiting flatcars. The first intimation some of the operators received that the move was under way was the sudden stopping of their machines in mid-operation as electricians snipped the wires.

"Loading of freight cars went on rapidly, with three crews working. The short haul to the new plant, and re-installation of the machines there, completed the job.

"This was comparatively simple, due to adequate space and lighting, the presence of facilities for handling the heavy equipment. Removal from the Oakland plant grew easier as it progressed, for the crews operated inward from the edges, constantly gaining space in which to work.

"Two days' work proved the crews could keep well ahead of the schedule laid down for them. At the end of that time they had moved 11 carloads, totalling 440 tons—the amount of work prescribed for 90 hours instead of 48.

"Included in the moving job is a rearrangement of machinery in the Oakland plant itself. One of these units, a big milling machine, weighs 55 tons. The moving crews prefer large machines to small ones, explaining that the satisfaction of seeing a big hole compensates for the effort involved in creating that space.

"Today 375 machines uprooted from the Oakland factory are performing their accustomed operations in the new Pontiac plant, and there are hundreds of new ones, necessitated by the vastly increased demand for the 'Chief of the Sixes.' The space they vacated will be filled with new machinery for Oakland six production."

"The Kent Parker is an electric device for the handling of automobiles. The operation is controlled by push button. It rapidly and safely transfers automobiles on and off the elevator platform on the ground floor for deliveries and pickups and on the upper floors for placing the car in its storage space. The parkers are mounted on the high speed self-leveling elevators. The Kent Electric Parker eliminates entirely the use of the engine of the automobile while in the garage. And as no employee touches the car either inside or out, the chances of damaged fenders and greasy upholstery are practically eliminated.

### Skyscraper Garage Plan at New York: 28 Stories

NEW YORK—A new skyscraper garage is planned by the Kent Automatic Parking Garage, Inc., to be erected in the Grand Central district at 209 East 43d St., and extending through the block to 208 East 44th St. The building will be twenty-eight stories high and will have a capacity for 1,050 automobiles.

The building will be equipped with car laundries, chauffeurs' rooms, waiting rooms and compartments where owners and chauffeurs may make minor repairs.

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### 36 Per Cent Increase Seen by General Over Last June

Commenting on the June sale of cars, Alfred P. Sloan, Jr., president of General Motors, said:

"The retail sales by our dealers to consumers in June were 159,701 cars, an increase of 42,525 cars or over 36 per cent, as compared with June 1926, at which time such sales were 117,176. This also compares with 75,864 cars in June 1925.

"In June the sales by our car divisions to their dealers totaled 155,525 cars, compared with 111,280 in June, 1926, an increase of 44,145 cars or 39.6 per cent. This compares further with 71,028 cars in June, 1925.

### CHEVROLET PLANS TO ENLARGE PLANT

#### Production Running at Record Clip and Demand Increasing Steadily

With production running at the record clip of more than 5,000 units daily and demand for the product constantly attaining new levels, the Chevrolet Motor company announces a \$2,000,000 development of its properties at Flint, Mich., to relieve congestion

brought about by steady increase in output.

This will include two buildings—a new parts structure and a three-story office building. They will be completed by October 1, according to Charles F. Barth, vice-president, in charge of manufacturing.

On the completion of the new buildings the present structures used for offices and parts will be razed and a modern factory building erected in their place, asserts Mr. Barth in a communication to the Chevrolet zone office in this territory.

The new parts building will be a three-story structure, 530 by 122 feet, and of concrete construction. The new office building, of brick and concrete, will be 260 by 60 feet.

"Completion of the project will provide additional manufacturing facilities to a plant that is already one of the finest in the automotive industry," commented a representative of the Newton Chevrolet company, local Chevrolet dealer. "The rate of production increase, showing the growing demand of the motoring public for the Chevrolet line, may be seen by the fact that only a few months ago the factory completed an expansion program costing \$10,000,000."

Some of these days crossing the Atlantic by plane is going to be safer than walking down Broadway or crossing the loop in Chicago on foot.

### ROLLING OF RUBBER LIKE MOTHER'S PIE

#### Process in Miller Tire Factory Interesting; Powder Between Sheets

AKRON, O.—If you ever watched mother roll pie dough, for the luscious pies that are in season right now, you have the beginning of the idea, and the principle, that is adapted to the rolling of rubber stock for the thousands of articles that are made of rubber. Just as mother dusts flour on the pie dough, to keep it from sticking to

the rolling pin, so is white powder, as fine as flour, dusted on the thin rubber sheets to prevent them from sticking to the layer above and below, when they are wound on the stock room reel.

Just like dough, the rubber goes into one side of the mill rolls, and comes out at the other side a thin opaque sheet of thin rubber. The big rolls perform the task on rubber that mother's rolling pin does on pie dough. From the time the thin sheets—they are of all the colors and tints of the rainbow—leave the big rolls until they are rolled on the stock reels, to be fashioned in the stock room into many articles, they are dusted with the white powder to keep them from sticking.

The black stock, from which one-piece tread and sidewall tires

are made at the Miller factory, comes forth from the mills in an endless black ribbon, and, as the lengths are cut for tires for stock, they are laid between sheets of cloth to prevent them from sticking to one another. When this stock is first taken from the mixing mills, to go to the stock room for seasoning, it resembles very much the hunk of pie dough that mother has left over, sometimes—only mother's pie dough is not black nor quite so large.

One of the greatest problems that confronted rubber manufacturers, in their early efforts in the rubber industry, was the sticky qualities of rubber. It was, at the same time, a virtue and a vice, but the vice was eliminated by vulcanizing, which is heating to a correct temperature.

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