

WILL CONTINUE TO MAKE PARTS FOR MODEL 'T'S

Plants Turning out One-Third of Production Keeping Up Old Auto Supplies

Detroit, April 13—The manufacture of replacements parts for the millions of Model "T" Ford cars still in daily use continues to demand nearly one third the production capacity of Ford plants here.

Ford officials estimate, from reports of dealers all over the country, that there are still approximately eight millions of Model "T" cars in constant use in the United States. Some of these cars are many years old. Every now and then there are reports of Ford cars of the old brass-bound radiator types of twelve of fourteen years ago, still running after more than a hundred thousand miles of service.

The newest of the Model "T" Fords is now nearly a year old, for the production of assembled Model "T" car was suspended in May, 1927, to make way for the new Model "A".

This suspension of assembled "T" cars did not effect the production schedule of Model "T" replacements parts, however. Throughout the past year the manufacture of Model "T" parts continued to occupy about one third the production capacity of the Ford plants.

A few days ago newspaper correspondents here asked Henry Ford how long he expected to continue making parts for Model "T" cars.

"Until the last Model 'T' if off the roads," Mr. Ford replied promptly. Then he added: "That may be ten years, but we do not intend to allow and Ford car to become obsolete as long as it can be made useful with reasonable replacements."

Ford engineers, from tests and observations made over a long period of years, have estimated that the average life of a Model "T" Ford car is about seven years.

Mrs. Ward Buzan of Tygh Valley with her little son, was transacting business in Maupin on Friday last.

OREGON LEADS COUNTRY IN HIGHWAY CONSTRUCTION

Motorists and Taxpayers Credited With Superiority of State Highways

Oregon has the finest record in highway building of any state in the Union considering its population and car registrations. Some may praise the engineers who planned the highways; some may laud those individuals who have been instrumental in carrying the good roads message to the legislature, while others may eulogize the distinguished individuals who have devoted time, energy and money to the movement.

The real credit, however, as the Oregon State Motor Association points out, belongs to the motorists and tax payers of Oregon—they have financed the thousands of miles of excellent roadways that make every section of the state accessible. Without their assent no good roads movement would have been born; without their support no good system could have been developed.

While credit is due every man and woman who has labored for the benefit of Oregon's highway system, the greatest credit belongs rightfully to the motorist and tax payer who foots the bill.

INFORMATION FROM O. A. C. FOR ALL HOUSEWIVES

Hints Covering Wide Range Sent Out For Good of All Times Readers

For sweetening fruitades and punches, make sirup, using two parts of sugar to one part of water, cooked together about 10 minutes and cooled. This sweetens more uniformly than sugar.

To clean a carpet sweeper, empty the box on a damp newspaper, and use a buttonhook or course comb to remove hair and dirt from the brushes. Oil the bearings occasionally.

Slip covers on all the upholstered furniture and not only save the covering of the furniture, but actually make the room seem cooler and brighten it up so that it loses its winter look.

Use eggs as much as possible in the spring when they are plentiful—for breakfast lunch or dinner. They may be cooked in any number of delicious ways so as to seem like different foods. Change the sauce, of the flavoring, or combine the eggs with other tasty foods, and you will enrich the menu without making it monotonous.

Measure your windows with care before buying curtain material. Allow at least nine inches extra for

hems and shrinkage. Cut the goods by a thread if possible. Accuracy in cutting and neat sewing help insure well-hanging curtains. Many people like to put hems in by hand, but if a great number of curtains must be made at one time this is not always possible.

FAULT LAY IN BUILDING

St. Francis Dam Built Under Municipal Ownership

The California commission appointed to investigate the cause of the St. Francis dam disaster reports that the break was due to faulty construction, says the Corvallis Gazette-Times, and that newspaper comments:

"That's another typical triumph for municipal ownership. If a private concern had been erecting this dam, it would have had to submit to rigid state inspection, in addition to which, a private concern could not afford to build a dam that would go out. A private concern could not stand the loss. It could not fall back on the taxpayers for replacement of the loss or the damage resulting. State laws ought to require too that state owned public utilities be assessed and taxed the same as private utilities, that they be required to set aside a depreciation and replacement fund and do every thing else that a private corporation would have to do. If publicly owned utilities had to do these things, there would be no public owned utilities, for the trained business men who run privately owned utilities for profit would so undersell the public owned utilities run by politicians, that the public owned utilities would have no customers."

Criterion Happenings

Frank Sinclair began working for Otto Herrling Tuesday morning. They are now plowing on Mr. Herrling's Ridgeway ranch.

Little Emery Crofoot came out on the Criterion school bus Wednesday evening and spent the night with Ernest Kirsch.

Elizabeth Rutherford is the proud owner of a new Guernsey calf for the 4H calf club.

Otto Herrling spent Wednesday evening at the Kirschs home.

Lawrence Rutherford was considerably under the weather the first

of last week with flu, but is again able to follow the plow.

Mrs. Bert Appling and son, James, were in Maupin on business Wednesday.

Mr. and Mrs. D. L. Rutherford were in Maupin Thursday.

Bert Appling and Pete Kirsch dehorned and branded cattle the first of the week.

P. J. Kirsch and wife, and family, were in Maupin Thursday.

Floyd McLeod was a Criterion visitor the first of the week.

Sam Lease is plowing for Dave Wilson.

Ernest Patrick spent Tuesday at his sister's home, Mr. D. B. Appling, at the same time enjoyed a visit with his little nephew, Dale, who is staying there.

Ed. Herrling is busy plowing. He says it's good to be at work again after spending the winter in the Valley.

Gertrude Kirsch spent Thursday afternoon at Appling's.

J. G. Kramer now lives on what was formerly the Ed. Kramer place. They are very busy fixing it up for a home.

Several of our Criterion people are already hungry for one of those 4H club chicken sandwiches that the club will offer for sale at Tygh Valley track meet day, April 21th.

While bringing a crated calf up the Criterion grade on the fenders of his car, Mr. Rutherford was much surprised when a car drove up along side, the driver saying the animal had escaped. He went back, however, and found the calf.

W. E. Hunt is a busy man these days in the lambing camp. He has already given away a number of lambs to children belonging to the sheep club. These lambs are called summer lambs.

Genevieve Hunt is visiting friends at Shaniko.

Mr. and Mrs. Roy Crabtree, and daughter, Avis, and Crystal Stuart were dinner guests at the Rutherford home Sunday.

Mr. Halbrook passed through Criterion the last of the week.

Herbert and Myrtle Kramer of Maupin visited their grandmother, Mrs. J. G. Kramer, this week end.

Several of Criterion's children won places at Friday's tryout of Maupin school, for the track meet at Tygh Valley. Among them are Bonney Dues, Theodore Kirsch, Margaret and

Art Appling and Clarence Hunt.

Mr. and Mrs. Jake Davidson, Mrs. Swift, Mrs. Davidson's mother, and Mr. Davidson's sister-in-law, were callers at the Rutherford home Sunday afternoon.

Theodore Kirsch was absent from school Wednesday and Thursday, due to a severe cold.

Verle Bonney went to the Appling home Friday.

Mr. and Mrs. J. G. Kramer and son, Harold, spent Sunday evening at the Appling home.

Alene Wilson and Ernest Kirsch were absent from school Monday of this week.

P. J. Kirsch and son, Paul, were in Maupin on Monday.

W. E. Hunt left on the midnight train for Portland Sunday evening to attend a meeting of the Pacific Co-operative Wool growers.

Peter Kirsch has finished plowing and will do his seeding and potato planting.

Harry and Elizabeth Rutherford now have three bumper lambs to begin their sheep club project.

Peter Kirsch and his two sons, Theodore and Ernest, Bert Appling and son, James, went fishing Sunday. They all returned with happy faces.

Bonney Dues has his Rhode Island Red chicks for his 4 H club work. They are doing fine. He also has two Holstein calves for the calf club.

Several of our Criterion farmers are shipping cream again, among them are: Bert Appling, Peter Kirsch and Dave Wilson. Others will begin shipping soon.

Mrs. P. J. Kirsch spent Sunday afternoon with Mrs. D. B. Appling.

Mr. and Mrs. Joe Kramer, and children, Herbert and Myrtle, and Florence Cavin, Sylvester Kramer and Henry Kramer were guests at the J. G. Kramer home Sunday.

Dave Wilson and family motored to Shaniko Sunday afternoon.

Last week Mrs. Dave Wilson enjoyed listening to a program given over K E X by the Thomas Bros. orchestra. One selection played was dedicated to Mr. and Mrs. J. G. Kramer. The Thomas boys are well known here to friends and neighbors.

Mrs. P. A. Carey, formerly Miss Omah Munier, our first Criterion school teacher, writes us from Denver about the death of her husband, Philip A. Carey. He died on March 14th of pneumonia following an operation for stomach trouble.

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Mr. Carey was a chief boatswain mate. He was 45 year of age and had been in the navy since his youth. He was a veteran of the Spanish-American war and served in the world war. He was retired in 1923 and recalled to active service one and one-half years ago. He went to Colorado in 1921.

He was an Elk, belonging to the lodge at Bremerton, Washington. Friends of Mrs. Carey extended their heart felt sympathy.

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