

AUTOMOTIVE NEWS

LARGE SUM SPENT BY CHEVROLET IN PLANT EXPANSION

DETROIT Mich., Oct. 26.—M. K. Coyle, president of the Chevrolet Motor Company, revealed today that the company has completed during the current year a \$25,000,000 program of plant expansion, increasing the production capacity of the ten Chevrolet plants in the United States by 25 per cent, and raising the capacity of the company's own manufacturing plants, devoted to the making of axles, engines, transmissions and other units to enable them to keep pace with the enlarged assembly plants.

Announcement of the virtual completion of the company's 1935 expansion plans was made by Mr. Coyle as incidental to his statement that all ten Chevrolet assembly plants have been changed over within the last several weeks to produce new models of the master de luxe and standard chevrolts for 1936, to be introduced November 1, and that the manufacturing plants and assembly plants are already producing the new cars.

The expenditure of \$25,000,000 was made for the erection and equipment of new buildings at assembly and manufacturing plants and for the re-equipment and complete modernization of existing buildings. With few exceptions, most of the operations were undertaken and carried out without announcement to the public, the list of completed improvements given out today being the first publication of details of the program.

Production is increasing daily, Mr. Coyle said, and the company will have built an ample supply of the new models to stock its 10,000 dealers, including Pacific Coast merchants, with the 1936 cars before their introduction early next month, and to insure immediate delivery to retail purchasers on and after an announcement day. Increased schedules have been set for November and December, in order to replenish dealers' stocks as rapidly as is necessary to provide for quick deliveries to purchasers.

TWO NEW LINES OF OLDSMOBILES ANNOUNCED



Oldsmobile for 1936 announces a new line of style-leader Sixes and Eights. Featuring knee-action wheels, super-hydraulic brakes, solid steel "Turret-Top" body by Fisher, safety glass standard throughout, center-control steering, ride stabilizer and many other advantages, the new cars are on display at all Oldsmobile dealers. Above is shown the Eight with two views of the Six below. Interior fittings harmonize with the beauty of exterior design.

AMERICA BLESSES, BUT NOT TO JOIN, LEAGUE EFFORTS

Nation Not to Become Direct Party to World Peace Moves, Or Entangled in Europe.

By Robert C. Montee (United Press Staff Correspondent) WASHINGTON, Oct. 26.—(UP)—The United States tonight gave its official blessing to League of Nations efforts to enforce world peace. But at the same time politely declined to become a direct party to those efforts.

In a message cabled to Hugh R. Wilson, American minister to Switzerland, for delivery to Dr. Argusto de Vasconcelos, president of the league committee on coordinator, Secretary of State Cordell Hull said this government "views with sympathetic interest the individual or concerted efforts of other nations to preserve peace or to localize and shorten the duration of war."

At the same time Hull emphasized that the United States is pursuing and will continue to pursue its own independent source of action and does not propose to become entangled in any controversy or conflict which may develop in Europe or elsewhere as a result of the Italian-Ethiopian war.

The primary and paramount purpose of the United States, Hull indicated in his note, is "not to be drawn into the war" and it is its desire not to contribute to a prolongation of the war.

He emphasized that the United States, in pursuing its own independent course, had acted in advance of the action taken by other nations.

"This, he said, was done in conformity with the letter and the spirit of the Briand-Kellogg peace pact and other peace obligations of this government."

1-MINUTE SAFETY TALKS

By Don Herold

Tee hee! I ran past that red light, and the cop didn't see me!



FOOLISH, NAUGHTY US!

We pay people to pass safety laws and we pay people to enforce these laws, and then we think it's cute to break them.

We think it's smart if we can "put something over." Or, once we have broken a safety law, we probably brag that we know a fellow who knows a fellow who can "fix it."

And the funny part of it is, that most safety laws are fundamentally popular laws. They're O.E.R. laws. They're about the only laws that ALL of us really like.

We want them for the protection of ourselves and of our children. We want traffic officers and traffic lights and traffic regulations because life would be dangerous without them.

Yet, in spite of this, we are inclined to cheat when we can.

Shame on us!

A safety regulation is something we should lean over backward to observe, honor bound, even when nobody is looking. We ought to thank a policeman who gives us a ticket for a traffic violation. Sometimes we aren't entirely to blame, but we'll all have to admit that the general idea of traffic regulations is great.

And we're all anxious to cut down the rising toll of motor car accidents in America, which, according to The Travelers Insurance Company, was 36,000 killed and 954,000 injured last year. It's even likely to be worse this year.

Just think of that!

FIGHT ON BLIGHT IS EXPLAINED BY PROF. F. C. REIMER

Visions of orchards free of fire-blight, and highly resistant to the other pernicious diseases which infect orchards were expressed Friday by Prof. F. C. Reimer of the experiment station near Talent when he made public the results of a concerted drive against the disease which beset orchards, a drive that started in 1911.

That was the year that Prof. Reimer first came to southern Oregon. The blight had firm root here then and unless checked seemed sure to doom the pear industry in the valley. With the patient and analytical mind of the scientist the professor has selected and culled and bred until now he believes that he has the problem solved.

"We haven't said much about our work up here," he told a group of about 20 prominent orchardists. "We cause we wanted to know first. Now we are getting to the point where we can see the actual results of our years of work and we are ready to give advice on blight and other problems."

Included in the initial experiments years ago were 10,000 seedling trees, from the south of France. Each seedling had peculiar characteristics all its own, the quality which Prof. Reimer demanded. Variation provided the different qualities so that a process of selection could be carried out. Now, 24 years later, the results are becoming apparent. Of the 10,000 trees, 10 were found which showed marked resistance to fire blight. From these 10 more seeds have been planted, and the seedlings heavily inoculated with blight. The one showing resistance to the

disease were developed, and their seeds again tested for resistance. By this slow but sure process of eliminating the weaklings, a strong strain has produced several trees which no amount of inoculation can poison, and it is from these that Prof. Reimer is drawing his sword to finish the war against the danger.

Another accomplishment made at the station is the discovery, made by Reimer, that "measles," a peculiar spotted condition which afflicts some pears particularly, is not the result of poor soil, as has always been believed, but is in reality a contagious disease, of a fungus type. By experimenting with sprays, Reimer has discovered a method of controlling this disease also. "Measles" also have been found among Winter Nellis trees, he said.

BABE GIVEN RIDE ON DEER'S HORNS

HARRISON MILLS, B. C., Oct. 26.—(AP)—One ride on wild deer's antlers is enough for Stanley Hubert, 18 months.

His mother, Mrs. James Hubert, feels the same way about it.

She heard Stanley cry and ran out of her house in time to see a buck bounding away with Stanley. Mrs. Hubert called neighbors and they tracked the deer. They found Stanley yelling lustily in a thicket.

Stanley's sister, Mary, 8, said the deer came to them in their yard and licked Stanley's face. He raised his arms, his clothing caught on the antlers and the deer ran, carrying the boy until the clothing tore.

Fourth Quake Victim HELENA, Mont., Oct. 26.—(AP)—Helena counted a fourth earthquake victim today as Edward Murgel, 12, collapsed and died following a tremor of moderate intensity at 12:30 this morning.

JACKIE COOGAN, 21, AND MILLIONAIRE

HOLLYWOOD, Cal., Oct. 26.—(AP)—Seventeen years ago Charlie Chaplin put a big, floppy cap on a little brown-eyed youngster, named him "The Kid," and started him off to motion picture fame and a million dollars.

"The Kid" was Jackie Coogan.

Today Jackie Coogan, now a gangling youth with wild, grn, had officially grown up. He was 21 years old.

And tucked away in cash in the bank, in investments, in real estate, was a fortune somewhere around the million dollar mark. It came into his formal possession today. This accumulation of wealth that began when Charlie Chaplin brought him to the screen, dressed in ragged, baggy pants and the floppy cap, as "The Kid."

STEIWER SCORES NEW DEAL NOTION

CORVALLIS, Ore., Oct. 26.—(AP)—A call for a national crusade "to wrest American government from experiment and innovations being attempted on the great American guinea pig" was sounded here last night by Senator Frederick Steiwer, (R., Ore.).

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Motorist Advised To Change Oil In Car Winter Season

With the approach of the winter season, automobile owners are being warned by motor and chassis lubrication specialists to change to lighter oils and greases, in order to minimize wear and increase the operating efficiency of their cars.

Colder temperatures cause oils and greases to become viscous and thick. As a result, unless correct grades of lubricants are used, motors turn over sluggishly at the start and gears shift harder—a warning in itself to motorists that a seasonal change should be made. Recent tests completed by automotive engineers of the Union Oil company of California revealed that a loss of from seven to ten per cent in power is experienced when summer grades of transmission and differential gear lubricants are used at prevailing winter temperatures. This loss of power naturally causes a loss in gasoline mileage.

There is also a greater wear on the gears. Summer grades of lubricants in the transmission and differential are apt to "channel," or flow so sluggishly as to fail to reach the surfaces of all moving parts. Consequently, while some parts of, say, the differential continue to be well lubricated, other parts may run dry and wear excessively.

There is no one grade of motor oil which is completely satisfactory for both summer and winter temperatures. This, then, makes it necessary for motorists to change the grade of motor oil as the seasons change. It is estimated that eighty per cent of all motor wear occurs at starting. This ratio to all wear may not be reduced, but the amount of motor wear can be maintained at a minimum if the proper grade of lubricant is used throughout the year. Also, a saving of the battery results from proper lubrication for, otherwise, the life of the battery is shortened by repeated excessive discharges due to turning over a sluggish motor in cold weather.

To overcome power loss, sluggish starting, hard shifting and excessive wear on the moving parts of the automobile as well as severe strain on the battery, Union's engineers recom-

TWENTY YEARS FOR ASSAULTING TEACHER

PORTLAND Ore., Oct. 26.—(AP)—The maximum penalty—20 years in prison—was imposed today on Theodore Horn, 36, convicted of having criminally attacked a school teacher here last June. It was his second trial, the jury in the first having disagreed.

The school teacher was on her way home at night when attacked and severely beaten with a wrench.

The district attorney said the crime was "close to murder," and recommended the maximum penalty.

"KICKERINICK" Undergarments that fit at Ethelwyn B. Hoffmann's. Use Mail Tribune want ads.

Hull's message was in answer to a communication from the league committee on October 21 inviting this government to express its views concerning the peace activities of the league, including the application of financial and economic sanctions against Italy.

Hull, in his reply, did not specifically mention these sanctions. His note reviewed in summary the policies pursued by the United States since the controversy between Italy and Ethiopia first approached a crisis. He laid particular emphasis upon the action taken by the United States in declaring a state of war existed between Italy and Ethiopia immediately upon the outbreak of hostilities.

This action was taken without previous consultation or agreement with any government. Simultaneous with this declaration that a state of war existed, President Roosevelt proclaimed an embargo on the shipment of arms, ammunition and the implements of war from this country to either of the belligerent nations. He also warned American citizens not to travel on ships of either country and

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OLDSMOBILE today announces two beautiful new Style Leaders for 1936 . . . a big, powerful Six and a luxurious new Eight . . . both at new low prices! . . . Powered with smoother, livelier engines—90 full horsepower in the Six, 100 horsepower in the Eight—and with newly enriched interiors and every fine-car feature—they confirm anew the popular description of Oldsmobile . . . "The Car that has Everything!" Come in, see and drive the new style, new value Oldsmobiles for 1936—now on display.

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More 1936 and up . . . Models 1937 and up, not shown at Lansing, subject to change without notice. Safety Glass standard equipment on all models. Springs with guards, spare tire, and road spring over built-in all-steel body at extra cost. Chevrolet (M. A. C. 1935) shown in background. The car illustrated is the Oldsmobile Tourer, Sedan, 1936 list. A GENERAL MOTORS CAR.

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