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Associated Charities And Knights of Pythias Score Big Hit With Amateur Night

HUNDREDS UNABLE TO GAIN ADMISSION TO CAPITOL THEATRE AND SHOW WILL BE REPEATED THIS EVENING; LONG PROGRAM PROVIDES FINE ENTERTAINMENT

The Woodstock Associated Charities and Ivanhoe Lodge Knights of Pythias scored a tremendous success Thursday evening when they sponsored an amateur night at the Capitol theatre. 42 numbers were on the program, and a wide variety of entertainment was given to an audience that jammed every available inch of space. The theatre was filled to capacity almost an hour before the show began and it was found necessary to turn away several hundred people.

The prize winners were selected by ballot by the audience. The first prize was won by Miss Mary Ann Brooks, the second by Misses Shirley and Marie Martin, and the third by Ralph Merrithew and Russell Taylor. Suitable prizes were also given all the other performers.

Others taking part in the program were Dorothy and Margaret Deining; Bert King; Charlotte Troy; Donald McBain; Norma Hay; Mary and Betty Roberts; Myrtle Hemphill; W. A. Kirkpatrick and H. Keetch; Hilda Wilson; John Sercechi and Bob Richardson; Grant Dunbar; Patricia Lavole; Jean and Helen Riordan; Bert King; Robert Folkins and Hazen Craig; Edward Cogger; Barbara Buck; Allison Bragdon; Fred Hallett; Gordon Chandler; Mrs. Kenneth MacDougall; William Reid; Katherine

Dunbar; the five Craigs; Ruth Kirkpatrick; Winona Cronkrite; Lillian Atherton and Enid Cronkrite; Smith Cummings; Robert White; Albert Sercechi and Austen Stairs; Marvin McIntyre; Jack Taylor and Fred Tallenbach; Frank and Myrtle Hemphill; Mrs. Chambers; Raymond Fewer; Allison Cameron; Teddy Bolger; Kirk Stairs; Dicky Jones; Caradoc Jones; Pauline Craig.

The show will be repeated this evening for the benefit of those who could not get seats at the first performance.

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1936 Models Announced

Today's announcement of Master and Standard Chevrolet Sixes for 1936 brings two favorites into the motor car limelight with sleek new models, considerably redesigned in chassis and body design, more beautiful than ever, and with new performance thrills on tap. These two 1936 lines are being presented to the public at dealer showrooms locally and across Canada.

Both cars have stepped ahead of last year in design and features, but of the two the lower-priced Standard has made the greater advance, appearing in entirely new dress. Last year the Standards differed materially both in appearance and in construction from the Masters; this year, the two lines are identical in most major features of styling, engineering, and performance, the chief difference being a matter of wheelbase.

The Master, offered with its popular knee-action springing, has been restyled in its more important appearance elements, notably by the adoption of a higher and narrower radiator and hood, with a distinctively original radiator grille.

Outstanding among the many new features of both Master and Standard models for 1936 are perfected hydraulic brakes; improved engines having higher compression ratio (6 to 1), balanced carburetor, full-length water jacketing, and other changes resulting in better cooling and improved gasoline and oil economy.

Front doors of all models of both lines are now hinged at the front.

The Solid Steel Turret Top, exclusive last year with the Master models, has been adopted this year for the Standard line also. Spoke-type pressed steel wheels are also seen on all models.

Body interiors of Master models show marked advance in comfort and style. An important innovation is found in the design of the front seat-arrangement of the Master coaches. Instead of the usual divided and hinged front seat of two-door models, a single seat cushion extends the full width of the car, permitting three passengers to ride comfortably. The seat-back is divided, the right side section being hinged to fold forward.

Chevrolet's Standard models for 1936, besides incorporating features that appear for the first time on the Masters, take their place in the line

as entirely new models, with new box girder chassis frame, more powerful engine longer wheelbase and larger bodies. The line of body types has been increased by the addition of five new models—the Regular and the De Luxe Sedan with built-in trunk, the Regular and De Luxe Coach with built-in trunk, and the Cabriolet.

The Standard model wheelbase, formerly 107 inches, is now 109, while its over-all length, last year 170 1/2 inches, is 12 to 13 inches greater. Bodies are longer and wider, with more leg-room, wider seats and additional head-room. Car weight is increased 135 pounds. Springing has been improved by the use of longer front and shorter rear springs which minimize pitching.

Side rails and cross members of the new Standard frame are all of rigid box section, a type of construction that has appeared on costly European cars but never before in the low-priced field in this country.

Horsepower of the Standard, formerly 74, has been increased to 79 at 3200 r. p. m. by changes in combustion chamber design, valve operation, and carburetion, in combination with an increase in compression ratio from 5.6 to 1 to 6 to 1.

Clutch improvements include the use of a new "shot-blast" process of treating cushion springs of the disc, and a more accurate alignment of the release levers.

Fuel tank capacity, formerly 9 Imperial gallons, is now 12. A ventilated generator has been adopted.

In changing to perfected hydraulic brakes on both chassis models, Chevrolet has adopted the principle of hydraulic brake actuation to its own design of brake mechanism within the brake drums. Instead of the cable operated floating cam formerly used at each wheel, a master hydraulic cylinder with double opposed pistons is used to actuate each pair of one-piece articulated brake shoes. The master cylinder, whose piston is moved by the brake pedal to transmit pressure by a column of fluid to each of the wheel cylinders, is mounted on the frame.

Engine of the Master and Standard models are identical in design and in horsepower and torque. Maximum horsepower is 79 at 3200 r. p. m. (an increase of 5 h. p. for the Standard). At 1000 r. p. m. horsepower is 30; at 2000, it is 60. Maximum torque is obtained over an unusually wide range of engine speeds, 156 foot pounds being maintained all the way between 900 and 2000 r. p. m. The increase in compression ratio to 6 to 1 is credited with effecting a 6 per cent improvement in fuel economy.

Chevrolet's balanced carburetor is another innovation to promote fuel economy and easy starting. Air pressure in the float chamber is balanced with that inside the carburetor intake to effect a constant ratio of air to gasoline in the fuel mixture and to offset the coking effect that gradually increases as the air cleaner becomes clogged with dust.

Major improvements have been made in the Chevrolet cooling system to maintain lower engine temperatures and to attain important benefits in the control of engine oil temperature and of cylinder block and valve push rod expansion. The chief change is the adoption of full-length water jackets. Formerly, only the upper part of the cylinders was water jacketed. In the new engines, the water jacketing extends far below the lowermost point reached by the head of the piston, nearly to the lower edge of the piston skirt at the bottom of the stroke. The rings thus come in contact only with cylinder wall surface that is constant ly cooled. Since the full depth of the cylinder is surrounded by water, the cylinders warm up evenly. A most valuable effect of full length water jacketing is its automatic control of engine oil temperature.

(See Pictures on Page Six)

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WOODSTOCK, N. B.

SOUTH AFRICA LIKELY TO TAKE ON HOCKEY

With the advance made in refrigeration engineering ice hockey is rapidly extending its boundaries irrespective of climate. The latest recruit to the ranks of those countries which have or are about to take up ice hockey is far away South Africa. In Johannesburg they are going to build an artificial ice rink in connection with the Empire Exhibition to be held in that city from September 15, 1936, to January 15, 1937. While the rink is planned only for the duration of the exhibition, it is thought it will be taken over and operated by local private interests. There was a suggestion to bring a Canadian hockey team to South Africa but the expense it was considered would be too great. In lieu of this, there is a possibility of teams being organized from among the fairly large Canadian colony in and around Johannesburg. This should open up a market for skates and hockey equipment from Canada, according to the Industrial Department of the Canadian National Railways.

casions when sufficient cargo offers. These vagabond cruise ships offer "comfort without frills", and because these freight cruisers carry only a score of passengers, they are favored by the man or woman who seeks a lengthy, quiet voyage without fuss or ostentation.

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SAVE GOOD OATS FOR SEED

Farmers and Grain Dealers are advised to conserve supplies of good Maritime oats for seed next spring, as early fall frosts seriously injured the grain crops in the prairie provinces. A valuable supply of Western Oats, suitable for seed, are expected to be required for the shortage in Alberta. Maritime farmers who purchase No. 2 C. W. or No. 1 Feed oats to use for seed should insist on seeing the

Seed Inspection Certificates covering shipments and check the markings on sacks or tags for the test numbers and the seed grades, No. 1, No. 2 or No. 3.

While the color of Maritime oats suffered from last harvest weather conditions the germination may not be affected, provided the grain did not sprout in the stock or heat in storage. All grain shipped for seedling purposes must have the container (Continued on page six.)



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