

OVERLAND CAR GIVEN TESTS

NEW STANDARDS ARE SET FOR NEW MODEL.

Information Gained Was of Great Value to Engineering and Production Departments.

The testing of motor cars, like the building of motor cars, has undergone marked advancement during the last few years. New standards have been created and new mechanical testing devices have been perfected to keep pace with the development of the automobile itself.

It remained for the Willys Overland Company, however, to supply the supreme test to its latest model, Overland 4 which has just been announced. This test, it is believed, has established new standards of testing and refinement of details to make a car practically perfect mechanically before it goes to an owner.

The history of the development, building and testing of Overland 4, which introduces the new three point spring suspension, covers a period of years. The car is the product of a decade of progressive engineering achievement toward the ideal light weight car; of a year's intensive engineering experiment and two year's actual demonstration and test in all kinds of weather and all sorts of roads.

These tests were of great value to the engineering and the production departments of the Willys Overland Company and, finally, to the man who buys the car. A staff of engineers studied the car during those 250,000 miles of test to determine every refinement and improvement that might be necessary to make the car when it went on the market free from service troubles and of assured economy in operation and perfect ease of riding because of the new three point springs.

The value of 250,000 miles of exhaustive testing may further be judged from the comparison with the usual custom of sending a new car into the market after it has been pounded on roads, in some 25,000 to 75,000 miles of demonstration. Overland 4, it is said, is the first car that has gone on the market with a pedigree of perfect production after two years of constant testing.

The section of the country picked for these tests was in nature's laboratory of the Southwest—Colorado, New Mexico and Arizona. These nature seems unfinished, a rough, rock-strewn, tortured country. It was there that the engineers decided that the new three point suspension springs could be given a test of the unexcelled ease of riding which they have now introduced.

While these tests were going on, other tests were being made in the country within a radius of 500 miles of the factory.

The new three point suspension springs had done everything the engineers had hoped for in saving the car and introduced an almost unaccountable ease of driving; the all-steel construction of the car gave it a ruggedness unusual in any light car. It was in these tests that the Willys Overland company developed the phrase which describes Overland 4, because of its three point springs, as the most important improvement in motor car construction since pneumatic tires.

UNION MOTOR CO., Distributor.

Keep Out the Moisture.

A very effective agent for moisture-proofing wood has been found in an aluminum leaf coating. This coating practically insulates the wood against any change in atmospheric conditions, and is particularly valuable for use where accurate form and balance must be maintained, as would be necessary in an airplane propeller.

The Sowing.

Every harvest looks back to a sowing every fruit to a seed. Each golden-wheated October pre-supposes a grain-sowing May; logic, commonplace and inevitable, in conditions material. But humanity is not so inclined to recognize the fact, or to appreciate the meaning of the fact in conditions intellectual, moral, human.—Charles F. Thwing.

The Thoughtless American.

A certain Kansas City physician will never know just how near death he was the other day when, after a thorough examination of "probably the brightest, sweetest and strongest" supreme nine-month-old baby in the world, the mother asked, "Well, what do you think of my baby?" and he said, "Oh, it's a normal child."

Tip for Employers.

There are no strikes in the plant where the old man calls the employees Dick and Bill and asks about the baby's eye teeth.—W.H. Bohnenkamp.

Observer's advertisement pays.

OFFICERS OF NEW GARFORD OREGON MOTOR SALES COMPANY, DISTRIBUTORS FOR THE GARFORD TRUCK.



WILLIAM CORNFOT, President.



F. M. GEOGHEGAN, Vice-President and Manager.



E. N. WHEELER, Secretary and Treasurer.



J. A. HALEY, Sales Manager.

NEW PORTLAND COMPANY FOR GARFORD MOTOR.

Paul Welch, Local Dealer For Truck, Returns From Portland Conference.

Paul Welch, local dealer for the Garford truck, returned this past week from Portland, where he went to confer with the new Garford Truck company, which recently changed hands in Portland.

Mr. Welch says that the new com-

pany, the Garford-Oregon Motor Sales company, took over the distribution of the Garford truck from E. D. Van Dersal. The new company have opened the new Garford headquarters at Park and Davis streets, in the quarters formerly occupied by the truck department of the Oregon Motor Car company. The new company is composed of business men who have been most successful in other lines of activity than the automobile.

The new firm is composed of William Cornfoot, president; T. M. Geoghe-

gan, vice-president; E. N. Wheeler, secretary and treasurer, and J. A. Haley, sales manager. Another interested in the company is a stockholder in Judge George W. Stapleton, of the circuit court.

Mr. Cornfoot, of course, is known to everybody as owner of the Albina Engine & Machine works and one of the big shipyard men of Portland. Mr. Cornfoot will not take an active part in the management of the new company, his other interests requiring his personal attention.

The active management of the Garford Oregon Motor Sales company will be in charge of Mr. Wheeler and Mr. Geoghegan, at present manager of Mr. Cornfoot's shipbuilding interests, who is now winding up the affairs of the shipyard. He will become general manager of the truck company as soon as that is completed.

Mr. Wheeler is widely known as a successful real estate man. He was in the Gearhart Park company for six years, and for the past year and a half has been connected with the Western Farm Credit company, of San Francisco, a concern which finances truck and tractor sales to farmers. He severed his connection with that company to enter the new firm, to which he will give all his time.

Mr. Haley, sales manager for the company, is comparatively a newcomer to Portland. He was for seven years with Gutta Percha Rubber, Ltd., of Vancouver, B. C., as sales representative. He is a son-in-law of Judge Stapleton.

The new company has the distribution of the Garford, which is one of the best known trucks in this territory and throughout the United States for the whole of Oregon and Clarke, Skamania and Klickitat counties in Washington. It will not only conduct an aggressive sales campaign but has made arrangements to give perfect service for Garford trucks.

To this end, the company has already placed a large order with the Garford company at Lima, O., for a greatly increased stock of parts, which will be stored in Portland. In fact, this stock of parts will be the most complete on the whole Pacific coast. The announcement has further been made that Ed. C. Hurrel, for several years service manager here for the Garford, has gone with the new company in the same capacity.

In the same connection, the announcement was made last week by Alexander W. McKenzie, Pacific coast representative for the Garford Motor Truck company, that L. E. Wilson, adjuster from the factory, has been sent to this territory from the factory to

direct his attention exclusively to the Garford service.

With Mr. Wilson's presence and the big supply of parts carried by the Garford Oregon Motor Sales company, it will indeed be an unusual occasion when any Garford dealer or truck owner has to send to the factory for any part. All these parts will be carried right here, where Garford owners can be supplied at once, and service will be furnished in connection there with.

Arrangements whereby the new organization took over the Garford distribution in this territory were made through Mr. McKenzie, Pacific coast Garford representative. Mr. Van Dersal retains the Four Wheel Drive truck and Riker agencies, while the new corporation devotes its energies exclusively to the Garford. Garford trucks of all sizes, including the new 11-4 model for farmers especially, will be carried by the company, which has large capital behind it.

The Church of God.

A special meeting will be held in the Harris hall commencing Sunday, Nov. 16th, at 8 p. m. The service will be conducted by Rev. Chapman of Enterprise and W. W. Christ of Middleton, Idaho, both able speakers.

Come and hear the full gospel.

Medicine From Stag Horns.

Stags are bred in China for their horns, the horns being cut while soft each year and used in the manufacture of medicine.

Stork Welcomed in Holland.

A stork is treated with great respect in Holland. The house selected by the stork for a resting place is considered fortunate, and special facilities are provided by the householders to enable it to build a nest comfortably. At The Hague many of these birds are maintained at public expense.

EXPLOITS OF FATHER MEENS

WORKED WITH EDITH CAVELL IN BRITISH PRISONERS

Disguised as Cattle Driver He Found Hiding Place of German Submarines.

LONDON, Nov. 15.—Exploits of Father Meens who warned London of impending German air-raids during the war and who worked with Edith Cavell, the martyred British nurse in aiding British prisoners to escape from Belgium have just been disclosed by the Roman Catholic periodical, The Universe. Father Meens, who lived in Brussels, was associated with the Allied Intelligence Department.

Once he disguised himself as a cattle driver and, making his way to Ostend, found the hiding place of the German submarines.

Air raids to England, the priest learned, were usually preceded by a dinner of the officers of the Zeppelins and Gothas. By pretending to be a pastry cook, he recovered when the dinners were to be held. Carrier pigeons carried his messages to Holland, and before 6 p. m. the British admiralty would have word of the coming raids.

Escaped British prisoners seeking Nurse Cavell proceeded, disguised, to Brussels and were met there by a little girl of eleven. She used to carry a big doll, run about and play and look in the shop windows. Without any sign on her part of recognizing the soldiers, she would lead them to the house where Nurse Cavell awaited them. There the men were bandaged transformed in

to "hospital patients" and turned over to "Baron Janssen," otherwise Father Meens, who took them across the frontier.

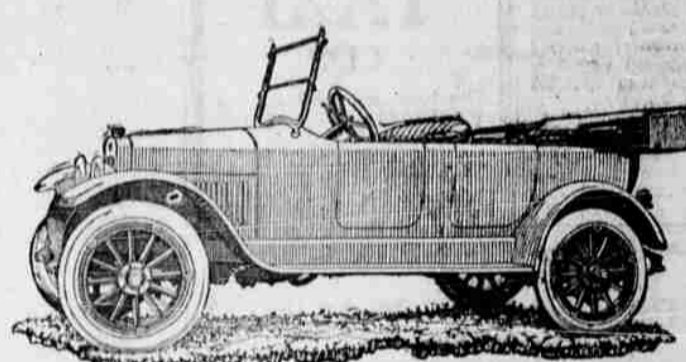
On the night of Nurse Cavell's arrest, Father Meens had been sent to Holland to carry a message for Cardinal Mercier, thus escaping death, as he had arranged to meet at midnight two other conspirators, both of whom were taken and shot.

BRAZIL STEAMSHIP LINE RE-ORGANIZED

RIO DE JANEIRO, Nov. 15.—Re-organization of the Lloyd Brasileiro, the Brazilian government's steamship enterprise, is foreboded in a message sent by President Pessoa to congress late in September.

The organization has a fleet of 73 ships with a total dead-weight tonnage of 241,582. It has failed to pay its own way, even under war conditions particularly favorable to shipping, the president declares, and if the efforts of the government to improve matters do not succeed he will appeal to congress to sanction its organization. The plan the president will propose in that case will be to form a mixed organization in which both private interests and the state will have a share, the right of the latter to intervene being no greater than that of other shareholders.

The Lloyd Brasileiro has been under government control since August 12, 1913. Before the war the company owned 56 ships with a total deadweight tonnage of 88,439. When Brazil declared war on Germany ships of 237,851 tons in various Brazilian ports were taken over, and added to the Lloyd Brasileiro's fleet. Later, 28 of these former German ships with a deadweight tonnage of 152,520 were leased to France.



300,000 Maxwell Owners Will O.K. This Car

FOR this Post-War Maxwell contains all those fine traits of its 300,000 predecessors.

And in addition the great developments in engine, axle and chassis which the war brought.

But these 300,000 will vouch for its ability, for they have seen their own cars pile up endless mileage, outrun a guarantee on a tire, shy at the repair shop, and go where most other cars wouldn't follow.

They know, too, how thrifty it will prove on gas, how it will please both Son and Grandma in performance and comfort.

To say that they will O. K. this car is wasting words, for it is of the very same chassis model as the 300,000 others.

It's worth an hour of any man's time to look over the Post-War features, note what fine engineering has accomplished, and observe what big improvements have been made in appearance.

The price, however, is still \$985. The extra values are yours.

JOHN E. ANDERSON

Distributor for Union, Wallace, Baker and Great Coast Cars

There's the truck for my business

MORE than 5000 farmers and business men have repeated these words—then acted—they purchased Oldsmobile Economy Trucks.

The Oldsmobile Economy Truck has been on the market but seven months; yet, in almost every line of business, it has proved a success. The reasons for this are plentiful: Power; speed; low upkeep; low operating expense; internal gear drive; sturdy, 4-cylinder, valve-in-head motor; deep channel frame; complete electrical system; 35 x 5 pneumatic cord tires; extra long, flexible, semi-elliptic springs and a 22 years' reputation behind it.



W. H. Bohnenkamp Co.