

The New Motor Car



The Greatest Improvement In Riding Comfort Since The Introduction of Pneumatic Tires

HERE is a brand new type of car. It solves the problem which has baffled automotive engineers—how to combine riding comfort with light weight and economy.

Our new Three-Point Cantilever Springs make this possible.

These are the first springs of their kind and they are made of chrome vanadium steel. They are exclusive with Overland.

Because of these springs, Overland 4 combines the riding qualities of large heavy, expensive, long wheelbase cars, together with the advantages and economy of small light cars.

With 100-inch wheelbase, Overland 4 has the luxurious riding ease of 130-inch Springbase.

The exclusive, Three-Point Cantilever Springs cushion the car so that it rides well on all roads: they reduce choppy rebounds and side swaying, protect the car from road shocks and prolong its life, minimize twisting or racking of frame and body, enable the car to hold the road better.

The car and passengers ride smoothly as though floating, free from road shocks that the springs ward off.

But this new riding comfort, possible only with these Three-Point Cantilever Springs, is but one of the advantages of Overland 4.

Its light weight makes possible great economy of gasoline and tires.

High quality materials insure durability. All vital parts of the

front axle and steering gear and all highly stressed gears and shafts for driving the car are made of alloy steel.

The equipment list of Overland 4 is high grade, including Auto-Lite Starter and Lighting System—Electric Horn—Marshall Divan Upholstery—Springs—Demountable Rims—Three Speed Transmission—Slanting Rain Vision Windshield—Tillotson Carburetor—U. S. L. Batteries and many other high quality conveniences.

In every respect Overland 4 is a quality car. The body is all steel, all enamel, the brightest, hardest, most lasting finish.

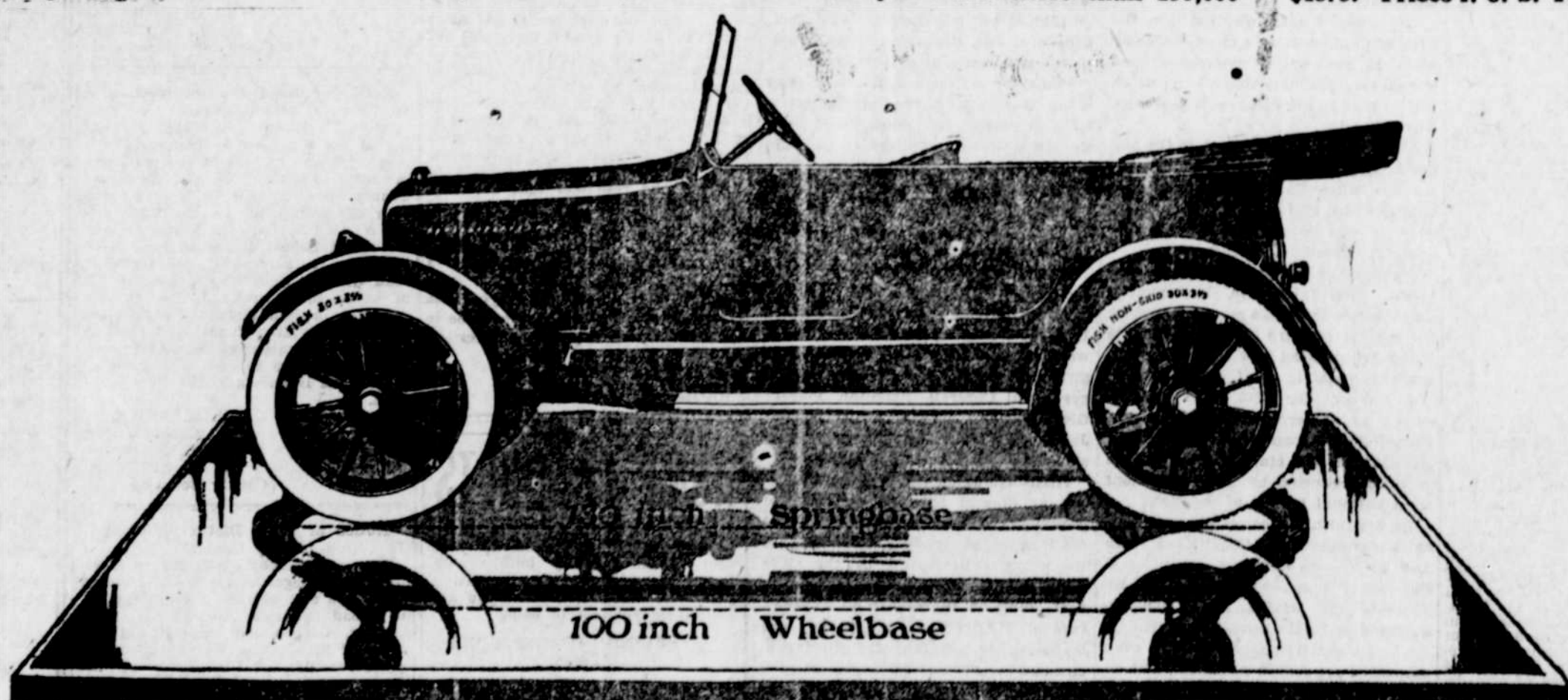
Overland 4 has been tested for two years and more than 250,000

miles over the Rocky Mountains, prairies, through deep mud and scorching deserts—through quick sharp climatic changes. As a result of these tests we were able to judge the car's performance under every condition and to perfect it before offering it to the public.

There is no previous car of any size or price to adequately compare with the character of service Overland 4 introduces.

The farther you ride in it the more you will appreciate it. Come in, see the car and ask for booklet. The demand will be greater than the supply for a long time.

Overland 4 Touring, \$845; Roadster, \$845; Coupe, \$1325; Sedan, \$1375. Prices f. o. b. Toledo.



EARL HARKELROAD, COTTAGE GROVE AGENT

BERRY GROWERS' PROFITS ATTRACTIVE THIS YEAR

Eugene Register: From 4½ acres of red raspberries, H. Hatch, whose land is on Goodpasture island, sold this year \$4316.98 worth of berries, his crop amounting to approximately 10½ tons. His picking at the rate of 3 cents per pound, cost him \$700, and since he tended the crop himself his profit, including his own labor, was \$3646.

Mr. Hatch's berries are planted between rows of walnut and cherry trees,

his walnuts being four years old and his cherries seven. Thus he is making the land pay a handsome profit at the same time it is growing an orchard. Last spring he set out an additional acre of red raspberries, and he is interplanting these with filberts. He thinks the red raspberry, which sold this year at 18½ cents a pound, is a winner, and is enthusiastic as to the future of berry growing.

C. P. Sylvester, whose land is also on Goodpasture island, harvested a crop of 4369 pounds of red raspberries from

one acre this year, which he sold for \$808.26. His cost for picking was \$131, and his cost of cultivation \$25. Cultivation included plowing, hoeing and cutting out the old canes, all of which he hired done. His net profit from the one acre of berries, hiring all of the work of cultivation and picking, was \$652.

Mr. Sylvester is also enthusiastic as to the possibilities of berries as a crop, and is planning to increase his plantings. He irrigated his berries during the picking season this year, having

found by experience that watering will result in much larger and more productive canes next year. He also used his irrigating plant on string beans.

A. J. Brinkley, who lives near Malabon, picked 15 tons of loganberries this year from five acres, and since the going price for loganberries has been in excess of \$160 per ton, his gross sales from the five acres will be between \$2500 and \$3000. Loganberries were picked for 2 cents per pound, with 2½ cents for the last picking, when the berries are thin, so

Mr. Brinkley's picking cost was in the neighborhood of \$600, leaving him a handsome net profit.

Tomatoes Easily Canned—Only red, ripe, round tomatoes should be picked from the vines for canning, rather than partly green ones that may be left standing several days to ripen, says the Oregon Agricultural college cookery specialists. The tomato does not develop its characteristic flavor after being picked. Scald, cold dip, peel and

pack into sterilized jars, either whole or in large pieces. Fill to within one-fourth inch of the top with thick tomato sauce. This helps to keep the tomatoes whole, plump and of good color. The sauce may be used later for soups and the tomatoes for salads. To each pint jar add one-half teaspoonful salt and one or more of sugar. Sterilize for 22 minutes in hot water bath.

What do you want? Makes no difference. Try a Sentinel wanted. ***