

OVERLAND 4, AFTER TWO YEARS OF ACTUAL DEMONSTRATION, IS OFFICIALLY ANNOUNCED

Unusual Public Interest Has Been Centered in This Latest Model.

A NEW TYPE OF SPRINGS

Three-Point Suspension Design Is Introduced for First Time

BIG CAR COMFORT IS CLAIMED

Willis-Overland Asserts Springs Are Greatest Improvement in Motor Cars Since Pneumatic Tires.

Overland 4, the new car of light weight construction for which the public has been waiting since its introduction was first rumored at the automobile shows about two years ago, has been placed on exhibition in Cottage Grove at the salesrooms of Earl Harkleroad.

The company's dealers, from Maine to California, and from Washington to Florida, now have on display one or more of the new models described as

structive test, were sent out on trial trips which carried them into every section of the country in all sorts of weather conditions. The cars were driven over the Rocky mountains, through the desert roads and boulder stretches of the southwest, over the sagebrush and sand of Texas, and through the mud and clay of the Missouri valley. A two years' test covering 250,000 miles of travel. The car satisfied the company's engineers that it was right. The war period which held up production was devoted to an exhaustive perfection of car details, refining the quality and economy features.

Without emphasizing such features as an unusually attractive appearance, the all-steel body with an oven-baked enamel finish and other interesting details, it may be said that motoring interest centers in four new and distinctive features of Overland 4. These features, each worth the motorist's study, are:

Springbase, Not Wheelbase.

First, of course, the three-point cantilever spring suspension. The springs on Overland 4 extend 15 inches from a point on the chassis beyond the axle at front and rear, giving a wide diagonal shape to the springs. The car has thus an actual springbase of 130 inches.

cushions are Duratex. The horn button is in the center of the steering wheel. The controls are all mounted on a key-board on the cowl in instant and ready reach.

All in all, Overland 4 impresses its visitors as being a motor car value of very distinctive comfort, economy, quality and convenience.

Interesting Detail Features.

The motor of the Overland 4 is cast in bloc with a removable head. It has generous valve opening.

The lubricating and oiling system requires no pumps. The oil is circulated by pressure automatically created and the water is circulated by the Thermo-Syphon system or natural cooling method. No power is required of the motor to operate these systems.

The steering apparatus is of the planetary gear type with the gears at the bottom of the steering column. By this arrangement all the strain is taken at three points instead of at one.

The clutch is of the single plate type now used in 71 per cent of the motor manufacturers. The selective gear transmission has three speeds forward and reverse. It operates in oil.

The front axle is of chrome nickel steel which affords both light weight and strength. The front wheels have tapered roller bearings. The rear axle, also of chrome nickel steel, is three-quarter floating. The differential and rear wheels operate on annular ball bearings.

The car is equipped with two brakes—foot and hand. These work on 10-inch drums on each wheel and to assure safety are larger than necessity demands.

Keyboard Control.

Upon the instrument board, or "key-board" as it is called on the Overland 4, is centralized the hand throttle, spark and choke control, and the ignition and electric buttons, together with the speedometer dial and current indicator.

In addition to the hand throttle there is a foot accelerator handily placed. The clutch and brake pedals are adjustable to reach.

The wide, deep seats of the Overland 4 supplement the three-point suspension springs and comfortably accommodate five passengers.

Body Is All Steel.

One of the chief aims of the builders has been to maintain the highest standard of quality throughout the car in both the material and manufacture. This has been carried to the design and finish, the body details and the equipment.

The car has a streamline body which is entirely constructed of steel with slanting windshield. The full-crowned fenders are of heavy sheet steel. The running boards are covered with linoleum, aluminum bound. The body and chassis are finished in hard baked enamel. The fittings are nickel and polished aluminum.

The car is equipped with an Auto-Lite two-unit starting and lighting system, headlights with a dimmer, dash and tail-lights, a magnetic speedometer, electric horn, spare tire carrier, extra rim, complete set of tools, tire repair kit, jack and pump. The tires are mounted on demountable rims.

The McKenzie pass road over the summit of the Cascades is closed to traffic and will probably remain closed until next summer when the snow melts. There is some snow at the summit now, but the principal reason for blocking the road is the construction work on the east side of the summit.

Work which has been under way the past summer and early fall in the enlargement of the Hawley Pulp & Paper company's plant in Oregon City, providing for the accommodation of six more grinders and water wheels at an expenditure of nearly \$150,000, is expected to be completed within another week.

Homestead is no longer able to care for the people who have been attracted to the Snake river mining district, according to word received in Baker. The Iron Dyke mine alone is now employing 100 men, it is reported, and development work in nearby copper, silver and gold mines has undergone a marked revival.

Clarence Johnson, charged with the murder of Mrs. Eunice W. Freeman, elderly W. C. T. U. worker and his benefactress, pleaded guilty at Portland, waiving all rights to delay and was sentenced to life imprisonment in the Oregon state prison at Salem. Johnson killed Mrs. Freeman August 15, with a piece of gas pipe.

There will be no special session of the Oregon legislature to ratify the woman's suffrage amendment to the federal constitution unless the legislators voluntarily request such a session, agree to waive mileage and per diem and pledge themselves to consider no legislation other than the amendment at issue, according to Governor Olcott.

During the week ending October 23 there were 480 accidents reported to the state industrial accident commission, of which six were fatalities. The fatalities were Charles Foltin, Portland, logger; Lars Hansen, Portland, construction worker; Gilbert Armistage, Dallas, electrical engineer; Geo. R. Sanders, Leona, logger; Isaac M. Gingrich, Rainier, logger.

A panacea for everything—Sentinel wants.

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Information of Our Readers.

The western Oregon corn show will be held in Eugene this year.

An agricultural department has been organized at the Newberg high school. Nine cars of beef cattle were shipped from Durkee to the Kansas City market.

William Spayd, a Civil war veteran and for many years a resident of Salem, died at Seattle.

The dairymen of Jackson county have organized the Jackson County Cow Testing association.

Noonday dancing as a cure for brain fog has been adopted by the students of Reed college at Portland.

The first livestock show undertaken in Deschutes county was put on in connection with the Tumalo fair.

Eight school districts in Douglas county are still without teachers, according to Superintendent Brown.

Herman Rosenberg, a well-known Umatilla county farmer, bought the Bert Smith farm of 3100 acres near Yaakum.

Ed Plogg, a resident of Dallas, disappeared October 12, and officials and his brother in Portland are trying to locate him.

Bears and cougars are causing considerable losses of young cattle in the Dry creek section of the Sisters Metolius range.

A sawmill three times the size and capacity of the one destroyed by fire last July is being erected at Peoria by Liggett & Austin.

The freshman class of Willamette university has voted to donate a walk to the university, and has appropriated the necessary funds.

One thousand gallons of grape wine, confiscated from Italian residents, were poured into the Columbia river at St. Helens last week.

Preliminary plans are being made for the Oregon Christian Endeavor convention which will be held in Albany February 20, 21 and 22.

Seven rural schools in Lane county, three of them Union high schools, are closed because the boards of directors are unable to obtain teachers.

Fire, starting from the explosion of an oil stove, completely destroyed the women's living quarters at the plant of the Dufur Orchard company.

At a special election, Monmouth by a vote of 20 to 1 went on record in favor of a gravity water system, voting \$60,000 in bonds to pay for it.

The application of sulphur to alfalfa land has increased the yield so materially in central Oregon that Umatilla alfalfa growers are going to try it out.

Judson T. Bowman, 75, a veteran of the Civil war, was instantly killed when he was struck by a Southern Pacific passenger train near Grants Pass.

Bids for approximately 157 miles of graveling, grading and surfacing will be opened at the Portland offices of the state highway commission on November 4.

The Shell company of California paid to the secretary of state a total of \$1176.93 for gasoline and distillate sold in Oregon during the month of September.

L. H. Linharger, a cattleman, has just shipped 200 head of cattle from Creswell to Ukiah, Cal., where they will be fed and sold later to buyers in that state.

In response to a call recently issued by County Agent Hunt, representative farmers from all parts of Morrow county met at Heppner and organized a farm bureau.

The fishermen's strike on the Sluslaw and Umpqua rivers has been called off. The fishermen are selling their salmon for the same price as before, 8 1/2 cents a pound.

Morrow county was covered with a blanket of snow last week. Most of the sheep are out of the mountains or low enough down to be out of danger of being snowed in.

Sawmills in all sections of Linn county are unusually busy and a large quantity of lumber and railroad ties are being shipped from many railroad points in the county.

The Bend city council has approved plans for a \$133,000 extension of the sewer system and ordered engineers' estimates on grading and surfacing of several miles of streets.

Between 5,000,000 and 6,000,000 eastern brook trout eggs will be taken from Elk lake this winter for the Tumalo hatchery, according to the plans of Pearl Lynes, superintendent.

On account of ill health, Mayor E. W. Hinman of Dufur resigned his office at the last regular meeting of the city council. The office is still vacant, no one being willing to accept the place.

Inheritance taxes aggregating \$213,495.10 were received by the state treasurer during the period from October 1, 1917, to September 30, 1919, according to a report prepared by that department.

Special Prices for the Week at The Sample Store

Men's Dress Shoes, Munson Last.....	\$10.00
Men's Dress Shoes.....	\$4.50 to \$10.00
Men's Work Shoes.....	\$2.95 to \$8.50
Men's Loggers.....	\$11.50 to \$17.50
Men's Shirts.....	\$2.95 to \$10.00
Men's Trousers.....	\$2.95 to \$6.50
Men's Suits.....	\$25.00 to \$28.50
Boys' Suits.....	\$4.50 to \$7.50
Men's Gloves.....	75c to \$3.25
Canvas Gloves, pair.....	15c
Canvas Gloves, Leather Faced, pair.....	35c
Ladies' Suits.....	\$35.00 to \$45.00
Ladies' Skirts.....	\$7.00 to \$10.00
Ladies' Coats.....	\$35.00 to \$45.00
Ladies' Dresses.....	\$25.00
Ladies' Waists.....	\$1.25 to \$6.50
Ladies' Dress Shoes.....	\$4.95 to \$8.50
Ladies' Pumps at.....	\$6.50
Ladies' Umbrellas.....	\$1.65 to \$9.25
Misses' Dresses.....	\$1.95 to \$4.50
Ladies' Hats.....	\$1.95
Ladies' Rubber Boots.....	\$2.65

A. W. Swanson

Manager

You Save a Little

Cottage Grove flour is sold at less than other flour, which is something to be considered these days. You save a little there, and the profit stays at home, which also is important.

We have reopened the feed store opposite depot.

The Cottage Grove Milling Company

EVERY PATRON OF THE SENTINEL IS HELPING TO GIVE COTTAGE GROVE WHAT EMINENT AUTHORITY HAS STATED TO BE THE BEST COUNTRY WEEKLY PAPER ON THE COAST WHAT DO YOU WANT, ANYWAY? A SENTINEL CLASSIFIED AD. WILL GET IT FOR YOU QUICKLY AND AT LITTLE COST

The Cottage Grove Sentinel and The Oregon Farmer

Both papers, paid in advance, one year..... \$1.90

November Subscription Special

Following the plan adopted a year ago, The Sentinel will this year give its second annual special November subscription offer. In order to be fair to all, those whose subscriptions come due before that time may take advantage of the offer.

First it should be stated that owing to the continued advance in the cost of producing a newspaper, the cash-in-advance price of The Sentinel, after November 30, will be \$2.00 the year, and for each month a subscription becomes in arrears 5 cents will be added. Examples: If you should not pay your subscription until a month after expiration the price would be \$2.05; if you should not pay until two months after expiration the price would be \$2.10; if you should not pay until three months after expiration the price would be \$2.15, etc.

Until November 30 we will accept paid-in-advance subscriptions for a full year or more at \$1.75. Figure single months over a year at 15 cents each.

As a special November offer we will accept subscriptions from November, 1920, to November, 1921, at \$1.50.

Examples:

If your subscription expires in September, 1919, 30 cents will pay you to November; add \$1.75 (total \$2.05) and you will be paid to November, 1920; add another \$1.50 (total \$3.55) and you will be paid to November, 1921.

If your subscription expires in October, 1919, 15 cents will pay you to November; add \$1.75 (total \$1.90) and you will be paid to November, 1920; add \$1.50 (total \$3.40) and you will be paid to November, 1921.

If your subscription expires in November, 1919, \$1.75 will pay you to November, 1920; add \$1.50 (total \$3.25) and you will be paid to November, 1921.

The idea is to have all subscriptions expire in November and to have them paid in advance as much as possible, thus saving The Sentinel considerable expense in bookkeeping, which saving we wish to give to our subscribers.

Save 75 Cents

REMEMBER THAT TO TAKE ADVANTAGE OF THIS OFFER YOU MUST DO SO BEFORE NOVEMBER 30, 1919. AFTER THAT DATE THE RATE WILL BE \$2.00 A YEAR IN ADVANCE, WITH FIVE CENTS ADDED FOR EACH MONTH OF ARREARAGE.

The Cottage Grove Sentinel

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