

AUTOMOBILE GOSSIP

In London the safest bus operators receive a bonus.

One Georgia peach grower has purchased 37 trucks in the last two years.

Among Oregon Farmers there are 64 cars owned to every 100 farms there are 32,210 cars owned by farmers in the state.

Many of stolen cars find their way to Mexico, says the American Consul at Juarez, Mexico. These are sold at half their value and seriously affect the legitimate sale of cars.

Statistics show that the number of deaths per 1000 cars in 1913 was 2.5 and in 1919 it was 1.3, a decrease of over 50 per cent.

In 1912 the total tire production was 19,000,000 tires of which Akron, Ohio, made 15,000,000. More tires were sold than were made in the year, which began with a large surplus.

A former Ford official will head the Gray Motor company of Detroit which will make the "Less than \$500" Gray car.

No effort will be made to sell this car west of the Rockies this year.

Japanese jinrikisha drivers are alarmed at the prospect of being driven out of work by the widespread use of the automobile. Some of the wiser jinrikisha men, however, are holding their own by attaching motor cycles to their vehicles, and by that novelty are retaining trade.

Autoists find various uses for old felt hats. If a piece of felt is dipped in kerosene and is then rubbed over the windshield in a rainstorm, the raindrops spread out in a thin sheet instead of forming drops and thus obstructing the view. A strip of felt may be inserted along the edge of the hood to prevent squeaking.

Automobile jacks are found useful in the house as well as in working with the car. A tight window may be raised by working a jack and a piece of board against the sash. Raising the kitchen stove about half an inch permits thorough cleaning in the corners around the legs of the stove. An improvised vise may be made by using a jack and a piece of board for a brace in a doorway.

The use of motor trucks on the Mongolian plateau in Central Asia is an advance in the commercial development of the Orient. Motor trucks have never before been used on the Mongolian plateau, although passenger automobiles have been operated to some extent on the caravan trail between Kalgan, Urga, and Kiachta on the Siberian frontier, which is one of the oldest trade routes in the world. The motor-truck transportation route, initiated by the American Museum's Third Asiatic Expedition, is from Kalgan to Urga. Camels in winter have always made this trip in from thirty to forty days, and during the summer, when the grass is dry, ox-carts make it in double that time. By motor truck the distance is covered in not more than five days.

FARMERS A POTENTIAL TRUCK MARKET

Agriculture is the most important activity that human endeavor has, but it receives the least attention, so far as transportation goes. When conditions become normal again and the farmer is not handicapped as he is at present by having to sell his produce at low cost and pay high prices for commodities he needs, there will be an enormous market created for motor trucks in the agriculture industry, just as there is now in manufacturing industries.

Census figures show that the total number of farms in the United States is 6,361,502 of an average size of 140

acres. It has been stated that any farm of 80 or more acres can afford a motor truck profitably. Adding a factor of safety of 75 per centum to this estimate, it is concluded that a farm of 140 acres can be economically support a motor truck.

It is therefore, reasonable to assume that if every 140 acres of farm land will support a motor truck, that the possible number of motor trucks that may be sold is 6,361,502. To be conservative, suppose that only one third of this number would be prospects, we find a potential market for 2,120,500 motor trucks. Comparing this number with the number already in use, we find that only 3.2 per centum of the potential market has been sold on the actual use of the motor truck.

The fact that motor truck hauls during a certain period from farms to shipping points averaged 11.3 miles, while horse and wagon hauls averaged 9 miles and that the motor truck made 3.4 round trips over the longer route while horse made 1.2 round trips over the shorter, is evidence enough that the motor truck is needed on the farm. In the bargain, truck hauling of wheat costs 15c per ton mile against 30c by horse; with even more favorable figures for cotton.—Scientific American.

WILLYS KNIGHT AND OVERLAND REDUCE PRICES

A deep reduction in prices of Overland and Willys-Knight cars, was announced today by officials of The Willys-Overland Company. The new prices are effective immediately.

The new price of the powerful, easy-riding Overland touring car, which by sheer merit of economy, quality and comfort has attained a dominant place in the light car field, is \$550. One year ago, this car sold for \$1035.

This is an additional reduction since the reduction of 42 per cent recorded from September 1920 to September 1921, a total reduction of 47 per cent in a year and a half, the most radical reduction in motor car prices in the history of the automobile industry.

In 1916, the Overland sold for \$615 a price that was thought could never be bettered. Today it is \$550 lower. The Willys-Knight touring car is now listed at \$1375 a further reduction of \$160 since the startling reduction of 34 per cent made last September, a total reduction of 40 per cent in a year and a half.

These new prices were made possible by remarkable economies in manufacturing methods, the consumption of high-priced material inventories, the practical total elimination of obligations for high-priced materials, the operation of a new, more progressive and more economical marketing plan, and lastly, the hearty co-operation in the plan to build more cars per man each day, by every employee in the four plants the company operates.

These new prices place Overland and Willys-Knight cars in the front price rank in their classes. For the past year and a half, the records of these cars have proved their economy, quality, performance and comfort.

The new prices and those of September 1920, follow:
Overland chassis \$450 formerly \$885; touring \$550 formerly \$1035; roadster \$550 formerly \$1035; coupe \$850 formerly \$1525; sedan \$895 formerly \$1675.

Willys-Knight Roadster \$1350 formerly \$2300; touring \$1375 formerly \$2300; coupe \$1875 formerly \$2950; sedan \$2095 formerly \$3050; chassis \$1100. All prices are f. o. b. Toledo.
The powerful, easy-riding Overland offers many advantages; economy of operation; triplex springs, insuring easy riding; three speed and reverse selective transmission of heat-treated nickel-alloy steel gears; Timken bearings; all-steel body; baked-enamel finish; spring base of 130 inches as against wheel-base of 100 inches; 34 foot turning radius; 27 brake horse power motor; electric starter, lights and horn etc.

The Willys-Knight car, built of the highest grade materials, stands apart from the great majority of cars, chief-

ly because it is motored by the Willys-Knight sleeve-valve engine. This engine has given to the Willys-Knight car the slogan, "Its Motor Improves with Use."

It is because of the sleeve-valves of the Knight type motor that the automobile world in general concedes these seven advantages to this Willys-Knight motor.

First, it improves with use; second, it requires no adjustments; third, it is more powerful; fourth, it is more flexible; fifth, it is silent in operation and remains so; sixth, it is simple, being free from complicated parts; seventh, it is economical.—Paid Adv.

NOTICE OF GUARDIAN'S SALE OF REAL PROPERTY

Notice is hereby given that by virtue of an order, decree and license of the County Court of Washington County, Oregon, made and dated on the 8th day of March, 1922, in the matter of the Guardianship of Amos Martin, Noel Martin, Blanche Martin, Edwin Martin and John Martin, minors. I will on Saturday, the 15th day of April, 1922, at the hour of 10 o'clock A. M. of said day at the East door of the Courthouse in Oregon City, Oregon, sell at private sale to the highest bidder for cash in hand, subject to the confirmation of the County Court of Washington County, Oregon, all of the interest of the above named minors in and to the following described real property, lying, being and situate in Clackamas County, Oregon, to-wit:

An undivided one-seventh interest in and to the South Half of Claim No. 47, known as the Runa Mattoon Claim, being part of Section 5, T 3 S of R 3 East of the Willamette Meridian, in Clackamas County, Oregon, and containing 160 acres more or less. Dated this 8th day of March, 1922.

JOHN T. MARTIN, Guardian of the person and estate of Amos Martin, Noel Martin, Blanche Martin, Edwin Martin and John Martin, minors.
HARE, McALEAR & PETERS, Hillsboro, Oregon, Attorneys for Guardian. (3-16-5t.)

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been duly appointed administrator of the estate of C. C. Babcock, deceased, and any and all persons having claims against the said estate are hereby required to present said claims, duly verified as by law required, at the office of my

attorney, Charles T. Sievers, 719 1/2 Main street, Oregon City, Oregon, within six months from the date of this notice.

Dated March 16th, 1922.
Date of first publication, March 16th, 1922.
Date of last publication, April 13, 1922.

W. W. MYRES, Administrator of the Estate of C. C. Babcock, Deceased.
CHARLES T. SIEVERS, Attorney for Administrator. 719 1/2 Main St., Oregon City, Oregon. (3-16-5t)

THE PRAISE CONTINUES

Everywhere We Hear Good Reports of Doan's Kidney Pills. Oregon City is no exception. Every section of the U. S. resounds with praise of Doan's Kidney Pills. Fifty thousand persons are giving testimony in their home newspapers. The sincerity of these witnesses, the fact that they live so near, is the best proof of the merit of Doan's. Here's an Oregon City case.

C. W. Bagby, contractor and builder, 203 - 17th St., says: "I know the value of Doan's Kidney Pills and gladly recommend them. My kidneys troubled me and often I had a weak and aching back which made it hard for me to stoop. My kidneys didn't act right but Doan's Kidney Pills from the Huntley-Draper Drug Co. soon fixed me in good shape by strengthening my back and kidneys."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Bagby had. Foster-Milburn Co., Mfrs., Buffalo, N. Y. —Adv.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned have been appointed as executors and executrix respectively, of the estate of Joseph M. Hart, deceased, and any and all persons having claims against the said estate are hereby required to present the same duly verified, as by law required, with proper vouchers to us, at the office of our attorneys, G. B. Dimick & W. L. Mulvey, Room 3, Andresen Building, Oregon City, Oregon, on or before the expiration of six months from the date of the first publication of this notice.

Dated this 16th day of March, 1922.

JOHN W. HART, JOSEPH V. HART, & JESSIE R. HART, Executors and Executrix of the Estate of Joseph M. Hart, Deceased.

G. B. DIMICK & W. L. MULVEY, Attorneys for Executors and Executrix. (3-16-5t)

NOTICE OF FINAL SETTLEMENT

In the Matter of the Estate of Annie Dalbow, Deceased.

Notice is hereby given that the undersigned, as administrator of the

estate of Annie Dalbow, deceased, has filed his final report in the office of the County Clerk of Clackamas County, State of Oregon, and that Monday, the 17th of April, 1922, at the hour of 10:00 o'clock A. M., of said day and the Court Room of said Court, has been appointed by the said Court as the time and place for the hearing of objections there-

to, and the settlement thereof.
JAKOB GROSSMILLER, Sr. Administrator of the Estate of Annie Dalbow, deceased.
G. B. DIMICK & W. L. MULVEY, Attorneys for Administrator. Date of first publication, 16th of March, 1922. Date of final publication, 13th of April, 1922.

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