



# See Them First--- and Last!

IF YOU ARE LIMITED as to time at the Automobile Show you can well afford to spend it all looking over the New Reo Models.

THEY ARE THE MOST talked-of cars in all the shows this year.

ON THE OTHER HAND, if you have plenty of time—why, then you can't spend it to better advantage than by just devoting it all to studying individually—critically—minutely the many points of superiority of these latest REOS.

YOU CAN'T REALIZE how much value—how much quality—how much power—how much service and how much luxury it is possible to obtain for \$1050, until you have seen and ridden in the new (1915) REO the Fifth—"The Incomparable Four."

NOR WILL YOU have seen the ripest result of Reo engineering and of scientific, economical production, until you have seen with your own eyes the New REO SIX—"The Six of Sixty Superiorities," which is now within your reach at the unprecedented—the unlooked-for—the unhopd-for price of \$1385.

SO, FIRST THING YOU DO when you enter the Automobile Show—for of course you're going to the greatest show the Automobile City has ever had—first thing you do, hie you to the Reo exhibit and treat yourself to a good look at these two models about which the entire motoring world has been talking for weeks.

AND AS YOU LOOK them over remember this: It's not so much the car values—the quality at the price as it appears superficially—but the fact that these are Reo cars with all that signifies in the way of "quality in the unseen places" which makes these—the "Four" and the "Six"—the world's greatest automobile value, each in its own class.

NOT WHETHER IT IS "A FOUR"—but that it is a REO FOUR. Not that it is "a Six"—but that it is a REO SIX—and at the prices—that is the factor of greatest importance to you as a buyer.

AND DON'T FORGET that in all the years since the Reo car has been made it has never been possible, even with the tremendous factory facilities—covering nearly 20 acres—to make enough cars to supply all who wanted Reos. This year, though the factory has been increased 50 per cent, the demand has doubled. It is unprecedentedly large even for Reo.

SO ONLY THOSE whose orders are in our hands early—actual orders with deposits to prove it—can hope to obtain Reo cars—of either model—for early spring delivery. See the Reos—decide—and order yours—now.

YOU CAN'T MISS THE REO exhibit—that's it where the crowd is. Not the crowd of curiosity-seekers—the buying crowd.

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### FOUL PLAY SUSPECTED

**BODY OF MYRTLE POINT RANCHER EXHUMED AFTER THREE YEARS.**

Officials Keep Statements Secret in Case Pending Examination for Traces of Poisoning.

COQUILLE, Wash., Jan. 25.—(Special.)—The body of Arthur Russell, the Myrtle Point rancher who died three years ago, has been exhumed for examination for traces of poison. This action is the result of freely-circulated reports, together with the incriminating statements of a man named Pentland and a brother, Clarence Russell. In speaking of his brother's death Russell told how Arthur had suffered often from stomach trouble as a result of being poisoned by eating nightshade when a boy of 9. As he grew older the

attacks, though severe, became less frequent. On the night of the death Clarence said Arthur complained of being ill. The brother says he saw an automobile stop at Arthur's home, but supposed the visitor to be a doctor. The facts of Pentland's statements to county officials have been kept secret, pending the completion of the examination of the dead man's stomach. It is not known whom Pentland accused. Following this statement Pentland disappeared. Though his whereabouts is unknown, it is presumed that he can be found if his testimony is needed or should an arrest be made when the analysis has been completed. Arthur and Clarence Russell had been partners on a leased ranch, but occupied separate residences. Arthur and a hired man made their quarters in one house while Clarence and his wife maintained the other. Upholsterers in Minneapolis, on strike to resist the establishment of a piece work system, have started a factory of their own, and are said to be meeting with success.

### 14 GRADUATES AT WORK

HALF OF MIDYEAR NORMAL CLASS LEAVES IN ADVANCE.

Remaining Members Will Depart as Soon as Semester Is Ended to Take Places Waiting for Them.

MONMOUTH, Or., Jan. 25.—(Special.)—As the result of arrangements made by the school for the completion of the course in advance of the term, 14 members of the Oregon Normal midyear graduating class of 28 students have left Monmouth to commence work as instructors in Oregon schools. The remaining half will stay until the close of the first semester, when they, too, will make ready to teach. The 14 teachers and the schools to which they have gone are: Hulda Anderson, of La Grande, at La Grande; Metta Hansen, of Myrtle Point, Coos

County; Julia Huss, of McMinnville, North Bend; Leona Jackson, of Monmouth; Newberg; Hazel Loudon, of Astoria; Ella Kennard, of Santa Rosa, Cal.; Aileen; Rhoda Newkirk, of Oregon City; Aileen; Bessie Kennard, of Santa Rosa, Cal.; Falls City; Jessie McCann, of Sidney, Neb.; Hood River; Margaret Rice, of Monmouth; Wasco County; Mrs. Highland Skinner, of Highland, Idaho, in Idaho; Bessie Thorp, of Corvallis, at Portland; George Winters, of Corvallis, at Kent; Lydia Brown, of Hillsboro, at Salem. The remaining half of the class follows: Bertha Allen, Rickreall; Lillian Averill, Cherryville; Clem Cameron, Hillsdale; Floye Clodfelter, Wasco; Myrtle Chandler, Elgin; Mamie Conly, Larchwood, Iowa; Clara Hartzer, Corvallis; Bessie Palmer, Fossil; Gladys Stewart, McCoy; Helen Thompson, Chesterbrooke; Mrs. Laura Wimberly, Myrtle Point; Henrietta Jordan, Newberg; Stella Haas, Monmouth; Artie Nichols, Monmouth. Arrington Arranges for Library. ARLINGTON, Or., Jan. 25.—(Special.)—At an enthusiastic meeting the Ar-

lington Library and Reading Room Association was organized with H. R. Berman, president, and Rev. A. B. Hotchkiss, secretary-treasurer. Administration and financial committees were appointed with a special committee on membership. Arrangements were made for receiving donations of books, purchase of periodicals and the circulating of books received from the State Traveling Library. PIGEON TRAIN'S MASCOT Carrier Found Frozen Refuses to Leave Great Northern Diner. SEATTLE, Wash., Jan. 25.—(Special.)—Dining-car No. 211, attached to Great Northern trains running between Seattle, Portland, Vancouver, B. C. and Spokane, has acquired a mascot in the shape of a carrier pigeon. The pigeon was found half-frozen near the depot at Argo station when train No. 257, bound for Portland, stopped there a week ago. The bird was taken into the kitchen, fed and

warmed back to life and refused to leave when it had completely recovered. Since then the dining-car with its feathered passenger has made the round of its trips to Portland, Vancouver and Spokane. Klamath Drainage Petition Made. KLAMATH FALLS, Or., Jan. 25.—(Special.)—The petition to the County Court for the organization of the Klamath Drainage District has been completed and is with County Clerk De Lap. About 37,335 acres of marsh lands are included in the proposed district. It is proposed to construct a series of dikes, levees and embankments along the Klamath Strait and Lower Klamath Lake. Weather Cold in La Grande. LA GRANDE, Or., a Jan. 25.—(Special.)—With the mercury dropping to within three degrees of zero last night, La Grande experienced the coldest weather this winter. Pipes all over the city are again frozen, and the electrical thawing device was busy today. Reports from Wallowa County are that

the temperature reached a minimum of 18 degrees below zero.

Panama City now has two breweries.

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