

MENZIES QUILTS POST WITH PORTLAND FIRM

Manager for Northwest Auto Company Leaves City.

DEALER BOUND FOR EAST

Prominent Portland Man, Who May Go With Truck Company, Is Succeeded by W. J. McCallum.

Announcement of the resignation of C. M. Menzies, one of the best-known automobile men in the northwest, as



C. M. Menzies, native son of Portland, who last week resigned as manager of the Northwest Auto company.

manager of the Northwest Auto company, was made last week. The resignation took effect March 1. W. J. McCallum, manager of the company's truck department, succeeding to the position. Mr. and Mrs. Menzies left Portland Wednesday night for San Francisco, and from there will proceed to New York by way of Salt Lake City and Denver.

Although Mr. Menzies has made no definite announcement regarding his future plans, it is understood that he will become western representative for a truck company, and may return to Portland for a short time at least within a month or six weeks.

Oregon automobile dealers and motorists generally unite in expressing regret that Mr. Menzies has left Portland. Fred W. Vogler, president of the Northwest Auto company, complimented Mr. Menzies on his record with the company at a banquet in the retiring manager's honor Tuesday evening, and other dealers who were present had similar praise for him.

Menzies Prominent Here.
Mr. Menzies has spent most of his life in Portland and has a wide acquaintance on the Pacific coast. He has been prominent in many lines of activity. He was secretary-treasurer of the Dealers' Motor Car Association of Oregon, and as a director and member of the show committee helped to stage the recent successful automotive exhibition in the Hippodrome building.

The automobile man was a director of the Portland Ad club, served in the same capacity for the Oregon State Motor association, and also was a director of the Western Finance corporation. He is a member of several fraternal organizations. Fred W. Vogler was host at a banquet in honor of Mr. Menzies at the Imperial hotel Tuesday evening, which was attended by a number of other men connected with the automobile industry. The honor guest was presented with a drawing depicting himself seated in an automobile and bound for the east. The picture was photographed by all the guests.

Employees Present Silverware.
Members of the Northwest Auto company organization Wednesday night presented Mr. and Mrs. Menzies with a cabinet of silverware as a testimonial of their esteem.

Mr. Menzies is credited with being one of the most successful men in the automobile business in this section of the country and his friends predict that he will reach even higher places in the automobile world.

The retiring manager was born and educated in Portland. He worked on his father's farm near Troutdale while a lad and at 15 years of age returned to Portland to accept a position with the Albina Light & Water company. He went to the Willamette Falls company later and was placed in charge of a sub-station on the east side.

Messenger Company Organized.
His next venture was to organize the Portland Messenger company, which he sold a short time later. He then went to work for the Western Union Telegraph company and as foreman of construction worked in many places on the Pacific coast from Mexico to the Canadian border. He installed the first electric block system on the Southern Pacific between San Francisco and San Jose.

He was successively employed by the Butte County Electric company in Chico, Cal., and the General Electric company, remodeling and operating an electric light plant in the Cornucopia mines for the last-named company.

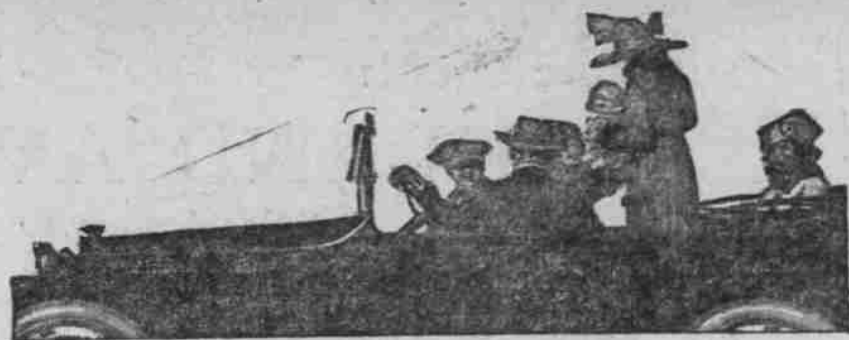
Mr. Menzies returned to Portland and entered the employ of the old light company whose name was changed to the Portland Railway, Light & Power company in 1898. He remained with the company as superintendent of construction in the transmission department until 1909, when he entered the automobile business, taking over the Franklin agency for the state of Oregon.

He was engaged in this business for two years and in 1910, when "automobile wise" persons declared that the country had reached the saturation point in automobiles—there being about 300,000 in use in the United States at that time—sold out and joined the sales

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LIBERTY SIX

force of H. L. Keats, where he remained for three years.
Mr. Menzies went to the Northwest Auto company as sales manager in 1913 and about two years ago was promoted to general manager of the company.

PEERLESS DELIVERIES ASSURED
Supply Will Meet Demand for First Time in Three Years.

For the first time since the introduction of the Peerless two-power range-eight three years ago, the Peerless Motor Car company announces that it is in a position to assure reasonably prompt delivery of this much-sought model.

Never has the Peerless company been enabled to produce this car in quantities sufficient to meet the demands of the motoring public. For the four years prior to the cessation of hostilities in Europe the Cleveland automobile concern had been deeply involved in the manufacture of motor trucks for war purposes and other war materials.

During the first three years 75 per cent of its energies were devoted to war work. During the fourth year this was increased to 100 per cent. No sooner had the armistice been signed than the work of converting these energies to the production of passenger cars began. Following plans previously outlined this work progressed rapidly and within 33 days after hostilities were halted the Peerless made its initial shipment of post-war cars.

With increased facilities at its command the company is putting forth every effort to meet the demands for the two-power range-eight, demands that never have been fully satisfied in three years.

If mixture is thought to be too lean, pull up slightly on the "chocker" on the dash. This gives a richer mixture. If the engine speeds up, it shows too lean a mixture and low speed adjustment should be opened until engine

CABRIOLET FINE PHYSICIAN

NEW CAR PROVES IDEAL TONIC FOR WOMAN PATIENT.

Husband Late to See Sick Wife, But When He Does Come Brings Cheering News.

She was lying in bed in the big hospital where she had been for weeks. The nurse came in regularly and took her pulse and temperature. The doctor called on his rounds and attempted to cheer her up with a bit of pleasantry.

Her husband came up every evening, but his work was strenuous and his mind was dulled and weary. Conversation consisted mostly of banalities. Then he would kiss her good-night and leave.
For days a cold, raw Oregon "mist" had been falling. It added to her despondency. She was weak and weary from the long confinement and could see no ray of sunshine ahead.

Then the automobile show opened its portals. The spirit of spring and enthusiasm pervaded there. The rose-decked aisles which bordered long lines of motordom's latest creations were crowded with masses of eager humanity. The automobile, symbol of the great out-of-doors, was holding royal court. One man was seen carefully scrutinizing each exhibit. Carefully and systematically he covered the ground. Around the hall he progressed until he came to one end of the great building. There he stopped.

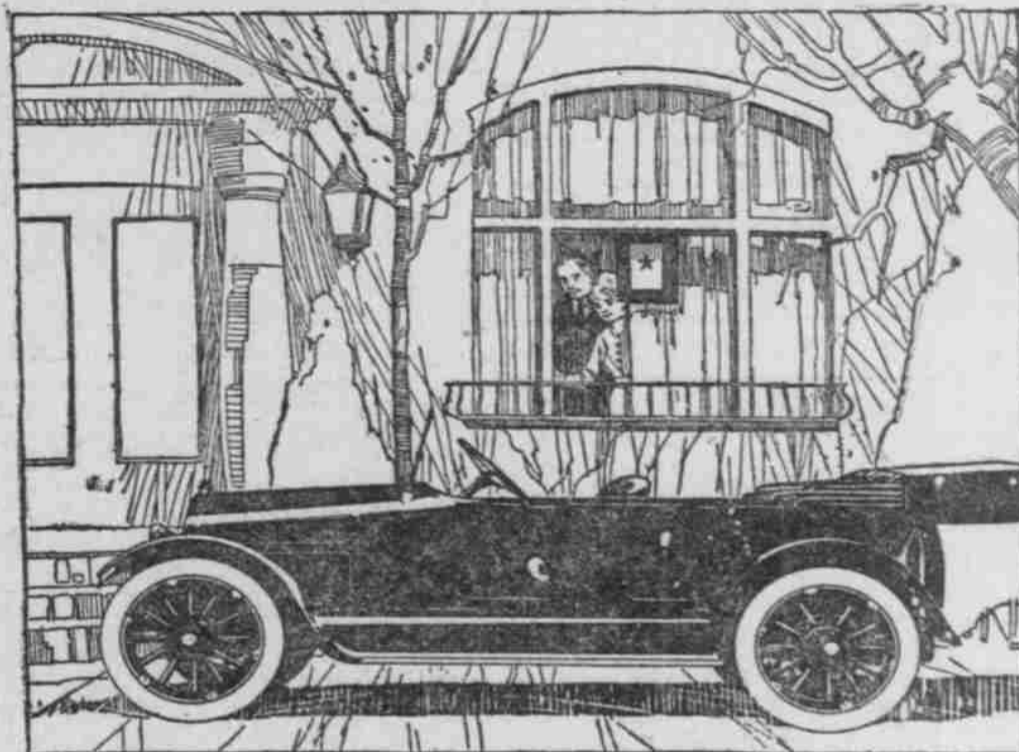
Dinner was over at the hospital. The little wife was waiting for her husband to come and spend the evening. Minute after minute passed. No husband came. An hour passed. Two hours. The invalid turned her face into her pillow and tears of disappointment moistened it.
But, hark! Who's step is that in the hall? It sounds familiar, but there is a briskness not usually so much in evidence. The door is quietly opened

and there stands husband, not with a guilty countenance, but radiating boyish satisfaction.

"Dear, I'm sorry I was late, but listen. I have been to the auto show, it is the last day, and I have been looking for something I have had in mind for a long time. I browsed around all the exhibits until I came to the C. L. Boss Automobile company's section, and the first thing that struck my eye was a dandy little Maxwell cabriolet that has just arrived. It is a special job from the factory and is a little beauty.

"I have bought it for you; so now you must get well right away, so you can see it and ride in it. You'll be crazy about it."
The tears of disappointment changed to tears of gratitude. The roses returned to her cheeks and the luster to her eye. The brain centers sent a message to the heart and the generalissimo in charge of the blood cells commanded an immediate advance on the enemy in force. The zero hour was up.
General Debility, the enemy, began to beat a hasty retreat. His morale was impaired, and General Health took advantage of the situation and, after a short campaign, occupied all the dispu-

Overland



"For Him"

The pride of Overland owners is the result of Overland performance. Owners tell their friends of their satisfaction in driving it and thus the car's reputation grows. For ten years this public appreciation has been our sole aim. Today the Overland Motor Car reflects the best of our great engineering experience and production facilities. The sales of the Model 90 shown here now number more than one hundred and fifteen thousand cars and are constantly increasing.

Willys-Overland Pacific Co.

Broadway at Davis St.
Portland, Oregon

Overland Model Ninety Five Passenger Car, \$2985; Sedan, \$1495; f. o. b. Toledo

take territory and drove the demoralized forces completely out of existence.

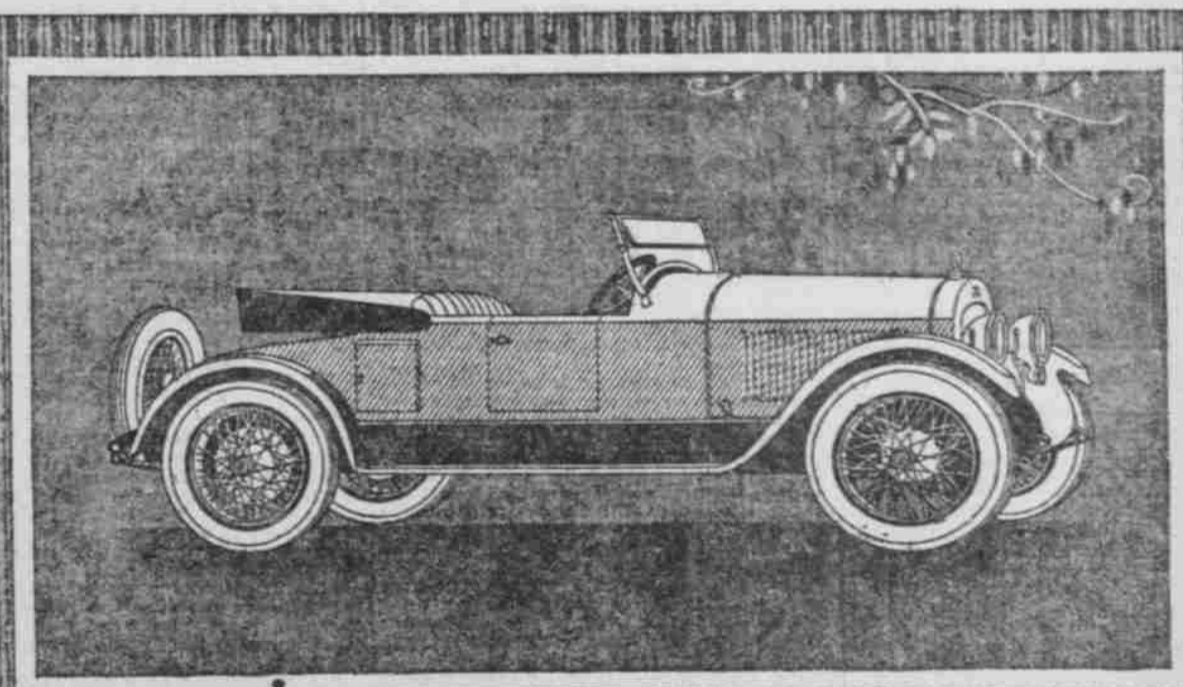
The little Maxwell cabriolet, like the American army in France, restored the morale of the fighting forces and proved more efficacious than all the drugs, nurses and doctors had done in weeks.

How to Take Bumps.
Many drivers do not know how to

take the bumps easily. A good way is to throw out the clutch and apply the footbrake gradually. This relieves the shock, so that many times it may not be noted by those riding.

Valve Removal.
In engines having demountable heads the removal of valves is a matter of difficulty, unless one has found out just

the proper trick. The head should be laid on the bench, right side up, and the compressor slipped on, after which a wire should be fastened about the handle of the compressor and then be anchored to the leg of the bench or table. Next lift up on the handle; this presses the spring down, the lock may be removed from the stem very easily and the job is done.



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Some Territory Still Open