MARINE CORPS PROUD OF NOTABLE SERVICE TO UNITED STATES

Enviable Record of Organization Dates Back to Days of Continental Congress.

MEN URGENTLY NEEDED

Captain L. P. Pinkston Cites Need of Recruits to Meet Conditions and Explains Functions of the Service.

In the United States marine corps the nation has one of the finest military organizations in the whole world. Its long and distinguished record dates from 1775 when its organization was authorized by the Continental congress. Its history is a brilliant record of faithful and heroic service in many lands.

First in Tripoli when the Barbary pirates were tamed; first in Cuba, and first to raise the Stars and Stripes in Vera Cruz—these are only some of the high lights in their story. The marine is quite the handiest little man in Uncle Sam's fighting force.

Layman Ignorant of Marines.

"The ignorance which is prevalent among many otherwise well informed people regarding the marine corps is appalling," said Captain L. P. Pinkston, U. S. M. C., at his office in the Panama building a few days ago. "For the benefit of those who would like to know, let me say that the United States marine corps is the oldest branch of the service, having been called into existence by an act of the continental congress of November 10, 1775. It was the United States marine corps that first hoisted the American flag on foreign soil, when in 1805 Old Glory was raised over the fortress of Derne in Tripoli. It was 500 marines who held off the Spanish army in Cuba in 1898 and cleared the way for the landing of the American army under General Shafter.

Marines have carried their flag into action in Tripoli, Egypt, West Africa, Fiji islands, Sumatra, Hawaii, Mexico, China, Uruguay, Paraguay, Alaska, Panama, Formosa, Korea, Nicaragua, Cuba, and have only recently completely pacified the island republics of Haiti and Santo Domingo.

"In fact, the marine corps is the navy's own private little army, and it has blazed the trail for naval deeds of daring since the beginning of our republic. The service, now numbering about 640 officers and 17,400 men, is organized to do whatever strictly military duty may be required in the naval service. The marines wear soldier uniforms, their rank and titles, pay and allowances, are the same as those of the army. Their enlistment is for four years without any reserve string attached. To all intents and purposes marines are soldiers, except that they are under the orders of the secretary of the navy instead of the secretary of war.

Service Highly Praised.

"In his greetings to the service last Christmas the late Admiral George Dewey said of the marines: 'The work accomplished by the marine corps at Vera Cruz and in Haiti has fully justified my belief that no finer military organization exists in the world.' Add to that the statement of Rear Admiral C. McR. Winsolw, before the house committee on naval affairs during the last session of congress: 'I am inclined to think there is no military body in our country of higher efficiency than the marine corps,' and you can form an idea of what the high naval officials think of the 'soldiers of the sea.'"

Recruiting for the marine corps is done principally in the larger cities, but the government is rapidly reaching the conclusion that patriotism and love for country have a larger meaning in the rural districts than in crowded cities. Also, that the farmer boys are of a much higher physical standard, and make better marines. To that end marine corps recruiting officers are turning to the country towns to supply the brawn and muscle necessary to carry the marine corps colors to victory in this war with Germany.

"The pay of marines varies from $15 to $69 per month in time of peace, and is increased 20 per cent during time of war. In addition to this pay marines receive allowances to the value of approximately $55 per month, which starts the untrained private in at about $70 per month. Increases come with service and advancement in rank. The inducements of pay and allowances, when coupled with the opportunities offered to the marines for broadening travel in strange lands, are very attractive.

More Men Are Needed.

"I am not urging young men to rush to the call to arms to make soldiering a life vocation, although it is an honorable one, but at the present time we are sorely in need of good men, and many of them, to help us defend the dignity and honor of our country against a most formidable foe.

"We want men at once—today, not tomorrow or next week, so that they can be trained and prepared to defend themselves and the flag on the field of battle, which is at hand. It is probable that the major portion of the war between the United States and Germany will be fought on the sea, and the immediate need for men for the marine corps and the navy is most urgent."

Free Germany, Is Aim of Socialists

Resolutions Demand That the Bureaucratic Regime Be Supplemented by Rule of Parliament.

Berlin, Via London, April 21.—(U. P.)—Replacement of "the bureaucratic regime" by "parliamentary control" was demanded in resolutions adopted today by the general committee of the Socialist party.

"We confirm the decision of the workers of Germany to emerge from the war as a free state," the resolutions asserted.

"We demand the removal of all inequalities and the replacement of the bureaucratic regime by parliamentary control," the Socialists also asserted.

"We reject the entente's declaration that a continuation of the war is necessary to force Germany to establish a liberal regime. It is the German people's own aim."

Austrian Socialists in attendance at the meeting likewise approved these resolutions.

Douglas Fairbanks Leads.

New Haven, Conn., April 21.—Douglas Fairbanks was elected the most popular actor by the Yale academic senior class, in the annual filling out of statistical blanks.

"SOLDIER AND SAILOR TOO"

Major General George Barnett, commandant of the United States Marine Corps.

Washington, April 21.—(U. P.)—Even before the navy, the nation's first line of defense is the marine corps.

Should the fleet or any part of it see service on foreign shores, it will be squad of marines who first set foot on land. Every first line battleship of the navy carries aboard a permanent detachment of marines.

Subject to either sea or shore duty, they are the amphybians of the navy—generaly recognized as the most versatile and elastic branch of the national defense. Kipling spoke of the British marine as "Soldier and sailor too." Its the same in the United States navy.

Major General George Barnett is commandant in charge of the United States marine corps.

He has been through 36 years of adventurous service, largely in foreign countries.

He participated in the landing of United States marines in China, when foreign governments joined to quell the noted Boxer uprising.

Later in 1906, he commanded an expeditionary force to pacify Cuba, when an attempt was made to throw off the republican form of government.

In addition, he has seen extensive service in Panama, the Philippines and other parts of the tropics.

"His reports on fitness," says the navy department official record, "have been uniformly excellent and his wide experience will enable him to render valuable service as head of the marine corps.

Court Trial Sequel To Ballot Box Raid

Unusual Disorder Prevailing at West Virginia Polling Precinct in 1914 to Be Explained at Trial This Week.

Huntington, West Va., April 21.—Bandits armed with revolvers and with faces hidden behind black masks, swept down on the polling place in Rockhouse precinct, Mingo county, shortly before the ballots of the 1914 congressional election were counted, held up the entire election staff at the point of guns and stole the entire franchise of the precinct. Poll books, ballot boxes, and election paraphernalia were carted away.

Two brothers of a former governor of this state will go to trial Tuesday in federal court here charged with complicity in the raid. They are Greenway and Valentine Hatfield, brothers of former Governor H. G. Hatfield. Three others—Noah White, George R. Maynard and Jack Brewster—who experienced a mistrial at the September trial, will face the same charges tomorrow.

One lone Bull Moose ballot, found in a wild hillside, miles from the precinct, is the only one of the 800 ballots ever found.

Howard Sutherland, Republican senator from West Virginia, and C. E. Cooper, Republican, were the successful candidates in the 1914 election. The alleged fraud favored Democrats, it is claimed, but did not materially affect the Republican count.

German Revolt in Brazil Is Spreading

Condition Appears Worse Despite Contrary Reports—Germans Form Military Units and Continue Fight.

Buenos Aires, April 21.—(U. P.)—Brazil's German revolt appeared to be spreading tonight, despite official statements from Rio de Janeiro that the situation was being "controlled."

A dispatch received from Montevideo reported arrival on Uruguayan soil of a number of refugees from the adjoining provinces of Brazil, who insisted that the revolt was rapidly increasing. The number of those fleeing from the affected districts is steadily increasing.

The Uruguayan refugees said the German revolt started in Porto Alegre. There a mob of pro-war Brazilians attacked a number of German citizens. These defended themselves and finally fired into a crowd, killing several. Disorder broke loose all over the city. The Germans effected a military organization and continued the hostilities on a regular war plane. In a number of places in the city and nearby, they built trenches. The movement spread over three provinces—Rio Grande, Parana and Santa Catharina. In all three the Germans endeavored to seize control of the governmental machinery, presumably with the idea of secession from Brazil.

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Foreclosure Is Asked.

Foreclosure of a mortgage and note for $7000 on a house formerly owned by C. U. Gantenbein but sold by him a year ago to A. Welch, is asked in a suit filed in circuit court Saturday by L. Krause.

Weather Conditions.

A small high pressure area is central off the mouth of the Columbia river and another is central over Louisiana; there are slight depressions over Arizona, interior western Canada and the St. Lawrence valley, respectively. Maximum wind velocities occurred during the day as follows: North Head, 32 miles, south; Seattle, 40, south, and Tatoosh Island, 52, south. Precipitation has occurred in the northwest, western Canada, southern Louisiana, eastern Tennessee and the northeast. The weather is 10 degrees warmer in the southern Rocky mountain states and northeastward to the Lake region, also along the north Atlantic coast; it is correspondingly cooler in eastern Tennessee and northward to Lake Erie and in northern Alberta.

The conditions are favorable for showers Sunday in northwestern Washington and for generally fair weather in the remainder of this district. Light frost will form in early morning in southern Oregon and east of the Cascade mountains, although no damaging low temperatures are indicated. Winds will be mostly westerly.

Forecasts.

Portland and vicinity: Sunday probably fair; northwesterly winds.

Oregon: Sunday generally fair, with light frost in early morning south and east portions; northwesterly winds.

Washington: Sunday generally fair, except northwest portion; light frost in early morning east portion; winds mostly westerly.

Idaho: Sunday fair with light frost in early morning.

North Pacific coast: Sunday probably showers; moderate southerly winds.

T. FRANCIS DRAKE,
Assistant Forecaster.

Daily Meteorological Report.

Observations taken at 5 p. m., Pacific time, April 21, 1917.

Station	Min temperature.	Precipitation past 24 hours.	Wind Vel.	Wind Dir.	State of Weather.
Baker	40	.04	..	SE	Cloudy
Boston	42	.02	..	W	Rain
Chicago	42	.0	14	SW	Clear
Colfax	36	.18	..	S	Clear
Duluth	30	.10	18	..	Pt. Cloudy
Eureka	48	.16	10	N	Rain
Helena	40	.0	12	SW	Pt. Cloudy
Jacksonville	64	.0	24	S	Cloudy
Kansas City	46	.0	..	S	Clear
Los Angeles	54	.0	..	SW	Clear
Marshfield	36	.02	..	NW	Cloudy
Medford	..	.02	..	N	Rain
New Orleans	62	.01	..	NW	Clear
New York	46	.18	10	E	Rain
North Head	42	.02	..	SW	Clear
N. Yakima	38	.0	..	NW	Cloudy
Pendleton	40	.12	..	S	Cloudy
Phoenix	46	.0	..	NW	Clear
Portland	44	.02	..	SE	Cloudy
Roseburg	42	.04	..	SE	Cloudy
St. Louis	46	.0	..	SW	Clear
Salt Lake	48	.0	..	N	Pt. Cloudy
San Diego	52	.0	..	W	Clear
San Fran.	52	.0	14	W	Pt. Cloudy
Seattle	42	.12	10	SW	Clear
Spokane	40	.14	..	SW	Cloudy
Tacoma	42	.50	..	W	Clear
Tatoosh Isl.	42	.50	20	SW	Rain
Walla Walla	44	.14	..	SW	Cloudy
Washington	58	.0	..	S	Pt. Cloudy
Winnipeg	28	.0	14	N	Cloudy

Local Record.

Portland, Or., April 21.—Maximum temperature 57 degrees; minimum 43 degrees.

River reading, 8 a. m. 8.8 feet. Change in last 24 hours, 0.04 foot rise.

Total rainfall (5 p. m. to 5 p. m.) .02 inch. Total rainfall since September 1, 1916, 28.08 inches. Normal rainfall since September 1, 38.99 inches. Deficiency of rainfall since September 1, 1916, 10.91 inches.

Total sunshine 8 hours. Possible sunshine 13 hours 48 minutes.

Barometer (reduced sea level) 5 p. m., 30.05 inches.

Relative humidity at noon, 47 per cent.

PLANS ARE RECEIVED FOR 3500 TON SHIPS TO BE BUILT HERE

Dimensions Practically Same as Motor Vessels Being Built in Local Yards.

LABOR FOUND PLENTIFUL

Labor Officials and Chamber of Commerce Hold Conference; Schools Offer Assistance.

Receipt of prelimipary plans of the 3500-ton steamers, which the government expects to use in "bridging the Atlantic," and the session between labor officials and the Chamber of Commerce were the features of Saturday's moves in the shipbuilding campaign.

The plans attracted more than ordinary interest. A set of blue prints signed by Theodore E. Ferris, naval architect, New York, and presented by the Federal Shipping board, was forwarded the Chamber of Commerce by Charles F. Swigert, Portland contractor, who is in Washington as the representative of the chamber.

The new ships will be in fact really steam schooners built with 'tween decks. The dimensions of the proposed ships are practically the same as the motorships being built here with the exception of a slightly deeper hull. The length is 268 feet, beam 46 feet and depth of hold 26 feet. The A. O. Anderson & Co. motorship Astoria is 278 feet length, 44.6 beam and 22 feet depth of hold.

Engines Placed Amidships.

The engines are to be placed amidships, as in many of the steam schooners of the coast, with quarters for crew in the forecastle and of the officers and steward's department amidships.

Loading facilities will be from four winches operating from eight cargo booms attached to two masts placed fore and aft, one between each set of two hatches. The forward hatches will be 16x13 and 23x13. The after hatches will be 18x13 and 16x13.

This length of ship can be built to conform with all the existing insurance regulations. All insurance companies have expressed a willingness to cover vessels of not over 268 feet and this feature, which it was feared would result in some trouble, has evidently been eliminated.

This length of ship, too, can be built on any of the ways existing on the Columbia river without alterations.

Plenty of Men Available.

The conference between labor officials and H. L. Corbett and W. D. B. Dodson of the Chamber of Commerce, brought out that plenty of men were believed available. Word was brought that there were several thousand millwrights in the interior who could be pressed into service and be capable within a short time of doing excellent work.

Proffers of school facilities of any description desired by the chamber were made by Dr. Alan Welch Smith of the school board, and Professor C. R. Cleveland of the trade school.

Charles P. Howard, president of the Central Labor council; R. P. Bonham, United States immigration inspector, and N. E. Johnson, head of the city employment bureau, expressed willingness to be of service in any way possible.

MEN FROM CREWS DRAFTED

Steamers Reaching Wellington Lose Men for British Service.

San Francisco, April 21.—(P. N. S.)—They are taking men from the New Zealand liners by lot. Every time one of the Union liners puts in at Wellington it loses a moiety of its crew. On the last trip the Mona lost five out of seven engineers, whose luck it was to be drawn for conscription.

As a matter of fact the New Zealanders are not loath to equip and feed its new armies.

A state-wide survey having this object in view was launched here today when several representatives of the hay interests met in the office of Colonel J. T. Knight, depot quartermaster, and appointed a committee to survey the hay situation in detail.

At the same time a call was sent out to the grain men to come together for a similar purpose on Tuesday, and similar meetings will be held until practically all the industries of the state have been covered.

ASTORIA GOES AFTER WORK

Activity Revived to Obtain Shipbuilding Contracts.

Astoria, Or., April 21.—(I. N. S.)—The Chamber of Commerce has started a movement to develop the shipbuilding industry at the mouth of the Columbia river. A committee has been appointed to investigate sites, capital and orders for ship construction with a view to establishing another shipyard here.

Manager Shaw of the Hammond Lumber company made the statement that the local mills were able to supply the material to keep 24 wooden vessels under construction at the same time. The business interests of the city declare that there is a vast opportunity awaiting the shipbuilding industry and Astoria's position was never more favorable to develop in this direction.

SCHOONER ALLARD SPEEDY

McCormick Auxiliary Vessel Makes Good Time on Trial.

San Francisco, April 21.—(P. N. S.)—The McCormick auxiliary schooner S. I. Allard, sister of the City of Portland, had a trial turnover of her starboard engines today. This was quite satisfactory, and the vessel is expected to make an even better record than her pioneer sister.

A. Gardner is chief engineer of the S. I. Allard. He has had much internal combustion experience, and will be able to handle the twin Bolinders in good shape.

"Sailaway" Mitchell has been given command of the Allard. For 15 years he was in command of the schooner Irene, and during that time it was his boast that he never ordered a tugboat on his initiative.

Embassy Counsellor Represents Russia

Washington, April 21.—(I. N. S.)—C. Onou, counsellor of the Russian embassy, was today appointed charge d'affaires to have charge of Russian interests in this country until the appointment of an ambassador to succeed George M. Bakhmeteff, resigned.

Bandon Bar Pilot Drops Dead While Tug Crosses Bar

Marshfield, Or., April 21.—Captain John Johnson, master of the tug Klyhiam of Bandon, dropped dead as his tug was crossing out on the bar of the Coquille river this morning.

A member of the crew saw him fall, went to his assistance and found ffim dead. The tug was brought back into port.

The tragedy was witnessed from the steamer Elizabeth and the steamers Acme and Phoenix both of which were waiting to be towed in.

Johnson started as a deckhand on the Klyhiam 28 years ago, and has been master for many years. He was 58, and leaves a wife, daughter and son, the latter being employed on the bar dredge Michie.

Portland Woman Is Sponsor for Tanker

Mrs. Elliott R. Corbett Christens Standard Oil Craft Joshua Macy; Thousands Witnessed Ceremony.

Seattle, April 21.—(P. N. S.)—Another steel tanker for the Standard Oil company was sent into the water from the plant of Skinner & Eddy corporation this afternoon at 4:58 o'clock. Mrs. Elliott R. Corbett, of Portland, christened the big carrier Joshua Macy.

Several thousand people, including many society folk and business, professional and shipping men, state and county officials, witnessed her graceful performance as sponsor. It was a great launching event and the consigning of a ship to the water for sea service. The Joshua Macy is a vessel of 9500 tons dead weight cargo capacity and is a sister ship of the S. V. Harkness launched from the same yards some weeks ago for the Standard Oil company. Mrs. Henry L. Corbett christened the S. V. Harkness.

Prominent Portland people attending the launching besides Mr. and Mrs. Elliott R. Corbett included Mrs. Henry L. Corbett, Mr. and Mrs. Victor Johnson, Mr. and Mrs. G. Kirkham Smith, Mr. and Mrs. Erskine Wood, Mr. and Mrs. W. H. Warren, Mr. and Mrs. Lloyd R. Smith, Mr. and Mrs. Gordon Law and Jennings F. Sutor.

Cooperation of Brazil Is Promised

Rio de Janeiro, April 21.—(U. P.)—Brazil formally announced today that she will cooperate with the United States in sending munitions and supplies to the allies.

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CREATION OF PUBLIC TERMINAL FUNCTION OF PORT DEVELOPMENT

Any Control or Interference by Private Interests Is Denounced as Harmful.

CRITICISM IS OFFERED

J. B. Ziegler Makes Suggestions Regarding Accepted Policies of Portland's Port Commissioners.

Portland, April 21.—To the Editor of The Journal—The port and dock commissions having at length realized that their performance must meet the demands of the commerce for which the port stands, in fact, having been flatly informed by the grain growers, by word and deed, that if the port handles their grain it must furnish elevators for handling in bulk, and state regulated grading, as Seattle does, or they will ship through Seattle, and the railroads having by practice informed them that they are at least as ready to haul to Seattle as to Portland, it is up to these authorities having in chatge the administration of the port's policies and affairs to meet the situation.

So they are out with two proposals to meet it in their way. The first by the port commission, the dredging of the west channel, is a recrudescence of their nine-year-old plan to dredge the harbor incidentally to filling the foreshore, and converting river area subject to public rights into uplands free from the public rights and subject only to unhindered and unscrupulous private speculation.

Public Interests Jeopardized.

The undersigned, by a series of efforts beginning in 1910, succeeded in securing the public veto upon such policy, and a declaration of a policy conserving the water areas of the port and its intersecting highways to public use, and forbidding their further alienation. The last enactment on his suggestion was the common transportation terminal act, constituting section 183 of the city charter, declaring a policy of using the conserved public rights for the creation of a public terminal system.

The result of the port's policy will be the creation, by expenditure of public funds, of a privately owned terminal subject to all the restrictions which the term implies.

As the port commission secured the passage of an act by the 1915 legislature enlarging their powers sufficiently to do this, their road is clear.

The second proposal comes from the dock commission, in the shape of an initiative bill asking for $3,000,000 of bonds to buy sites and construct elevators.

These two public boards so easily persuaded to the merits of a plan whereby the enormous values created by these public improvements shall inure to the benefit of a dozen private owners, have no thought of using their authority to secure these created values as assets for the construction of the utilities which they must now provide.

Plans Suggested.

I offer for their consideration the following suggested plans:

Plan 1—(a) Buy Swan Island at an agreed price from owners, said a year ago to be $275,000.

(b) Before any further public improvements of the harbor, buy such sites as are necessary to install needed public utilities, such as coal bunkers, drydocks, public docks, grain elevators and warehouses, and public terminal yards.

The shore is already, under federal, state and municipal law, subject to the public highway rights necessary for belt lines, switches and truckways.

c) Begin the public improvements—dredging and construction—after these necessary sites have been secured.

Plan 2—(a) Assess the privately owned frontage on all newly created or improved navigable channels at least 50 per cent of the increased value accruing from the public improvements.

(b) Use the fund so created in the purchase of sites and construction of needed public utilities.

Plan 3—Condemn Swan island and such sites on the mainland as are necessary for all needed public utilities and terminal yards, now, before the accrued value resulting from the public improvements enter as a factor into their value, industrial or speculative; and dredge channels for, and improve these public plants first.

Present Policy Declared Failure.

In justification of a policy so radically different from that of the constituted authorities permit me to say, that their policy of trying to build up a great public port without full recognition of the public rights in the natural and legal basic properties—the port areas—and using them as public instead of private assets is a failure and has resulted in turning the tide of commerce to other ports possessing inferior natural advantages, but better public policies.

A seaport is a great public terminal. To be a dominating port, it must be recognized as the free gateway of public commerce. No port permitting the control, encroachments or interference of private contiguous interests can hope to rival those which hold them in the subordination provided by our laws.

J. B. ZIEGLER.

Villista-Obregon Coalition Planned

Commission Representing Villa Reported on Way to Headquarters of General Obregon to Discuss Terms.

El Paso, Texas, April 21.—(U. P.)—A commission representing Villa is tonight en route to the headquarters of General Obregon, to discuss terms for a coalition of Villista-Obregon forces to oppose Carranza, according to information here, which is apparently from authorized representatives of the bandit chief.

It is hinted that plans for a cooperative movement by the two factions against the United States will also be discussed at the conference.

Advices received here today were to the effect that 150 Villa prisoners, taken captive by Murguia in Wednesday's battle in western Chihuahua, have been executed, following their removal to Chihuahua City.

Cattle Congress in Argentine.

Rio De Janeiro, April 21.—To increase its output of cattle and help feed the allies the Brazilian National Society of Agriculture plans to pen a great cattle congress here early next month.

NEW SHIPBUILDING PLANT STARTED ON BANKS OF COLUMBIA

Vancouver Levee Leased From City by Menefee and R. V. Jones, Portland.

FOUR WAYS TO BE BUILT

Work to Start at Once and Contracts for Four Ways Said to Be Closed—$5000 Guarantee Posted.

Vancouver, Wash., April 21.—Articles of incorporation of the Columbia River Shipbuilding company, which today secured a lease on the city levee, have been filed in the office of the county auditor, and Vancouver is now assured of at least one shipbuilding plant, as the principal place of business and active construction work has been designated as this city.

The incorporators are L. B. Menefee of the Menefee Lumber company of Portland, R. V. Jones of the Western Oregon Trust company of Portland and A. L. Miller, a local attorney. The company is incorporated for $50,000 and its first board of directors is composed of the three men interested.

The lease of the public levee, just below the Interstate bridge and adjoining the Pittock & Leadbetter mill, has been a matter of some discussion before the city council for the past month. The new company has given ample assurance that it means business and has provided a bond of $5000 to commence operations within the next 30 days.

Ways are to be laid, it is understood, for the construction of four ships, the contracts for which have already been secured, and the plant when in operation will employ approximately 400 men. The estimated original outlay will approximate $80,000, this amount being necessary to get active construction work commenced.

Willys-Overland Motor Cars

Balanced Greatness

Big Four $850

Light Six $985

Overland

TRADE MARK REG.

Prices Effective April 1st, 1917

Light Fours

Touring	$695
Roadster	$680
Country Club	$795

Big Fours

Touring	$850
Roadster	$835
Coupe	$1250
Sedan	$1450

Light Sixes

Touring	$885
Roadster	$870
Coupe	$1385
Sedan	$1385

Willys-Six

Touring	$1425

Willys-Knights

Four Touring	$1595
Four Coupe	$1050
Four Sedan	$1050
Four Limousine	$1050
Eight Touring	$1950

Advance in price, Big Four and Light Six models, May 1st next—deferred until that date account too late to correct advertisements appearing in magazines circulating throughout the month of April.

All prices f. o. b. Toledo
Subject to change without notice
"Made in U. S. A."

The Overland Big Four—again improved and refined—is the car that built Overland.

This car for nine years has undergone steady development and refinement with the help and advice of an army of owners which now totals over three hundred thousand.

It should be, and we believe is, especially notable for its balanced greatness.

The unprecedented accumulated experience in building this type of car has taught us true balance as nothing else could—the value of right weight—the right ratio of power to weight—the true tire, gasoline and oil economy—the utmost attainable riding comfort—the lines that truly express refinement and beauty.

It is produced under conditions which permit remarkable economies of administration, manufacture and distribution.

It should be, and we believe is, better value than any car of similar specifications.

The price is $850 until May 1st—thereafter $895.

The Light Six is the same model with changes conforming to approved six-cylinder construction and is likewise an excess value car at the price, $985 until May 1st—thereafter $1025.

These cars represent a safe purchase at a very considerable saving on a basis of comparative values.

Our April deliveries are limited.

OVERLAND-PACIFIC, Inc.,
Broadway at Davis. Phone Broadway 3535

The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Automobiles and Light Commercial Cars