

East Oregonian

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have no great part in the final victory. The Italian troop movement may be preparatory to a big counter-allied drive when the Hindenburg push has spent its force.

A WORD OF GRATITUDE

AMERICANS have been told so often and so insistently by our own speakers and by others at times, that we are asleep, that we are doing nothing in the war, etc., that now and then a word of gratitude from abroad is welcome. We have received it officially and emphatically for the part America is playing in the conservation of food so that our allied friends may not starve.

News of the very general compliance with Food Administrator Hoover's suggestions for the conservation of wheat in the diet of our people has reached our allies on the other side of the world and they have cabled back their thanks. They do not lack in appreciation of our action.

Thus, Lord Rhondda, food controller of Great Britain, wires that "such self-sacrifice and whole-hearted effort inspires us with renewed determination." The food controller of France says that "at no other time could this helpful course be more agreeable." The Italian administrator cables "in the name of the Italian people, who retain their whole strength of courage in the face of the direst privation, their heartiest gratitude."

HIS MISTAKE

ON the occasion of the unveiling of the statue of Frederick the Great in front of the War Department at Washington in 1904, the then President Theodore Roosevelt, made the formal address of acceptance. And he did it very handsomely, not to say effusively.

WILL DO SOUTHPAW HURLING FOR REDS



The Cincinnati Reds are being picked for third place on the belief that Matty will be able to use his six pitchers to the best advantage. A large part of the southpaw pitching will fall on Rubie Bromber, formerly of the Athletics.

Thus, in expressing thanks to the giver of the gift, the present Kaiser, he described him as "a man who has devoted his life to the welfare of his people and has made it evident in emphatic fashion that he and they desire peace and friendship with the other nations of the earth." It is possible that today Colonel Roosevelt realizes the mistake he made in his estimate of the peaceful impulses moving the Kaiser's mind.

As for the removal of the statue from its pedestal and its storage in a cellar, which took place Saturday, that does not count. The Great Frederick was a friend to the American democracy in the days of the struggle for independence; he taxed the hired Hessians passing through his country to be sent over here to fight our colonists, comparing them to "cattle bought and sold"; and when the United States became an independent nation he was one of the first to enter into a commercial treaty with the new republic.—Boston Post.

Pendleton and Umatilla county have no need of a liberty day to speed up the liberty loan.

Those German prisoners, eager for something to eat, will be glad they have been captured by a civilized nation.

Do the Irish anti-conscriptionists want the world to think Ireland is yellow?

Maintaining the square deal in war waging is necessary to success.

28 YEARS AGO

(From the Daily East Oregonian April 29, 1890)

Wm. Evans and Carrie Horn were married last evening by Squire Gilliam at the residence of the bride's brother on Birch street. The East Oregonian presents congratulations.

Hon. J. J. Balleray and D. W. Bailey Esq. have returned from Portland.

The wife and family of H. C. Gallaher the O. & W. T. conductor, have arrived from Minnesota.

Surveyor J. C. Arnold, and viewers Burr Johnson, J. Barnhart and N. Daughrey were out today locating a route for the proposed country road down Bourker's gulch.

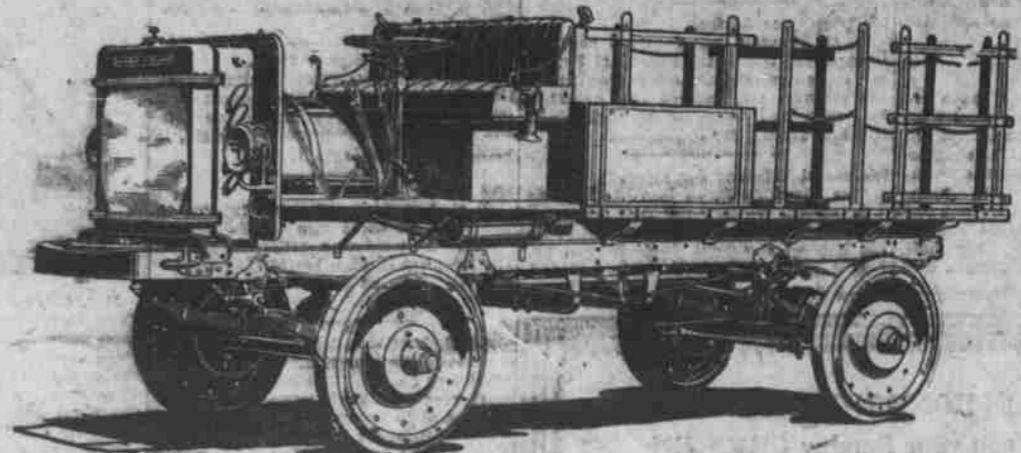
H. H. Pond leaves this evening for Portland. C. J. Carlson will officiate as baggage master during his absence.

BOCHIES SEEKING TO WIDEN DRIVE



Held before Arras, the Germans are apparently seeking to widen the fighting front in the hope of preventing the concentration of allied reserves for a counter drive. They have opened a new attack north of Arras. Arrow shows northern end of new drive front.

The Nash Quad IS HERE!



SPECIFICATIONS

TRADE NAME—Nash Quad.
RATED LOAD CAPACITY—4,000 pounds. Maximum permissible weight on chassis, 5,200 pounds, including load, body, and special equipment, if any.
MOTOR SPECIFICATIONS—4-cylinder, vertical motor, L-head cylinders, located under hood to the front and right of the driver and partially sunk under floor boards of driver's platform. Bore 1 1/2 inches. Stroke 5 1/2 inches. Piston displacement, 212 cubic inches. Horsepower by N. A. C. C. or S. A. E. formula, 25.2. Horsepower by bore-and-stroke formula, 23.5. Actual horsepower at maximum governed motor speed, about 27. Speed, 1,191 R. P. M. at vehicle speed of 15 M. P. H. Smallest valve seat openings, 1 3/8 inches diameter. Spark plugs, 7-8 inches, 18 standard thread. (Metric spark plug optional.) Cylinders cast in blue. Three piston rings. Fly wheel, 17 1/4 inches diameter by 4 3/16 inches face. Enclosed poppet valves, located on right side of motor. Three-point suspension.
CRANK SHAFT BEARINGS—All plain type. Front bearings, 2 1/8 inches diameter, 3 1/4 inches long. Rear bearings, 2 3/4 inches diameter, 4 inches long. Center bearings, 2 1/4 inches diameter, 2 3/4 inches long. Bearings are brass lined, with die-cast babbit shells.
GOVERNOR AND SPEED—Simplex drive, 4-ball, centrifugal type, with rigid valve, operated by flexible shaft from motor. Governor valve cuts off at vehicle speed of 15 miles an hour, or at motor speed of about 1,194 revolutions per minute.
COOLING—Motor cooling water circulated by centrifugal pump. Suitable provision in radiator to prevent stopping and waste. Cooling system may be completely drained to prevent freezing and can be flushed out, when necessary for cleaning. Capacity of pump from ten gallons per minute at motor speed 490 R. P. M. to 20 gallons per minute at motor speed 1,191 R. P. M.
RADIATOR AND WATER CAPACITY—Fan and tube type. Located in front of the vehicle but protected against accident by strong bumper made integral with the truck frame. 23,320 square inches of cooling surface in radiator. Water capacity of cooling system, ten gallons.
FAN AND FAN BELT—Four-blade fan, spring tension bracket. Flat leather belt, two inches wide.
IGNITION—Jump spark, by high-tension magneto. S. A. E. standard spark plugs. Metric spark plug upon request. Maximum spark advance 22 1/2 degrees.
LUBRICATION—Force feed, with sight-feed gauge on motor. Pump operated by spiral gears from crank-shaft.
CARBURETOR AND FUEL SUPPLY—Single adjustment (Stromberg) carburetor, nominal size 1 1/4 inches, provided with hot air intake. Hot air is taken from around the motor exhaust pipe. Fuel feed from gravity tank under driver's seat.
CLUTCH—Dry-plate disc type, in fly wheel, one plate of steel in contact with two plates of friction material. Two adjusting studs, for taking up wear, located on the outside.
TRANSMISSION—Selective type, four speeds forward and one reverse. Three-point suspension. Forward-speed gears constantly in mesh. Speed changing by dog clutches. Location, amidships. Three shift rods. Splined drive shafts. Power taken out of both ends of transmission, from extra counter-shaft driven by silent chain. 3-4-inch pitch. 2 1/2 inches wide.
DIFFERENTIALS—M. & S. spiral gear, automatic locking type, on both front and rear axle on each side.
DRIVE—Propeller shaft drive from transmission to bevel gears in differentials, thence by transverse shaft to driving pinion meshing with internal gear in each of the four road wheels. No torque rods or radius rods. Drive and torque are taken up through vehicle springs.
GEAR REDUCTION—Motor to road wheels: First speed, 42.3 to 1; second speed, 24.7 to 1; third speed, 14.8 to 1; fourth speed, 8.5 to 1; reverse, 4.5 to 1.
FRAME—Pressed channel steel, heat-treated. Depth of frame 5 1/8 inches. Maximum width of flange, 2 inches. Thickness of material, 1/4 inch. Length over all, 292 1/2 inches. Width over all 38 1/8 inches. Frame is straight from end to end, without any inweeeping, and is trussed in the middle under each long side member; truss rod, 3/4 inch diameter. Frame height, about 28 1/2 inches vehicle unloaded, and about 26 inches loaded.
AXLES—Drop-forged dead axles, 1-beam section, 53 inches long from center to center of steering pivots, 3 1/2 inches deep, 2 3/4 inch wide on top and bottom flanges, flanges 11-16 inch thick; web 9-16 inch thick. Made of select open-hearth steel, 25-30 point carbon. Heat-treated. Front axle is exact duplicate of rear axle.
BRAKES—Five in number. Service brake pedal actuates four internal-expanding brakes, one on each wheel. Brake drums are formed integral with the cast-steel disk wheels. Each drum is 2 1/2 inches wide and 16 3/4 inches diameter. Brakes lining, Raybestos or Thermoid. Emergency brake lever actuates the four wheel brakes simultaneously with an emergency external-contracting brake located on drive shaft to the rear of the transmission. This brake drum is 2 1/2 inches wide and 8 inches diameter. Brake drum is cast iron and brake is Raybestos-lined steel band.
WHEELS—One-piece cast-steel, disk type, made of nickel-vanadium steel, double heat-treated. Stronger than wooden wheels of same size, and 40 per cent lighter. Wheels are all similar, and interchangeable front and rear. Designed to be proof against rim expansion or contraction from temperature change, thus eliminating tire trouble from this cause. Internal gear alloy steel, forged, machine-cut, heat-treated is secured within wheel. Wheels are carried on Timken roller bearings and are demountable. Driving pinion (gearing with internal gear) has a lock bearing on each side. Power is transmitted to all four wheels. Each wheel is furnished with internal expanding brake (see BRAKES). All four wheels steer simultaneously.
SPRINGS—Front, 48x2 1/2 inches, 9 leaves. Rear, 48x2 1/2 inches, 8 leaves. Bronze bushings.
TIRES—Solid rubber, continuous tread, 56 by 5 inches. Single. Interchangeable front and rear. Bolted-on type supplied as standard equipment. Tread on type furnished at purchaser's option.
WHEEL BASE—Standard model 124 inches (long enough for standard body 10 feet long). Special model 142 inches, furnished at extra cost.
TREAD—Standard tread 60 1/2 inches, front and rear.
STEERING—Steering gear is of the irreversible worm-and-split-nut type, operating all four wheels at the same time. Vertical steering post. Steering wheel, 20 inches diameter. Rear wheels track with front wheels. Diameter of turning circle 56 feet.
CONTROLS—Left-hand steer, center gear-change and emergency brake controls. Spark and throttle levers on quadrant on steering wheel. Carburetor choke on steering column. Accelerator pedal operated by driver's right heel. Governor speed control (see GOVERNOR). Left pedal for clutch, right pedal for service brakes. Emergency brake operated by lever. Speed changing selective, with safety interlocks and also safety catch to prevent driver from throwing speed-change lever into "reverse" without first depressing a spring-controlled button in the top of the lever.
TAKE-UPS—Simple and accessible take-ups and adjustments are provided for the clutch, steering connections, all five brakes, differential bevel gears, driving pinions, all four wheels, frame truss rods, fan belt, etc.
GROIND-CLEARANCE—14 3/4 inches under axles. 22 inches under transmission girder (located amidships).
GASOLINE TANK—Located under driver's seat. Capacity 26.7 gallons. Tank divided so that last 5 gallons are held in reserve and are made available only by opening a shut-off cock.
WATER CAPACITY—10 gallons.
OIL CAPACITY—About 2 1/2 gallons (crank case).
HEIGHT—Over all, stripped, 49 inches empty (top of seat back); folding top, 102 inches; cab or canopy top, 104 inches.
WIDTH—Is 1 1/2 inches over hub caps.
HEATING CAPACITY—Three, including driver.
EQUIPMENT—Two front-o-lite headlights (complete with tank and brass tubing—acetylene generator optional, in place of Prest-o-lite equipment); two oil side lights; one oil tail-light; Hub odometer mechanical, hand-operated diaphragm horn; 24 tire chains, tool box; tools and jack; instruction books, etc.
PAINTING—Chassis painted in lead. If ordered with body, painting of chassis and body is included in body cost, unless otherwise specified.
PRICES, MODEL NO. 4014, F. O. B. Pendleton, \$1540.

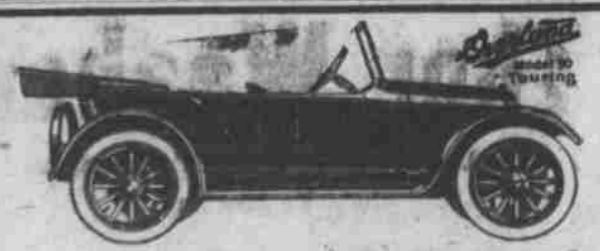
Pendleton Cadillac Auto Company

We advertise and offer War Savings Stamps for sale with every purchase.

HE'S BEEN UP IN THE AIR BEFORE



Manager John J. McGraw of the New York Giants, in training at Marine Corps Camp, Camp Pendleton, Calif., has decided it was one experience he would like to have. This is the reason he bought a Willard.



THE MOTOR IS HEALTHIER—AND LONGER LIVED!

Here is a car you will love to drive—and it hates the repair shop. It's motor is softer, smoother, quieter and more powerful than any other type of motor—and it improves with use. Carbon cripples all other types of motors—sends them to the repair shop every few thousand miles. But this car has the healthy Willard-Knight sleeve-valve motor that thrives on carbon. And its greater quietness and smoothness mean less wear and tear. So it not only serves you better and more constantly, but longer than any other type of motor built. In either the four or the eight it has one positive valve action—instead of eight for a four or sixteen for an eight to keep tuned up and adjusted. There is rarely ever anything to adjust about the Willard-Knight motor—it is the hardest, healthiest, longest lived motor built—and the pleasantest to drive. See the Willard-Knight Dealer near about getting your Willard-Knight.

Overland Pendleton Co.
WILLARD-OVERLAND MOTOR CAR DEALERS
812 Johnson St. Pendleton, Oregon Phone 71



Bone Dry

Every Still Better Willard Battery that comes out of the factory is made and shipped dry. This absolute dryness is your guarantee that the battery has not lived a part of its life before you buy it. For every battery begins to age from the very minute the battery solution first touches it. But when you know that the battery you buy is bone dry up to the time you buy it, you can be sure that you are buying a brand new battery. Still Better Willard Batteries cost more but they're worth it, both because the "Bone Dry" plates are your assurance of battery newness and because the Threaded Rubber Insulation also means increased protection to plates and prolonged efficiency. Ask about the Still Better Willard the next time you call for your regular battery test.

Electric Service Station

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We advertise and offer War Savings Stamps for sale with every purchase.

