

# SUPPLEMENT

EAST CLACKAMAS NEWS, SEPT. 2, 1920

## What Is There Left For Essex to Prove

*Note the Range of its Nation-Wide  
Performances All Made in One Week*

These performances show what to expect of the Essex you will get.

They are not a surprise to the more than 40,000 Essex owners, although their equal in so many instances was never shown by any other car.

Some of the hardest tests were made by Essex cars that had already traveled over 35,000 miles—equivalent to 7 years of average driving.

Some were on original tires that had done from 15,000 to 20,000 miles.

Many were owner cars—owner driven—taken without special preparation from their ordinary day to day work, to break the speed, reliability and economy marks of their localities.

Women piloted some of the runs that showed as high as 28 miles to the gallon of gasoline. They set new marks for fast time over long distance driving where men with many cars hesitate to venture. Is there any important car quality left for Essex to prove?

### ECONOMY

With 49 cars in every type of performance of from 5 to 72 miles per hour and over all kinds of roads the average was 18.9 miles per gallon.

24 cars were sent on an average 216-mile economy run in Connecticut, some over mountains and others on a level course, averaging 18.7 miles per gallon. One car with 35,000 miles service averaged 21.2 miles per gallon.

A Hastings, Neb., woman drove 100 miles to Lincoln averaging 28 miles per gallon.

Four women drove from Los Angeles to San Francisco and return averaging 22.3 miles per gallon and another Essex made the round trip between the two cities, 846 miles, with an average of 23 miles per gallon.

### RELIABILITY

Reliability which is a larger factor in car economy than even gasoline mileage, was proven in every locality in non-stop motor performances and in long distance inter-city runs.

An Essex which had seen 16,000 miles service was driven from Columbus, Ohio, to Washington, D. C., 403 miles, in 11 hours, 40 minutes.

Another Essex that had set the best time between Boston and Fort Kent, on the Canadian Border, made four round trips within a week, totaling 4,052 miles.

An Essex which had previously gone 28,000 miles made a round trip between San Francisco and Los Angeles over a route of grades and mountain passes, frequently far from water supply, with its gear shift levers, hood and radiator all sealed. It averaged 22.8 miles per gallon.

Literally hundreds of tests like these were made in all parts of the country. What they reveal is exactly what you may expect from the Essex you buy. Can you place equal confidence in any car that has not so vividly established its performance?

### SPEED

The inter-city records for time in nearly all localities are now held by Essex.

From Buffalo, N. Y. to Rochester the distance is 88 miles. An Essex did it in 80 minutes.

The St. Louis to Kansas City record, 303 miles was taken by Essex in 10 hours, 17 minutes. Another Essex went from Yakima, Wash., to Seattle, 180.1 miles over Cascade Mountains in 4 hours, 56 minutes, lowering the railroad time by 1 hour, 44 minutes.

### HILL - CLIMBS

In every section Essex set new performance marks on the most difficult hills.

The Rim O' the World in California, a climb of nearly 5,000 feet in 8.8 miles over mountain roads, was made in 17 minutes, 23 seconds, beating all previous records.

The 31st Street hill in Washington, D.C., was climbed by an Essex on high. No other car had done that. And on the Tilden Street hill an Essex went over the top at 51 miles an hour and the same car towed a 6-ton truck with load 16 blocks up hill.

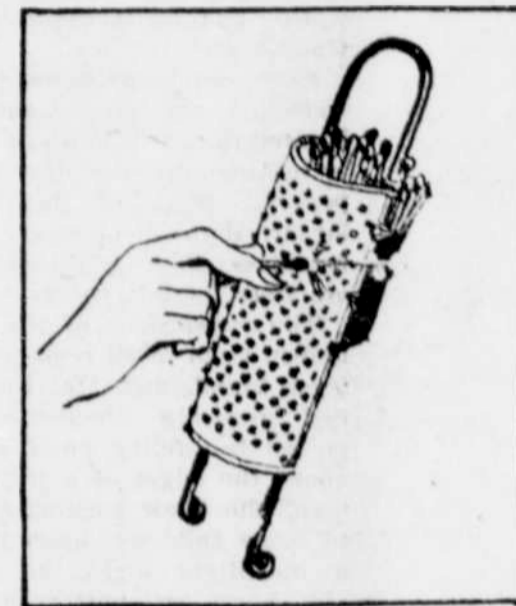
### NON-STOP MOTORS

At many points non-stop motor performances were made during which the car was for a greater time used in country and inter-city running. No attempt was made at speed but in no case was the motor stopped during the period of test. Scores of cities saw the Essex in constant operation for 144 hours. At one point a two weeks test—336 hours—was made of a motor in constant operation.

### MAKES A GOOD MATCH SAFE

No Need to Throw Away Nutmeg Grater Because It Has Become a Little Dull.

A nutmeg grater which has become too dull for usefulness for its original purpose makes a splendid match safe, says Popular Mechanics magazine.



The grater is hung up by the hole or handle on the larger end, the bottom of the nutmeg pocket is taken out and a wooden plug is driven in, leaving a sufficient height above it for the matches to come just under the lid of the nutmeg pocket. If the rough surface is too dull for good grating it is just right for striking matches.

### Huns' Savage Crime.

Among the many crimes with which the Germans are charged is that of the destruction of religious monuments, and everywhere in the devastated districts are graves which have been violated and vaults which have been burst open. One of the cemeteries which has suffered the greatest damage lies high on a hill above a little town not very far from Paris. Here the work of destruction was carried out by aerial torpedoes, five of which were fired. Not one missed its mark. Monumental crosses are heaps of twisted iron and broken stone, and at the points where the torpedoes exploded nothing remains but deep holes.

### RECORDS GROWTH OF TREES

Dendrograph Furnishes Information of Much Practical Value to Students of Arboriculture.

The dendrograph is a new instrument devised by the department of botanical research of the Carnegie Institution for recording growth and other variations in the dimensions of trees. Two types of the apparatus are now in use. Both employ a belt of wooden blocks hinged together and fastened securely as a supporting belt around the trunk of a tree. In one type, series of plungers in contact with a number of selected points around the tree carry on their outer ends an encircling wire. Any change in position of the plunger moves the encircling wire and the motion is recorded by a pen on a suitable revolving drum. The second type carries a yoke which encircles the trunk of the tree, with four points of contact. Changes in volume of the trunk are followed by differences in distances between the contacts, which are duly recorded as above. These devices furnish an interesting record of the diurnal and seasonal changes in the size and form of tree trunks.

REED & SHIBLEY, Agents

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