

CHEVROLET

The Lowest Priced Electrically Equipped automobile in the world

\$857

F. O. B. Newberg

Liberal Terms if Desired

ANDERSON MOTOR CO.
NEWBERG, OREGON

THE MAN IN THE STREET

If there is any class of business which is at all times on trial before the great court of Public Opinion it is that of the Public Utilities Corporation, says the Manufacturer.

The problem as to the future of Public Utility Companies is one which occupies considerable attention in the public mind today, and is one which of vital importance to the Utility Company and the public.

There is a greater need for co-operation between the Utility Company and the consumer than ever before.

The man in the street is thinking as he never did before—he looks at the Utility Company and believes it is prosperous. Why should he not share in its prosperity?

Not long ago a power company received authority to add a temporary surcharge to its rates. A certain consumer living in the territory supplied went to his neighbor one day and said, "How about this surcharge the power company is collecting? Don't you think we had better look into it?" The neighbor replied, "No, I have been making inquiries regarding the uncontrollable expenses our company has had to face and we feel that the surcharge is justified." The other man exclaimed, "What do you mean by 'our company'?" The reply was, "Oh, I'm a stockholder of the power company."

What better plan for its own protection and prosperity can a Public Utility Company adopt than by making the man in the street a full partner in the organization? If the company is properly managed, if it has made a favorable impression upon the man in the street, he is already predisposed in its favor, and it will not be difficult to convince him that in order to make the relationship perfect, he should be a stockholder.

THE ALCHEMY OF INDUSTRY

The incident, reported in the Eugene, Oregon, Register, of a fruit grower in the bottom country near Eugene who has just received a check for \$771.31 as the proceeds from a single acre of raspberries illustrates what can be done with the present opportunity, by raising berries. This field, as the Register points out, is equal to a profit, after making liberal allowance for expenses, of 6 per cent on an investment of \$10,000. Dividing it by ten would still make 6 per cent on an acre worth \$1,000. The outstanding fact, however, is that land equally good for the purpose, and for other profitable purposes, is obtainable at prices around \$100 an acre, while the market for its produce is continuous, and the chief requirements are patience, persistence and old-fashioned industry such as contributed far more than the land itself to making this particular berry patch commercially successful.

Money and Advice.

"I have called to borrow some money."
"I cannot lend you money but I'll give you some good advice."
"That won't do. I want to borrow money from you so I can go out and pay a lawyer for some real advice."

HIGH SCHOOL AGRICULTURE NOTES

One of the most useful magazines to which the Department subscribed is "System on the Farm." It is published by A. W. Shaw Company, also the publisher of "System," the magazine of business, and "Factory," a magazine primarily for the manufacturer.

The November issue has just arrived. It is a dandy. The articles are by farmers who have actually done already what they tell about. Contents for November, 1919:

How to Build a Farm Business; How I Light Bank Hog Barn; Motor Trucks Help in Field Work; How to Keep Water Tanks from Freezing; How to Store Gasoline for Tractor and Truck; How I Decide What a Farm Is Worth; Sheep Hurdles for Pasture; Six Management Plans Based on Concrete; Why My Tractor Keeps Going Once It's in the Field; The Customer's First Impression; Combination Building that Pays for Itself; How I Made an Adjustable Loading Chute; Equipment that Makes It Easy for Boys to Do the Work; A Little Trick in Building to Save Shoveling Feed; Getting the Utmost from Your Lighting Plant; Four Tested Ideas for Saving Grain and Time; How I Profit by Using Canvas; Better Management Plans; Finding a Better Market; Economics with Truck and Tractor; How Five Orchardists Use Tractors; Getting More from Farm Buildings; A Scheme for Feeding Pigs in Half the Time; Shop Work; This Has Been My Experience.

The farm-business magazine is loaded to bursting with practical workable ideas. Have a high school student borrow it for you.

Oliver F. Kilham,
Director Agriculture Department
Newberg High School.

DO YOU KNOW A BETTER CHRISTMAS GIFT?

Many a man or woman remembers that Christmas, many years ago, when the Youth's Companion was for the first time numbered among the family gifts; and how, long after many another present was broken or lost or discarded, the paper continued week after week to offer its treasure of stories and counsel and inexhaustible entertainment.

Today The Companion brings into the home that same zest of expectancy that you felt when you were in your eager youth and when you watched so impatiently for the postman's coming every Thursday. Would it not be worth while to give to some one of your friends or to a family that same Christmas pleasure?

By ordering before Christmas the new subscriber will get the opening chapter of Charles B. Hawes' splendid serial of the Maine coast, The Son of a "Gentleman Born."

New subscribers for 1920 will receive:

1. The Youth's Companion—52 issues in 1920.
2. All remaining weekly 1919 issues.
3. The Companion Home Calendar for 1920.
4. All the above for \$2.50.

McCall's Magazine for 1920, \$1.00—the monthly fashion authority. Both publications for only \$2.95.

The Youth's Companion, Commonwealth Avenue and St. Paul street, Boston, Mass.

New subscriptions received at this office.

FORD COMPANY BEGAN ON STARTER IN 1911

Henry Ford tested the Ford starting and lighting system on his own car for one year.

Ten months ago the Ford Motor Company was not manufacturing electric starters; to day the output of its starter department is greater than that of any other manufacturer of electric starting devices in the world. Its nearest competitor makes one thousand a day, whereas the Ford Company's output is fast approaching the three thousand mark, two thousand eight hundred and eighty-one already having been manufactured in one day.

The Ford starter—and generator, for it is really two separate units—is not the result of a new idea or of a sudden decision. More than eight years ago Henry Ford's vision saw the need, and his electrical engineer's were instructed to begin experimenting. After seven years of constant research, which took into consideration the many different climates in which the Ford car is used, together with the factors of size and weight an adaptability to quantity production, twenty-three trial jobs were built. These were tested in many different ways. Mr. Ford himself used one on his car for a year. Still the engineers continued their experiments and improvements.

Then came the order from the government for 15,000 three-ton tanks, each one of which was to be equipped with two synchronized Ford motors. A starter was essential, so the one now being installed on Ford cars was evolved. But, only one starter and generator was used to turn over the two Ford motors in each tank. January 1st, 1919, the Ford Motor Company began equipping enclosed cars with this new starting and lighting system. Ford engineers say that although the entire system—starter and generator—weighs only thirty-one pounds, it produces a higher torque output (constant rotary motion) pound for pound, than any other system on the market.

When the department for building the starting lighting systems first began production, fifty hours' labor was charged to each unit, but now that machinery and equipment have been installed, the time per unit is four hours. Two huge armature impregnating ovens have been installed, each with a capacity of 1,700 every eight hours. In these ovens the armatures are dried, soaked in varnish and dried again. Eight hours' time is required for this one operation.

The power from the starter to the motor is applied through the well known Bendix drive, which automatically engages the starter and then, once the motor is started, the starter immediately disengages. It is equipped with oilless bearings and needs practically no attention.

Within another thirty-five days or six weeks, the Ford Company expects to be making enough starters so that every Ford car will be equipped with the new electric starting and lighting system.

NEWBERG CHURCH SERVICES

Friends

Sunday school 10 a. m.
Morning meeting at 11 o'clock, subject, "A Great Awakening."
C. E. at 6:30 p. m.
Evening meeting at 7:30.

Church of the Brethren

You are cordially invited to attend the services of the Church of the Brethren, corner of Washington and Hancock street.

Sunday school 10 a. m.
Preaching services 11 a. m. and 7:30 p. m.

Young People's Meeting 6:30.
A cordial invitation is extended to all.

J. A. Reed and D. C. Glick, Pastors.

Presbyterian

Morning worship at 11, "Gratitude to God."
Sabbath school at 12:15 p. m. with classes for all. Superintendent, Henry Crow.

At 6:30, Y. P. S. C. E. "How Practice Thanksgiving," Eph. 5:20; Ps. 67:1-7.

At 7:30, Even-song and exposition of John 10:1-18, "The Good Shepherd."

Thursday at 10:30 a. m. union Thanksgiving service at Baptist church.

Christian

Bible school 10 a. m. Ethel Kieler,

superintendent.

Preaching services, 11 a. m. and 7:30 p. m.

Y. P. S. C. E. at 6:30.
The public is cordially invited to all the services.

K. H. Sickafosse, Pastor.

Baptist

Sunday school at 10 o'clock.
Preaching services both morning and evening, 11 a. m. 7:30 p. m.
B. Y. P. U. at 6:30 p. m.
All are invited to these services.

Methodist

Preaching every Sunday at the usual hours.
Subject for the morning service, "Christ or Lenin?"

All non-church going citizens are invited to attend this service. Epworth League every Sunday evening at 6:30.

Prayer meeting every Wednesday evening at 7:30 o'clock.

Sunday school at 9:45 a. m.
All not attending elsewhere are invited to attend these services.

Seventh-Day Adventist

Saturday: Sabbath school at 10:30 a. m., preaching service at 11:45.

Wednesday: Prayer meeting at 8 p. m.

Church of God

Sunday school at 10 a. m.
Preaching at 11 a. m. and 7:30 p. m.

Prayer and testimony meeting Wednesday, 7:30 p. m.

Free Methodist

Sunday school at 10 a. m.
Preaching at 11 a. m. and again in the evening at 7:30.

Prayer meeting Wednesday evening at 7:30.

The public is invited to any and all of these services.

W. N. Coffee, Pastor.

Methodist

Sunday school 9:45 a. m.
Preaching services 11 a. m. and 7:30 p. m.

Prayer meeting Wednesday 7:30 p. m.
A cordial invitation is extended to all.

C. D. Norris, Pastor.

Chehalis Center Church

Sunday school at 10.
Preaching at 11.

Christian Endeavor at 7.
Preaching at 7:30.

Prayer meeting Thursday evening at 7:30.

Business meeting last Thursday of each month.

A. C. Martin, Pastor

Dundee Church

Sunday school at 10 a. m.
Preaching service at 11:00 a. m.

C. E. Rees, Pastor.



We Can Save You 75 Per Cent of Your Tire Value

The greater part of a tire value is in the carcass. Yet many tires are discarded because the tread is worn out.

With a Miller Ad-On-A-Tire we will make your worn tires practically as good as when you bought them. After applying the Ad-On-A-Tire you cannot tell the old tire from a new, except that it is over-size and more puncture-proof than a new tire.

The Miller Ad-On-A-Tire is built like a tire without beads. It is made of tough, buoyant rubber with several layers of fabric. The side walls completely cover the tire and clinch under the rim. And it also has the famous tread that is Geared-to-the-Road.

The many caterpillar feet of this tread engage with the ground like cogs. You are assured complete traction and greater safety.

Any tire, regardless of make, can be re-miled with a Miller Ad-On-A-Tire.

Bring your worn tires, and we will show you how we can lengthen their life.

VULCANIZING

R. F. DOYLE, 713 First St.

Newberg Steam Laundry

Phone White 112

CALL US

Ford
THE UNIVERSAL CAR

Weak Links in a Strong Chain

That's just what imitation parts are when they become a part of your Ford car. They look strong enough, but the metal isn't there—the strong, durable Vanadium steel that goes into the Ford chassis and every Ford part. Ford parts are specially cast and heat-treated, each according to its use. Some require a hard, flint-like wearing surface, others need resiliency, and some need just "toughness."

Ford metallurgists have been studying these problems for sixteen years and know just how each unit should be made to endure a maximum of wear and tear. They know that best results can be obtained only by the use of special formulas for different parts, and that honest Ford parts wear from thirty-five to one hundred per cent longer than counterfeits.

We carry complete assortments of genuine Ford parts for both passenger cars and trucks. And our garage is equipped to give careful, prompt Ford service—from minor adjustments to complete overhauls. Drive in, it's better to be safe than sorry. Come to the Authorized Ford dealer for service.

Western Motor Co.

NEWBERG, OREGON

INSIST ON GENUINE FORD PARTS