For the Smaller Folks.

What do lawyers do when they die? Answer—Lie still.

When is a newspaper like the blood of a healthy man? Ans.—When it has a good circulation.

Is there anything which no locomotive is heavy enough to draw? Ans.—Yes; a train of thought.

Why is the Mississippi the most eloquent of rivers? Ans.—Because it has a dozen mouths.

What object has two heads and one body? Ans. A barrel.

Why should the robins in their nest agree? Ans.—Because if they did not they would fall out.

What is it that nobody wishes for but if he has it he wants to gain it and if he gains it, he has it no more? Ans.—A lawsuit.

Why does a miller wear a white hat? Ans.—To cover his head.

Who was Jonah's tutor? Ans.—The whale that brought him up.

Why was the first day of Adam's life the longest? Ans.—Because there was no Eve.

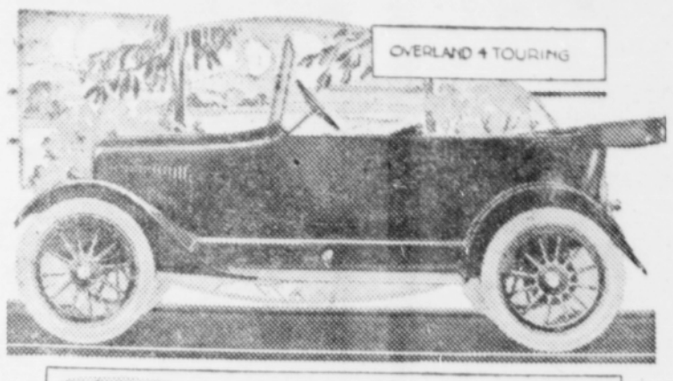
With bar silver in New York selling at $1.28, the highest price in 30 years, long abandoned silver mining districts of the west are being revived.

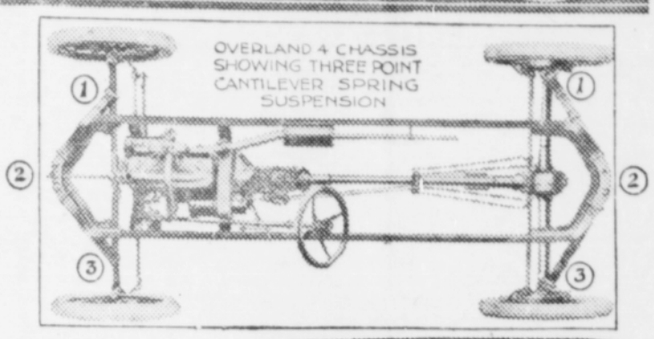
RED CROSS HOUSE GIVES CHEER AT LEWIS

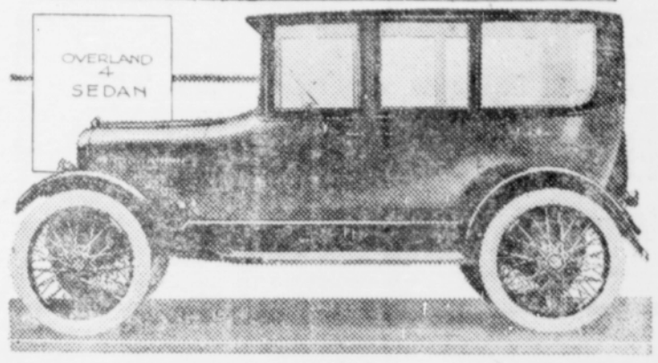
For the Red Cross, the war did not end with the armistice, and even yet there are thirty thousand soldiers and sailors still under treatment in army and navy hospitals. The Red Cross convalescent house at Camp Lewis stands next to home itself in the affections of hundreds of boys who, sick or wounded, looked forward to the day when they might leave the bare and cheerless ward in the base hospital and spend part of each day enjoying its easy chairs, its music, its books, its pictures, and its good cheer. Even now, a year after the armistice, there are overseas men, patients at Camp Lewis, not yet well enough to be discharged, who sit before the great fireplace these autumn days, thankful that The Greatest Mother is still mindful of them. The picture is duplicated in army hospitals all over the land, and wherever throughout the world American boys are still in Uncle Sam's service.

Heating stoves are going like hot cakes at L. L. Kidder Hdw. Co.

OVERLAND 4 AFTER TWO YEARS OF ACTUAL DEMONSTRATION AT LAST OFFICIALLY ANNOUNCED THIS CITY







Unusual Public Interest has Been Centered in this Latest Model

HAS A NEW TYPE OF SPRINGS

Three-Point Suspension Design is Introduced for First Time

BIG CAR COMFORT IS CLAIMED

Willys-Overland Asserts Springs Are Greatest Improvement in Motor Cars Since Pneumatic Tires

Overland 4, the new car of lightweight construction for which the public has been waitng since its introduction was first rumored at the automobile shows about two years ago, was placed on exhibition in Gresham, Oregon by W. A. Hessel of the Gresham Overland Company.

The men and women who inspected the Overland 4 were representative of the visitors to the Overland salesrooms in a thousand cities, towns and hamlets of the United States. The company's dealers, from Maine to California, and from Washington to Florida, now have on display one or more of the new models described as embodying "the greatest improvement in riding comfort since the introduction of pneumatic tires."

New Type of Springs

This improvement is the use of three point suspension springs. Unusually graceful in body design, Overland 4 makes a splendid impression on the visitor. It was this new spring suspension, however, which absorbed motorist attention at the salesrooms. It is a combination of two principles that have been used to greatest advantage in automobile construction: First, that of cantilever springs; second, the flexible three-point construction.

The luxurious riding comfort these springs furnish the car was immediately understood and appreciated. It is this new feature which gives to the new Overland car, designed for light weight, that degree of riding comfort and security hitherto possible only in high priced heavier cars.

But this is only one of many features in Overland 4 which backs the Willys-Overland company's claim to success in giving the public "a new standard of riding comfort."

The actual creation of Overland 4 began more than two years ago. The last two years have been devoted to testing and perfecting each part of the car. Back of its development stand ten years of successful manufacturing and engineering experience in giving the public good motor cars. For the immediate development and production of Overland 4, John N. Willys has concentrated the vast resources of the Willys Overland company. Production will be on a scale that will assure the greatest economies in manufacturaing.

Ideals Guide Design

Guiding the development of this remarkable new car was Mr. Willys' ideal of a motor car which would combine with the economy of light weight all the comfortable riding qualities and the stamina of the heavy and expensive automobiles. He proposed a car of built-in quality which would free the owner from all possible up-keep expenses. This was not possible, the company claims, until the Willys-Overland company devised this interesting three-point spring suspension, a spring seating radically different from the conventional design of four springs paralleling the chassis frame. How as this spring suspension is, it is interesting to note that the design has been approved by the Society of Automotive Engineers.

Before the final adoption of the new springs, special breaking and bumping machines were rigged up at the factory, and the cars, after that supposedly destructive test, were sent out on trial trips which carried them into every section of the country in all sorts of weather conditions. The cars were driven over the Rocky Mountains, through the desert roads and boulder stretches of the southwest, over the sagebrush and sand of Texas, and through the mud and clay of the Missouri Valley. A two years' test, covering 250,000 miles of travel! The car satisfied the company's engineers that it was right. The war period which held up production was devoted to an exhaustive perfection of car details, refining the quality and economy features.

Without emphasizng such features as an unusually attractive appearance, the all-steel body with an oven-baked enamel finish and other interesting details, it may be said that motoring interest centers in four new and distinctive features of Overland 4. These features, each worth the motorists's study, are:

Springbase, Not Wheelbase.

First, of course, the three-point cantilever spring suspension. The spring on Overland 4 extended fifteen inches from a point on the chassis beyond the axles at front and rear, giving a wide diagonal shape to the springs. The car has thus an actual springbase of 130 inches, although the car wheelbase itself is 100 inches. Each spring flexibly responds to its task of keeping the body and passengers riding on a constantly even keel. Bobbing sideways, and lurching are materially lessened. The result is a roomy, easy-riding car on a new type of springs so designed as to absorb road shocks from the worst of pavements or roads. The Willys-Overland engineers make the unusual claim of having produced a car that rides well on any road.

Second — Economy. The new springs so protect the car from road shock as to make possible much lighter weight and hence a great saving in fuel and tires. Furthermore, the car is so simple and accessible that costs of upkeep and repairs must be greatly reduced. Yet the car's parts have a protected accessibility —a big factor in upkeep. The car is assembled from five units only. The chassis is clear of all involved mechanism. The entire assembly requires only 50 bolts. The engine is a remarkably high-grade, thoroughly up-to-the-minute power plant, compact and simple. The neatness and cleanness of design bespeak the ready accessibility to all parts.

New Quality Standard.

Third—Quality. Specifications indicate that the Overland 4 has been built in each part of the finest quality steels and steel-alloys. The car's parts have been machined within the closest possible limits, permitting a quality of construction equal to that of a hand-made product. Inspection starts at the steel mills where the company has stationed expert metallurgists to test every heat of steel, and the inspection ends only with the owner's driving the car away. The stock reaching the factory is thus all first grade through many inspections. This itself is a new feature in automobile construction. The body is all-steel with an oven-baked enamel finish. The construction is simple and the balance of part to part is unusually fine. The car has been designed light weight.

Unusually Complete Equipment.

Fourth—Bountiful and complete equipment. In every detail from demountable rims to Auto-Lite starter, light and horn, the equipment of Overland 4 appears to have been planned with a single view of comfort, convenience, and long service. All seat cushions, which are detachable like those in a Pullman, are upholstered with the luxurious Marshall Divan springs. The windshield is slanting rain vision. The one-man top, curtains and cushions are Duratex. The horn button is in the center of the steering wheel. The controls are all mounted on a keyboard on the cowl in instant and ready reach.

All in all, Overland 4 impresses its visitors as being a motor car value of very distinctive comfort, economy, quality and convenience. It will be marketed in four body styles: a Sedan at $1,375; coupe at $1,325; touring car and roadster at $845, f. o. b. Toledo.

INTERESTING DETAIL FEATURES

The motor of the Overland 4 is cast en bloc with a removable head. It has generous valve opening.

The lubricating and oiling system require no pumps. The oil is circulated by pressure automatically created and the water is circulated by the Thermo-Syphon system or natural cooling method. No power is required of the motor to operate these systems.

The steering apparatus is of the planetary gear type with the gears at the bottom of the steering column. By this arrangement all the strain is taken at three points instead of at one.

The clutch is of the single plate type now used by 71 per cent of the motor manufacturers. The selective gear transmission has three speeds forward and reverse. It operates in oil.

The front axle is of chrome nickel steel which affords both light weight and strength. The front wheels have tapered roller bearings. The rear axle, also of chrome nickel steel, is three-quarter floating. The differential and read wheels operate on annular ball bearings.

The car is equipped with two brakes—foot and hand. These work on 10-inch drums on each wheel and to assure safety are larger than necessity demands.

Keyboard Control.

Upon the instrument board, or "keyboard" as it is called on the Overland 4, is centralized the hand throttle, spark and choke control, and the ignition and electric buttons, together with the speedometer dial and current indicator.

In addition to the hand throttle there is a foot accelerator handily placed. The clutch and brake pedals are adjustable to reach.

The wide, deep seats of the Overland 4 supplement the Three-Point Suspension Springs and comfortably accommodate five passengers. The cushions are equipped with Marshall divan springs. The upholstery throughout the car is long grain Duratex. All cushions, including the back and sides are removable. The one-man top also is of Duratex.

Body Is All Steel.

One of the chief aims of the builders has been to maintain the highest standard of quality throughout the car in both the material and manufacture. This has been carried to the design and finish, the body details and the equipment.

The car has a streamline body which is entirely constructed of steel with slanting windshield. The full-crowned fenders are of heavy sheet steel. The running boards are covered with linoleum, aluminum bound. The body and chassis are finished in hard baked enamel. The fittings are nickel and polished aluminum.

The car is equipped with an Auto-Lite two-unit starting and lighting system, headlights with a dimmer, dash and tail-lights, a magnetic speedometer, electric horn, spare tire carrier, extra rim, complete set of tools, tire repair kit, jack and pump The tires are mounted on demountabe rims.

Because of the unprecedented demands for the Overland 4, dealers for the time being are accepting orders for deiivery to purchasers in the order in which requests are received.

Certainteed (ten year guaranteed roofing), $3 per square. L. L. Kidder Hdw. Co.—Adv.

POWELL VALLEY

Mr. and Mrs. Axel Johnson entertained about 45 of the young people of Powell Valley at a Hallowe'en party last Saturday night. Ghosts and goblins were in evidence and each guest was escorted by one of the spooks to the dressing rooms. Those who were anxious to know of the future sought the old witch who made unerring forecasts. Appropriate games and music took a part of the evening and a delicious luncheon was served by the hostess. Those who were fortunate enough to be there reported a most enjoyable evening.

A fine meeting of the Parent-Teacher association was held last Friday evening at the schoolhouse. Mrs. J. Lynch, president of the County Council of Parent-Teacher associations, was the speaker of the evening and told of the county and state work. Following the talk by Mrs. Lynch the local association voted to join the county council. Spirited discussions took place on the subjects the state purchase of school books and on the advisability of procuring a musical instrument for the school. The questons were laid on the table until a future meeting. Ten new members were voted into the association. An interesting program was given by the primary grades under the direction of the teacher, Miss Eleanor Lindberg.

Minnesota is the leading potato shipping state at the present time and the figures show that about half of its crop has rolled to market. Out of a crop of 32,760,000 bushels last year it shipped 23,499 cars. It has a 8,144,000-bushel crop in prospect this season and has already shipped 10,384 cars and is putting them out at the rate of 1500 cars a week.