

SHOP IS MODERN IN MACHINERY

Plant Decided City Ready Business

equipped with ultra-modern machinery which in point of accuracy is second to none in the west—the Templar plant located in new corner of Eleventh streets, is offering the wisdom equaled in modern.

designed primarily for repairing, is fire-resisting, well lighted, being 65 per cent of the cost of the building.

Some of the points of the new plant, Mr. Templar is in charge, that no pits will be required of automobils, the machinery, by the machinery, will be on the floor. This will be made with a much and tools, benches, will be more readily

handles, Mr. Templar the latest design, and with metal-lock supports and special boxes of various sizes contain disassembled parts.

Equipment is as in the northwest," Mr. "In fact, our place modern, most complete automotive repair plant in Washington."

of welding and Mr. Templar be- lieves, in that either tools can be con- sidered at different points.

west, it was ex- posed by two Norton crankshaft grind- ing machines available at the plant in Klamath



Have You Any of These? Do you have any of these "lame ducks" tucked away in your garage? Don't sell them as junk. Bring them to us! With the remarkable

Dawkinson Tire Repair System
(Patented Nov. 21, 1922)
can repair any bruise, cut or injury, no matter how large, and we guarantee repair to outside of the tire. Maybe we can save you the price of a new casing.

We Repair Balloon Tires
bulge left in the tire. No broken tread. Just flexible as the rest of the tire. You'll say it's the best repair you ever had. Forget your prejudice against fire vulcanizing. A new deal is in store for you at

ACE TIRE SHOP
Agent C. T. C. and Ajax Tires
So. 11th St. Phone 843-J

OVERLAND SIX IS ROUGH ROAD GOER

Chassis, Body Construction And Axles Built to Be Safe on Bumps

Bearing out the contention of designing engineers in constructing a car of maximum safety in all kinds of driving, hundreds of enthusiastic letters from new owners of the Overland Six provide authentic proof of the roadability of this car in all parts of the country.

Willys-Overland engineers, in designing the Overland Six, spared neither time nor expense in developing a perfectly balanced chassis, which, combined with the nicely hung spring suspension, would provide no sideway or driving fatigue. To accomplish this, the chassis was divided into several parts, and the

staying or bracing of these individual parts taken separately to secure perfect road poise. Specially designed cross members at the front of the chassis rigidly stay the frame members. These were so balanced that all possible endway was eliminated in the forward end of the chassis which, in connection with the heavy and channeled engine suspensions, provide a rigid bracing for the chassis.

Owners, in commenting on the fine road balance of the Overland Six, mention that the spring suspension of the car provides ideal riding comfort. This was accomplished by the use of specially constructed chrome vanadium steel springs of the semi-elliptic type, 3 1/4 inches long in front and 5 1/2 inches in the rear, providing a buoyancy in spring action. This type of spring is practically immune to breakage because of the alloy's toughness. Extra heavy cross members in the rear complete the heavy bracing of the car, which, together with the unusual strength of the chassis frame members, provide an exceptionally sturdy and yet easy riding car.

SPIRITS FAIL TO SOLVE MYSTERY

NEW YORK, Nov. 14.—United News—Two hundred and eighty-three spiritualists have failed to prove their case in one of the most extensive tests ever made of alleged communication with the spirit world.

In the offices of the Scientific American Thursday, before a score of scientific witnesses and newspaper men, Orson D. Munn, editor and publisher, opened the sealed envelope which contained the secret countersign agreed upon by J. Allen Gilbert, Ph. D., M. D., of Portland, Oregon, and his wife before her death in 1917.

Munn then carefully checked the unknown countersign with answers from 283 mediums of all races and ages, who each declared they had communicated with Mrs. Gilbert.

In the hush that followed Munn announced that not one of the 283 answers came anywhere near coin-

ciding with the countersign taken from the envelope.

The scene concluded an eight-year search on the part of Dr. Gilbert for some one who could pierce the veil between himself and his deceased wife, and bring the password which would prove authentic communication with the spiritual world.

Prior to the death of Mrs. Gilbert, in 1917, he had agreed with her on the countersign by which he was to know whether it was her own voice calling to him from beyond the grave. Since that time he has received hundreds of answers all inconclusive.

May, 1922, the Scientific American collaborated with Dr. Gilbert in his test, and received the countersign from him in a sealed envelope. The password consisted of three dates, the birthdays of Dr. Gilbert, his wife and daughter Dorothea, that was all.

But of the 283 answers, none correctly interpreted the countersign.

According to Doctor Gilbert he received answers from every neck of the world: France, Japan, Syria, Egypt, and a score of other odd corners. Some were written in lan-

guages which neither he nor members of the Scientific American staff were able to translate. Others were partially translated.

One enthusiast declared that he had talked to Mrs. Gilbert, but she had refused to give him countersign because she knew her husband had offered a \$500 reward for the correct answer, and that she didn't want him to spend the money.

An Australian spurned the test, but wrote Dr. Gilbert, telling him to put a dollar bill in a dresser drawer and he would show his ability by writing the correct serial number of the bill.

The answers ran from the sublime to the puzzling, if not ridiculous, indicating that all who entered in test were not serious.

Many carried messages from the late Mrs. Gilbert to her husband, such as, "Oh, I love you," and "Hello, old boy."

"This test does not prove that spiritualism is a failure," declared Munn, at its conclusion, "but only that those mediums attempting the test have failed to show their claimed powers."

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Christmas Morning



A DEPOSIT WILL HOLD A CAR FOR YOU

Essex Coach \$925
Hudson Coach \$1385

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Acme Motor Co.

6th and Oak St.



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