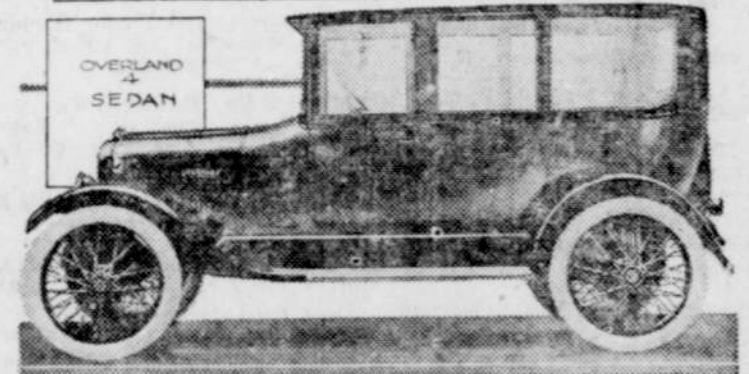
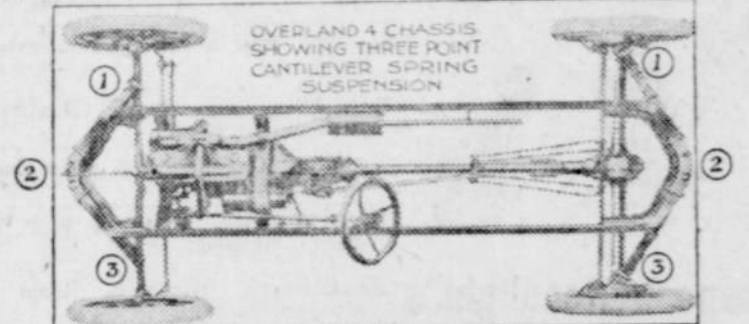
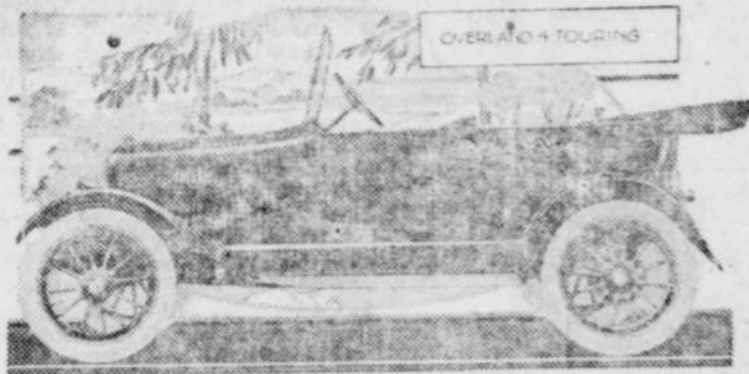


OVERLAND 4 AFTER TWO YEARS OF ACTUAL DEMONSTRATION.

Unusual Public Interest has been Centered on this Latest Model—New Type of Springs—Big Car Comfort is Claimed.



Overland 4, the new car of light weight construction for which the public has been waiting since its introduction was first rumored at the automobile shows about two years ago, was placed on exhibition in this city recently at the Overland salesroom of Charles F. Pankow, of the Star Garage, who will be pleased to demonstrate this Overland 4 with its new type of springs and many other of its good qualities.

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 future 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.

This is only one of many features in Overland 4 which back the Willys-Overland Company's claim of 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 his vast resources of the Willys-Overland company. Production will be on scale which will assure the greatest economies in manufacturing.

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 of all up-keep expenses. This was not possible, the company claims until the Willys-Overland Company devised this interesting three-point suspension, a spring seating radically different from the conventional design of four springs paralleling the chassis frame. New as the spring suspension is, it is interesting to note that the design has been approved by the Society of automobile 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 set 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 sands 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 emphasizing 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 motorist's study, are:

Springbase, Not Wheelbase.

First, of course, the three-point cantilever spring suspension. The springs on Overland 4 extend fifteen inches from a point on the chassis beyond the axles in front and rear, giving a wide diagonal shape to the springs. The car has thus an actual springbase of 19 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, sideway, 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 to 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 up-keep and repairs must be greatly reduced. Yet the cars parts have a protected accessibility—a big factor in up-keep. 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 cleanliness of design bespeak the ready accessibility of 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—Beautiful and complete equipment. In every detail from demountable rims to Auto-Lite starter, lights 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 Pullman, are upholstered with the luxurious Marshall Divan springs. The windshield is slanting rain vision. The one-man top. The horn button is in the center of the steering wheel. The controls are all mounted on a keyboard on the cowl and instant and ready reach.

All in all, Overland 4 impresses its visitors as being a motor car value of



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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 Therm-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 is of chrome nickel steel, is three quarter floating. The differential and rear wheels operate on annular ball bearings.

The car is equipped with two brakes—foot and hand. These work in 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 is also 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 demountable rims.

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

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Scraps of Paper.

One of the anomalies of public life is the statesman who protests loudly against an outrage and then votes to help put it over.

A lot of people would like to know if, when the British lion and the American lamb have lain down together in the mellinial dawn, the lamb will be on the inside or the outside after the slumber party is over.

Friends of the administration had criticism chocked off so long that they seem to be really surprised that anybody who is not boosting Mr. Wilson and all his works is permitted to talk.

Josephus Daniels' newspaper says: "McKinley was a very different kind of Republican from Borah and Lodge." He was like them in this, that Josephus Daniels' paper was never able to discover any good in him until after he was dead.

Senator John Sharpe Williams is a braver man than the Kaiser. The Kaiser only offered to fight the whole world while the gentleman from Mississippi has offered to take on the whole Irish race in mortal combat.

Statistics of civil marriages which took place in Paris in the years 1915 and 1917 show that 726 French women married Belgians, 36 Belgian women married Frenchmen, 149 Englishmen married French women, 72 English women married Frenchmen, 61 Americans married French women and 16 Frenchmen married American women.

Senator Phelan, of California, told Senator Williams, of Mississippi, after that administration spokesman had roasted the Irish, that the difference between Ireland and Mississippi was that the former was a revolutionist for liberty while the latter rebelled for slavery. Of course if a Republican had said that it would have been "waving the bloody shirt."

Senator Walsh, of Montana, has introduced a resolution providing that when the league of nations is formed the United States shall present the case of Ireland to the tribunal. As the decisions of the council must be unanimous all we will have to do in that event is to persuade Great Britain to release Ireland, and that's all we'd have to do outside the league of nations, isn't it?

The argument was seriously advanced in the Senate during the debate on Shantung amendment that because we had not prevented all the robberies that have hitherto occurred in the Orient, there was no good reason why we should formally join in helping to pull off a job of larceny ourselves, now that we have come into the full light of the new order in world affairs when the reign of justice is to succeed the sway of might.

Democratic newspapers that roared loudly when it was proposed to use federal troops to supervise elections in the United States are now waxing enthusiastic over the sending of five thousand federal soldiers to see that an election in Silesia, is on the square. However there are a number of southern Democratic states in which a square election board is much more popular than a fair election at home under the necessity existing of keeping a majority of the electorate away from the polls.

If the United States does nothing to correct the Shantung larceny before we sign the peace treaty, this government will never have opportunity to do anything afterward. No one should be fooled or try the absence of a reservation recording Japan's verbal agreement to return Shantung to China at the close of the war, the United States becomes as guilty a participant in this deal as the authorities of the secret treaties, and no expression of sorrow over our voluntary partnership in the transaction will either mitigate the wrong or square its perpetrators.

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