

STEAMSHIP COMPANY WINS DAMAGE SUIT

New and Intricate Questions Presented to Supreme Court.

GOLD UNDELIVERED

Bullion-Bearing Ship Raced Back When Notified of War—Banks Suing.

Washington, May 12.—Claims of the Guaranty Trust company and National City Bank of New York against the North German Lloyd liner Kronprinzessin Cecilie for \$2,240,000 damages for failing to carry gold bullion to Europe when the war began, presented to the supreme court several new and intricate questions growing out of the hostilities. Damages were denied.

Because the Cecilie, known as the "gold ship," sailed with \$11,000,000 in gold for England, when war appeared imminent, was warned in mid-Atlantic by wireless and raced back to Bar Harbor, Me., the banks claimed damages for losses resulting from non-delivery of the gold.

That imminence of war justified the Cecilie's return to neutral waters, to save the vessel from British capture, was contended by the defense.

23 Ships Involved.

Many claims of great magnitude against other German vessels similarly situated hinged upon the supreme court's decision. Twenty-three ships of the North German Lloyd, Hamburg-American and Hansa lines either returned to American ports or refused to sail with cargoes when war was apparent.

The Cecilie, pending the decision in the present case, has been in custody of the Boston federal court. When diplomatic relations with Germany were severed, her German crew was taken off and later interned in Georgia detention camps. It was discovered that before they left the vessel her machinery was damaged to the extent of \$110,000 under instructions from "a member of the German government official staff."

Lower Court Divided.

In the lower courts, opinion regarding the Cecilie's liability to the New York banks was divided. Federal District Judge Hale of Maine dismissed their suit, holding that Captain Polack had information by wireless warranting reasonable apprehension of danger and justifying his return to America. Upon appeal, the federal circuit court, by a divided bench, reversed Judge Hale's ruling and sustained the banks' claims. Judges Dodge and Bingham held the vessel liable while Judge Putnam dissented.

The Cecilie was ordered, by wireless, by the North German Lloyd directors in Germany to return to America. Judges Dodge and Bingham held that, therefore, Captain Polack exercised no discretion and that the shippers of freight were entitled to damages for failure to have their cargoes delivered at London. The bills of lading stipulated against liability occasioned "by arrest and restraint of princes, rulers or people."

The Guaranty Trust company claimed \$1,793,000 damages and the National City bank \$446,000. Their gold was consigned to Plymouth and Cherbourg respectively.

Returned Here Safely.

The Cecilie sailed from New York July 28, 1914, and when 1,070 miles from Plymouth, on July 31, received the wireless warning. She rushed back to America, arriving safely at Bar Harbor and later was conveyed to Boston. The vessel was built in 1907 at a cost of \$4,500,000 and was among the German and Austrian craft subject to federal seizure when the United States declared war. Federal possession, however, has been suspended subject to the claims of the New York banks.

A decision against the vessel involved either her sale at auction to satisfy the claimants or giving of a bond, either by the owners or the United States government.

OLIPHANT TO LEAD ARMY.

West Point, N. Y., May 12.—Cadet Elmer Q. Oliphant of Dugger, Ind., was today elected captain of the army football team. The early graduation of the class of 1918 arranged for August 30 made this action necessary. If the army is to have a football eleven next June, Cadet L. L. Jones, the present captain, will be graduated with the August class. Oliphant is the only man who has won the "A" in four branches of sport—football, basketball, baseball and track.

CONCESSIONS CANCELLED.

Mexico City.—Cancellation of concessions of land in Lower California aggregating about 25,000,000 acres either has been made by the department of Fomento or is under consideration. Failure to colonize the lands under the terms of the concessions, most of which were obtained in the times of previous administrations, is the cause assigned for declaring them void, in most cases.

FOOD IS CONSERVED BY MOTOR TRUCKS

Kissel Says Oats Could Be Used for Human Consumption if Horses Were Eliminated by Gasoline

"If motor trucks and tractors were entrusted with the work now being done by horses, one great stroke in the conservation of food would be accomplished," said G. A. Kissel, president of the Kissel Motor Car company.

"Eighteen quarts of oats is the average daily consumption of a work horse during the open season. At least 17,000,000 of the 25,000,000 horses in this country come under that classification. During the winter six quarts a day is sufficient for each. This means 136 bushels of oats per horse per year, or a total of 2,296,000 bushels. This, without taking into account the 8,000,000 horse population not included in the work horse class.

"There is no more nourishing food for human beings than oatmeal, so, if this country should unfortunately come to the necessity of regulated rations, what a boon it would be if a few million horses should be replaced by motor trucks.

OUTFIT YOUR "HENRY" WITH SPEEDOMETER

In the opinion of the officials of the Stewart-Warner speedometer corporation of Chicago, their new Stewart speedometer and instrument board for Ford cars is soon to be one of the most extensively sold Ford accessories ever turned out by the big concern. Already, it is said, the sales have reached higher proportions than the most optimistic of the officials anticipated.

The present Stewart speedometer and instrument board for Ford cars is of black enameled wood and it replaces the former board which was made of steel. The new board, which carries a Stewart speedometer mounted flush and set off with a nickel flange, is installed by pulling the steering column down slightly and springing the board in place. No bolts, screws or brackets are required for the installation.

The upper end of the board is grooved to fit the cowl, just below the windshield, and as the board rests against the steering column it eliminates vibration from the steering wheel. When the board is properly mounted and fully equipped, the Ford owner has his speedometer, clock and headlight switch and priming lever within easy reach.

STEVENSVILLE HAS STUDEBAKER AGENCY

Stevensville, May 12.—(Special.)—C. P. Mendel who recently secured the agency for the Studebaker automobile, has received a number of cars during the past week. Mr. Mendel has leased the garage of the Stevensville Tire and Auto Supply company, which he has converted into a sales and service station.

Though he is often derided it is well to bear in mind that everybody's friend is nobody's enemy.

AUTO-CAR RESERVE AIDS MOBILIZATION

Willys-Overland Dealers Aid Uncle Sam in Handling Troops by Organizing Motor Car Transports.

The movement among Willys-Overland dealers throughout the country to form motor reserve corps companies, composed of Willys-Overland cars and expert drivers, for service in connection with the mobilization of state military units and home protection, is rapidly assuming national importance. Among the more recently to take up the idea is the Los Angeles dealer.

E. R. Carhart, president of the Carhart Motor company, Oklahoma Willys-Overland distributor, is said to have been the originator of the plan. His object was to facilitate and expedite the mobilization of state troops in emergency cases.

Carhart first broached the idea two years ago to the adjutant general of Oklahoma, who at that time did not believe it feasible on account of poor road conditions. However, Lindley M.

SPRING IS HERE

Time to get out the motor car and have it gone over. Time to get ready for the spring and summer trips.

The auto that runs true, that takes you there and brings you back is made so only through careful attention and adjustments. We know how to fix a car and do it right.

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More mileage guaranteed for sale at the following places:

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- Overland Garage
- Hendricks Garage
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- H. O. Bell Co.
- McCullough-Turner Co.
- McBride and Jones

Be Sure to Ask for IND-O-CO INDEPENDENT OIL COMPANY Phone 451

Garrison, then secretary of the war department, a few days later recommended the plan to congress in his annual report and Mr. Carhart went forward on his own initiative and organized Willys-Overland owners into volunteer reserve corps companies in Oklahoma City, Nowata, Ardmore, Ada and other cities.

LARGE TIRE ORDER PLACED BY FRANCE

Another large European war contract has been announced by the United States Tire company. The French government has ordered 200 Troy trailers to be used exclusively equipped with United States "pressed on" solid truck tires.

MONTANA MOTOR CO.
Booth Service Station
General Auto Repairing
Corner Patton and Bank Streets
Phone 376

MISSOULA IRON WORKS

Machinists and Founders

Second hand steam engines and steam pumps, gasoline engines, etc., at

Reasonable Prices

Phone 541 Black

There's No "Water" In The Price of the GRANT SIX

THE accepted standard depreciation of most cars the first year is 40%. This does not mean that the car has lost 40% of its actual value but simply that as a used car it has lost its "prestige" value. It may have been run only 2000 miles and is still good for ten times that many miles.

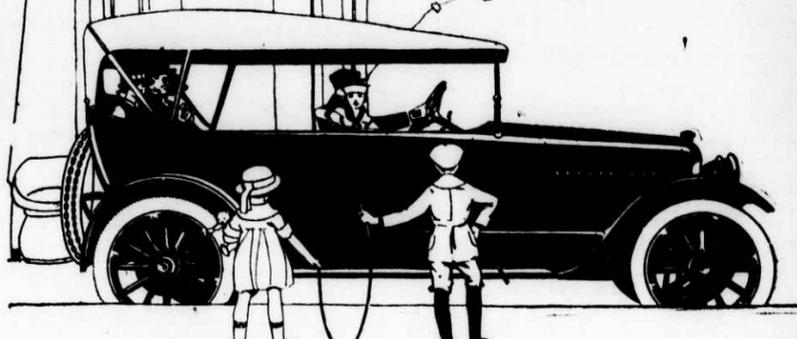
It is significant that the first year depreciation on the Grant Six is only 20% or less. The used car value of the Grant Six is higher than that of any car in its price class because there is no "water" in its price to start with.

No other car is so economical. Grant Sixes average 20 miles to gallon of gasoline (some owners say 25) and 900 miles to a gallon of oil. Records of 10,000 miles on standard tires are not uncommon.

If you buy any car on the basis of greatest tangible value you'll buy a Grant Six

Johnston Motor Car Co.

214 East Main Street Phone 284
Grant Motor Car Corporation •• Cleveland, O.



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Light Fours	Touring . . . \$504
	Roadster . . . \$504
	Country Club . . . \$504
Big Fours	Touring . . . \$595
	Roadster . . . \$595
	Coupe . . . \$720
	Sedan . . . \$720
Light Sixes	Touring . . . \$704
	Roadster . . . \$704
	Coupe . . . \$720
	Sedan . . . \$720
Willys Six	Touring . . . \$745
Willys-Knights	Four Touring . . . \$758
	Four Coupe . . . \$758
	Four Sedan . . . \$758
	Four Limousine \$758
	Eight Touring . . . \$758

All prices f. o. b. Toledo
Subject to change without notice

The more serious the purchase of a car is to your family, the more seriously you should consider Overland.

Consider what a guarantee it is to own a car backed by a company with \$68,000,000 assets; with an army of workmen that would populate a good sized city; with acres and acres of modern factories, and more than 4,000 dealers and branches.

The magnitude of The Willys-Overland Company is due to its management: due to the practical policy of utilizing prodigious production as a means to higher quality and lower prices.

The Willys-Overland Company guards its obligation to the owners of its cars as seriously as a conservative bank protects the interest of its depositors, large and small.

The Willys-Overland is predicated upon the need for cars of beauty, comfort and convenience in addition to long-lived utility.

The average family can participate in the luxuries of motoring because hundreds of thousands of other owners enable The Willys-Overland Company to distribute and bring down costs.

Such a car as the Overland Big Four would never have been possible at such a price as \$895 had it not been for over 300,000 similar Overlands which have already gone into service.

Come in and see the Overland Big Four and the most comprehensive line of motor cars ever built by any one producer.

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214 E. Main Phone 984



The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Automobiles and Light Commercial Cars.