

BIG INDUSTRY NEAR CENTRALIA

Shock Absorber Company Located On Ford's Prairie North of Centralia

One of the newest industries of Centralia is the Kane Manufacturing plant on Ford's prairie, located on the Pacific highway and the O. W. R. & N. tracks. Built in the most modern manner, with outside walls almost entirely of glass, with up-to-date machinery installed, and covering 10,000 square feet of floor space, the plant was completed last May and work begun manufacturing the Kane pneumatic shock absorber, of which P. W. Kane is the inventor. The machine shop measures 40 by 140 feet, the foundry 60 by 60 feet, and the office building, which is in the shape of a neat bungalow, measures 24 by 24 feet.

On account of lack of sufficient power, the plant at present employs about 25 machinists, turning out from 6 to 10 shock absorbers daily, while the capacity of the shop and

the demand for absorbers is over a hundred daily, which would necessitate the employment of over 100 men. As soon as sufficient power can be obtained, which should be about 750 kilowatts for two hours each day, to begin work in the foundry, steel and iron castings will be made in the Kane factory, thus saving much time and expense sending to Seattle and Tacoma for the rough castings. Much handicap has been felt by this plant on account of the insufficient power furnished by the North Coast Power company, which prevents them from operating their foundry and from casting their own parts, thus cutting production from 100 to 6 or 10 absorbers a day.

This absorber, Mr. Kane states, is the only pneumatic shock absorber on the market. Five years ago in San Pedro, Cal., while driving over very rough roads, Mr. Pierce and Mr. Kane conceived the idea of using cushions of air to break the shock of the bumps, thus making easier riding and saving considerable wear on the automobile. After some experiment

they produced the first set of absorbers and placed them on their own car. After frequent requests for similar absorbers from their friends they patented the device and began its regular manufacture. Owing to the fact that Mr. Pierce's home was near Galvin and that Ford's Prairie presented splendid manufacturing and shipping facilities the factory was brought here. Aside from the shock absorber business Mr. Kane is engaged in several other manufacturing industries.

"It is an accepted axiom," said Mr. Kane, "that air applied in compression or vacuum is a true medium of shock cushion or absorption. Given a certain shock, a column of air or its equivalent in vacuum can be calculated against it to absolutely make that shock a practical negative or zero. The 'cushion' is perfect. In certain engineering, practical difficulties are in the way of such perfect results, but in automobile shock absorption practice, this absorber by its cylinder of air, has developed a mechanical approximation of the perfect cushion."

There are a number of people in Olympia interested in the company.

Seattle—In the belief that if the states of Montana, Idaho, Wyoming, Oregon and Washington get together on a sound, aggressive program for the development of arid lands of the Northwest that national attention can be focused on possibilities of this great section and advance the time when the development will proceed rapidly a Northwest Reclamation and Development Congress has been called to assemble at Seattle, September 16-17.

Industrial accidents are found to occur with more frequency during the last hour of the morning and the last hour of the afternoon, than at any other period of the day.

HOW TO ESTABLISH CONTACTS IN PARCEL-POST MARKETING

One of the most important requirements in parcel-post marketing is the bringing of the producer and the consumer into business contact, say specialists of the United States Department of Agriculture. This may be attained by personal acquaintance of a third person, by advertising in an appropriately selected paper, by personal canvass, and through the post office in the city or town in which a customer is sought.

Once a satisfactory parcel-post business is established with or through an acquaintance, other customers are likely to be secured through the first one. Advertising frequently may bring the producer into touch with a prospective purchaser, some papers run a special parcel-post advertising department or section and a brief but well-worded advertisement often will bring results.

Another method is for the producer to make a personal canvass in a residence section of the town or city selected. Good, representative samples of the produce available at the time doubtless will help to secure the first sale.

The postmasters in a number of cities of the country, under the direction of the Post Office Department, have instituted campaigns intended to foster parcel-post marketing. The names and addresses of producers, together with the produce offered, are listed for distribution to the patrons of the offices; and some of these postmasters issue for distribution a wish to buy.

The Panama Canal has just passed through its driest season, the water in the reserve Gatun reservoir being just sufficient to maintain a navigable depth.

SHEEP-SCAB ERADICATION REQUIRES SYSTEMATIC WORK

With our present knowledge and experience in sheep-scab eradication work it is comparatively easy to reduce the infection to a point where it ceases to cause economic loss, but the complete eradication of the parasite over such vast areas is a problem requiring patience and diligence. Where the eradication work is supervised by a well-organized force of trained field men, the percentage of infected flocks can be reduced very rapidly until it reaches a fraction of 1 per cent; but to reduce that fraction to zero requires very careful and systematic work, with the full cooperation of the sheep owners. As soon as the disease is reduced to a point where the economic loss is little or nothing, many sheep owners lose sight of the importance of continuing systematic efforts for complete eradication. It is necessary, however, for the protection of the sheep industry that the efforts be continued until the pest is completely eradicated.

GOOD STOCK A NECESSITY TO SUCCESS WITH POULTRY

The first fundamental of successful farm poultry keeping is good stock. Of course, it is well known that farmers may at times get fairly good results from ordinary stock, but at the same time it must be remembered that with the same care and attention better results will be obtained from good stock. By good stock is not necessarily meant stock which has been bred for exhibition purposes. It means standardbred stock, which by virtue of its pure breeding has been systematically developed and which is better fitted therefore to give the results expected of it and yield a more uniform and more desirable product.

On the average farm the poultry flock is expected to furnish eggs and poultry for the farmer's table as well as to produce a surplus for sale. For that reason the so-called general-purpose breeds, such as the Plymouth Rock, Wyandotte, and Rhode Island Red, which are good layers and at the same time make excellent carcasses for the table, are recommended by poultry specialists of the United States Department of Agriculture as best suited to the farm needs. A further advantage of good stock is the fact that the owner will take pride in such a flock which he will not feel in a flock of mongrels, and as a result he will give the hens better care.

Bush fires are menacing timber regions of Canada much earlier this year. Thousands of feet of valuable timber are destroyed annually because of the lack of an efficient number of fire fighting men.

The food restrictions of Great Britain are being gradually lifted.

Persons who become intoxicated three times yearly will have their photographs posted in saloons and police stations, according to legislation passed by the senate and lower house—of Paraguay!

ANNOUNCEMENTS OF CANDIDATES
(Paid Advertisement)

W. J. MILROY
For
SUPERIOR JUDGE
I announce my candidacy, as a pioneer of this state, for the office of Superior Judge for Thurston and Mason counties.
W. J. MILROY.

R. F. STURDEVANT
for Superior Judge
I hereby announce my candidacy for Judge of the Superior Court for the counties of Mason and Thurston, subject to the elections at the primary.
R. F. STURDEVANT.

RAY W. HAYS
hereby announces his candidacy for
SHERIFF
Subject to the decision of the Democratic primaries, Sept. 14, 1920.

V. A. MILROY
Candidate for Re-Election for
COUNTY CLERK
Subject to the Republican Primaries
Sept. 14, 1920.

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You Owe Your Boys Each a Bank Account

The very least mothers and fathers can do for their boys is to see that they learn the good uses of Savings Accounts early in life. With the grown folks inclined to spend recklessly in these days, what chance has the youngster to learn thrift unless some attention is given him?

If you will start on account here at the Olympia National Bank for YOUR boy, we will encourage him to build it up.

Olympia National Bank

Stop Buying So Much Gas!



The Overland Sedan

*Costs by the Month, Saves by the Mile!
Eats Up Distance, Saves Dollars!*

On a railroad, it is the trip and not the ticket that completes the transaction; and it is so with an automobile. No institution can build up goodwill on good-byes.

The Willys-Overland Organization is just as interested in Overland owners after they have bought as before they are sold.

Saving you money on up-keep is just as important as saving you money on the price of the car. And when gasoline began to go up four years ago, word went out to our designers that Overland owners must be protected, and the price of gasoline must be brought down—but not at the price of comfort!—get that, for that was the crux of the problem.

Hypothetically, it was impossible, and yet—
Under stimulus of a great public need, and spurred on by the pride of a great reputation, the designers of the Overland have Done the Thing that Couldn't be Done!

they have unraveled still another insoluble secret of mechanics, by creating that marvel of mechanism, the new Suspension Triplex Spring, permitting the use of light alloy steels for economy, and acting as a pneumatic buffer between the Road and You!

What the new Overland car and its remarkable improvements cost to create we shall never know. But we do know that it cost \$6,000,000 to get ready to incorporate them into the new Overland car, and that the Overland car was a great car before these improvements were initiated and adopted.

So it seems a fair conclusion: That an institution that will voluntarily upset the ramifications of one of the greatest automobile manufacturing plants in the world, in order to reduce the gasoline bills of Overland owners, justifies the past, the future, and the immediate confidence of the American people.

Ninety-seven cities recently reported ninety-seven Overland Sedans as averaging 25.2 miles per gallon of gas

LET US DELIVER YOU THE CAR THAT DELIVERS!

BRONSON MOTOR CAR CO.

Overland
The Economy SEDAN