

COUNTY NEWS

CHESTER.

The Ladies Aid Society gave a chicken supper in the church parlors, Thursday evening, which had a large attendance, the proceeds amounting to something over \$30. A collection of antique articles owned by different members were on display and was very interesting.

Ray Wells and Julius Moe drove to Decorah, Sunday.

Mr. and Mrs. W. J. McMahon, of Rochester, Mrs. Joe Winterhalter, of Elburn, Ill., and Miss Ollie Hackett, of Chicago, were guests at the George Thomas and J. J. McDowell homes, Sunday.

Mrs. Glen Wells and children came from Le Roy, Sunday, to spend the day with her mother, Mrs. Fred Baldwin.

Mr. and Mrs. F. N. Freemire drove to Lime Springs, Sunday, to see Mrs. Harrison Davis who has been very ill but is improving.

Al Fairbanks came from Waterloo, Saturday, for an over Sunday visit with relatives here and at Le Roy.

Mrs. Arnold Jensen was on the sick list last week, but is able to be out again.

Mrs. Geo. Spencer and her sister, Mrs. Harry Carroll, went to Rochester, Monday, where Mrs. Carroll will undergo an operation.

Mrs. Buck and Myra were up from Lime Springs, Sunday.

The Chester Cemetery Association will hold a special meeting at the home of Mrs. Edmund Dugstad, Saturday, Oct. 18th.

Jerome Louvar is home from the Great Lakes Naval Training Station at Chicago for a short vacation with his parents.

There have been several changes in Chester, during the past couple of weeks. Howard Hastings has purchased the Nichols house, south of the track, while Chas. Hague moves in the house he vacated. Forrest Stintzi is moving into his own house.

Lornie Phifer drove to Harmony, Monday afternoon.

A very pleasant event was enjoyed Sunday at the G. M. Spencer home when 24 of the relatives gathered to help Otto celebrate his birthday. A sumptuous dinner was served and an

H. O. BROOKS  
Auctioneer  
Phone 471, Cresco, Ia.



If you are thinking of having a sale, it would pay you to see me before dating so not to have your sale conflict with other sales because it makes it a money loser for you. My guarantee is a straight, clean and honest sale and will get you the most money. Dates for the following week are:

Roy Libbey, 4 miles southeast of Cresco, Oct. 16th.

Mrs. Cal Harvey, 1 mile west of Bonair, Oct. 17th.

Lukes & Kalishek, Oct. 21st

John Miller, Oct. 23rd.

John Musel, Oct. 24th.

Louis Steen, Oct. 28th.

John Walter, Oct. 29th.

Lowry & McCulloch, Oct. 30th.

Watch paper for later dates.

R. F. DEWEY  
Cresco, Iowa  
AUCTIONEER

If you want an auctioneer who has had years of experience and a successful sale get a early date with me. I do not bid against the buyers, an auctioneer can not deal square between Seller and Buyer if he bids on goods he is selling, for later he will make a sale and try to profit on what he should have sold the other fellow.

My motto is The Best of Service and a Square Deal to All.

Jim Coffman, Waucoma, Oct. 15.

Peter Wolthoff, LeRoy, Oct. 16.

H. Folmer, Chester, Oct. 17.

O. T. Moen, LeRoy, Oct. 18.

Geo. McCaughey, Chester, Oct. 22.

Max Swartz, Lime Springs, Oct. 28.

W. E. Armstrong, LeRoy, Oct. 29.

Mrs. John Iverson, Cresco, Oct. 30.

November dates published later.

See me for an early Sale Date.

enjoyable afternoon spent, after which the guests departed wishing Otto many happy returns of the day.

J. J. McDowell autoed to Adams, Monday.

Rudolph Wagner came down from Austin, Monday.

Ed Tibbals was up from Lime Springs, Wednesday.

Mr. and Mrs. Fred Conklin and little son of Brownsdale, Minn., came Wednesday to attend the funeral of Mrs. Tom Conklin.

Mrs. Hayden went to West Union, the fore part of last week; her son Wesley and Miss Dorthea Thomas autoing to the same place Friday to bring her home.

W. C. Breedlove was up in Wisconsin and purchased a car load of potatoes.

Geo. Cray was up from Lime Springs, Saturday.

Roy Hammond, of Stacyville, was in town the first of the week.

John Sampson has moved into Geo. Owens' house, south of the track.

Ford Larson came down from Austin, Saturday, to visit home folks.

Herb Wilhelm, of Dell Rapids, was here for a few days, returning to his home Monday.

A. R. Jones went to Minneapolis, the last of the week.

Curt Tibbals and family moved to Lime Springs, Monday.

W. C. Breedlove served lunch at John Turner's sale where everything sold for a very good price.

Roy Jones went to Cresco, Monday.

M. Horton was up from Lime Springs, Monday.

Fred Baldwin has purchased the hotel and is fixing it up in first-class condition, installing city water, new furniture and all modern improvements.

Joe Connor, of Elma, was here Monday.

John Carey shipped cattle to Chicago, Saturday.

Mr. Hyke, who is moving to Wisconsin, held a sale of some goods at the stockyards, Saturday.

Mrs. Jim Roberts and Blanche drove to Charles City, Saturday, to visit the former's daughter.

LIME SPRINGS.

Mr. and Mrs. C. R. Stockdale and children have gone to Dakota where Mr. Stockdale has purchased a farm.

Bonita Williams is here from Minneapolis visiting her grandparents, Mr. and Mrs. J. J. Williams and Mr. and Mrs. F. K. Elwood.

Mr. and Mrs. Evan Williams, of Minneapolis, are the proud parents of a fine baby boy.

Mollie Thorsen returned to her home in Duluth, leaving her sister, Mrs. Harrison Davis, improving.

Mrs. Rob Williams returned home Monday from Mankato where she spent a week with her son Willie who is attending college there.

Mrs. Avis Lloyd returned Tuesday after spending a couple of months with her parents at Aiken, Minn.

Mr. and Mrs. Clinton Humphrey and daughter spent Sunday with the former's parents in Fayette.

F. D. Beyer and family are enjoying a visit with his parents from Edge-wood.

Dave Roberts and a friend from Fayette spent Sunday with his parents, Mr. and Mrs. Sam Roberts.

Mr. and Mrs. Tony Marshall and sons, of Cresco, are guests of Mr. and Mrs. A. E. Marsh.

G. W. Moar returned Tuesday from the hospital at Cresco.

R. C. Bowers, of Mason City, visited with his mother, Mrs. O. M. Truman, and his brother, V. S. Bowers.

Mrs. Oscar Kampen came from Madison, Wis., to visit her mother and other relatives.

Jim Miller, of Cresco, spent the first of the week with his parents, Mr. and Mrs. W. J. Miller.

Carl Maehling came down from Minnesota for a few days' visit with old friends.

Dr. Welsh arrived Monday from Pennsylvania to spend a few weeks before going down south.

Mrs. H. H. Sanborn left Monday for a visit with friends in Minneapolis. Mr. Sanborn went up last week.

O. E. Hatfield and family left last week for Illinois, where Mr. Hatfield will enter the ministry again.

Mr. and Mrs. Newton Davis, of Clinton, Iowa, spent a few days with the former's parents, Mr. and R. W. Davis while on their wedding tour.

TWIN VILLAGES.

John Michel, of Cresco, was a caller in Granger Monday afternoon.

Oscar Peterson, of Harmony, was a business caller in Granger Monday afternoon.

Henry Heistercamp and son Paul were Canton callers Monday.

John Martin and son Fred hauled grain to Cresco Tuesday.

Mr. and Mrs. H. A. Lange and two children were Cresco shoppers Tuesday.

Mr. and Mrs. Ben Serfling visited from Tuesday until Friday at the home of Mr. and Mrs. Wm. Knox near Canton, Minn.

Mrs. E. G. Sanders and little daughter Alice, of Calmar, with Mrs. Chas. Bartholomew, of Freeport, Ill., came Wednesday to visit at the C. W. Newmiller and E. F. Sims home. They returned to Calmar Monday morning.

Alfred Knuth, of Cresco, visited his cousins, Ed and Gustaf Knuth Wednesday.

Ennice Ludwig was cashier in the bank Thursday while Mr. Holscher was clerk at the A. W. Ludwig sale.

Mrs. Wm. Hutchison and son George, with Rose Githner, were Cresco shoppers Saturday afternoon.

Mr. and Mrs. Louis Hanson and son were Harmony visitors Saturday.

Florence Serfling, and Esther Cope- man, with Chas. Andrews, were Cresco callers Saturday.

Mr. and Mrs. Wm. Applin with three children, Mrs. S. Serfling and son Harry were visitors at the O. R. Serfling home Sunday.

Mr. and Mrs. C. W. Newmiller, Mrs. Chas. Bartholomew, Mrs. E. G. Sanders and children, Mr. and Mrs. Norman H. Sims and son were Sunday visitors at the E. F. Sims home.

Mr. and Mrs. A. W. Ludwig and children were Preston visitors Sunday.

Mrs. Albert Hamilton and son who have been visiting relatives returned with them.

Mr. and Mrs. E. L. Bradley, of Cresco, were visitors in Granger Sunday.

Farms for Rent.

80 acre farm with new barn and good mill house.

120 acre farm with new barn and good house.

Will rent on share basis. For particulars call on

LUERS & CLARK LAND CO.  
Cresco, Iowa.

912

For Sale

Good stock farm of about 460 acres ten miles north east of Cresco, Iowa, and eight miles south west of Harmony, Minn., known as the Matt Larkin farm, must be sold to close estate. For particulars enquire of E. J. Thomas, Adm., at First National Bank, Cresco, Iowa.

A Farm Bargain!

A fine 120-acre farm only three miles from Cresco on graveled highway. Convenient to the Cresco schools. Good improvements. An ideal home for someone. Liberal terms.

91st

W. H. TILLSON, Owner.

No Trespassing.

No hunting, fishing or trespassing on our farms.

Chris Blaser, Blaser Estate, Joe Chihak, G. W. Church.

9-2t

Congregational Church.

Sermon subjects next Sunday as follows:

Morning, "The Pathway of Fear."

Evening, "The Cost Mark."

The girls chorus will sing at the evening service.

Topic for Christian Endeavor, "Our Pledge and How to Keep It." Virginia Gillespie.

Morning service 10:30. Evening 8:00 Sunday School at noon. Christian Endeavor at 7:15. A cordial invitation to the services of this church.

Notice.

The barrels of empty fruit jars from Council Bluffs have arrived. All who wish to contribute fruit for the Orphan Home please bring to Mrs. Emmons on Friday or Saturday of this week or on Friday or Saturday of next week.

Big Auction Sale.

On another page of this issue appears the big auction ad of John Miller. Several items that appear in the ad were not on the bills. Read the ad. It will interest you.

Wanted.

Men to cut cord wood. Inquire at this office.

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MISSION FESTIVALS.

Rev. S. T. Normann

City Missionary in St. Paul and Minneapolis will preach at the following Mission festivals next Sunday, Oct. 19: 10:45 a. m. in English at First Lutheran church, Cresco; 2:30 p. m. in Norwegian at Orleans church; 8 p. m. in English at Ridgeway. At all services offerings will be taken to the charities which supports the City Missions.

Rev. S. T. Normann is an older brother of the local pastor Normann. You are welcome.

BAPTIST CHURCH.

"His Body the Church" will be the theme for the next Sunday morning sermon. Evening theme, "Before Which Judgement Seat Will You Stand?"

Our Sunday school is growing in numbers and in interest. The B. Y. P. U. contest is causing an increased attendance. You are invited to our services. A welcome awaits you.

For Sale at Auction.

I have some standing timber near Bonair that I will sell at public auction on Monday, Nov. 3rd beginning at 1 o'clock.

M. H. Culbert.

Overland 4 After Two Years of Actual Demonstration is Officially Announced

Unusual Public Interest Has Been Centered in This Latest Model

New Type of Springs

Three-point Suspension Design is Introduced For The First Time

Big Car Comfort Claimed

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

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 Cresco today at the Overland salesrooms of Abern Bros.

The men and women who inspected the Overland 4 were representatives of the visitors to Overland salesrooms in thousands of 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.

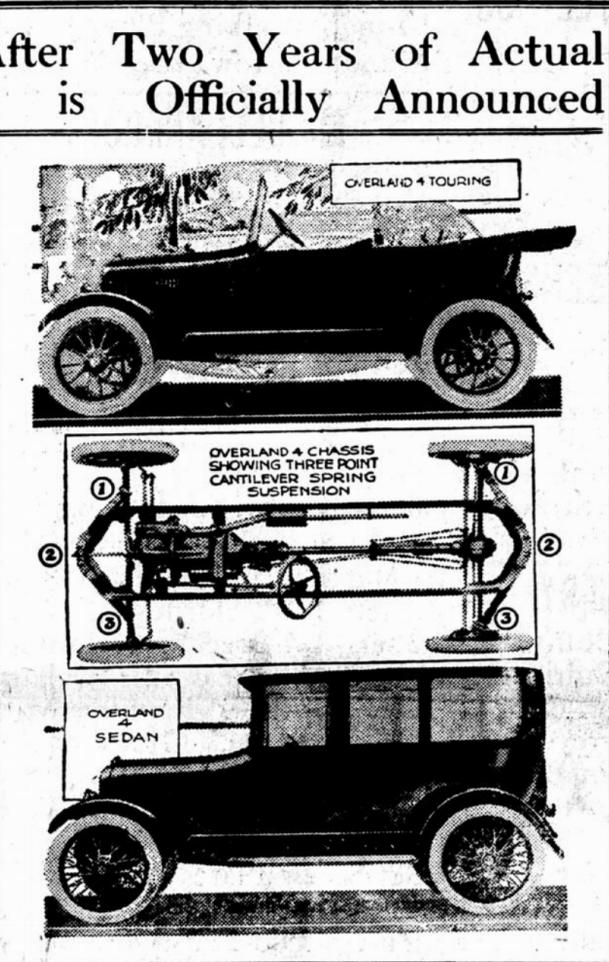
The luxurious riding comfort these springs furnish the car was immediately understood and appreciated. It is this feature which gives to the new Overland car, designed for light weight, that degree of riding comfort and security hitherto possible only in high-priced, heavier cars.

But this is only one of many features in Overland 4 which back 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 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 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. New as this 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 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 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 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, 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 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 cleanliness 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, 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 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 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 Thermosiphon 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 rear 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 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.