31 EXTRA FEATURES
8 NEW BODY STYLES
Built by John W. Bate

Mitchell

$1460 For 7-passenger Six—48 h. p. 127-inch wheelbase.
$1150 For Mitchell Junior—40 h. p., 120-inch Wheelbase Six.
Both Prices f. o. b Racine

Now 100% Over-Strength

Now 24% Added Luxury
Now 31 Extra Features

We have to announce for the coming season the following Mitchell betterments.

Every part which meets a strain is now twice as strong as need be.

We now build our own bodies. The saving we make goes into extra luxury. We have added 24 per cent to the cost of finish, upholstery and trimming. The new cars are superb.

And we have increased our extra features to 31. These are attractions which nearly all cars omit.

All Are Results OF Efficiency

The Mitchell is built under John W. Bate, the famous efficiency expert.

The whole Mitchell factory—the model plant of America—was built and equipped by him.

The Mitchell car of today is the final result of his efficiency methods. He has worked out in it more than 700 improvements.

All that we give you in extra value is due to John W. Bate. It is paid for by factory savings.

Double Strength

We have claimed heretofore 50 per cent overstrength in every important part. It made the Mitchell a marvel of endurance. Seven Bate-built Mitchells have already averaged 175,000 miles apiece—over 30 years of ordinary service.

But Mr. Bate has aimed at a lifetime car. Part by part he has brought the car up to double strength.

Now, for the first time, we announce a Mitchell with 100 per cent overstrength. Every part is twice as strong as need be. We have adopted constant tests to prove it.

That means oversize parts. It means a wealth of Chrome-Vanadium steel. And over 440 parts are made of toughened steel.

TWO SIZES

Mitchell—a roomy 7-passenger Six, with 127-inch wheelbase. A high-speed, economical 48-horsepower motor. Disappearing extra seats and 31 extra features included.
Price, $1460 f. o. b. Racine
Mitchell Junior—a 5-passenger Six on similar lines, with 120-inch wheelbase. A 40-horsepower motor—1-4-inch smaller bore than larger Mitchell.
Price, $1150 f. o. b. Racine

Extra Beauty

This year we occupy our new body plant, which will save us hundreds of thousands of dollars. All of this saving goes into extra beauty.

We add 50 per cent to the cost of our leather. We give you better upholstery.

We have built enormous ovens, holding many bodies. Here our finish is fixed by heat. Thus we get a deep, rich, lustrous finish which should hold its gloss for years.

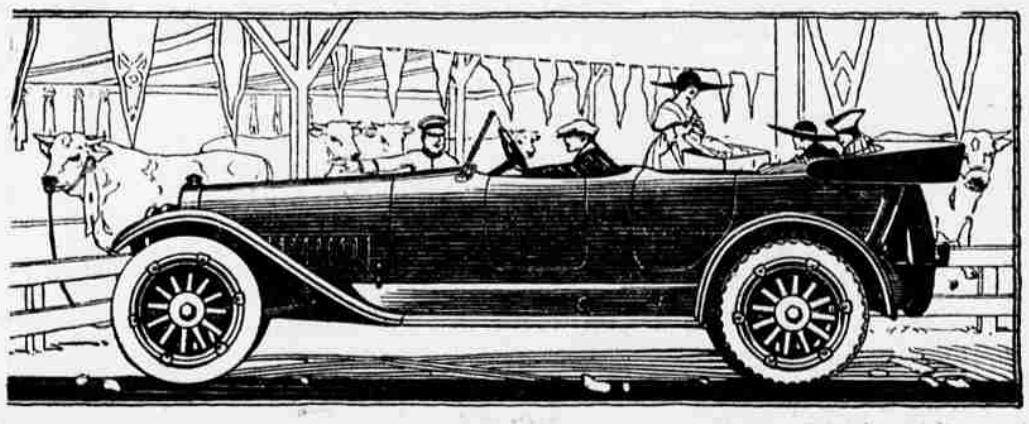
Every detail of the body is as beautiful as can be.

31 Rare Extras

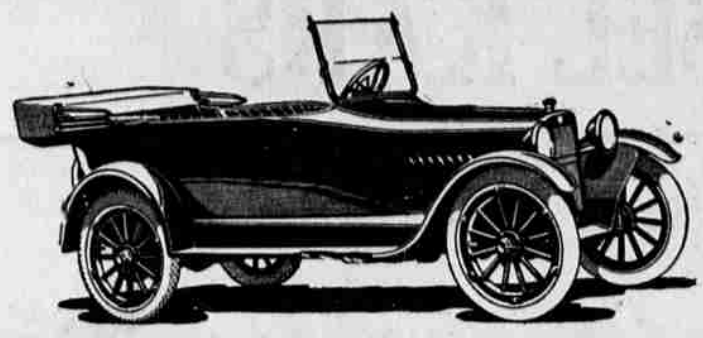
We include in the Mitchell 31 features, most of which all other cars omit. They are wanted extras, like a power tire pump, a locked compartment, a tonneau light, springs which have never broken.

Mitchell dealers now have these new cars on show. Go see the lines and finish. See the extras. See the endurance records. See what Bate efficiency methods have done for this famous car.

Mitchell Motors Company, Inc.
Racine, Wis., U. S. A.



SAXON "SIX"



These Specification Facts Fix the Supremacy of Saxon "Six"

FRONT AXLE—Single piece drop forging, "I" beam section, heat-treated.
REAR AXLE—Pressed steel housing. Two pinion differential carried on Timken bearings. Axle drive shafts 1 1-16 in. diameter, special steel. Timken roller bearings in rear wheels.
BRAKES—Two sets on rear wheel hubs. Service brake, external contracting(12 in. in diameter, 2 in. face. Emergency, internal expanding, 11 11-16 in. diameter, 1 3-4 in. face. Both sets of brakes lined with Raybestos fabric. Readily adjusted; self-equalizing.
BODIES—Sheet metal over wood frame. Streamline, five-passenger. Front seat 41 in. wide, 17 in. deep. Heel board to dash 28 in. Rear seat 45 in. wide, 18 in. deep. Front doors 19 in., rear 20 1-2 in., concealed hinges.
BEARINGS—Timken roller bearings used throughout running gear. Large babitt bearings on crank shaft, connecting rods. Four large bronze and babbitt bearings on cam shaft. Hyatt roller bearings used on forward end of transmission main shaft. Transmission countershaft on large bronze bearings.
CAM SHAFT—Drop forged, special steel, 1 in. diameter, cams integral, driven by helical gears.
CARBURETOR—Float feed, automatic type. Air supply heated by stove on exhaust manifold. Insures carburetion of low test gasoline. Gasoline supply valve adjustment on dash.
CONNECTING ROD—Drop forged steel, "I"-beam section.
CONTROL—Center control, throttle and spark center of steering wheel, foot accelerator.
CRANK CASE—Cast iron, split type. Cast integral with cylinders. Adjustable bearings. Crank case is supported on heavy drop forged beams which are bolted to main frame. Motor dust pan protects motor from all road dirt.
CRANK SHAFT—Latest crank design; correctly balanced for all speeds. Special drop forged steel.
CLEARANCE—Front axle clears ground by 11 inches; rear 9 inches.
CLUTCH—Dry plate, multiple disc. Noiseless, smoothly and easily operated.
DRIVE—Shaft drive, 1 1-32 in. alloy steel propeller shaft, double universal joint. Drive taken through concentric torque tube. Helical bevel gears in rear axle, efficient and absolutely silent.
FRAME—Pressed steel, channel section, 4 9-16 in. x 1 3-4 in. x 5-32 in.
FUEL—Gravity feed.
GAS TANK—Heavy two-piece tinned pressed steel tank placed in cowl, 10 gallon capacity. Gasoline gauge on dash.
HORSEPOWER—30 to 35.
IGNITION—Remy single system with single set of spark plugs.
MOTOR—"L"-head type. Six-cylinder cast enbloc; 2 7-8 in. bore, 4 1-2 in. stroke.
LUBRICATION—Combination splash and direct system. Direct oil leads to motor gears, and individual oil sump for each connecting rod. Oil pressure gauge on cowl dash. Oil indicator in crank case.
PISTON RINGS—One Burd high speed ring and two eccentric rings.
RIMS—Quick detachable and demountable. One extra rim.
SPRINGS—Cantilever front and rear. Front spring, 27 3-4 in. long, 2 in. wide; rear 41 1-2 in. long, 2 1-4 in. wide.
STARTING DEVICE—Two-unit Wagner Electric. Gear flywheel drive. Generator silent chain drive to crank shaft. Battery carried under front seat.
STEERING GEAR—Worm and full gear type located at left of car. Heavy drop forged heat-treated steering connections. Large bearings. Steering wheel 17 in. in diameter.
TREAD—Standard.
TIRES—32 x 3 1-2 in. all around, non-skid on rear wheels.
TRANSMISSION—Selective sliding gear type, three speeds forward and one reverse, mounted on rear axle. Timken and Hyatt roller bearings. Gears and shafts special alloy steel.
VALVES—1 7-16 in. in diameter, nickel steel head, carbon steel stem. Valves operate in long guides. All valve mechanism fully enclosed.
WHEELS—Best grade hickory with demountable rims.
WHEEL BASE—112 in.

The answer to the performance power of Saxon "Six" is located in the motor—the famous Saxon "Six" high-speed motor. In high gear work, in pulling power, in smoothness and flexibility, Saxon "Six" gives a performance that seems incredible in a car of its price class.
We have compared Saxon "Six" with other cars in its price class of fewer cylinders. Under the same working conditions Saxon "Six" showed just 90 per cent greater continuity—greater smoothness—and greater uniformity of torque.
In the last analysis engineers' tests are the only basis for comparison. These tests are made under conditions and under the impartial, unprejudiced inspection of disinterested engineers. These tests, which we have made, prove to us conclusively:
—that vibration is the fiercest foe a motor car has to face.
—that the amount of vibration is inversely proportionate to the number of power impulses in the motor.
—that Saxon "Six" has approximately 98 per cent more power impulses per minute than the "less than six" motor, which gives it 98 per cent greater continuity—greater smoothness.
—that Saxon "Six" motor gives 22 per cent faster pick-up than the "less than six" motor.
—that Saxon "Six" has greater pulling power than the "less than six" motor in its price class.
Saxon "Six" is $865 f. o. b Detroit. Price effective Jan. 1st, 1917.

4782 Republic Trucks Ordered in January 1917

"The Honest Truck At An Honest Price"

Every Republic Truck ever made is still running in active service.
The Republic output is greater than from any other two truck factories combined. Therefore they give the greatest truck value for the least money.
Dependable truck construction, greatest economy in operation, reliable and efficient service, Torbinson drive, giving greatest power with lowest gasoline consumption and requiring least attention from the operator. Fully guaranteed. 12 months free service.

PRICES F. O. B. LA GRANDE, EFFECTIVE MARCH 10, 1917.

Model No. 9, 3-4 ton	$920.00	Model No. 10, 1 ton	$1325.00	Model A, 2 ton	$1935.00
Model No. 11, 1 1-2 ton	$1525.00	A TRUCK FOR EVERY PURPOSE		Model T, 3 1-2 ton	$2875.00

MEET US AT THE AUTOMOBILE SHOW

B. C. HAMILTON

Dealer, La Grande, Oregon. **Corner Fir & Jefferson Sts.**