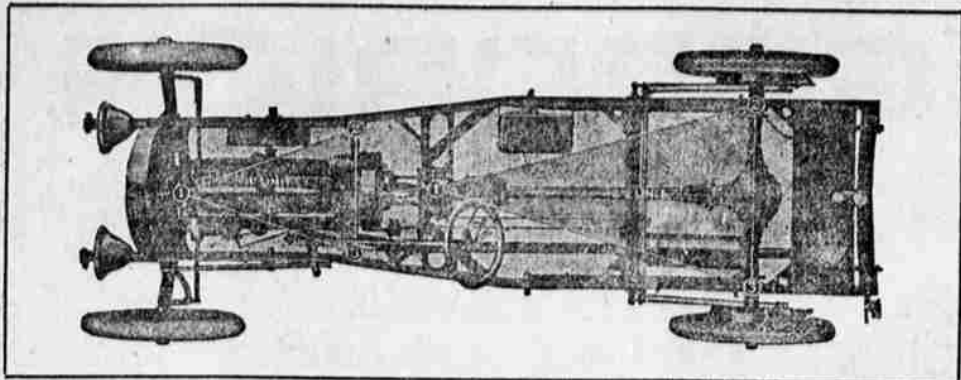




"Simple Things Are the Best"

Mitchell

Sixes

JUNIOR

2 and 5

Passenger

\$1150.00

Factory

120 inch wheel base; 40 h. p. motor, 3 1/2 x 5 1/2 inch cantilever springs.

Both cars upholstered in leather and are completely equipped, including power tire pump.

7 PASSENGER

\$1460.00

Factory

127 inch wheel base; 45 h. p. motor, 3 1/2 x 5 1/2 inch cantilever springs. Also built in 3- and 5-passenger models. This car carries 31 extra features. Repair stocks carried in Portland by Mitchell-Lewis & Slaver Co.

Especially is this true in automobile construction. Note the clean straight line construction of the Mitchell chassis and the heavily braced construction of the frame.

In this chassis is incorporated some features which you as buyer cannot afford to overlook. For instance, nearly all manufacturers agree that a three-point suspension is the proper thing for the power unit. The Mitchell engineers argue that if this is true it is also right for the second unit, and in consequence the rear axle, torsion and transmission are suspended from three points as shown. With this construction we use but one universal joint.

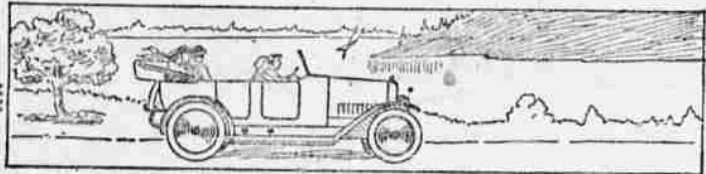
The Mitchell in both Jr. Five Passenger and Seven Passenger Models is rapidly becoming known as the easiest riding of all cars. We think this three point suspension of rear driving unit has been a very large factor in building up this reputation. In the Mitchell both units are flexible to the extent that they conform to road formation and allow as few strains to reach the frame as possible.

Accessibility has been the aim of the Mitchell Engineers. If you must work on a car the more easily and quickly the work can be done the more time and money is saved to you. In the Mitchell the floor boards are not only removable, but the seat stools can be quickly taken out, giving you practically the same effect as if you had taken off the body. Nearly every needed attention can be given from above.

Call on us and study the Mitchell and you will agree that nothing could be more clean cut, more accessible than is the construction throughout of the new Mitchell.

Bert Hamilton, Dealer

Corner Fir & Jefferson



Fashion

BY MARGARET MASON
(Written for the United Press)

I'm much too tired to think or write,
Or make typewriters go;
And so I'm sure the Spring is here—
It always makes me so.

New York, Apr. 14.—All hail gentle spring!

This is the joyous season of the year when the amorous robins and the blue birds from happiness wake you at five a. m. as they burble under the window sill. These are the nights when you toss off the extra counterpane and wake in the morn with a cold in the head and an extra counter pain in your chest.

These are the happy days when the Amalgamated Union of Janitors turns off the steam heat prematurely and you have to affect the cumbersome draperies of your eiderdown bathrobe on top of your customary garments around the frostbitten menage.

These are the pleasant mealtimes when you struggle with the offspring to get them to consume sufficient quantities of rhubarb sauce, spinach, dandelion greens and other healthful first fruits of spring against which their childish souls and tummies revolt.

Being offspring perhaps accounts for their being "off" spring vegetables.

These are the intoxicating afternoons when the shop windows get full of all the fascinating frills and fur-

belows and frivolities that go to female heads. The little birds are on the wing the little wings are on the hat. If only the spring bonnets knew how to use their many wings they would certainly fly away a la the little birds. As it is it is only their prices that soar. Truly, fine feathers make fine hats this spring, for almost every turban, poke, mushroom, sailor and a pipe shape that isn't headed is abristle with wings. Some of them are both beaded and winged at that.

Hats aren't the only things in the shop windows that go to the female heads however, as there are the stunning Spanish back combs of tortoise shell, amber, dems-amber and carved jet. Wonderfully artistic and alluring they are and every woman is immediately bitten with a desire to possess one as soon as she tries their teeth in her tignon.

Like Dutchmen's breeches, violet, dogwood and all the spring flowers the fashionable growths in the spring shop windows are prone to have an ephemeral experience. They enjoy a brief popularity and then vanish like the crocus, to be glimpsed no more this year.

I am wondering if the exuberant new wais'coats of rainbow hued jersey silk are doomed to so flickle a fling. Most amazingly colored are they in broad Roman stripes of orange, emerald green, purple and scarlet. They are stunning for wear with the new sport coats of velvet that are presented as successors to the ubiquitous sweaters.

I rather fear the existence of the divers hued waistcoats will be fleeting, however, since all of their colors

are guaranteed fast. Speaking of brilliant colors, we are due to have a perfect riot of them on hands this spring if we are to judge by the way the glove fingers point. Talk about hand-painted; well our hands will certainly look pointed when they don the new sport gloves. Their lower sides are of wash kid in the most hectic of hues and their backs are of glove silk in equally hectic matching tint or a contrasting tone. They will look hand-pointed if they don't look as if something had died on our hands. Royal palms may well be dubbed the hands that are covered with the royal purple gloves with orange silk backs. Verdant palms will be those of emerald green backed with Chinese blue. White gloves with black silk backs and vice-versa are especially smart in these days when black and white is such a winning combination, but the bright colors run pretty close for favor. When the kid underpart of the glove is in the same brilliant color as the silk back instead of being a contrast the stitching on the back is an off color and relieves the monotony. Just fancy a group of foreign-born charmers at the polo match, the golf club or the race course indulging in an animated conversation in which hand gesticulation plays such an important part. Thus gloved their waving palms are bound to have all the colorful and chiffting effect of a kaleidoscope.

EXCURSION TRIP TO UNION AND WALLOWA COUNTIES PLANNED

Ben Hill, President of Interstate Highway Association Is Promoter.

Pendleton, April 14.—(Special)—Ben Hill of Walla Walla, formerly of Pendleton, has been president of the Interstate Highway Association and the first plan he is undertaking in an official capacity is an auto excursion from Walla Walla, Pendleton and intermediate points to Elgin and La Grande for the purpose of boosting for better highways from Union and Wallowa counties through Umatilla county to Walla Walla.

He proposes that late in the spring when the snow gets out of the mountains, that the excursion go to Elgin by way of the Toll Gate road, the Pendletonians to join with the Walla Wallans at Weston. The plan includes a luncheon with the Elgin people, a stop in La Grande enroute back and a trip over the Blue Mountains by way of the La Grande-Pendleton road.

Mr. Hill has taken up the matter with Milton and Weston and A. F. Alexander of Walla Walla, who was here yesterday, discussed the plan with various good roads enthusiasts in Pendleton.

Good Idea, Says Benson.

Portland, Ore., April 14.—(United Press)—Simon Benson, who paid income tax on an income of \$180,000 last year, thinks that E. W. Scripps' proposal for the conscription of all incomes over \$100,000 is a good one.

New State Roads Are Now Designated

The State Highway Commission has made the following designations of highway routes to be embraced in the state system of permanent highways:

All the roads embraced in the state bonding act as post roads or forest roads, as the case may be; roads designated in the act as "Paved Highways" are designated by the commission as "Post Roads", pending the vote of the people on the bonding act; if the people fail to ratify the bonding act, the "Post Road" designation to continue, as there will be no money for paving; if the people adopt the bonding act, the designation of "Paved Highways" will be the law.

In addition to the roads embraced in the bonding act, the commission has designated the following as Post Roads, Forest Roads and one Military Road:

Mt. Hood Loop, Forest Road from Columbia Highway at Hood River to join with the Barlow Road where it crosses the Cascade Mountains south of Mt. Hood.

Barlow Road, Forest Road from Oregon City up to Clackamas River through Government Camp south of Mt. Hood to connect with post road at Maupin.

Emigrant Trail Road, Post Road from Wasco in Sherman County east to Echo in Umatilla County. This designation leaves the Columbia Highway proper as a designated Post Road along the river from Biggs to Arlington.

Forest Road in Morrow County, south from Heppner to Ritter in Morrow County.

Forest Road from Enterprise to Flora in Wallowa County.

Post Road from Baker eastward through Pine Valley and Eagle Valley to Cornucopia in Baker County.

Post Road southwest from Baker to join Post Road at Unity in Baker County.

Post Road south from Burns via Narrows in Harney County, southwest via Warner Lake to Plush in Lake County, and westward in Lake County to Post Road connecting Bend and Lakeview.

Post Road from Klamath Falls in Klamath County to Lakeview in Lake County.

Forest Road from Ashland to Klamath Falls.

Forest Road from Grants Pass, southwest through Josephine County up the Illinois Valley to the California line, connecting with the California Highway leading to Crescent, California.

Forest Road from the Pacific Highway in Jackson County through the Applegate Valley to connect with the Grants-Pass-Crescent-Highway.

Post and Forest Road from Marshfield through Bandon in Coos County along the Pacific Ocean in Curry County to the California line, to connect with California Coast Highway through Crescent and Eureka.

Forest Road from Springfield southeast up middle fork of Willamette River in Lane County across the Cascade Mountains into Klamath County to connect with the Post Road from Bend to Klamath Falls.

Post Road from Albany west through Corvallis and Benton and Lincoln counties to Newport.

Post Road connecting Salem with Dallas and Independence.

Military Road from Florence in Lane County north along Pacific Ocean through Newport and Lincoln County and Tillamook County to connect with Post Road from McMinnville to Tillamook.

The foregoing designations, while official, are tentative, made at this time in conference with U. S. government officials to conform with government requirements that a complete state highway system be designated by each state as a condition of participating in the benefits of the federal appropriations made by the Shackleford Act. The designations are subject to later revision by the commission; also as to exact location in the several counties after public hearings have been held by the commission with the county authorities to make a final determination as to exact routing.

Instead of being held April 7 or April 14, as originally announced and later amended, the state-wide conference of good roads supporters has been postponed to a date to be announced shortly.

As delegates have been elected from nearly every county, indications are that the meeting will be well attended.

The Statewide Legislative Good Roads Committee, of which Dr. W. A. Wood of Hillsboro is Chairman and Bruce Dennis, of La Grande, is secretary, feels that the conference is so important that they desire to arrange it at such a date as will insure the largest attendance and the best results.

Text of formal call, as soon as it is issued, will be forwarded.

A Patriotic Family.

Albany, Ore., April 14.—(United Press)—And when speaking of patriotism, think of Oran Judd, of Peoria, Linn county. His grandfather fought in the War of the Revolution, his father in the war of 1812, he fought with the union troops in the Civil war; his son in the Spanish-American war and his grandson has just enlisted in Uncle Sam's navy.

ATTENTION

LADIES—Did it ever occur to you that no two faces, thumb prints, or figures were ever exactly alike.

Why therefore, should you compress your vitally delicate organs into a stock or ready made corset?

Bearing this in mind why not be fitted with a Barley, the only Custom Made Corset in La Grande.

Mrs. C. H. Scranton

Residence 1703 Second St. Phone Black 481

Buy a Brick.

Eugene, Ore., April 14.—(United Press)—Everybody in Oregon will be asked to buy a brick. Mrs. Irene H. Gerlinger, a member of the board of regents, has completed plans for a novel campaign to raise funds for the construction of a Woman's Memorial gymnasium at the University of Oregon. She is asking the people of the state to buy 400,000 bricks at 25 cents each, yielding \$100,000, enough to build the proposed structure. The proposed building will house a gymnasium, swimming pool and class rooms for those courses which are especially adapted to the future needs of young women as homemakers.

To Increase Crops.

Berkeley, Cal., April 14.—(United Press)—To devise ways and means of showing farmers of the Pacific coast how to speed up and increase their crops and put the full resources of the land at the disposal of the United States in the present war, leaders in agriculture will meet at the University of California Friday, representing Washington, Oregon and California. L. C. Corbett, now at Bellingham, Wash., will attend as official representative of the United States department of agriculture.

Homesteaders Protected.

Roseburg, Ore., April 14.—(United Press)—Homestead entrymen who have not made proof of their entries can enlist in any branch of service in the army or navy and have their interests protected. Register W. H. Canon and Receiver R. R. Turner, located at the government land office, announced. They instruct all entrymen who do enlist to notify the land office immediately. This will enable the land office to protect the entrymen against contest or cancellation for failure to make proof. It is customary for congress to protect homestead entrymen who absent themselves from their entries to serve their country in time of war.

Anti-Affinity Law Up To Governor.

Sacramento, Cal., April 14.—(United Press)—The "anti-affinity" law urged by the women's Legislative league is now up to the Governor for signature or veto, the Senate having passed the Assembly bill providing for permanent support and maintenance of a wife who is separated from her husband, has grounds for a divorce, but is not seeking one.

People who raise objections are always sure of a bumper crop.

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A GOOD CONVERSA-
TION WHEN USING
OUR COPPER TOLL
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TELEPHONE CO.**

FUEL

**LUMP COAL, TWO CARS DRY
WOOD, BRIQUETS**

We have large and small teams, drays, auto trucks, jitneys, piano wagons, derricks, jacks, tackle; everything complete to handle a pack-age or a carload.

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