

THE Toggery

We are the only Tailors that make Suits in the city. We have eight tailors and will make you a suit in 24 hours. These men live here and spend their money here. If you are going to build a house, you would look for a competent carpenter. This rule should work the same with a suit of clothes. We carry all Imported Goods and can Guarantee the Colors.

In send-away suits—we make that as a side line—\$18.50 to \$30.00—Nothing higher, as we think the customer does not get value received above those figures. We have an experienced tailor to take the measures and if anything is not just to suit when it arrives we have the men to make it right at no cost to the customer.

Why We Can Sell 5% to 10% Less

We can sell for 5 per cent to 10 per cent less, because we pay cash for our goods and sell on 30 days' time—Nothing over this. This makes our business close to a cash basis. You can figure this yourself. It does away with the big expense of the deadbeats, bookkeeping, etc., which some one must pay for under the long credits system.

We Will Soon Be in a New Building

As our room is limited where we are now located, we are arranging for a new store room for fall, as we are adding Ready-Made Clothing to our stock.

Now is The Time to Buy Shoes

We are closing out the Harlow Shoes. We have a few dozen left and will sell them from \$1.00 to \$5.00. Lots of small sizes left.

We Solicit Your Business

The Toggery

ANDREWS BROTHERS, Proprietors

Buy a New FRANKLIN and "Speed 'Em Up" July 21-22

The Thrift of the Franklin Car Our Response to the National Call

AS a people, Americans have so long been charged with wastefulness and extravagance that we have come to admit it as our National sin.

Perhaps the meanest thing that has been said of us is that our only idea of economy is to do without.

That, being a people of extremes, we can save only in the most drastic and obvious way.

That our idea of reducing household expenses is to discharge the help, wear our old clothes and cut the table where it will be felt the most.

That we must either waste coal or shut down the furnace and freeze.

There is just enough truth in this indictment to hurt.

Wasteful Economy vs. Constructive Saving and Use

The call to National economy ought rather to be a call to National Thrift.

Here in the richest country in the world—with nation-wide employment and prosperity, with wages higher than they have ever been in the history of the world, with 935,000,000 acres of tillable land and unprecedented returns for the farmer—we can support another hundred-million people, whether in this country or Europe, on what America wastes, if we only apply brains to our problems, National and individual.

Motor Traffic a Vital Factor in National Life

It takes no brains to practice the economy of doing without.

A good example of this idea

of economy is the man who buys a heavy, extravagant car and then limits its use.

Whatever the times or conditions, the Franklin owner knows that he stands firmly on a *thrift basis*.

That if all cars were as efficient as the Franklin, America would save Four Hundred Million Gallons of gasoline and \$192,000,000 worth of tires every year—without cutting one mile off the stupendous motor-car mileage of the United States.

There is Needless Waste of Gasoline and Tires

Thrift always implies a sense of values.

What is the *mileage value* of a gallon of gasoline—or a set of tires?

Do you realize that all the twenty-odd years of motor-car designing has never produced anything like a *standard* of mileage for either gasoline or tires?

That gasoline, worth *twenty miles* and upward in the *scientific-light-weight* Franklin, drops as low as nine miles and even six miles in many another make of fine car?

That while the Franklin owner is getting his *ten thousand miles* from a set of tires, the typical fine car owner is getting only five thousand or less?

Franklin Owners Have the Facts on Comparative Costs

Where the heavy car wastes gasoline in the drag of its dead weight—the Franklin devotes its power to *mileage*.

Where the heavy car hammers its tires out before their time—Franklin light unsprung weight

with flexible construction *doubles the tire mileage* of the Franklin car.

Study the Used Car prices! They tell the same facts in terms of depreciation, emphasizing the security of the Franklin owner in the *investment value* of his car.

Under all circumstances of road, climate, and the cost of gasoline and tires, the man with a Franklin owns and runs his car on the most favorable terms.

These factors make the Franklin peculiarly the car of free use, of staunch service, of small upkeep, of low depreciation.

Twenty thousand Franklin owners saw these things before there was any call to National Thrift.

Of all the fine cars, the Franklin alone devotes its gasoline to maximum mileage—



While the dead weight of a less efficient car cuts the mileage to—



Of all the fine cars, the Franklin alone gets every mile out of a tire there is in it—



While the extravagant, heavy car hammers the life out of its tires and cuts their mileage to—



Of all the fine cars, the Franklin maintains its investment value on a business basis—



While the used car value of the average fine car drops to—



Hilton's Garage

Frank Hilton, Distributor

Adams Ave. La Grande, Ore.

"Speed 'Em Up" July 21-22

WAR NO BAR TO AUTOMOBILE

La Grande Dealers See No Decrease in Sales Since War Began—Automobile Tourists Begin to Cross Blue Mountains—Traffic Is Heavy.

Because the United States is at war is no reason for decrease in automobile sales, if the experiences of La Grande dealers are indicative of affairs elsewhere. A survey of La Grande reveals that the sales in cars—especially the smaller kinds—have kept up since war was declared, and that the sales this year are generally ahead of last season. During the few weeks Uncle Sam has been at war, a majority of the dealers say, there has been a slight decline in the sale of the more expensive varieties but on the other hand smaller sizes have been going like hot cakes.

"We can't get cars enough to fill our orders, and the war hasn't affected them in the slightest detail," declares Hal Rees of the Galloway-Rees

firm which handles Overlands.

Frank Hilton, Ford and Franklin agent, and prominent in the La Grande Automobile association, is also of the opinion that the war hasn't effected sales locally.

B. C. Hamilton, the Mitchell, Saxon, Packard and Republic Truck dealer, has more trouble with the weather than the effects of war.

J. E. Anderson, Maxwell dealer, unloaded two cars last week. He is selling them as fast as he gets them.

Chas. McCrary, Haynes and Velie agent, is another man who has not noticed any depreciation in automobile sales since the war began. He is selling his cars.

George Richards, the Chevrolet dealer, reports many deliveries and more cars coming.

This is typical of expressions everywhere in garage circles.

Rayfield Service Here. The Hamilton garage has taken over the Rayfield Sales & Service station and anyone equipped with Rayfield carburetors can get service there.

The War Aids Canada. The Willys-Overland Starter, a trade paper, publishes in its current issue a statement to the effect that

her automobile business, has strengthened it financially. "With twenty per cent of our men between 18 and 50 withdrawn from productive activity, Canada's payroll is greater today than ever in its history."

Tourist Traffic Increasing.

Although there is still visible effects of snowdrifts on the summit, several automobile parties are crossing the Blue Mountains every day. Two a day is not uncommon, and more often there are five or six parties. All complain of the bad condition of the road because of mud and rocks—late snow hindering rapid return to normal roads. But so far as reported there have been no instances the past week of any one being tied up for long at a time. One party from North Yakima bound for Florida with his family, broke a steering gear Tuesday and had to camp for the night. All those have crossed declare the roads should soon be dried up.

Summer Traffic Immense.

Such tourists as have voiced their opinion to date, all say that the automobile traffic this summer will be greater than ever—that there will be no fewer cars crossing the continents and taking long pleasure trips than there were last year.

J. E. Anderson, Maxwell dealer, is anxious to see the automobile races at the Speed 'Em Up properly classified at an early date. Mr. Anderson has had much experience with auto race meets of this sort and predicts a fine success for the contests here this year.

Chevrolet headquarters are now in the Foley building where the agent, George Richardson, has display room for about 10 machines. Mr. Richardson is a firm believer in having his display floor close to the heart of the city.

Automobile agents and agencies in La Grande are as thick as flies around a honey-comb, but all report a brisk summer's business. Even tractor agents have their inning and farmers who a few years ago laughed at anything but horse-power are now falling in line and buying tractors, big and small.

German Spy Guilty.

Boston, June 16.—(Special)—Werner Horn, who declared himself an officer of the German Landwehr, was found guilty yesterday in the Federal Court on a charge of unlawfully transporting dynamite in interstate commerce.