

Highway
and
Auto
Dope

AUTOMOBILE NEWS

Travel
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News

USED CAR NOW IN INSPECTION

More authentic than the robin as a herald of coming spring, is the start of activity in the used car market. On used lots and in dealers' garages over the country, prospective buyers are re-inspecting thousands of cars which will be seen this summer on highways and boulevards.

Used car buying, however, is on a new basis. The old order of buying is gone, for buyers now learned that the concern whose reputation is staked upon the kind of service it renders the most reliable place to buy the "unused mileage" represented in a used motor car.

Interesting in that connection is the first anniversary of the Ford guaranteed used car plan, which has not only raised to a new height public confidence in used cars, but due to the fact that approximately half the cars used are Fords, has gone a long way toward stabilizing this phase of the automobile industry. The plan made simple and positive inspection by the fact that each used car is guaranteed individually by one who is in the best position to know its possibilities—the Ford dealer.

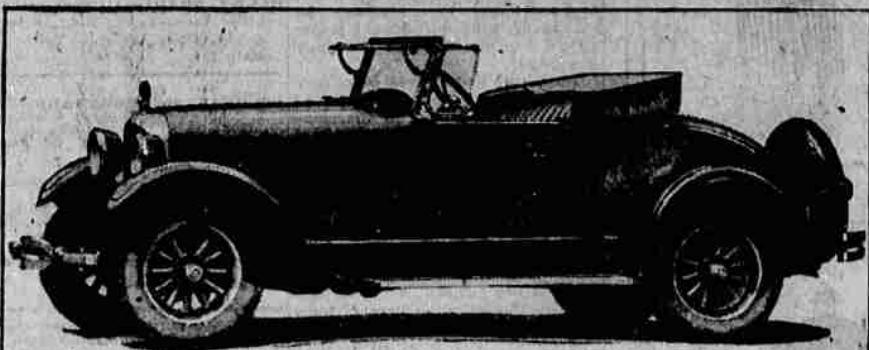
By virtue of the fact that every community has its authorized Ford service, the local dealer maintains personal contact with practically all the cars handled through this agency. When the car is eventually turned in, he frequently knows just about how far it has been driven and the kind of driver to which it has been subjected. If the car needs reconditioning when turned in, the dealer is in a position to give it the needed mechanical attention at the lowest possible cost and when ready for service, can definitely determine the amount of mileage it should deliver, the price depending entirely upon this assumed transportation.

Public acceptance of the Ford used car plan is clearly indicated in reports made to the company general offices in Detroit.

The owner of a second-hand car is always trying to start something.

One of the many advantages of crossing crossings cautiously, is that you get to the other side.

Standard Six Sport Roadster



Above is pictured a new standard six Studebaker sport roadster, which, according to M. J. Goss, local distributor of this make of automobiles, is about the keenest thing on the road nowadays.

YOUR INCOME TAX

The revenue act of 1926 provides that the status of a taxpayer relative to the amount of his personal exemptions shall be determined by apportionment in accordance with the number of months the taxpayer was single, married, or the head of a family.

For example, a taxpayer married on September 30, 1925, would be entitled to an exemption of \$2,000. For the first nine months he is classified as a single man entitled him to an exemption of \$1,125—three-fourths of the \$1,500 exemption allowed a single person—and for the last three months he is entitled to an exemption of \$875—one-fourth of the \$1,500 exemption allowed a married person.

If on June 30, a taxpayer ceased the head of a family—the support in one household of a relative or relative being discontinued—he is allowed an exemption of \$2,500—one-half of the exemption of \$1,500 granted a single person plus one-half of the exemption of \$3,500 granted the head of a family. With regard to the \$400 credit for a dependent, the taxpayer's status is determined as of the last day of the taxable year. If, during the year, his support of such dependent ceased, he is not entitled to this credit.

Had a big flood in Ireland. Inundated two countries. Imagine an Irishman not being able to find a brick?

JENA THURINGIA—Fraudsters with hobs are being subjected to criticism. In advertisements they are likened to Mussolini by the society of long hair maidens. "Just imagine a bobbed forelock combing golden hair," is one of the society's slogans.

NOTICE OF SHERIFF'S SALE.

Notice is hereby given, that I have received attachment execution and order of sale, issued out of and under the seal of the Circuit Court of the State of Oregon for Union County, dated the 1st day of February, 1926, in the suit therein pending wherein R. L. Martin and Ray Woodbury, co-partners doing business under the firm name of Ray Woodbury company, are plaintiffs, and Central Railroad of Oregon, a corporation, is defendant, to me directed, upon a decree, judgment and order of sale, made and entered in said court and cause on the 4th day of November, 1925, in favor of the plaintiffs and against the said defendant corporation, for the sum of \$942.50, with interest at 6 per cent per annum from the 6th day of November, 1925, and the further sum of \$15.00 costs, in which said execution and order of sale I am commanded to make sale of the following described attached property in Union County, Oregon, the same being the property described in the complaint in said suit, to-wit:

One locomotive, No. 12, with tender No. 22; 5 wheels; two car wheels and axle; one coal and water tender No. 13; one

old baggage coach No. 18; eight wheel flat car; one passenger coach, No. 20; one box car, No. 401; one No. 1 Duffy Jack; one car No. 502, capacity 70,000, 2665 cubic feet; height 12-9, width 8-7, 36 ft. long; weight 34,400 lbs.; one coach, No. 21; one coach, No. 100; with locomotive No. 4611;

All the railroads of the party of the first part (defendant corporation) now located and constructed, or as the same may be hereafter located and constructed between Hot Lake and La Grande to Cove by way of Union and from Union to Elgin in the State of Oregon, in pursuance of any and every authority now existing or which may hereafter exist, together with all the real estate of the said railroad company, wherever the same may be situated, and together with all branches, extensions, sidings and turnouts of the said railroad, now belonging to or which may hereafter be acquired and constructed by the said party of the first part, and all lands, rights of way, railroads, wharves, fences, workshops, machinery, stations, offices, depots, depot grounds, engine houses, buildings, improvements, tenements and hereditaments and appurtenances now owned by the said party of the first part, and used for the purpose of operating the said railroad, or which may hereafter be acquired by the said party of the first part and used for said purposes, together with all locomotives, rolling stock, tools, implements, and materials now belonging or which hereafter may be-

long to the party of the first part, and now or hereafter in use, or intended for use, upon the said railroad, or in connection with the proper equipment and operation of the same; together with all and singular the corporate rights, privileges and franchises of the said party of the first part, acquired or to be acquired, connected with or relating to said railroad, and any and all extensions thereof, and together with all the streets, ways, alleys, passages, waters, watercourses, easements, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the hereby granted and mentioned premises and estates belonging and appertaining, or to belong and appertain, and the reversion and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, property, claim and demand of every nature and kind whatsoever of the said railroad company, as well as in equity of, in and to the same, and every part and parcel thereof.

Now therefore, by virtue and authority of said writ, and in obedience to its commands, I will, on Wednesday, the 24th day of

March, 1926, at 2 o'clock P. M. of said day, at the front door of the court house in La Grande, Union County, Oregon, sell at public auction the above described real and personal property, and all the right, title, interest and equity of each of the defendants therein, to the highest bidder for cash, subject to redemption as provided by law, the proceeds of said sale to be applied in satisfaction of said judgment and decree, including costs and accruing costs of execution and sale.

Dated at La Grande, Oregon, this 15th day of February, 1926.
JESSE BRIDGEMAN,
Sheriff of Union County, Oregon.
Feb. 20, 27-Mar. 4, 1926.

SUMMONS.
In the Justice's Court for La Grande, Justice of the Peace and Constable District, Union County, Oregon.
Mildred LaFreniere, Plaintiff.

E. F. Franklin, Defendant.
To E. F. Franklin, the above named defendant.

In the name of the State of Oregon: You are hereby required to appear and answer the complaint

filed against you in the above entitled cause, on or before the 2nd day of April, 1926, said date being the last day of the six weeks period prescribed by the order of the publication of this summons. If you fail to so appear or answer said complaint, or otherwise plead herein, for want thereof, the plaintiff shall apply to the above entitled court for the relief prayed for in her complaint, to-wit: For judgment against you for the sum of \$25.00, together with interest thereon at the rate of 5 per cent per annum from the 5th day of January, 1926, until paid, and for her costs and disbursements in this action.

This summons is published by order of the undersigned, Justice of the Peace for La Grande, Justice of the Peace and Constable District, Union County, State of Oregon, made and entered in the above entitled court and cause on the 14th day of February, 1926, prescribing that this summons be served by publication thereof, the same to be published once a week for six consecutive weeks and seven consecutive issues in the La Grande Evening Observer, a newspaper

published daily in the city of La Grande, Union County, Oregon, and of general circulation in said county.

HUGH E. BRADY,
Justice of the Peace for La Grande, Justice of the Peace and Constable District, Union County, Oregon.

Date of first publication, February 20th, 1926.
Date of last publication, April 2nd, 1926.
Feb. 20, 27-Mar. 6-13-20-27-Apr. 2.

NOTICE OF FINAL ACCOUNT.

Notice is hereby given that Henry Fries has filed with the County Clerk of Union County his Final Account as Administrator of the Estate of Thomas Fries, deceased, and that the County Court of Union County has fixed Thursday, the 25th day of March, 1926, at the hour of ten o'clock a. m. as the time when the court will hear objections to said Final Account and will settle and determine the same.

ROBERT S. EAKIN,
Attorney for Administrator.
Feb. 20, 27-Mar. 6, 13, 20.

Studebaker Stability

This One-Profits Sedan at \$1295, Unit-Built, is the product of a one hundred million dollar company—74 years old

Sold on the lowest time-payment rates known in the automobile industry

TODAY, no car in the world offers the purchaser lower time-payment rates than Studebaker.

That is because of five Studebaker factors which make possible financing rates so low that most competitive cars cannot even approach them.

In your own interest, note them:

1. **Studebaker Stability**... \$100,000,000 in net assets, free of bonded debt and bank loans, centered on the economical manufacturing of quality cars—assurance that no Studebaker will ever become an orphan.

2. **"No-Yearly-Models"**... which obviously cuts depreciation to a minimum. Studebaker cars are kept constantly up-to-date.

3. **Intrinsic Worth**... due to Unit-Built construction—a factor which makes Studebakers stay sold because they render outstanding service. Being designed and built as units, Studebaker cars function as units... their hundred

dreds of parts are perfectly co-ordinated; thus scores of thousands of miles of excess transportation are built in.

4. **One-Profits Prices**... Only Ford and Studebaker manufacture cars under the One-Profits policy. No other makers have adequate facilities for making all-bodies, all engines, all clutches, all gear sets, springs, differentials, steering gears, brakes, axles, gray-iron castings and drop forgings. This One-Profits policy obviously increases the equity of every dollar invested in a Studebaker.

5. **Re-Sale Value Maintained**... because of the popularity of Certified Studebakers sold under the famous "Studebaker Dealers' Pledge" on used car sales.

These five factors constitute the basis on which banks of the United States generally provide credit at lowest rates for the buyers of Studebaker cars.

This low-cost credit is placed at your disposal through the Industrial Acceptance Corporation, which is engaged exclusively in financing the sale of cars, new and used, through Studebaker dealers.

Studebaker Standard Six Sedan

(Four Doors—Ample Power—Wool Trimmed)
\$1295
Freight and war tax extra

Under Studebaker's fair and liberal Budget Payment Plan, this Sedan may be purchased out of monthly income for a small initial payment and at the lowest time-payment rates known to the automobile industry.



M. J. GOSS

Describe the Perfect Motor Car and You Have Described FRANKLIN Series "11"

- Dependable under all conditions;
 - Cover the most ground—in least time;
 - Economical—18 to 20 miles per gallon of gas;
 - Easy riding, flexible and with light unsprung weight;
 - Safe—effective brakes to prevent skidding;
 - No avoidable weight.
- The Proof is Franklin performance over years of use. Ask to drive one—you will agree.

McCLURES

Yakima, Walla Walla, La Grande, Pendleton, Baker
1416 Adams Ave.
Sales—Bird F. Lewis
Geo. E. McClure
Service—Kenneth A. Keeney
Tracy Hollister

Like The Main Spring of Your Watch

The electrical system of your car, consisting of delicate instruments and intricate little machines is the "mainspring" of the force which drives your car. Ordinarily it functions accurately and with great reliability, but like all mechanical devices, this electrical system requires expert attention at regular intervals.

Don't Put It Off

Drive in today—an expert will go over your car. A small adjustment now will save delay and expense later on.

We Have Replacement Parts For

Remy
Klaxon
Delco
Bosch



BATTERY & ELECTRIC SERVICE CO.

1311 Washington Ave. DALE COX