

Sale

Of Pajamas for Men

Here it is men! Right now the big outstanding pajama sale of the season for you. Standard, high grade makes at mere fractions of their former prices.

Values \$2.20 Values to \$3.00 Values to \$4.00

\$1.65 **\$2.15** **\$2.85**
2 for \$3.00 2 for \$4.00 2 for \$5.50

THE TOGGERY

619 Main St. —Opposite Liberty Theatre

SELZ SHOES COOPER UNDERWEAR

Australian Maoris Trace Ancestry To Hawaiian Islands

HONOLULU.—(P)—Many of the Maoris of Australia consider that their race had its origin in Hawaii centuries ago, it has been revealed by Rattina Jakoba, a prominent Maori. He is here with a group of Mormon church workers from Australia to visit the famous Mormon temple at Laei, Oahu.

Jakoba said that he had traced his ancestry back to a chieftain named Hema, who ruled the island of Hawaii. After a devastating war in which Hema was defeated badly and forced to flee from the island for his life, he and a few com-

panions set sail for the south in huge war canoes. Maori legends have it that they landed in New Zealand and lived there for several years. Later Hema returned to Hawaii, where the residents worshipped to as their supreme being. They had a large temple in the Puna district of Hawaii, but later turned to the worship of other gods. Hema returned to New Zealand and many people accompanied him. He also took the image of Io.

Pele, the Hawaiian goddess of fire, became displeased with the Hawaiians, who were worshipping many idols, and vented her anger by covering their lands and temple with lava, the legends say. This would account for the ancient lava flows from Mauna Kea and Mauna Loa.

OVER 750,000 HOMES ARE THOR EQUIPPED



The Thor 32 is the latest and finest development in Washing Machines Washes clothes clean and will not injure the finest fabrics LET US PROVE THIS TO YOU Demonstration by Appointment

BALDWIN HARDWARE CO.
The Winchester Store

Studebaker Builds Its Auto Complete

People generally now understand the advantages of complete automobile manufacture in the low priced field.

Until today no manufacturer of a quality car has been able to lay claim to these advantages. But now Studebaker manufactures practically every important unit—building its cars more completely than any other manufacturer in the fine car field.

It is the result of seven years of planning, of turning profits back into greater manufacturing facilities, the addition of such new plants as the largest grap iron foundry in the world and a body building plant which cost \$10,000,000.

Studebaker not only builds its own engines, axles, springs, transmissions and clutches, but all car bodies as well. Only two manufacturers, who build in quantity, make the other is the Ford Motor company. One is Studebaker.

Studebaker points out: "Other builders buy their car bodies from outside body builders, who, of course, must collect a profit. The builders pay this profit, include it in their costs, then figure their own profit on top of it, compounding the final cost to the buyer.

"What is true of bodies also is true of engines: 18 builders buy their engines outside and 23 others assemble engines from various parts compounding the cost. The buyer bought elsewhere, in this case doubly compounding the profits, for consumers to pay.

"The same thing is true of axles, springs, transmissions, clutches and other important parts.

"The buyer pays when he purchases a car not manufactured under the advantages Studebaker enjoys. He pays many profits instead of one, and these many profits are not represented by anything in the car itself. As high as \$500 of the purchase price of an assembled car may represent unnecessary profits."

Building its cars complete, declares Studebaker, enables it to put finer steel, finer wood, finer upholstery, better workmanship and hundreds of thousands of miles of reserve transportation into every car, and yet keep the price down.

Studebaker summarizes the one-profit advantages as follows:

Longer life because all vital units are designed to operate in harmony.

Greater riding comfort because springs and chassis are scientifically designed to function with a body also designed and built by the same engineers.

Greater freedom from repair expense because strains and stresses of each moving part are determined accurately before the car is built and are spread evenly over mated parts.

Greater resale value because the tremendous reserve mileage, ruggedness and stamina built into them cannot be exhausted in years of service.

More than 500 car assemblers, which passed on these compound profits into the prices exacted from buyers, have gone out of business. Studebaker's domination of the fine car field is an exemplification of the sound economic policy of complete manufacture which has given it that position.

Union Oil Sales Show Big Growth

LOS ANGELES, July 14.—Sales of the Union Oil company of California for the first half of 1925 increased nearly \$5,000,000 over the same period of 1924, according to the stockholders' report just issued by W. L. Stewart, president, and R. D. Matthews, comptroller, of the organization. The sales for the six months totalled \$37,000,000—a remarkable tribute to the aggressiveness of C. W. Ralph, director of sales and transportation, and his coast force.

The increase in sales was one of the features of the report which showed favorable signs in all other phases of the company's operations. To \$11,500,000, an increase of \$1,000,000 before depreciation amounted \$400,000 over the January to July period of last year. Because of the greater write-off for labor and incidental cost of new drilling, which amounted to \$550,000 more this year than last, the net profits were \$5,990,000—as opposed to \$5,200,000 for the first half of 1924.

The company spent \$5,200,000 during the six months for capital expenditures, made up mainly of additions to marketing stations, a new river tanker and drilling of new wells.

The company and controlled companies produced 7,600,000 barrels of crude oil during the six months. Greatest activity at present is taking place on the Howard park lease at Rosecrans, where the company is drilling 17 wells and in the Fort Collins area in Colorado, where 12 strings of tools are working.

Father's Letter Written 37 Years Ago Reaches Son

TACOMA, Wash., (P)—Haakon Bader, who left his native town in Norway in 1888, recently received a letter mailed from the same place shortly afterward. During its 37 years' wanderings, the missive had been handled by the postal services in five different nations, for in that time Norway gained her independence from Denmark, under whose flag Bader was born.

The letter written by Bader's father, long since dead, expressed his love and good wishes for his sailor son and contained photographs of Bader's parents.

When Bader, a lad of 18, went to sea from his native village of Kragero, Norway, the letter followed him to Cardiff, Wales, but arrived shortly after he had set sail for Buenos Aires. He had also left Buenos Aires when it reached that city, and it was turned over to the Danish consul there.

There it lay in the consular files, while Bader pursued his seafaring life over most of the world, including a visit to his home village. Later he joined the gold rush to Alaska and then came to Tacoma, where he opened a cigar store.

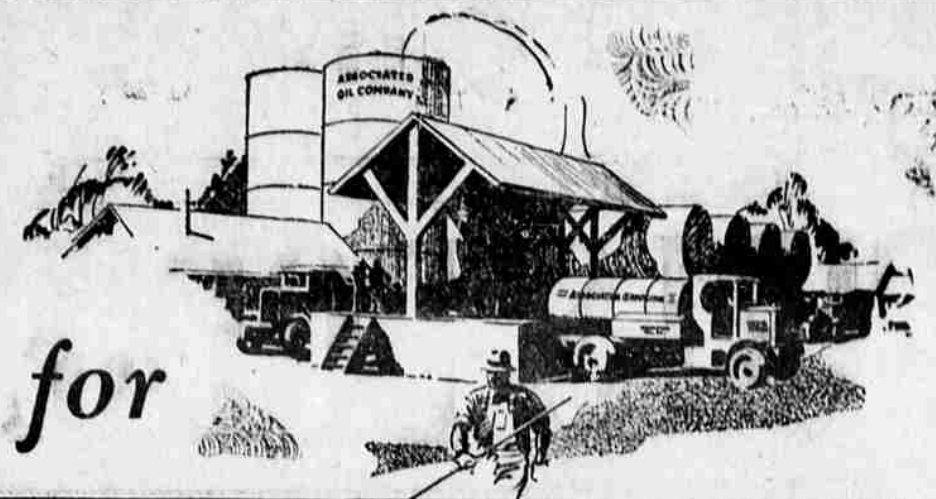
Some two months ago someone discovered the ancient letter in the consular files at Buenos Aires, and it was returned to its place of origin. Those friends gave postal authorities Bader's last known address in Tacoma and it was sent here and forwarded again to his present place of residence.

The letter, written in his father's hand and still plainly legible, was like a message from another world.

WHEAT HARVEST STARTS

WALLA WALLA, Wash., July 14.—Wheat harvest began in Walla Walla county today on a large scale and by the week's end is to be general. Recent hot weather has cut the early estimated crop five to ten bushels an acre and weighty per centage an acre in spring wheat a normal crop is the best that growers and dealers will now predict.

The little fall sown wheat already harvested has yielded well, one field adjoining the city on the west being reported at forty bush-



for KLAMATH FALLS—Associated Oil Company Distributing Plant!

Work has progressed to the point where we can now definitely promise the opening of our wholesale distributing plant in this city within the next two weeks. A plant from which to supply our dealers.

This plant has been necessitated by the loyal support of our dealers and the public, with the resulting greatly increased demand for Associated products.

Now, with the improved facilities provided by this new depot, a better, prompter service to our dealers and their customers can be happily assured.

ASSOCIATED OIL COMPANY

MOTORMATES



Now—a One-Profit Car in the Quality Field

STUDEBAKER has achieved one-profit manufacture in the quality field. This marks a new era in the automobile industry. Studebaker's achievement eliminates unnecessary profits running up to \$500 on a single car. It banishes double overhead. It results in quantity production of quality cars. It vitally affects pricing by establishing a new criterion of value in the fine car field.

TWENTY-FIVE years ago practically all "manufacturers" of automobiles were nothing more than assemblers. They purchased motors, bodies, tops, axles, etc., from parts makers who were the manufacturers in reality.

On this basis it was easy to become an automobile "manufacturer," and more than five hundred makes of automobiles have had their day in the American market and disappeared. They are represented only by "orphan cars" with practically no resale value.

Notwithstanding this writing on the wall many manufacturers still assemble their product, piling profit upon profit for the ultimate purchaser to pay. Each profit which a maker pays to a body builder or parts supplier enters into his costs just as though he had spent the money for steel or plate glass or upholstery. Although it represents no value he not only passes it on to the purchaser but figures his own profit on top of it.

The Ford is a one-profit car and reigns supreme in its field. In the fine car field Studebaker—and Studebaker alone—now offers the American public one-profit values.

During the past seven years, when demand exceeded supply, Studebaker has been plowing earnings back into plants and machinery until we are now able to make this announcement.

Foundries, stamping mills, machine shops, are now complete. As final links in the chain of one-profit production, the enormous Studebaker body plants have been operating for months at peak capacity. Resources totaling one hundred million dollars are concentrated on the production of this one-profit car.

No other individual manufacturer in the world (except Ford) possesses such facilities for the complete manufacture of automobiles.

That is why Studebaker is able to put finer steel, finer wood, finer upholstery, better workmanship, hundreds of thousands of miles of re-

Why Studebaker is the "one-profit" car

There are more than 60 makes of passenger cars built in the United States, but very few are manufactured complete in the plants of the producers who sell them.

Only 42 build all their own motors—and one of the 42 is Studebaker. Of the 42 which claim to make their own motors only 14 make the iron castings, stampings and forgings which go into their motors—and one of the 14 is Studebaker.

Only 5 make all their own bodies and one of the 5 is Studebaker. Only 2 make all their own motors, bodies, clutches, springs, axles, gear sets, differentials and steering gear. One of these 2 is Studebaker and the other is Ford.

serve transportation, into every car—yet keep down the price to you.

This sound manufacturing principle not only holds down price, but it insures a better car regardless of price. The car is not a patchwork, but a unit.

Last year at the New York and Chicago automobile shows four well-known automobile manufacturers exhibited coaches mounted with the same body—a body made from the identical dies, jigs and fixtures. Certainly these manufacturers must have sacrificed engineering advantages in chassis construction to accommodate this "standardized" coach body built by an outside supplier.

Contrast this with Studebaker, where the entire car is designed and built as a unit—and engineered complete. This construction means (1) longer life (2) greater comfort in riding—(3) greater freedom from repair expense—(4) greater resale value.

With the advent of this one-profit-one-overhead plan of motor car manufacture, it is folly today to buy a car by the same comparisons you used yesterday. Today you must measure all cars with this "one-profit" Studebaker.

One-fourth of all American passenger cars built today belong in the fine car field—a total of 87 different makes selling above one thousand dollars.

There are 21 Studebaker body styles available on three different chassis. The Standard Six Models, 113-inch wheelbase, 50 h.p. engine, \$1125 to \$1600 f.o.b. factory. The Special Six Models, 120-inch wheelbase, 65 h.p. engine, \$1450 to \$2120 f.o.b. factory. And the Big Six Models, 127-inch wheelbase, 75 h.p. engine, \$1875 to \$2650 f.o.b. factory.

And you may buy your Studebaker today with the assurance that it will not be arbitrarily stigmatized by any act of ours as a "last year's model." Instead of spectacular annual announcements of "new yearly models," Studebaker has adopted the policy of keeping its cars up-to-date in body styles and chassis design every day in the year. Therefore, buy your Studebaker now!

THIS IS A STUDEBAKER YEAR

The STUDEBAKER CORPORATION of AMERICA