

### BIG STARS IN BIG ROLES AT VILLAGE THEATER

You're bound to have a good time any evening next week if you go over to the Village theater. There'll be a veritable bevy of stars at their best in the attractions for the next 8 days.

Charles Ray in "The Girl Dodger" heads the bill on Monday. Pathe News will be an added feature.

Tuesday brings the great Houdini in his wonderful serial, "The Master Mystery."

The Wednesday and Thursday attraction will be D. W. Griffith's spectacular film, "A Romance of Happy Valley," with Robert Harron and Lillian Gish in the leading roles. It's a story of simple folk, said to be far reaching and effective in its power for good.

Marguerite Clark assumes the place of honor at the Friday and Saturday performances. She appears in "Mrs. Wiggs of the Cabbage Patch," a picture of the story by Alice Hegan Rice that almost every one has read. Miss Clark appears in the famous role of "Lovey Mary" which is said to be one of her best impersonations this season. Pathe News will also be shown.

### "ODDS AND ENDS" AT VICTORIA NEXT WEEK

A musical revue that will attract more than passing interest will be Jack Norworth's "Odds and Ends," which will be presented at the Victoria on Sunday matinee, March 2, following its run of five months at the Garrick theater, Chicago, as well as runs of equal length in New York

and Boston. The original production will be seen here in its entirety and an added feature is the special augmented orchestra carried by the company.

In the cast will be found Max Bloom, Florence Rayfield, Donald Dunn, Nell O'Connell, Rupert Darrell, Peggy Brown, David Robertson and which includes a large chorus that is expected to set a new standard for beauty and distinction.

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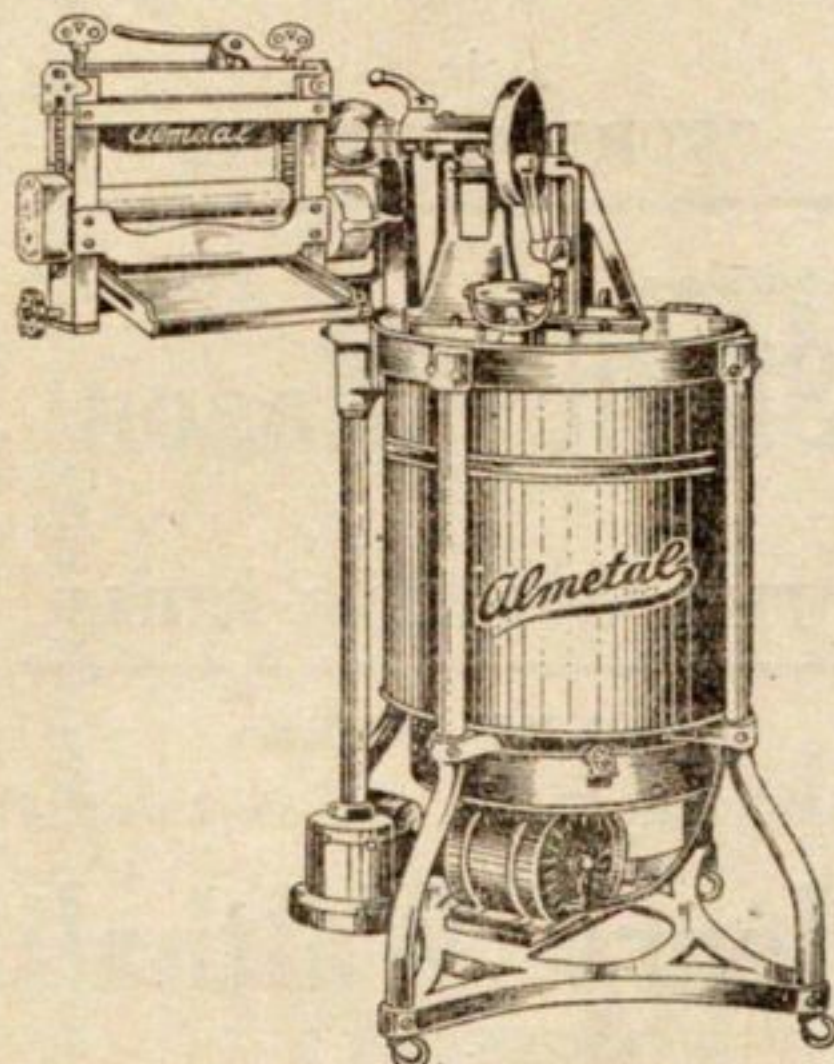
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### Silverware Opportunities

Owing to war activities in the past year, silverware manufacturers have directed sixty per cent of their output to war work, the balance being used to supply the trade with necessities. Naturally many patterns we are displaying have been discontinued and many more are difficult to obtain.

With this in mind we have decided to dispose of the entire assortment of these particular items at sharply reduced prices. Taking into consideration the steady increase in the value of silver, this is a splendid opportunity to purchase silverware at a minimum.

### A Partial List of the Many Pieces Is Shown Here—

Bowls, Baskets, Dishes, Trays, Toilet Articles, Marmalade Jars, Salt and Pepper Sets, Smoking Accessories, Liquor Bottles, Bon Bon Dishes, Bottle Openers, Traveling Cups, Vases, Candle Sticks, Picture Frames, Pitches, Tea Pots, Coffee Pots, Cups, Novelties, Urns, Cream and Sugar Sets, Leather Goods.

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# COMPARISONS

BRIDGES & GAGE, February 13, 1919  
Orrington Ave., Evanston, Ill.

Gentlemen:—I purchased my \_\_\_\_\_ car the fore part of last June. Have driven it 7,188 miles. I bought a spare tire and tube when I first got the car. Have bought six new tires altogether, so that the four that are now on the car are in fairly good condition apparently. The two front ones have been retreaded. The blowout in the spare can be repaired for \$8.50.

Your claims on the Franklin car sound pretty good to me, but I consider that I have a pretty good car now. I have kept a very careful record of the cost, and I find that I have spent only \$147.80 for gasoline and oil to date. Have had the valves ground and the carbon cleaned twice. Have bought two new fan belts. Had the water pump shaft packed twice, and had a knock taken out of the water pump. I used some non-freezing solution that caused the radiator to leak slightly but have had this soldered. Also had a new housing put on the water pump. A total expense to date of \$587.86.

I think I ought to get within \$500 of what the car cost me when new, and if you care to trade on this basis, will be pleased to hear from you.  
Respectfully yours, JOHN DOE

Cost, including depreciation, about 14c per mile, if we accepted his offer, which we cannot afford to do. According to official valuation the 1918 \_\_\_\_\_ car is now worth \$750 less than it cost when new.

These letters could truthfully have been written about the cars in question. We can cite instances where the comparisons were even more favorable to the Franklin car.

C. E. BRIDGES, February 17th, 1919  
Evanston, Ill.

Dear Sir:

I purchased my Franklin car from you June 28th, 1917, for \$1950, and have driven it 17,700 miles. The original tires are still on all the wheels, and look good for a few thousand miles more. None of them have ever been punctured.

Kept track of the gasoline used for some time, and find that I averaged 21 miles to the gallon, and between 800 and 900 miles to a gallon of oil. Had the valves ground when the car had been run 11,800 miles. Had new contact points put in the distributor, and have a new inner tube under the back seat that has never been used.

Am inclined to accept your offer of \$1700 and turn in the car on a new Franklin touring rather than get a new set of tires a little later.

Yours,  
RICHARD ROE

Cost, including depreciation, about 2½c per mile. The Franklin car costs a little more than it did two years ago, but is well worth the difference, with larger tires, larger starter, larger battery, electric gasoline heater, oil cups with wick oiling system, two coils, improved lifter rods and rocker arms on over-head valves, Legalite lenses, higher body sides, improved clutch, leak-proof piston rings, composition timer gear, slanting wind shield, etc., etc.

Many 32x4 FRANKLIN tires have passed the 20,000-mile mark. No doubt some of the new sizes, 33x4½, will do 30,000 miles.

1629 Orrington Ave.

# BRIDGES & GAGE

Phone Evanston 5886

"Once a Franklin owner, always a Franklin owner"