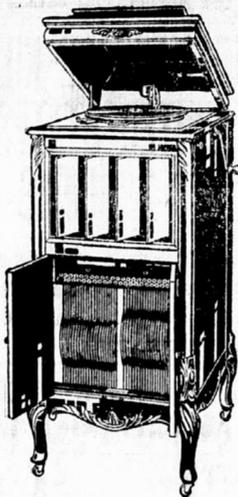


# COLUMBIA

## The "Mignonette"

Price, \$100  
With  
Columbia Individual Record  
Ejector  
Price, \$110



When we first produced the "Mignonette" we announced it the greatest \$100 worth that had ever been offered.

That statement still stands—stands more strongly than ever, for the "Mignonette" that we are offering today is a vastly improved instrument; improved in good looks, improved in tone, improved in many little refinements and details of operation. Its appearance is dignified and artistic; the shapely cabinet is mounted on casters, and in all the details of finish, this is an exemplary sample of what the best American craftsmanship can produce.

**Cabinet:** Mahogany, satin walnut, or quartered oak in golden, fumed or Early English finishes.

**Measurements:** 44 1/2 inches high on casters, 21 1/2 inches deep, 19 inches wide.

**Metal Finish:** All exposed metal parts heavily nickel-plated.

**Motor:** Mounted on metal plate. Three-spring drive, non-varying, non-vibrant. Plays four records with one winding.

**Motor-control:** Speed regulator operated on graduated dial combined with start and stop device.

**Needle Equipment:** 100 full tone, 100 medium tone and 100 soft tone needles. Top of cabinet contains four sunken needle cups for three grades of needles and used needles.

**Tone-control:** Columbia tone-control leaves, operated by a button at the side; also by variety of needles.

**Tone-arm:** New bayonet-joint tone-arm of one-piece seamless drawn tempered tubing.

**Reproducer:** New Columbia No. 6.

**Lid:** Piano hinged and equipped with automatic support.

**Record Capacity:** Single-unit drop-tray cradle accommodating 60 records. With Columbia Individual Record Ejector, 45 records.

## COWAN'S DRUG STORE

206 4th St.

Phone 102

## DODGE BROTHERS ARE FOURTH IN PRODUCTION

Report of the Business Done by Motor Car Companies Ranks Them Well Up.

According to Automobile Topics, a trade authority, recent figures submitted to Wall Street interests with regard to the volume of business done by the various motor car companies during the first nine months of 1915, put Dodge Brothers in fourth place.

Dodge Brothers have no dealings with the financiers, as the business is owned entirely by the brothers, John F. and Horace E., but the figures were submitted by another company which placed itself considerably further down in the list.

The accomplishment of Dodge Brothers in one year of starting the manufacture of motor cars and then jumping into fourth place in the nation is regarded as the most amazing performance in the industry, which has always been full of surprises.

No announcement on production plans for next year has been made by Dodge Brothers, but it is known that several new buildings are being rushed to completion and that the total floor space of the plant will total more than 60 acres when these new buildings are occupied.

## KNOCKED OUT CONIFREY.

Philadelphia, Pa., Jan. 15.—Johnny Kilbane, featherweight champion of the world, defeated Frankie Conifrey of New York, in a six-round bout here tonight. Kilbane had the better of the entire bout.

## WONDERFUL REMEDY IN TIME TO SAVE WOMAN

Mrs. Williams Gets on Way to Health After First Dose of Treatment.

Mrs. Peter Williams of 2749 Eighteenth St., S. Minneapolis, was desperately ill with stomach trouble. She faced the probability of an operation. After taking Mayr's Wonderful Remedy, discovered for her by a kind friend, she found herself on the way back to health. Mrs. Williams wrote: "I have taken Mayr's Wonderful Remedy for the fourth time and I am feeling like a new woman. I am entirely out of pain. I had been sick for eighteen months and four of our best doctors could do nothing for me. They all agreed that an operation was the only thing. One day a man told my husband of your remedy and that night he brought it home to me."

Mayr's Wonderful Remedy gives permanent results for stomach, liver and intestinal ailments. Eat as much and whatever you like. No more distress after eating, pressure of gas in the stomach and around the heart. Get one bottle of your druggist now and try it on an absolute guarantee—if not satisfactory money will be returned.—Adv.

## FOUR MEN KILLED WHEN UNITED STATES SUBMARINE F-4 EXPLODES

(Continued from page one)

explosion took place. It was an internal explosion, there being no apparent damage on the outside.

The explosion was followed by a muffled roar within the boat. Immediately scores of navy yard employees, officers and sailors rushed to the drydock to take up the rescue work. Orders were issued excluding all outsiders from the yards and sentries kept visitors back.

**Gas Hindered Rescue Work.** The gas fumes made the work of rescue almost impossible until a gas helmet and diving suit had been obtained. Equipped with these, two men were lowered into the craft and brought out several of the injured.

**Rescuers Overcome.** Previously, ropes were tied around several men and they were lowered through the manholes. Those above soon discovered, however, that something was wrong and faint cries from inside caused them to drag up the rescuers. They were suffering from gas fumes and some required medical attention. The bodies of dead and injured were terribly burned. One

was found with a leg blown off, while others were crushed. The injured are suffering principally from burns. A man, working on top of the submarine, was blown 20 feet, but suffered only slight injuries.

The only other fatal submarine accident in the history of the United States navy was the sinking of the F-4 outside Honolulu last March with a loss of 29 men.

**Board of Inquiry.** Secretary Daniels announced tonight that he would appoint on Monday, a special board of inquiry composed of submarine experts. He expressed hopes that as a result of this investigation some means might be found to prevent such accidents in the future.

## RUSS-AUSTRO BATTLES FOUGHT ON EAST FRONT

(Continued from Page One)

since the war began to the end of December was 22,081, and the killed 6,847.

The Montenegrin authorities officially deny that Montenegro ever adhered or intends to adhere to any separate proposals of peace or to any armistice with Austria. It is declared that King Nicholas and his army

and people will continue to fight until the last man.

**Arranged Armistice.** A recent dispatch from London said that after the capture of Mount Lovcen by the Austrians, advices had been received that Austria and Montenegro had arranged an armistice.

**Russian Attacks Continue.** Berlin, by wireless to Sayville, Jan. 15.—Russian attacks on the Austrian positions in eastern Galicia and Bessarabia fronts are increasing in intensity, the Russians attacking in masses, but the assaults, all along the line have been repulsed, according to the official statement by the Austro-Hungarian war office given out today in Vienna, and received here.

## CHARLES C. ROOT RESIGNS SCHOOL SUPERINTENDENCY

(Continued from Page One)

I assure you of my continued interest in the success of the Bismarck schools.

Respectfully submitted,  
C. C. ROOT.

**Departments Added.** During the superintendency of Mr. Root the new high school has been built, manual training, kindergarten,

## IF YOU ASPIRE TO SECURE THE VERY BEST IN A Bookkeeping and Shorthand Education DO NOT FAIL TO LOOK THROUGH THE BISMARCK

# Business College

Always in session—Students enter at any time—Rates reasonable—Individual instruction.

Positions Guaranteed Send for Catalog.  
C. M. LANGUM, President, Bismarck, N. D.

domestic science and commercial departments have been added and the school has nearly doubled in size. When Mr. Root first came here only eighteen teachers were employed. At present there are thirty-five.

**FILMS DID NOT ARRIVE.** Through unknown reasons the pictures did not arrive for the Satur-

day show at the Orpheum theater, so Manager Bauer could not give a matinee or evening performance, as he had no extra pictures to offer. Arrangements have been completed that all pictures will arrive on train No. 1 the day before showing, so they will be here in plenty of time to assure everyone of seeing the regular matinee daily.

## Your Guarantee Is the

# REO

## Standard of Excellence

IN THESE DAYS WHEN there's such an evident tendency to skimp values in order to meet price standards alone:—

IN THESE DAYS WHEN not only quality of materials but size of the conveyance is being skimmed by some makers to get within a price; when automobiles that will scarcely seat four medium-size adults are called "five-passenger" cars:—

IN OTHER WORDS, when two or three inches less width, a few inches less in length, half inch smaller tires, and other expedients beside the substitution of inferior materials are only too commonly resorted to in order to cut one hundred dollars out of the value and take one hundred dollars off the price of the car so it will look like a bargain:—

IN SUCH TIMES IT IS GOOD to remember that there is one concern whose policy has never been shaped to meet competitive conditions—nor bent even the slightest to meet mere price rivalry.

REO POLICY NOW AS EVER is based on Reo conditions alone. Reo has no real competition—never has known any. Never since the day the first Reo went into the hands of its delighted owner has it been possible to make enough cars to supply all who wanted Reos.

AND THAT HAS BEEN BECAUSE Reo quality has been dictated always by the Reo standard of integrity—and made possible by Reo engineering skill and experience.

REO READY CASH has always enabled them to obtain materials when others had to wait—and Reo purchasing power, Reo ability to pay cash on the minute, gives Reo "right of way" both in the matter of deliveries and in the matter of quality of materials.

HERE IS A CONDITION you may ponder: The Reo folk tell us that, had they foreseen the shortage of all kinds of raw materials that now exists and the consequent sharp rise in prices that have recently occurred all along the line, the price of the new Reo the Fifth never would have been lowered \$175—never would have been \$875.

NEVERTHELESS, YOU CAN BE SURE that, despite the higher prices Reo now has to pay for the materials, the quality of Reo the Fifth will be maintained to the last detail. Has, in fact, been improved in many details over last season's model.

IF IT BECOMES NECESSARY—as it may if advances in price continue—the price of Reo the Fifth will be increased as much as may be necessary to give the Reo Folk the small margin of profit per car that is their due.

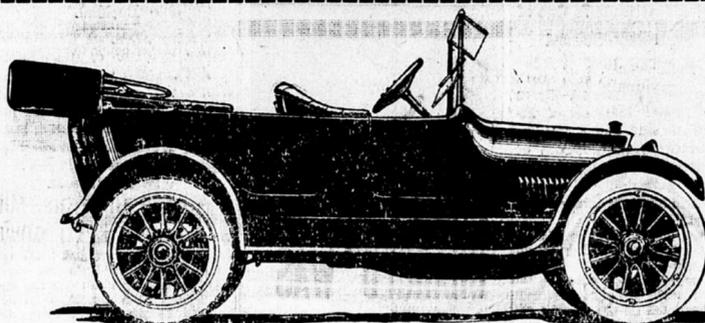
AND REMEMBER TOO, that tho it is necessary to place your order for Reo the Fifth (or the new Reo Six) now in order to be certain of having it when you'll want it a few weeks hence, that condition is due to the fact that thousands and tens of thousands of others appreciate the wonderful, the matchless value that is represented in Reo the Fifth at \$875.

# WESTERN SALES CO OF BISMARCK, N. D.

F. O. HELLSTROM and L. E. OPDYKE, Proprietors.

Distributors for Stutz, Reo, Madison, Maxwell and New Era Automobiles.

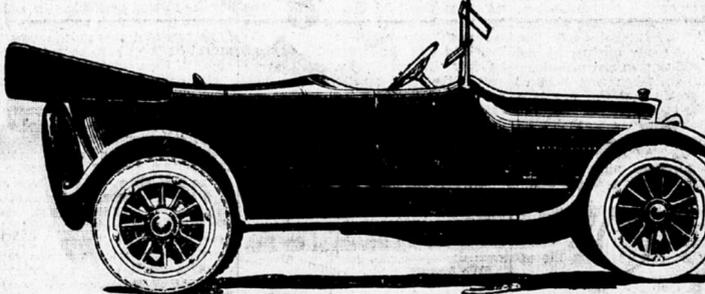
Western Sales Company, Mandan, N. D., Ben Finnegan, Manager.



Specifications of the New Reo the Fifth Price \$875 f. o. b. Lansing, Mich.

**Wheel Base**—115 inches.  
**Springs**—Front—Semi-elliptic—38-in. x 2-in. with 7 leaves. Rear—three-quarter elliptic. Lower section—44 1/2-in. x 2-in. with 7 leaves. Upper section—22 13-16-in. x 2-in. with 7 leaves.  
**Front Axle**—I-beam, drop forged, with Timken roller bearing spindles.  
**Rear Axle**—Tubular—semi-floating, Timken roller bearings at differential—Hyatt high Duty roller bearings at wheels, pinion integral with stub shaft—two universal joints in propeller shaft—torque taken by separate torque arms—gear ratio 4 to 1.  
**Tires**—34-in. x 4-in. front and rear. Non-skid on rear.  
**Motor**—Vertical, four-cylinder, cast in pairs, modified L type with integral head, with inlet valve in head. Valves mechanically operated and protected. Exhaust valve seated directly in the cylinder. Barrel type crank case with three crank shaft bearings. Helical timing gears running in oil.  
**Cylinder Dimensions**—1 1/2-in. x 4 1/2-in.  
**Horsepower**—35.  
**Cooling System**—Water jackets and tubular radiator; cellular pattern. Water circulation by centrifugal pump direct to exhaust valves.  
**Lubrication**—Automatic force feed by plunger pump with return system.  
**Carburetor**—Automatic, heated by hot air and hot water.  
**Ignition**—Combined generator and magneto driven through timing gears; 100 ampere hour storage battery.

**Starter**—Electric, separate unit, six volt, connected to transmission.  
**Transmission**—Selective swinging type with single rod, center control.  
**Clutch**—Multiple dry disc, faced with asbestos, with positive and instant release.  
**Brakes**—Two on each rear wheel, one internal, one external, 14-in. diameter drums—service brake interconnected with clutch pedal.  
**Steering**—Gear and sector with 18-in. steering wheel.  
**Control**—Left-hand drive, center control—spark and throttle on steering wheel with foot accelerator. Positive—thief-proof locking device.  
**Fenders**—Drawn sheet steel of latest oval type—shield between running boards and body—close fitting, quick detachable under pan—aluminum bound, linoleum covered running boards.  
**Gasoline Capacity**—16 gallons.  
**Body**—Five-passenger—steaming touring car type with extra wide full "U" doors, front and rear. Genuine leather upholstery. Deep cushions and backs.  
**Finish**—Body, Golden Olive, running gear, black; equipment nickel trimmed.  
**Equipment**—Fully electric lighted throughout, improved 5-bow, one-man mohair top with full side curtains, mohair slip cover; clear-vision, rain-vision, ventilating windshield; speedometer, electric horn; extra rim with improved tire brackets; pump; jack; complete tool and tire outfit; foot and robe rails.



Specifications of the Reo Six Touring Car Price \$1,250 f. o. b. Lansing, Mich.

**Wheel Base**—126 inches.  
**Springs**—Front—Semi-elliptic, 38-in. x 2-in. with 8 leaves. Rear—Cantilever, 50 1/4-in. x 2 1/4-in. with 8 leaves.  
**Front Axle**—I-beam, drop forged, with Timken roller bearing spindles.  
**Rear Axle**—Full floating, Timken roller bearings at differential and at wheels—two universal joints in propeller shaft—torque taken by separate torque arms—gear ratio 4 to 1.  
**Wheels**—Wood, artillery type. 34-in. x 4 1/2-in. demountable rims.  
**Tires**—34-in. x 4 1/2-in. front and rear. Non-skid on rear.  
**Motor**—Vertical, six-cylinder, cast in three, modified L type with integral head, with inlet valve in head. Valves mechanically operated and protected. Exhaust valve seated directly in the cylinder. Barrel type aluminum crank case with three crank shaft bearings. Dimensions of end bearing 1 1/4-in. of center bearing 2-in. Helical timing gears running in oil. Hardened and ground cam shaft with cams integral.  
**Cylinder Dimensions**—3 9-16-in. x 5 1-8-in.  
**Horsepower**—45.  
**Cooling System**—Water jackets and tubular radiator; cellular pattern. Water circulation by centrifugal pump direct to exhaust valves.  
**Lubrication**—Automatic force feed by plunger pump with return system.  
**Carburetor**—Automatic, heated by hot air and hot water.  
**Ignition**—Combined generator and magneto driven through timing gears with 100 ampere hour storage battery.  
**Starter**—Remy electric, separate unit, connected to transmission.

**Transmission**—Selective swinging type with single rod, center control.  
**Clutch**—Multiple dry disc, faced with asbestos, with positive and instant release.  
**Brakes**—Two on each rear wheel, one internal, one external, 14-in. diameter drums—service brake interconnected with clutch pedal.  
**Steering**—Gear and sector with 18-in. steering wheel.  
**Control**—Left-hand drive, center control—spark and throttle on steering wheel with foot accelerator. Positive, thief-proof, locking device.  
**Fenders**—Drawn sheet steel of latest oval type—shield between running boards and body—close fitting, quick detachable under pan—aluminum bound, linoleum covered running boards.  
**Gasoline Capacity**—18 gallons. Tank in rear with Stewart Vacuum System supply. Gasoline gauge beside filler.  
**Body**—Seven-passenger "Sheer-line" touring car type with extra wide full "U" doors front and rear. Genuine hand-buffed bright enamel finish leather upholstery. Deep cushions and backs. Divided front seats.  
**Finish**—Body, golden olive—running gear, black with brown wheels—equipment, nickel trimmed.  
**Equipment**—Fully electric lighted throughout, improved 5-bow, one-man, mohair top with full side curtains; mohair slip cover; clear-vision, rain-vision, ventilating windshield; speedometer; electric horn; extra rim with improved tire brackets; power tire pump; jack; complete tool and tire outfit; foot rest.

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