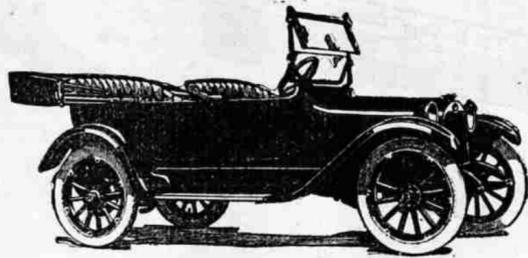


OGDEN AUTOMOBILE DEALERS

A TRIO OF CARS DELUXE That Stand Up To Be Counted In THE FASHION SHOW

Chalmers—Dodge—Hupmobile—you meet them every day on Ogden streets and Weber County roads and they always give a good account of themselves. Particular buyers looking for service and style at a minimum price generally do business with us.

It Speaks for Itself



DODGE BROTHERS,
MOTOR CAR

PRICE COMPLETE
\$875 F. O. B. OGDEN

New Car Wins New Hupmobile Friends

No other new Hupmobile has ever had the enthusiastic reception that was accorded the 1916 model. All over the country the \$200 increase in value, and the \$115 reduction in price, brought prospective buyers by the score. Hupmobile owners came, asking only for the chance to get one of the new cars early. Other owners came, eager to place their orders, for to them the new price meant a Hupmobile at last.

A Touring Car With A Racer's Heart--For \$1350

The Chalmers Six-40 seven passenger touring car is not a racer.

Yet within the limits of road car service the great valve-in-head overhead camshaft motor will do all for you that it did for DePalma and Resta when they won the Indianapolis and Chicago 500-mile races.

The same eager power, the same "trigger-quick" get away, the same iron-hearted endurance, are yours applied to touring car demands.

For The Practical Merchant The Denby Truck Cheeseman Automobile Co.

2566 WASHINGTON AVE. CALL 406 FOR DEMONSTRATION

WILY MOTHER.
The other day a mother in Newcastle sent her little boy on an errand, and said:
"Now, Harry, go to Smith's and the grocer in Northumberland street and get a pound of the best treacle," and she handed the young hopeful a couple of good-sized jugs. When the boy had gone, the vicar's wife said:
"You didn't tell him to get anything in the other jug. Is he going to leave it at the shop?"
"No, mam, he's gannin' to bring it back here agyne."
"But why send two jugs to get a pound of treacle?"
"Well, ye see, it's this way. If he has a jug in each hand, he canna gan dippin' his fingers in the treacle and eatin' it up as he cums hyem."

Chicago Grain
The wheat close was heavy, 5-8c off to 3-4c up compared with last night, with December at 94 5-8@94 3-4c and May at 97c.
The corn close was weak at 14 to 1c net decline.
Omaha Livestock.
Omaha, Neb., Sept. 25.—Hogs—Receipts 3300; higher; heavy, \$6.80@7.25; light, \$7.25@7.95; pigs, \$6.00@7.75; bulk of sales, \$6.90@7.30.
Cattle—Receipts 200; steady; native steers, \$6.50@9.85; cows and heifers, \$5.75@7.25; western steers, \$6.00@8.40; Texas steers, \$5.80@7.30; cows and heifers, \$5.50@6.75; calves, \$8.00@10.00.
Sheep—Receipts 500; strong; yearlings, \$5.75@6.50; wethers, \$5.00@5.50; lambs, \$7.90@8.25.

WORLD'S MARKETS

New York, Sept. 25.—Extensive buying of the leading railway stocks, mostly at higher prices, was the dominant feature of today's very active market. The activity converged around such standard issues as Pennsylvania, the trans-continental group and the principal trunk lines with a fair sprinkling of southern issues. Gains ranged from 1 to 4 points and the demand seemed to derive its inspiration from substantial sources. For the first time in many weeks specialties played a subordinate part although a few material gains were registered by those stocks, notably Baldwin Locomotive, General Motors, Lackawanna Steel and Texas company. The closing was strong. Bonds were strong.

New York, Sept. 25.—A further rise in railway stocks attended today's early operations, such representative issues as Pennsylvania, Canadian Pacific, Reading and eastern trunk lines being in especial demand. Pennsylvania opened with a sale of 3000 shares at an advance of 11 1/4 to 11 1/2; Canadian Pacific rose 1 1/8 to 153 1/2 and gains in the Harriman and New York Central, Baltimore & Ohio and the Anthracite shares ranged from substantial fractions to a point. Baldwin Locomotive and General Motors were the strong features of the special group, Baldwin rising 3/8 to the new high price of 95 7/8, with six for motors at 345. United States Steel was unchanged at the outset, but soon rose on heavy trading to 78 3/8, an advance of 3/8.

LINDELL THE AUTOIST OUTRUNS A BEAR

Determined to outstrip all others in the matter of decorations for the Fashion Show, in the shape of beautifully autumn colored leaves, Harry Lindell, the expert autoist and salesman, accompanied by H. M. VanDyke, the Hudson avenue tailor, had an experience in Ogden canyon Thursday with a brown bear that was heart-rending to the men and, very likely, caused heart failure on the part of the bear. The bear is likely running yet and Lindell and Van Dyke would be, were it not that they struck Ogden on their way out of the canyon. They came down the canyon double-quick and were so excited when they arrive that they could not tell the story. It was not told until yesterday.

The boys drove in one of Lindell's fine machines to a point in the canyon just above the lime kiln, where they ascended the side of the mountain in the midst of oak, and maple, and other small trees covered with leaves in variegated colors. As they were

busily engaged breaking off choice twigs, they were suddenly startled at the appearance of a little brown bear who turned up his nose as he saw the intruders and shambled through the brush in their direction.
It was not necessary for any one to give the word "get away" to the boys, as they were so completely frightened that they found themselves on the way down the hillside simultaneously, forgetting twigs and all else. They ran straight down that hill with as much speed as they could command on high gear. They succeeded in landing on the canyon boulevard partially on their feet, and jumping into the automobile, made the run to Ogden under the no-speed limit law. It was some bear.—Advertisement.

U. S. CARS OUTSPEED THE FOREIGN RACERS

Patriotic automobile racing fans are in high feather over the victories of American cars piloted by American drivers in recent important speed contests in the middle west. In the successes of Earl Cooper and Gil Anderson, of the Stutz team, they see at last an even chance for home bred drivers piloting home made cars to win the first leg of the 350-mile contest for the Astor cup at the opening of the Sheepshead Bay speedway on October 2.

At the Elgin meet, Cooper and Anderson divided the two big races between them and at the 500-mile inaugural race at Minneapolis they finished first and second in this order. The encouraging feature of their victories to Americans was the fact that Ralph De Palma, who won the Indianapolis race in a Mercedes; Darlo Resta, who piloted a Peugeot into pre-eminence at Chicago; Barney Oldfield, at the wheel of his lately imported Delage, and Bob Burman, in his Peugeot special, were unable to overtake the American flyers. Mechanical mishaps of one sort or another were their excuse, which would seem to go to prove that the foreign racing product is not always infallible.

Cooper and Anderson in the Indianapolis and Chicago speedway races finished only just outside first and second money. In their long racing careers they have seldom failed to show among the big money winners through any faltering due to the development of mechanical weaknesses in their mounts.

In the elimination trials at Indianapolis and Chicago both of the Stutz cars showed respective averages of over 100 and 110 miles an hour. This should enable Cooper and Anderson to put up a rate close to 120 miles an hour on Sheepshead Bay speedway. These noteworthy successes of American racing cars at Elgin and Minneapolis, rosters for the home product declare, mean a very possible shift of the long distance speed crown back once more to the American maker.

At the start of speedway racing at Indianapolis the Marmon and the National had it all their own way. Then came Goux with the Peugeot in 1913, Thomas with the Delage in 1914 and De Palma with the Mercedes in 1915 to carry off the winner's share of the \$50,000 prize.

In addition to the Mercedes, Peugeot and Delage flyers of De Palma, Resta and Oldfield it must not be forgotten, however, that the Stutz, Duesenberg, Mercer and Porter flyers will have to deal with one or more speedy British Sunbeams as well. Practice for the race will be inaugurated on September 18, on which day there will be a monster decorated parade to the speedway. The elimination trials will follow on the 24th, 25th and 27th.

Demands for boxes and seats are pouring in on the Sheepshead Bay Speedway corporation's ticket offices. Nearby clubs in Brooklyn, Newark, Hartford, New Haven and Paterson have already arranged to open ticket bureaus. More distant clubs are also securing seats in blocks.

SPEED DEMONS FOR LOVE AND MONEY



Caleb Bragg and Ralph Mulford.

When the 350-mile auto race for the Astor Cup is run off on October 2, at the new Sheepshead Bay motor speedway, among those present will be Caleb Bragg and Ralph Mulford.

Both men would rather win the first leg on the new cup than any other trophy offered in the country. Both men are natives of New York, Bragg being a true Manhattanite and Mulford a Brooklyn by.

Bragg is known as the "millionaire racer," because he happens to have a million or so of the filthy lucre in his possession and he drives for the pure love of the sport. He is a Yale graduate and every son of old Eli will be rooting for Caleb on the 2nd of next month. Bragg's best race was the International Grand Prix in 1912, which he won.

Mulford has been in the professional racing game for some time and has annexed some of the leading trophies for speed in this country. He has taken part in more than 200 automobile classics and has given a good account of himself in each.

TUBERCULOSIS IS MASTERED

X-Rays to Play an Important Part in Controlling the White Plague.

Philadelphia, Sept. 25.—Physicians who have spent years in the study of tuberculosis declared today at the closing session of the seventh annual meeting of the American Association of Clinical Research at the Hahnemann Medical college that the cure evolved by Dr. Jefferson D. Gibson of Denver, Colo., retiring president of the association, is one that in ten years ought to place tuberculosis among the relatively non-fatal diseases.

Dr. Gibson mentioned the cure in his address opening the meeting on Thursday and described it in detail in a paper at today's session. It provides a cure by adding X-rays, ozone and static electricity to the climatic and dietetic treatment now common in tuberculosis hospitals. By this method, he claims, the presence of the disease can be detected in healthy, robust persons, even before the well known symptoms begin to form, and cures can be effected in advanced cases in remarkably short time.

In his paper today Dr. Gibson said: "It might seem that I have allowed my enthusiasm to run away with me in studying this cure, but I think a feeling of gratification, at least, is justified when I say that out of 757 cases thus treated, there have been only sixty-one deaths. I wish to state now with emphasis that the X-ray will finally bring about the emancipation of the human race from this dreadful scourge. In a few years, when the method is better developed, it will be a disgrace for a physician to allow a case of tuberculosis of any kind to progress to an advanced stage, because the X-rays even now find the

incipient tendencies, even before the symptoms form."

Clearing House Banks.
New York, Sept. 25.—The statement of the actual condition of clearing house banks and trust companies for the week shows that they hold \$198,073,920 reserve in excess of legal requirements. This is a decrease of \$22,299,170 from last week.

ENTERPRISING WHITE.

A writer gives a little sketch of black and white in Natal. He tells how he came across a white boy, some 14 years old, and a group of raw natives playing with a gun. They were shooting with an old muzzle-loading shotgun at a bottle on the top of a case. When the youngster smashed a bottle he received a "ticky" (a three-penny bit) from the natives. When a native hit it he received threepence from the boys.

"That seems a funny sort of game," remarked the witness to the boy.
"Oh, the game's all right, sir," replied the lad. "You see, I load the gun."

INDEPENDENCE.

Josh Juniper—That feller, Aaron Allred, has got less pride than any young farmer I ever seen!

St. Wank—How's that?

Josh Juniper—Why, when he goes to town he don't walk his team most all the way an' then whip up an' come whirling over the top of the hill an' down into the village, a-sportin' an' a-sawin'; but just comes pokin' along into town like he didn't care a darn whether anybody was lookin' at him or not.

TRY THIS ONE.

Grocer—My best butter is a quarter a pound, miss!

"But," said Betty, "this butter is bitter. If I put this bitter butter in my batter it will make my batter bitter."

So Betty Botter bought a better bit of butter and put the better bit of butter in her batter, and the better bit of butter made better batter than would the bitter bit of butter.

Read the Classified Ads.
Read the Classified Ads.

BOYCOTT OF JAPS IS RELENTLESS

Chinese Six Companies Impose \$5,000 Fine on Los Angeles Company for Importing Japanese Goods.

San Francisco, Sept. 25.—The vigor with which Chinese have been enforcing a boycott against Japanese and their merchandise was revealed today by the arrest of three Chinese who were alleged to have taken part in a small riot in a Chinatown stor here, one of several operated here and in Los Angeles by the Sing Fat company.

The refusal of Tong Bong, representative of the company, to pay an alleged fine of \$2500 imposed upon the firm by the Chinese Six companies for the importation of Japanese goods valued at \$5000 was said by the police to have been the cause of the fight.

An attack was made upon Tong Bong in the store in which there were many shoppers. Women ran into the street calling for help. A traveling salesman, who had been showing Tong Bong samples, settled the matter by repulsing the attacking party with a chair.

Officers of the Chinese Six companies, called in by the police, denied responsibility for the attack but admitted Tong Bong previously had been fined \$200 for a similar offense. The boycott, it was learned, has resulted in the imposition of many fines of \$20 on Chinese entering Japanese stores.

The caddy snickered as Dubbleigh cut deep into the fair green.
"Are you laughing at my golf?" roared Dubbleigh angrily.

"Nun-no, sir," answered the boy. "I w-was only lul-laffing at your g-game, sir."

Read the Classified Ads.
Read the Classified Ads.

Bargains In Used Cars

- 1913 Studebaker Touring Car.
- 1910 Cadillac Truck.
- 1913 Paige Touring Car.
- 1912 Stoddard-Dayton Touring.
- 1913 Buick Touring Car.

Come in and ask about our second hand cars, we will gladly demonstrate them to you.

WOTHERSPOON-JOST AUTO CO.
2304 Washington. Phone 829.



ANNOUNCEMENT

The following prices f. o. b. Detroit effective Aug. 2, 1915

- Ford Runabout\$390.00
- Ford Touring Car\$440.00
- Ford Town Car\$640.00

No speedometer included in this year's equipment, otherwise cars fully equipped.

JAMES AUTO CO.

2612 Washington Avenue.

Phone 976