

BAYER FOR YOUR PROTECTION Aspirin Made on the Banks of the Hudson For the past 14 years Bayer-Tablets and Capsules of Aspirin contain genuine Aspirin.

The Standard. Entered as Second-Class Matter at the Postoffice, Ogden, Utah. ESTABLISHED 1870.

POSTOFFICE CLERKS SHOULD RECEIVE MORE PAY.

On July 1, higher rates for second class mail matter will be in effect. The country is to be divided into zones similar to the parcel post and a sliding scale applied, which should bring much more revenue to the postoffice.

With these advances, the postoffice should begin to give more consideration to the pay of mail clerks, including the men in the employ of the railway mail service.

DID THE U-BOATS GET THE CYCLOPS?

There is a suggestion that, if German submarines have a base on this side of the Atlantic and have been operating in American waters for over two months, as one of the U-boat commanders is quoted as having stated, the collier Cyclops may have fallen a prey to the pirates of the deep.

Among the crew of the Cyclops was Charles Clayton Jones of Salt Lake, who has relatives in Ogden, and his mother is repeatedly asking the question that so many have asked: "Is the Cyclops at the bottom of the sea or in some German port?"

Here is a brief history of the disappearance of the vessel:

Millinery SALE

In order to maintain for the month of May the substantial increase in business which we have enjoyed this season we will offer an unusual group of smart Trimmed Hats.



500 remarkable hats—we promise the values to be surprising — many selling formerly for \$5.00, \$6.00 and \$7.50.

Beginning Thursday and continuing through the week—

We withdraw during this sale our usual privilege of return and approval sales. Every sale final.

LAST & THOMAS

picked up. Was the vessel sunk "without leaving a trace," and if so; why did the crew fail to send wireless calls while being attacked?

One of our naval officers presents the following theories of the vessel's disappearance: Was she torpedoed and sunk "without a trace" by a German submarine that had crossed the Atlantic to prey on comparatively unprotected shipping?

Was she blown into fragments by a heavy charge of explosives placed in her hold before she left port? This explanation is hardly acceptable because wreckage would have covered the sea for many miles around.

Did enemy agents, carefully "planted" among the ship's personnel, seize control of the Cyclops in the night and dismantle the radio to make wireless communication with the outside world impossible? This explanation has but little support because it is claimed that a small enemy force hardly could be expected to reduce to prisoners a force of nearly 300 men, many of them naval reservists.

Again, if taken by an enemy force abroad, where is the Cyclops now? Every bay, every inlet capable of admitting a vessel of her draft, has been carefully searched. She had not enough coal in her bunkers to make the transatlantic trip to some German port. Moreover, one engine was out of commission, cutting down her speed to ten knots an hour.

Did the crew succumb to the effects of a poisonous gas given off her cargo of manganese? Hardly, it is thought, because all shipping men used to cargoes of that character take precaution to eliminate the danger.

Did the big vessel of 19,000 tons displacement, constructed with a view to withstanding the heaviest weather, founder in a severe tropical storm? This theory sounds unreasonable to many who believed the ship capable of riding safely out of any storm she might encounter, yet in view of the known circumstances the explanation is accepted by most naval officials as the most probable account for the disappearance.

The Cyclops, although of deep draft and broad beam, carried a remarkably high and heavy superstructure. Eight great steel derricks towered over her hull, and there was other heavy framework placed above decks to give her a maximum of efficiency in loading or discharging coal.

In case of a heavy list to port or starboard, perhaps to the extent of 45 degrees, the Cyclops, burdened with her heavy derricks, was perhaps unable to swing back into equilibrium,

crashed over to one side and quickly settled. The heavy cargo of manganese might have shifted and hindered the vessel from righting after a severe list.

Moreover vessels which returned to Atlantic ports about the time the Cyclops was due reported that unusually stormy weather had been encountered in southern waters. Caught in the trough of a heavy sea, the Cyclops might have capsized and gone down quickly, dragging down beneath her hull all deck equipment, which otherwise might have floated on the surface as an indication of her fate.

The theory that the Cyclops suddenly went down in a storm is about the only theory that adequately would explain her failure to wireless in case of danger. The fact that no radio calls ever came from the vessel is one phase that characterizes the disappearance of the ship as one of the most mysterious in modern sea annals.

NEW YORK WITH LIGHTS OUT. With cruiser U-boats moving along the Atlantic coast, New York City has had the bright lights of the gay metropolis turned low, in fact put out, and now, at night, the great city is in gloom.

NEW YORK WITH LIGHTS OUT.

An Ogdense, recalling the disclosures in the Captain Becker case, said: "Would you like to live in New York with the lights out at night?"

GOOD WORK OF OUR NAVY.

Amateur strategists again are at work, informing the naval officers of the United States how our naval forces should be disposed so as to prevent U-boats sinking American schooners.

Our naval authorities have had all those problems before them ever since this country entered the war, and we can rest assured they have overlooked no safeguard which could be reasonably applied.

Our navy's first duty is to protect our transports and, up to date, the task has been admirably performed.

Until the U-boats made their appearance on this side, it would have been the height of hysteria to coo up ourselves and shudder in dread of a prospective attack.

While coastwise shipping continues to freely move, there will be losses from submarines, if the undersea enemy persists in preying on the small vessels, but, once the alarm is sounded, and the coast ships come under systematic convoy, the danger of the lurking pirates rapidly will disappear.

NOT FOOLING THE AMERICANS.

"If I were a pro-German," said an Ogdense man, "and sought to promote the cause of Germany, I would resort to the cunning method of spreading distrust of this government. I would not openly advocate sabotage, or publicly proclaim my German views for that is dangerous to one's security, but I would do everything possible to bring on a nettled feeling in this country. I would criticize and denounce and condemn, and then constantly prate of my Americanism."

MAKING UP FOR LOSSES.

While the U-boats were sinking schooners off the coast of New Jersey, American workmen were driving the rivets on boats which are to more than make up the losses in the next 24 hours. Ships are sliding into the waters of the Atlantic, Pacific, Gulf and Lakes at the rate of nearly two vessels a day, and they are boats ranging in size from 3,000 to 15,000 tons.

During May there were completed and delivered to the shipping board 44 ships of 263,571 tons, or at the rate of over three million tons a year.

Since the first of the year, the United States yards have turned out approximately one million tons of shipping, and this country is now well ahead of Great Britain as a ship-producing nation.

MISTREATING AMERICAN PRISONERS.

Having been released from a German prison camp where Americans are held, a Russian is quoted in a dispatch from Moscow as declaring that the Americans are being starved and subjected to brutal treatment. As soon as they arrived at the camp, the Americans were stripped of their clothing, even their boots being taken,

JOHN DOE IS DEAD

and his brother badly crippled up with rheumatism because they did not know the difference in natural hot springs and did their bathing in sulphur water. Although the analysis shows other valuable medicinal properties, salt and iron, the two minerals without which civilized man could hardly exist are the principal ingredients of the hot waters at Clay's bath cottages and prevent by using ordinary caution the chance of bathers catching cold after the bath even though perspiring freely. Tell the life insurance agent that you bathe at Clay's. If he doesn't make you special rates, Clay will.—C. M. Clay.—Advertisement.

NEW RECORDS FOR YOUR TALKING MACHINE

Nora Bayes! Don't you love to settle down comfortably in your seat and see her come romping across the stage with her rollicking "Hello! Everybody!" This month she sings for Columbia a song that with all its humor, has a bit of sound advice to a certain named William who lives in Berlin. The song is "Regretful Blues," sung as only Nora Bayes can sing it. On the reverse is "A Little Bit of Sunshine," by the same popular comedienne.

"The Russians were Rushin'," the Balkans were Balkin' and Turkey was Squawkin'" have you ever heard words so perfectly sing themselves? Well, that's the way "The Yanks started Yankin'" runs all the way to the end. You simply can't help catching the lilting melody—any more than you can help laughing over the catchy, clever words. It is one of the features of Columbia's June group of records.

Another record from this list which stands out for sparkling humor is "I'm in Love" sung by Gus Van. When a man gets as far gone as Mr. Van appears to have gotten, one would think his predicament anything but funny—yet there is a scream of laughter in every line.

Another debut to Columbia's credit! This month it is Van and Schenck, perhaps the most popular male team on the vaudeville circuit. Everybody knows their rollicking harmony—expressed in songs that are always hits. This month they sing "In the Land of Yamo Yamo"—a record you will surely want.

"Annie Rooney," "After the Ball," "Sweet Rosie O'Grady"—can you read these titles without a surge of fond memories? They are only three of twelve beautiful old-time songs and have been put on a single Columbia Record this month—to wait time, and played by Prince's band. Here is dance music plus!

Forty-five sparkling numbers comprise the June list of Columbia records. "Trav'lin' Man," a wonderful bit from "Trav'lin' Man," is sung by the Philharmonic through the "Martha Overture" and the "Stradella Overture"; Al Jolson has a sunny song bit, and so on down the list of famous artists, popular entertainers, instrumental and vocal selections.

TRENCH TACTICS IN "OVER THE TOP"

American soldiers training for service in France received vivid and valuable instruction in trench warfare a few weeks ago when Sergeant Arthur Guy Empey of Ogden, author of "Over the Top" and war lecturer, went to Camp Wheeler, at Macon, Ga., to make trench scenes for the motion picture production of "Over the Top" now being shown at the Ogden theaters. Empey, who served eighteen months in France as a member of the Royal London Fusiliers, suffered seven wounds during three engagements and was actively engaged in battle with rifle, bayonet, bomb and machine gun.

His experience was more diversified than that of the average soldier, and for this reason he was able to show our troopers the different angles of trench fighting in more convincing manner than many of the official instructors could.

Warning to Mothers

The success of Koveralls, the perfect playtime garment, has resulted in many imitations. We ask you to note the variety of designs and fabrics as shown on our posters.



Go to your dealer and see the complete assortment. All garments are made in both high neck and long sleeves and Dutch neck with elbow sleeves.

This Red Woven Label is sewed on all genuine Koveralls. Be sure to look for this label and accept none without it. If your dealer cannot supply you we will send them, all charges prepaid, on receipt of price, \$1.00 each.

Made By Levi Strauss & Co. San Francisco

Mfrs. of Freedom-Alls, the new garment for women.

battle was of great value to the troops in training. Government permission for the Vitagraph company to use an army camp for motion picture purposes was due, in large measure, to the fact that "Over the Top," is expected to have a helpful effect in the government's war work. The story of the play is based on Empey's book, which has been read by more than 2,500,000 persons, and it is said to present in vivid relief many stirring incidents which will inspire Americans everywhere to determined efforts to wipe out German barbarity. Another factor which entered into the matter was Empey's personal patriotic work.

Real Estate Transfers

Sarah Jane White to J. W. Lovedall. Part of the southeast quarter of section 17, township 6 north range 1 west. Consideration \$750. Warranty deed. Jeannette McKay Morrell et al to John H. Murphy. Part of lot 3, block 3, South Ogden survey. Consideration \$2400. Warranty deed.

WAR CASUALTIES

WASHINGTON, June 5.—The army casualty list today contained 119 names divided as follows: Killed in action, 39; died of wounds, 13; died of accident, 3; died of disease, 6; wounded severely, 47; missing in action, 2.

Among the thirteen officers were: Captain Edward O. Fleur, Des Moines, Ia.; Lieutenant Clarence Green, Winterset, Ia., killed in action. The list:

Killed in Action. Colonel Bertram T. Clayton, Salisbury, N. C. Captains Harry A. Bullock, Mass.; Edward O. Fleur, Des Moines, Ia.; Lieutenants Clarence Green, Winterset, Ia.; Richard Mortimer, Jr., Tuxedo Park, N. Y. Sergeants Willie K. Murray, Newfoundland, Ky.; Jesse E. Lillman, Creston, Ia. Corporals Walter K. Dixon, Brooklyn; August Mattson, Kipling, Mich.; Frank W. Orr, 601 Park avenue, Des Moines, Ia.; Bugler Fred N. Davis, Lorimer, Ia.; Cook Joseph Downs, Mundy, Ill. Privates Nicole Alongi, Preggi, Italy; Sigurd O. Anderson, Mason City, Ia.; Claude Baken, 145 Fifth street, S. W., Mason City, Ia.; Oscar Baker, 45 South Locust street, Dubuque, Ia.; Carl Beversdorf, 2617 Couler avenue, Dubuque, Ia.; Frank R. Brown, Red Oak, Ia.; Lloyd R. Coulborn, Salisbury, Md.; Otis E. Craig, 1311 North Third street, Cedar Rapids, Ia.; Bruce C. Croft, Winterset, Ia.; Eugene Ford, Winterset, Ia.; Willford Funderburk, Durand, Ga.; Lloyd W. Gettys, Stuart, Ia.; Smith Hann, Winterset, Ia.; Gladstone C. Hewitt, 501 South Walnut street, Creston, Ia.; Admiral D. Hulsey, Rebecca, Ga.; William Kellisch, Lancaster, Pa.; Martin Lisdas, Waukegan, Ill.; Fred H. Meyer, New York City; Ernest F. Minor, Thornton, R. I.; Merle L. Nauman, Arispe, Ia.; Joseph H. Pfab, 50 Burlington street, Dubuque, Ia.; Everett Powers, Carlisle, Ia.; Jesse R. Salisbury, Patterson, Ia.; Clemens W. Schuster, 63 Caledonia Place, Dubuque, Ia.; Earl G. Shaw, 626 Eleventh street, Dubuque, Ia.; Arthur Van Dyne, California, Pennsylvania;

John Zausza, Middletown, Conn. Died of Wounds. Sergeant Gordon E. Perry, Creston, Ia. Corporals Carl J. Lechner, Cedar Falls, Ia.; James C. Shea, Rosindale, Mass.; Cook Everett C. Davis, Nora Springs, Ia. Privates Clemmie Atkinson, Denmark, Ore.; Holly Coffey, Morgan, Ky.; Samuel Hazard, Atlantic, Ia.; Wayne E. Huxtable, Lemars, Ia.; John H. McDonald, Wellington, Mass.; William M. Saunders, Garwin, Ia.; Joseph Schubert, Ford City, Pa.; William A. Staley, 135 avenue I, Council Bluffs, Ia.; Charles D. Thayer, Milford, Conn. Died of Disease. Corporal James Dudley Patnode, Port Henry, N. Y. Privates Frederick Joseph Dondero, Flushing, N. Y.; James N. McNeill, New York; Shelle J. Pole, Wedowee, Ala.; Joseph Ruzh, Emlenton, Pa.; James V. Vola, Boston; Reginald W. Newman, Snohomish, Wash.; John F. Phalen, Detroit. Died of Accident. Lieutenant Howard R. Smith, New Castle, Ind. Sergeants Donald Bechter, Independence, Ia.; John M. Jones, Pittsburg, Mo. Severely Wounded. Lieutenants Abraham P. Craddock, Lynchburg, Va.; Adam P. Dambrauckas, Philadelphia; Walter J. Sullivan, Chicago; Frederick August Westphal, Providence, R. I. Sergeants Hugh F. Dumas, Toronto, Canada; Clayton Randall, St. Paul, Minn. Corporals Albert L. Kennedy, Charlestown, Mass.; William O'Connell, Cambridge, Mass.; Fred W. Poney, Hutchinson, Minn. Mechanic Herman H. Protzel, Stillwater, Minn. Bugler Laurence R. Brisson, Virginia, Minn. Cook Flodl F. Tomassetti, Meriden, Conn. Privates Nicholas Becker, White Bear, Minn.; Jeremiah Denhly, Haverhill, Mass.; Clyde Furchstner, Talladega, Ala.; Henry Furchstner, St. Paul, Minn.; Ray B. Gaither, Paducah, Ky.; Walter Glowacki, Cleveland, O.; John

E. Hancock, Paterson, N. J.; Anthony J. Houle, Spencer, Mass.; Edward J. Housby, Dayton, O.; Rufus Jacoby, 1021 Anderson street, Waterloo, Ia.; Manuel A. Joseph, 1719 Atlantic street, West Oakland, Cal.; Eugene R. Kelly, South Minneapolis, Minn.; Earl S. King, R. F. D. No. 8, Waterloo, Ia.; Stanley Krysecsyns, Podulski, Russia; Eben C. Leffingwell, 403 R. 17th street, Des Moines, Ia.; Joseph Leon, Boston, Mass.; Harry C. Martise, St. Paul, Minn.; John G. McCarty, St. Paul, Minn.; George H. Morgan, St. Paul, Minn.; Walter Muff, St. Paul; Walter G. Nelson, Hutchinson, Minn.; Lawrence Northam, La Porte, Ind.; Harvey L. Ogren, South Bend, Ind.; Angus F. Osborne, Bock, Minn.; Leroy Paul, Little Canada, Minn.; Charles P. Perry, Piquette, Conn.; Willie I. Lawrence, Exeter, Va.; Gerald A. La Cona, Ia.; William Carl R... ron, O.; Glen R. Tatham, Ipa... Hans Thorstad, Minneapolis; Chas Wagner, St. Paul, Minn.; Joseph Wiegalls, Buffalo, N. Y.

Missing in Action. Lieutenant Ralph M. Noble, Galesburg, Ill.; Private John W. Jones, Oxford, Ala. Prisoners—Previously Reported Missing. Lieutenants Benjamin C. Byrd, Hartford, Conn.; Robert Baker McDowell, Jersey City, N. J.; Private Melville S. Harger, Battle Creek, Mich. Note: List for June 4 addresses of Private Emmit K. Prosser, held as prisoner, should be Minneapolis, Kansas, not Minneapolis, Minn.

Produce Houses Will Observe Saturday Half Holiday

During June, July and August, the following will close at one o'clock on Saturdays: Ryan Fruit Co., Ogden Commission Co., Blackman & Griffin Co.

Don't Wait To Be Arrested

Glaring headlights are illegal in Utah—come in at once and have your auto equipped with Corning Conaphore Lenses. Range 500 Feet—Penetrates Dust Clouds—No Glare—Legal Everywhere.

We have a complete stock of sizes, colors and Designs—cost is small at present.

Geo. A. Lowe Company

The BIG Hardware Store.