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AUTOMOBILE NEWS

IN AN AUTO HEAT VS POWER

The local Apperson dealer has compiled some very interesting facts on power. "The time is past," says Mr. Becraft, "when either the owner, dealer or manufacturer placed confidence in the A. L. A. M. formula for calculating horsepower. The old rule was based on cylinder dimensions only, and the folly of this rule is more evident now than ever before when one stops to consider that even two motors exactly the same size, using different grades of gasoline could not possibly develop the same power.

It is just as nonsensical to insist that all motors of equal piston displacement are equally powerful, as to maintain that all 24 year old men, 6 feet tall and weighing 180 pounds can do the same amount of work in the same length of time.

The amount of power in a motor is inversely reciprocal with the heat evolved. In other words the energy in the gasoline can either be converted into power that goes out through the rear axle or heat that is transmitted through radiation or shot out of the muffler. The more heat, the less power. The more heat, the more gasoline and oil. The less heat, more power and less fuel. The more power, less gear shifting.

To keep the motor cool we go to such extremes as T-head separated cylinders with the hot exhaust valve entirely isolated from the inlet valve. This not only gives a greater area for water circulation, but a greater area for actual radiation from the casting. On top of this the better lubricated a motor is the more power it will develop because oiling does away with friction and friction, of course, creates heat.

There are two things that heat up a motor—the hot explosive gases themselves, and the friction of the piston in the cylinder. Were you to run your motor without any oil you would find that it would heat up and the pistons would stick. The hollow crank shaft oiling system, used in Apperson cars, is said to be the extreme in the lubricating of motors. Also the faster you can get water through your cylinder back into the radiator, the less heat.

The secret in building a powerful motor lies in the successful reduction of the thermal unit. Apperson horsepower is not figured by the A. L. A. M. formula. Every motor is tested on a Tracy dynamometer. Since so many motors develop more power than this formula credits them with, I cannot understand why the Society of Automobile Engineers still cling to this ancient idea, but suppose that the future will take care of this."

ANOTHER BIG RECORD MADE

The greatest record in the history of the automobile industry was established in the last six months by the Ford Motor company, the books of which show that during the months of October, November, December, January, February and March this company did a business of approximately \$47,000,000.

These months constitute the first



IT'S A PRETTY BAD SMASH UP

In the automobile line that we cannot repair. If you have one send us the car and we will make it fit for business again if such a thing is possible. We do small repairs, too. Do them in such a way that they save many a big break.

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half of the company's fiscal year. When the sun went down on March 31 the records showed that 78,470 Fords had been sold and delivered, approximately 3,000 more than were sold and delivered during the entire year last year.

This astounding output of cars swelled the total of Model T's in use to the sum of 234,753, nearly a quarter million of the same family. This is by far the largest number of cars of a single model in existence.

The company feels satisfied with its showing for the first half of the year and expects that the second half will set even a greater record.

To build 200,000 Fords this year one will have to come into existence on an average of every forty seconds. The big production months of the factory are still ahead. April will see an output of 1,000 cars per day and from that month on every effort will be expended by the manufacturing force to keep up with the sales.

Sales for the first six months of the year have been equally as remarkable as the manufacture. With the factory running to capacity the orders have steadily mounted since the first of the fiscal year until now there are many thousands of unfilled orders on the company's books.

The staggering proportions of these figures can hardly be grasped. When it is considered that the outputs of other automobile factories run only about 10,000 or 15,000 machines a year, some conception of the position Ford holds in motordom is obtained.

The company's slogan of every third car a Ford, which caused so much comment last year, might be altered this year to declare that every second car is a Ford. Statements have been made by experts in the automobile world to the effect that before many more years have passed a much greater percentage than this of the motor-driven vehicles will be Model T's.

With the season but half gone a large proportion of the output of 200,000 cars has been sold. The selling season is just beginning to open in earnest, at that. Just how long it will take to dispose of the other portion of the output is a matter which, of course, cannot be stated with accuracy. But it is safe to say that before many weeks have passed the factory will refuse further orders against this year's manufacture.

Incidentally it is illuminating to know that during the month of March, just past, the company built and sold 17,364 Fords of a total valuation of something like \$10,000,000.

BREAKING OF AN AUTO RECORD

Indianapolis, Ind., May 2.—Shattering all previous speed records, not excepting those of aviation, Jules Goux, the French motor pilot, has succeeded in covering 136 miles, 207 yards, in an hour, driving the Peugeot car which he will pilot in the third annual 500-mile International Sweepstakes Race, at the Indianapolis Motor Speedway, May 30. The best record made in a motor car heretofore was that of Percy Lambert, who driving a Talbot car made 103 miles 114 yards in an hour. Goux's new record beats that of Vedrine the aviator, who held the world's speed record, having made a flight at Chicago in which he covered 104 1-2 miles in an hour.

Goux has been testing his car at Brooklands for several weeks in preparation for the 500-mile race at Indianapolis. Since Percy Lambert made his unusual record, Goux has made three efforts to beat it, succeeding on his third attempt. On his first trial the Frenchman proved that his car had the necessary speed, but a loosened shock absorber caused him to discontinue the run before the hour had elapsed. During his second attempt he was beset with tire trouble and was compelled to make two stops. Even with this handicap he drove 100 miles, 221 yards in the allotted sixty minutes. The remarkable record which he has at last succeeded in making only bears out the statement he made when he first went to Brooklands, in which he promised to defeat all world's records before participating in the Indianapolis race. The car which he is driving is now known throughout England and France as the Indianapolis Peugeot.

Goux must be a man with muscles of steel and a constitution of iron to withstand the great strain which he must have undergone. From his photograph he is a man of little more than the ordinary height and very slender. He has been brought up in the race game, however, and this fact may account for his great endurance.

Not only did the Frenchman shatter the hour mark, but he set new records for the 50 and 100-mile marks. The former distance was negotiated in 28:18.65 and the latter in 56:29.55. The former records were

by Lambert. He made the fifty miles in 29:04 and the 100 miles in 57:49.48 on Feb. 15.

It is hard to appreciate the real speed which Goux attained. He traveled a distance of 136.29 miles in sixty minutes, or at a rate of 155.7-10 feet a second. If the car was equipped with 34x4 wheels, each wheel would have made 62,832 revolutions for the entire distance. The average touring car engine at a 3 1/2 to 1 ratio would have to turn over 3,666 times each minute to keep the pace. It has been figured out that if the driver had applied both brakes he could not have stopped his car in less than 1-10 miles or 5,850 feet.

Comparing the speed of the Peugeot to the muzzle velocity of a 13-inch gun used in the United States Navy, it is found that Goux traveled more than 1-10 as fast as a ball from one of the large guns. The speed of the bullet is approximately 1,400 feet a second. These comparisons will assist, no doubt, in giving some faint idea of the great speed of the car.

British pride is said to have sustained a terrific blow by the success of the Frenchman, as the natives of England believed the mark set by their countryman could not be lowered. Goux has been after the records for some time and in his last attempt came close to breaking the mark for the hour. Tire trouble alone kept him from the goal. He kept right on trying, however, and the result has been another proof added to the long list of those which assure that perseverance conquers all things.

It is expected that the present mark will stand for a long time, but others may try just as hard, as it would seem that the limit has not been reached. Human endurance will have to be figured on when it comes to lowering the mark and a limit will no doubt be established some day. What that limit will be cannot be prophesied, but in all probability it will be great enough to overstep the present mark if a mechanical product be found which will stand the strain.

MADE A DRIVE OF 20,000 MILES

That some automobiles can stand an incredible amount of abuse without suffering any bad effects is the conviction of a well-known mining engineer of Jamestown, Cal., Mr. C. W. Ayers, after driving his four-cylinder car over 20,000 miles of the worst roads in California.

Writing of his interesting experiences, Mr. Ayers says, "My business as oil and mining engineer takes me over the most unfrequented and roadless portions of the country and during the last two and a half years I have given the car almost constant and very severe use on almost impassable roads from the high Sierra Nevada mountains to and across the hot sandy desert and oil fields of the south where the term road as applied to the public highways is a huge joke.

"In the winter months through the slush and mud on the low lands and over snow and ice of the mountains; through sand, dust, chuk holes and intense heat of the desert in the summer time the car has gone without a whimper or protest and in no instance has it failed to extricate itself from the many trying and terrible situations encountered. I have driven the car myself every mile it has run and

have a careful record of all the expense and repair bills. Outside of springs broken and tires worn, it has not cost me over \$100 for repairs since I got it in 1910. The fact that I occasionally break springs is good evidence of the severe use and great strain put on all parts of the machine and yet it still appears good for another 20,000 miles.

"Here is a brief history of this car's performance and condition. It has gone 20,000 miles and never been taken down or overhauled. Has had valves reground but twice during all this time.

Engine compression apparently as good today as on first day's run. Has the same spark plugs, valves and springs furnished with the car. Carburetor, magneto and sparking system never disturbed.

Oiling system as perfect as when put in. Can speed up to 60 miles per hour and take all the grades on the Altamont hills on high.

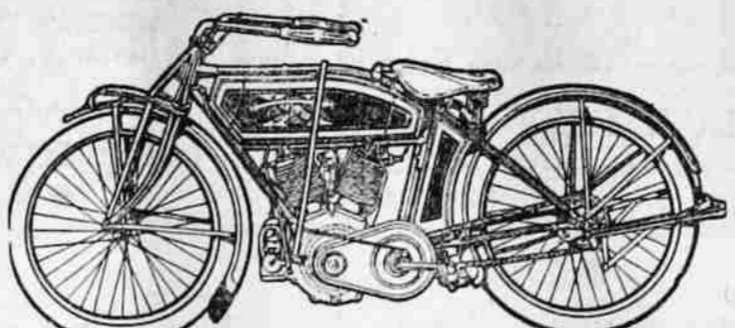
"I am considered a hard driver by my friends and I believe the only explanation of the car's wonderful performance in my hands is due to its powerful and excellent construction and the perfect balance it maintains at all speeds. I certainly feel that I have ample grounds for my conviction."

GREEN TREES IN FIRE BREAKS

An article recently quoted in these columns advocating the planting of belts of deciduous trees in coniferous forests to check the progress of forest fires is thus criticized editorially in The Mississippi Valley Lumberman (Minneapolis, January 31):

"That the writer based his assumptions on theories is plainly evident

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when one reaches that part of the article which advocates the planting through the main bodies of forest lands wide strips of non-combustible trees to act as fire-walls or fire-breaks, as a means of preventing the spread of forest fires. The idea of dividing the forest up into sections is not a new one, but to make this division by means of a non-combustible plant life is certainly new and novel, but there are those who will attest that there are no non-combustible plant life that will withstand the intensity of a forest fire. The present system of cutting swaths through the woods for fire-breaks is much more effective, but the only true prevention of forest fires, and their confinement, is not to let them start. The service of the forest ranger and the well organized fire-prevention system based on his services are the only true means of reducing and eventually eliminating the losses resulting from fires in timbered regions."

MEAT PRICES WILL BE HIGH THIS YEAR.

The following paragraph is taken from an article entitled "Back to the Sheepfold," in the current issue of Farm and Fireside:

"Figures taken from the recently completed list of estimates of the number of farm animals in the country by the United States department of agriculture for the past year show a decrease of 880,000 sheep from those of 1911. Notwithstanding this, their aggregate value in 1912 was \$202,779,000, as compared with \$181,170,000 in 1911. During the same period cattle decreased \$1,452,000, and hogs \$4,232,900. These figures seem to presage a continuance of high prices, and should set breeders of all classes of livestock on their mettle."

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LOYALTY REWARDED THE REBEL DOOMED

Two Examples Given Us In the Past, Says Pastor Russell.

Precept Illustrated by Example—God's Great Lessons For Men and For Angels—Satan and Christ—The Great Rebel and His Failure—God's Loyal Son and His Victory—Both Are Held Up to Us For Examples—One Pictures What God Hates; the Other Pictures What God Approves—The Penalty Upon the One Illustrates God's Provision For All of His Disposition—The Reward of the Other Illustrates God's Love and Blessing Toward All the Followers of Jesus.



PASTOR RUSSELL

Toledo, Ohio, April 13.—Pastor Russell is here today, addressing Bible students. We report one of his addresses, from the text: "Humble yourselves therefore under the mighty hand of God that He may exalt you in due time"—1 Peter 5:6.

The Pastor declared that the Bible everywhere holds up the Lord Jesus Christ as the glorious Pattern of what is most pleasing to the Heavenly Father, to be copied by all desiring God's favor. He reminded his hearers that certain steps are necessary before any can come into that favor, and properly be called God's children. Both our Lord and His Apostles make this point very clear.

Very few have God's favor at the present time, said the Pastor. In God's due time, however, all shall be brought to a knowledge of Messiah, and privileged through Him to enjoy everlasting life. But what is coming and what is here are two different things. No one has authority to make the Narrow Way a Broad Way, or to say that many will find it, when the Scriptures declare, "Few there be that find it."

The Pastor showed clearly that his text related only to the consecrated few who, during this Age, heard and accepted the invitation to become footstep followers of Jesus. These have their sins forgiven as a result of faith in the precious blood of Christ, and of consecration to do God's will. These have the Redeemer as their Advocate.

To These Our Text Applies. These are exhorted to come boldly to the Throne of Heavenly Grace, to obtain mercy and to find grace to help in every time of need. These may know that their prayers are always heard. The exhortations of the Apostles are to these alone—not to the world.

In our context, the Apostle holds up the Lord Jesus as the great Pattern of humility. St. Paul tells us that our Lord was rich, yet in obedience to the Father's will He laid aside His riches and became poor. He divested Himself of His spirit conditions and took instead human conditions.

From being above angels, He willingly took a nature and place "a little lower than angels." He did this, knowing that it was only a preliminary step, and that others of self-denial and suffering would follow. A man—Adam—had sinned, and had involved a race in his death sentence. Only an unconquered man could redeem him. It was for this purpose that Jesus left His glory, and was "found in fashion as a man." He was holy, harmless, undefiled. Otherwise, he could not have been the Redeemer.

At thirty years of age, our Lord went forth, declaring the Message which He knew would be misunderstood—the Message that He was the Sin-Offering, and that as the result of His sacrifice, the Millennial Kingdom would come, which would bless all the families of the earth. The Jews were not ready for that Message. As the Scriptures foretold, they crucified Him—ignominiously—1 Corinthians 2:8.

The Rewards of Humility and Loyalty. According to St. Paul, the Father set before our Lord a joy as a reward for His sacrifice. The details of that joy we may infer to be: (1) The joy of the Father's smile of approval. (2) The joy of bringing many sons to glory. (3) The joy of restoring mankind to their original perfection. (4) The joy of an exaltation to a still higher station than His former one. See Hebrews 12:1-3.

Since His exaltation, our Redeemer awaits the glorious time when all foes of righteousness shall be brought low, and righteousness exalted. But first must come the completion of the Church of Christ. Then will follow the blessing of all mankind.

Satan's Course in Contrast. Notice the contrast between Satan's course and our Lord's. Instead of humbling himself and willingly doing what was pleasing to God, Satan took the opposite course. He was proud, haughty, and sought to exalt himself. Lucifer was rich before he became Satan, the Adversary. Yet he was not so rich as the Lord, through whom Divine energy operated in the creation.

Mark well the course of pride, which led to sin, and will ultimately lead to Satan's destruction. Mark well the course of Jesus, which led through humility to the highest glory. Which example shall we follow? What folly it would be to permit pride to gain a place in our hearts!

City People Religious. Kansas City, Mo., ranks next to Philadelphia among the large cities of the country for its religious habits. A census recently taken enumerated 22,000 names, and among these 47 per cent. were affiliated with some church. Philadelphia is one per cent. higher.

New York's municipal janitors are required to wear special uniforms.

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