

The Knights Of the Silver Greyhound.

THERE is no more interesting career than that of king's foreign service messenger, nor one which the outside world knows less about. There are seven of these messengers.

Each of these messengers receives \$400 a year and the others \$250; but despite this comparatively modest salary the posts are eagerly sought after, and when a vacancy occurs there is very keen competition to secure it.

Though the post and the telegraph are largely utilized today for the foreign office, it is still a tradition that all important papers shall be carried by messengers, so that these are constantly traveling about Europe and enjoy facilities for seeing life abroad that is denied to any other official. The whole of their traveling expenses are, of course, paid by the government, and it may be added that these expenses are computed upon a very liberal scale. When they reach their destination they become the guest of the minister or the foreign court to which they are sent, so that they find their lines cast in very pleasant places.

HIS LUGGAGE "LOST."
Even in these prosaic days these king's messengers have many adventures, and often they travel almost with their lives in their hands. Early in this year, just before the deposition of the ex-sultan of Turkey, a messenger was dispatched with important papers for Sir Gerard Lowther, our ambassador at Constantinople. This fact became known to the revolutionary party, and since it was generally understood that the papers he was bearing contained important instructions from the British government regarding the attitude that our representative was to take in the event of a crisis being precipitated, determined efforts were made to get the papers from him.

The trains crossing the Turkish frontier were all carefully watched by spies in the pay of the revolutionaries, and at length the messenger was recognized. The best means by which to obtain possession of his papers were carefully considered. Though it was practically certain that his dispatches would be borne upon his person and not in his baggage, his bags were carefully "lost" as soon as he entered Turkish territory, and when they came to light later in Constantinople they bore unmistakable signs of having been tampered with.

OUTWITTED THE SPIES.
Two endeavors were made to enter his sleeping compartment in the train, but both were frustrated, while the messenger, fully alive to what was going forward, took good care to let it be known that he always carried a loaded revolver and would not hesitate to use it should occasion render it necessary. It was then decided that a final effort could have to be made in Constantinople itself, and before the messenger could reach the British embassy. This, however, he neatly counteracted by quitting the train early one morning at a little wayside station some distance from the capital and completing the journey by motor car, for which he had wired some time previously.

When the king is abroad the foreign service messengers have a very busy time. They leave Downing street twice a week, and on official matters of communication between his majesty and his ministers. When the king is taking one of his frequent yachting trips abroad it is then a matter of very considerable difficulty to reach him, and one of the messengers had an exciting chase after the royal yacht a few years ago. He was handed despatches and told that his majesty would probably be at Malta upon a certain date. He found there was a steamer leaving London that would enable him to reach his destination with a few hours to spare.

CHASING HIS MAJESTY.
When he arrived at Malta, however, he found that the royal yacht was not there, nor was it expected. Hasty cables to the foreign office resulted in his being ordered to Gibraltar, where it was thought his majesty might put in. A torpedo-boat destroyer of the Mediterranean fleet was placed at the messenger's disposal, and he hurried off to "The Rock." Still no signs of the royal yacht, and no one seemed to have any idea where it might be found. The young commander of the destroyer thoroughly entered into the fun of the thing, and there ensued a chase of the missing yacht that was full of excitement for all on board.

The destroyer was driven at full speed for the whole time and literally tore through the still waters of the Mediterranean, speaking every vessel it met for news of the royal yacht. At length it was discovered off the coast of Greece, and his majesty personally complimented the messenger and the commander of the destroyer upon the skill and pertinacity they had displayed in finding him, at the same time expressing his regrets for the trouble he had caused.

When engaged upon their official duties the king's messengers carry a very pretty badge, which they produce upon demand to all who wish to see it, in order to prove their bona fides. This is a beautifully modelled greyhound in full course. It is made of solid silver, and contains within it a secret known only to diplomatists of the highest rank, so that any forgery of it would be detected at once. It is from this badge that messengers have got the title of which they are so proud. "The Knights of the Silver Greyhound."

MOVED ON.
At times they have some very amusing experiences. A messenger, for instance, arrived in Vienna one night with some papers that it was important should reach the British ambassador without delay. A hall was going forward at the embassy when he arrived, and his efforts to enter were sternly repressed by the footmen at the door, who hinted at personal violence if he did not clear off.

At his wits' end how to convince the adamant attendants of the importance of his mission, the messenger arranged messenger at length saw a friend cross the hall, and called out to him. The attendants were hastily hustling him down the steps of the house and into the street when the scuffle attracted the notice of the official who had been halted. He popped forward and recognized the messenger. Apologies followed, and the despatches at length reached the ambassador.

At times the messengers are sent to all sorts of curious places. Not long ago the government desired to render friendly greeting to the Emperor Menelik of Abyssinia. A hall was sent to it a messenger was sent to Adis Ababa, the emperor's capital. He was received with every formality, and great ceremony was observed during the whole of his stay. When, however, he was ready to return he was invited to convey a present from the emperor to King Edward. Of course he gave a willing assent, of which he rather repented when he found that the present was a Nubian lion, which, so he learned, had already killed two natives—Cassell's Saturday Journal.

vaults of a certain electrical manufacturing company of Chicago. They are not for sale just yet.

Each of the coins is an evidence of petty larceny.

Years ago the company equipped many telephone pay stations with dime slot machines. It was supposed that they could be worked only with dimes. The

3-cent pieces were becoming rare, and no thought was taken of them.

Hardly six months passed before one of the telephone companies discovered that the collectors were yielding a harvest of 3-cent pieces. Then from all over the country came similar complaints.

Each company forwarded the pieces to the manufacturing company and more or less politely asked that a corresponding number of dimes or a check for an equivalent amount be sent back in exchange.

A council was held at the office of the manufacturing company. The cost of correcting the boxes was compared with fairly trustworthy information of the

number of 3-cent pieces in circulation. It was found that a balance was in favor of the 3 cents, and it was decided to accept the pieces as dimes.

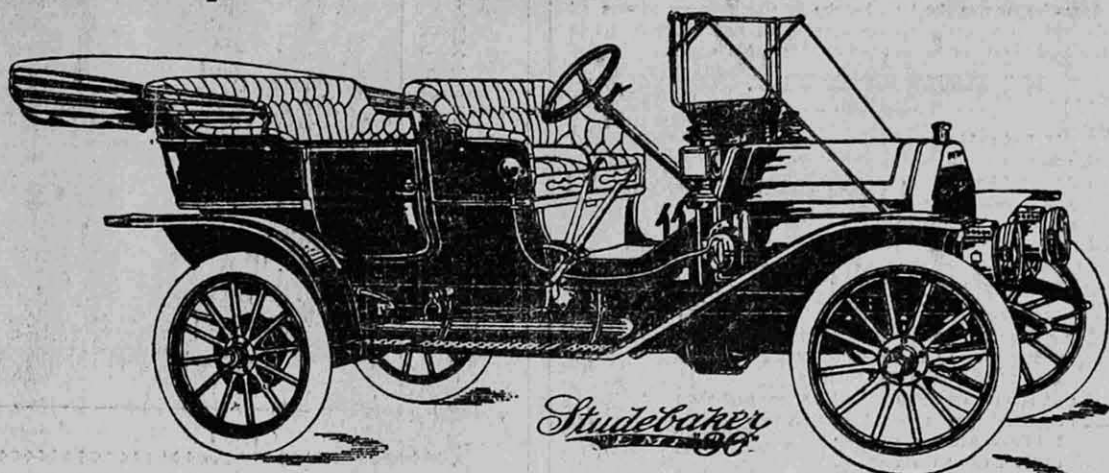
Gradually the in-pour of 3-cent pieces narrowed down to an intermittent current. The company seemed to have about all the pieces.

It is said that if ever the premium on 3-cent pieces goes high enough, the coins will be offered to collectors at prices based upon the original cost to the company, plus 4 per cent a year, plus cost of storage, plus cost of guarding, plus cost of carrying the fund upon the books. Long ago the slot machines that collected them were relegated to the scrap heap—New York Sun.

JACK RABBIT HUNT.
Fairfield, Utah, Sunday, December 5th, special trip via Salt Lake Route. \$1.25 round trip. Forty to sixty is a fair hour's shooting. Train leaves at 7:45 a. m.

An advertising expert who read the proof of this 'Ad' said folks wouldn't read it—too long. We said one million prospective Automobile buyers will read every line of it—because it is full of facts of vital importance to every man who contemplates buying a car. It's one of the most important announcements Studebakers have ever made

Price of E-M-F-"30" Will Not Be Increased Before February First



LEST THE PUBLIC TAKE TOO SERIOUSLY the reports diligently circulated by our esteemed competitors and swamp us with orders for immediate delivery of E-M-F-"30" cars, we deem it advisable to make a definite statement on this subject—thereby adopting a course different from that of other concerns who have raised the price of their cars without giving prospective buyers due notice.

IT MAY BE WELL TO EXPLAIN at the outset the conditions which obtain and the results that must accrue—that have, in several cases, already appeared. Fortunately we are in a position to do this without injury to ourselves—while others are, for reasons that will be obvious, just as anxious to keep to themselves some things they know.

DURING THE PAST SIXTY DAYS prices of several makes of cars have been increased \$50 to \$200 over previously advertised prices. Some of these have been publicly announced—more have not. It's rather a difficult situation to handle and some of them don't know just how to do it without admitting a deplorable lack of foresight or limited financial backing.

WE ARE NOT CRITICISING those makers who have raised the price of their cars—in most cases they had no choice in the matter. Tried to compete with our matchless organization and facilities—set their price to try and meet ours—and simply couldn't, that's all.

OUR FACILITIES ARE NOT EQUALED by any others in the industry. Nor our distributing organization which places a car in the hands of the user for about half what it costs other makers to make the transfer from factory to ultimate user.

IT'S RATHER SURPRISING, BY THE WAY, that just when the wisecracks were predicting lower prices for automobiles, lo! up they go. Fact is, there was no foundation for those predictions and the wisecracks weren't wise to the true situation. Based their predictions on the fact that E-M-F-"30" had set a pace and, of course, others must follow it. Well, you can't follow, you know, unless you have just as fast a conveyance—that is, you may follow, but you can't keep up.

THAT'S WHAT'S HAPPENING NOW to most of them. It will happen to more—better bear that in mind before buying a car with less financial backing, less stability and less reputation than Studebaker's, which goes with E-M-F-"30". Your "guaranty" will be worth the paper it's printed on, you know, when the concern that "assembled" your car is no more. But we are anticipating.

THERE ARE SEVERAL REASONS for the increase of prices and, so you will be able to apply your own judgment to the matter, we'll tell you the more important ones—one of which may even force us, about February 1st, to add \$100 to the price of Studebaker-E-M-F-"30".

FIRST: THERE'S A BIGGER SHORTAGE of automobiles of all kinds this year than ever before. Last year's shortage was as nothing by comparison. And every day it grows greater. Perhaps you haven't noticed it yet. You will when you go to buy a car—that is to say a car with any reputation back of it, and as a sensible business man you'll hardly consider any other.

COULD YOU READ OUR CORRESPONDENCE of the last month—applications from over ten thousand dealers anxious to handle the Studebaker line you'd appreciate that there exists today a condition almost unparalleled in commercial history. And the condition grows more acute daily.

WON'T BE ONE CAR FOR EVERY FOUR prospective buyers. That's the estimate of the best informed—it's our estimate also since General Manager Eames' tour, just finished, during which he traveled 22,000 miles and visited every important center in every state in the Union. Condition is unprecedented.

SHORTAGE ALONE WOULD BE SUFFICIENT grounds for increasing the price of a car like E-M-F-"30"—only it doesn't fit in with our policy. On the same grounds we could have sold all the E-M-F-"30" cars at \$1,600 from the first—always has been four times as great demand as supply for this car. But our entire plan is based on quantity production of a quality car with margin so small as to place the price where it will create its own quantity demand.

SECOND REASON IS MORE IMPORTANT—in brief as follows: Eight-tenths of the automobiles built in this country are what are known in the trade as "assembled cars." That is to say the various parts, as motor, transmission, frame, axles, steering gears, bodies, etc., are made in small machine shops all over the country and assembled by the concern whose name-plate appears on the car. Only investment the so-called "manufacturer" has is a big assembling building—or shed. He can "pull out" of the automobile business at short notice, take his "cream" with him and—well, where the buyers of his cars get off at is the unanswerable question.

DEMAND FOR "PARTS" EXCEEDS SUPPLY several times over. As a result these "assemblers" have for months past been bidding against each other for parts. Think of that—and trying at the same time to compete with facilities such as we have! What's bound to happen is easy to predict.

THAT DOESN'T TOUCH US AT ALL. We have almost as many millions invested in factories for making every part of our cars, as others have thousands invested in assembling plants—many of which they do not even own, but merely lease.

THEY'LL ALL SELL ALL THEY MAKE—No doubt about that this season. Competition—real competition—is a thing unknown in this business today. Three or five years hence—that's another question.

BUT THE THIRD REASON DOES AFFECT US—And that is why other makers are predicting a rise in price of E-M-F-"30"—predictions so diligently circulated they threaten to swamp us with orders for immediate delivery—a condition which, while enviable in some respects, is not one to be invited to as great a degree as we have had it during the past year.

THE TIRE SITUATION IS ACUTE—Most acute it has ever been. Crude rubber has been soaring for the past sixty days and now is quoted at \$2.22 a pound! And not from artificial causes but because there is a tremendous shortage of rubber.

SOME MAKERS ARE HARD HIT by this—those makers especially who were "foxy" as they thought, in making tire contracts at fixed prices when rubber was quoted at 65 to 67 cents. When rubber prices quadrupled there was great glee in the camps of our Friends the Enemy—for they thought the tire maker would be the only loser. But soon it appeared the shoe was on the other foot. Real shortage of rubber meant there wasn't enough to go round and those who had bought tires low must accept "compounded" tires—or none. "Compounded" is the trade term for shoddy tires. Made from discarded O'Sullivan rubber heels and other refuse.

WHERE DO WE GET OFF AT is your natural question. Well, we are in the position of the man who finds himself with his elevator full in a season of shortage in the wheat crop. Our tires will cost us more—but we are "covered" for all the tires we will need and our cars will be equipped with rubber tires—made from the best Para rubber the world produces and by the best tire makers we know—Morgan & Wright.

HERE ARE SOME INSIDE FACTS—gratuitous assertions are worth face value, no more, and you are entitled to facts on which to base your own judgment.

WALTER E. FLANDERS ANTICIPATED the rubber situation as he has anticipated every other move in this industry with an accuracy that has been the marvel of the trade. He "covered" for tires for five years, just as he "covered" for every other kind of material that goes into the making of a motor car.

NOW FLANDERS HAS A SUPERSTITION to the effect that a contract cannot be a good contract unless it is so made that both parties will be satisfied with it, not only at first, but to its very end.

SO HE MADE HIS TIRE CONTRACT, not at a fixed price per tire, but in such a way that the price of our tires fluctuates with the markets for crude rubber, Sea Island cotton, labor and other items. See the point? He guaranteed himself good tires and left no incentive for the tire maker to skimp on the quality should rubber unexpectedly advance—as it has.

NOT THAT ANY REPUTABLE TIRE MAKER WOULD, you understand. We wouldn't accuse them of anything like that. But—well to fill some of the tire contracts made four months ago, at present prices of crude rubber, would break Standard Oil more effectually than Kellogg of Minnesota. Besides, it's now a question of which makers will get tires at all and beggars can't be choosers. They are begging for tires—any old kind of tires—and since the rubber won't go round there's only one thing left the tire maker—compound as best he can.

FLANDERS WAS ABLE BY HIS PLAN to not only ensure the quality of tires with which all Studebaker cars will be equipped, but to so make the contract that we get first call on the output, not only of Morgan & Wright factory, but of the two other big plants that constitute the Rubber Goods Company of America—which gets 60% of all the crude rubber that comes to America.

THAT'S WHAT WE CALL "FOXY"—making contracts that are two-sided; which provide for any change that may occur and at the same time guarantee always the highest quality of materials. We are covered, as we said before, for five years on all materials and on contracts such as that above described. What other concern had either the foresight or the capital to anticipate that far ahead?

WE MANUFACTURE EVERY PART from the Pig Iron and the Steel Plate to the finished car—not only motors, axles and all other mechanical parts, but bodies, and tops and storm fronts. All are sold with the Studebaker label—car and its equipment. Magnetos, tires and radiators are made by specialists—and we are secured against all contingencies in the same way as on tires. We get our requirements and we get the best.

PRICES OF ALL MATERIALS—Steel, aluminum, copper, bearing-alloys, etc., have advanced considerably over the prices we paid for those which we are still working up in the first 12,000 cars—bought, you'll remember, at panic prices in the panic times of 1907. Nearly 9,000 now in hands of users. Balance will be finished about February.

Equipment—Oil and Gas
Lamps, Generator and
Tube Horn
MAGNETO
Included—Of Course

Studebaker
\$1250
F. O. B. Detroit

1st. Mark that. That's what sets the date. After that we will be working on materials bought in the higher market—and still going up.

NOW YOU UNDERSTAND—If you have read the foregoing carefully and thoughtfully—why our competitors so confidently predict that the price of E-M-F-"30" will surely have to be advanced—and why we are just a trifle doubtful about it ourselves.

E-M-F-"30" PRICE WAS BASED ON AN 8% margin over cost of making and distributing. On the quantities we manufacture and the rapid turn-over of the invested capital that satisfies us. Just to show you, the E-M-F Company has invested over three millions of dollars in factories and additions during the last year—all made from the sale of E-M-F-"30" cars and on the small margin quoted above.

BUT THAT MARGIN WILL BE CUT INTO and seriously if rubber and other raw materials keep advancing as they have. In that event, it may be absolutely imperative that the price advance—and February 1st will tell the story.

"WHY \$100" YOU ASK. It's a natural question. Answer is: because we are determined, so long as there is any of that eight per cent left we will hold the price where it is. Never mind just why—suffice it to say it is a very essential part of our policy of building for the future—the far future of this industry. We'd be perfectly willing to tell you how we could do it without also letting the other fellows into our plans. You see, they all read our ads—that's how they know what their next move ought to be.

ANYWAY, THAT'S WHAT WE PLAN TO DO. But, when all the margin has been eliminated by advance in price of materials, we will either have to manufacture cars at a loss or cut the quality—use malleable castings and cast iron crank cases and such other expedients as our rivals adopt to offset the difference between their facilities and ours—and then can't reach our price within \$250 to \$350! Of course, neither of those courses would be considered.

NOW PLEASE REMEMBER WE HOPE WE WON'T have to increase the price. If we were positive we would we'd simply say so now and use less space. But when the eight per cent is all gone—why we'll add it again; and that, in round numbers, just about figures out \$100 added to the present price which, as all the world knows, is \$1,250 f. o. b. factory in Detroit—magneto and five lamps included—"of course."

HAVE WE MADE OURSELVES PLAIN to you? We've tried. The facts stated above are open to easy confirmation from any reliable source. Some of "Our Friends the Enemy" will contradict them—naturally. And dealers handling competing lines will also try to refute them—naturally and for two reasons. First, self interest; and second, from ignorance of the actual conditions. Any Studebaker dealer can heap other facts on the above—we keep them posted.

THOMAS W. LAWSON SAYS he can always throw the "wise ones" off the scent by a ludicrously simple device—just telling the truth right out in print. Whether he does or not is beside the mark—we know it's good advertising philosophy. There's a certain type of man who discounts everything he sees in the advertising columns. Others—and they were the kind that got E-M-F-Cars last season when thousands had to go without—know how to discriminate and these accept Studebaker advertising at par.

WHAT IS OUR OBJECT IN THIS AD? Own up now—your puzzle! Aren't you? Is it to induce orders for immediate delivery?—or to distribute them over a longer period so we can deliver to better advantage? Which? Or both? Or—? Do your own interpreting. There'll be enough of both classes to suit our purpose. Which will be the wiser—that's for each reader to figure out for himself. We've told you plainly—if enough readers doubt perhaps that will best suit our purpose!

IF WE KNEW OURSELVES whether or not the price of the E-M-F-"30" would advance February first—why the problem would be easy. In fact there would be no problem. But we don't. We can't afford to advance it without due notice—wouldn't be fair according to our ideas of things. So we've had to content ourselves with telling you the facts as we know them to date and let each reader steer his own course according to his lights.

WE ARE MAKING FIFTY CARS A DAY NOW—E-M-F-"30" alone. Each Studebaker branch and dealer has his allotment—knows to a car just how many he can have and to a day when each car will be shipped. As far as the present output will go, and as long as your dealer has a car for present delivery left, you can get one. If you are five minutes later than the man ahead of you—impossible to get one of course. If everybody who wants and E-M-F-"30" rushed in today—of course we couldn't take care of them. But some always delay—that gives the more alert a chance.

STUDEBAKERS CANNOT AFFORD to do some things other concerns with less at stake can do. On the other hand, our capital permits us to do many things that are impossible to others. Studebakers cannot afford to repudiate any contract, legal or moral, made either with dealer or ultimate user.

SO WE WILL AGREE TO DO THIS. When your local dealer has exhausted his allotment for delivery prior to Feb. 1st, we will stand back of him and you to the extent of agreeing to deliver any car on which a bona fide order has been placed and deposit paid for delivery on one of his allotted dates any time up to May first. Such car will be delivered at the present price whether conditions compel us to increase it between now and then or not. Provided—mark this carefully—provided name of purchaser and evidence of payment of such deposit is sent to the nearest Studebaker Branch by next mail after order has been placed. This provision will hold good until withdrawn by notice published in this paper, after which date it will be inoperative.

THERE'S THE WHOLE STORY—Let's see how many will interpret aright. Who will most accurately gauge the immediate future of this automobile industry—and profit by it.

Studebaker Bros. Co. of Utah,
157 State Street,
Both Phones 639. Salt Lake City, Utah