

# Orpheum

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**WILLARD MACK'S**

Masterpiece

## KICK IN

"Everybody, some time or other,  
is a crook."

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RAY SAMUELS, the blue streak  
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## Playing The Motor Game A UTAH WINTER SPORT

By HARRY E. MacPHERSON

Humming the song of the vanishing  
road,

Speedily curving away, away;  
Bearing an eagerly happy load—

That is the motoring game, all gay.  
Spinning us far from care and strife—  
(Pardon the old stuff) This is the life!

WE have with us today, right here  
in mountained Utah, the newest  
of the now, the latest of the late—  
winter motoring.

Reminiscences are like very old  
folks—we all love them, but they  
often become tiresome. Here, how-  
ever, we may reminisce for a moment  
by going back only a few years.  
Three years ago in the life of a youth  
is a far time back. So in the automo-  
bile game, for that is a youth and a  
rapidly growing one, particularly in  
our state. Had you said "Winter mo-  
toring in Utah" to the ordinary motor  
owner three years ago,—or two years  
ago or last year, for that matter—he  
would have laughed at you.

"What? Drive the machine in cold  
weather for pleasure? Take it out on  
the snowy roads? Not!"

Such is about what he would have  
emphasized. In those days folks put  
their cars away for the winter just  
as they did their Panama hats and  
got them out again only when the  
roses started their blooming work and  
melting snows began to make the  
highways good—and sloppy.

But things have been different this  
last year. How many owners packed  
their cars away for the cold months?  
Mighty few of them. Look around  
and see. Take yourself, for instance.  
You are using your machine, aren't  
you? Well, so is your next-door neigh-  
bor and the man across the avenue.

Bill Jones has a Ford and he just  
can't get along without it and you  
see the Bill Joneses out in that car  
most every night, the curtains tightly  
drawn and members of the family  
fighting to get the privilege of sitting  
alongside Dad in the warm front seat.

Montague Warrington, who owns a  
big Pierce or Packard, Hudson or  
National, Paige or Kissel Car, we will  
say, cannot do without his machine  
either. Perhaps he has one equipped  
with a winter top or owns a perman-  
ent limousine or sedan or something  
enclosed—his car is in use and you  
can see the Montague Warringtons  
out in it every day or night.

California boasts of its summer  
drives beneath spreading palms in the  
months of December and January—  
but let us ponder. They have a rainy  
season down there, haven't they?  
Passing that, we wish to refer to the  
fact that Utah is endowed with cli-  
mate as well as weather in the win-  
try months. We have our "unusual"  
snows—just as the coast has its "un-  
usual" rainy days—but references to  
the weather bureau records show this  
state has about the ideal climate in the  
winter. It is warm enough so that  
no one freezes his ears (ever see ear

muffs in Salt Lake City?) and cold  
enough that we can have all the good,  
hardy winter sports—skiing, coasting,  
skating, hockey, et al.

Now motoring in itself is a sport—  
both in summer and winter—but most  
important of all, it is a sport access-  
ory.

"What a zest the automobile has  
given summer sports. Before the time  
of motor cars, or the general use of  
them, golf and week-end parties at  
country places, and all the things  
which go toward making life worth  
living in the summer, were limited by  
the very fact it was so difficult to get  
to and from these amusement places.  
Even if not difficult, the old surrey  
and trap method was time-taking. The  
same was true of the winter time.  
More so.

Now it is a matter of pushing a but-  
ton (not even cranking to worry  
about) and we are off, warmly bundled  
in our touring car or roadster or loll-  
ing lazily in the loafing comfort of an  
enclosed model. Off we buzz in the  
summer to the Country club. Off we  
roll, wheels chained, these winter  
days to the ice rink or the week-end  
fun fest where dreary business men  
can be forgot in the strains of a fox-  
trot or the blaze of a grate wood fire  
—the warmth of the latter for our  
outwards; maybe something warm for  
the innards.

The car outside—beblanketed and  
with alcohol in the radiator as an an-  
ti-freezing solution—there is no worry  
about getting back. If a tire bursts  
or there's engine trouble, we can be  
towed in by a service machine.

With the super-modern in motoring  
—motoring as a winter sport—has  
come new styles in machines. We  
have the closed cars and the winter  
body models, the sport cars and  
chummy roadsters, the clover leaves,  
etc One can have a classy-line road-  
ster these days without having to  
crowd four or five into a space meant  
to hold two or two and a half at  
most.

The chummy roadster is an evolu-  
tion. First the oldest type was  
evolved into a three-passenger with  
an ugly little rumble seat. That was  
better than a two-passenger, but the  
inventor forgot the old adage of  
"two's company." So did the man  
who followed with the three-passenger  
clover-leaf, though that was a nifty  
thing as far as good looks were con-  
cerned. But motorists should rise as  
one and drink the health of the goof  
who figured out the "chummy"—the  
one with the snug seat behind for  
two, reached through a space between  
the two front seats.

In re those, the girls sometimes  
complain that en route to dances  
their party dresses, beg pardon—  
gowns—get crumpled a bit—but the  
real devotees of the "chummy" prefer  
them to commodious touring cars.

The new models in roadsters will  
(Continued on Page 13.)

# PANTAGES

Unequalled Vaudeville  
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ANOTHER SMASHING "BIG  
TIME" BILL.

Those riotous comedians,  
**O'NEIL and WALMSLEY**

in

"The Two Pikers"

with

**HAZEL KIRKE**

and

**Eight Pretty Girls**

The

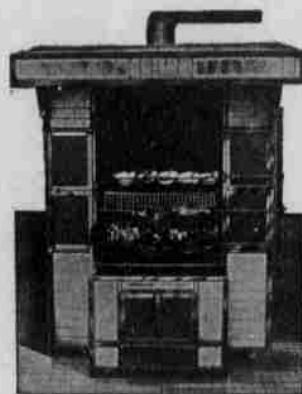
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