

Utah Leads Automobile Industry in Western States

BURMAN PREDICTED FUTURE FOR ZION

After Five Years of Absence, Finds Salt Lake Swamped With Fine Autos.

Charles H. Burman, one of the pioneer automobile racing experts of the sport, has been in Salt Lake City during the past week on business.

It was in the early days of automobile racing in America that Burman was a particularly luminous star, his specialty being to tune up bona fide stock cars and show with them great speed on circular tracks. It was Burman who, in 1904, showed a mile in a minute flat, with a stock car of thirty horsepower, the achievement at that time creating much favorable comment in both trade and racing circles, for such time even with racing cars was not of frequent occurrence.

Burman won about all the honors in his branch of track racing and then transferred his allegiance to the touring contest end of the sport. In three successive Golden Tours Burman won perfect scores for his team, being the only man out of the hundreds of the best drivers in America competing to win three perfect scores in Golden Tours.

Unlike the majority of experts in the automobile trade who have flitted from factory to factory during their career, Burman has been connected with only one manufacturer of automobiles since he entered the trade nine years ago.

Burman is western representative of the Peerless Motor Car company and Peerless praise has been his only song. His territory embraces all the western states and from British Columbia to the Central America republics. He is therefore exceptionally well qualified to speak intelligently of trade conditions in the west.

Mr. Burman said last night: "I first visited Salt Lake City five years ago. At that time there were but few automobiles in this city and only two garages or sales agencies. The few factory representatives who then made this territory were not at all backward in knocking the future of automobiling in Salt Lake City. For some reason I always had confidence in the city as an automobile center. I do not claim any credit for recognizing that where lived people of wealth and with a natural desire to enjoy the fruits of their good fortune, there would eventually arise a demand for high class automobiles. In the early days I had many arguments with other factory representatives over the Salt Lake situation, and I am now proud of the development of the automobile business in this city. There is no place in the country where the trade is in better condition than right here in Salt Lake City. You have a large number of prosperous dealers, thoroughly alive and progressive, selling the best cars in the world, and what is more remarkable, getting along harmoniously, as was proven at a meeting I attended a few evenings ago."

Tribune Want Ads. Bell Math 5200. Independent 360.

Car Driven Over Rough Roads



DON H. TOWNSEND'S WINTON SIX.

The picture herewith shows a seven-passenger touring car, carrying eight people over the rough roads of Emigration canyon last week. In the party was Mr. and Mrs. Leo Levine, Mr. and Mrs. J. A. Stanley and baby, Mr. Wilkes and Mr. and Mrs. Townsend.

BUSINESS MEN TAKE LONG TRIP IN AUTO

Two hundred and eighty-five miles in a Franklin six-cylinder is the trip recently made by the Hon. W. W. Ritter and George Romney, accompanied by Messrs. Critchlow and O'Neil of the Consolidated Wagon and Machine company, leaving this city at 11 a. m. Wednesday, April 27, and returning, reaching this city at 9:15 on the morning of the 25th. The trip north was made through Uintah, Oxyden, Brigham City, Garland, Portage and to Malad the first afternoon, leaving Malad at 9:15 on the morning of the 25th, the trip was continued over the mountains to the west, through Curlew and Blue Creek valleys, passing through Stone, Snowville and Point Lookout back to Garland, thence on the east side of the Salt Lake valley and via the sand ridge road from Ogden to Salt Lake City.

BARNETT AND KAAR SECURE NEW AGENCY

An automobile agency is to be opened in Salt Lake to handle the Locomobile, which is said to be a fast, staunch car of high grade that is little known to Salt Lake automobilists, except by report. Messrs. Fred Barnett and Harry O. Kaar, who own the Temple street, 109 and 111 West South Temple street, have secured the agency for the car, which, however, is largely an empty honor so far as the 1910 business is concerned. Two Locomobiles will reach Salt Lake early this week, and the second carload lot will come later. Barnett and Kaar are planning the erection of a modern, first-class garage and showroom, which will be ready for their occupancy before the opening of the 1911 season.

SALES RECORDS BEING MADE BY OVERLAND

It is announced that the 500 Overland dealers are now taking orders for these remarkable cars at the rate of \$200,000 per day. Never before has there been such a demand for any make of automobile. In addition, a large number of storekeepers are ordering these cars for making their deliveries. The government has begun to use them in the city postal service. And numerous manufacturers, who are sending salesmen into country districts, are equipping these salesmen with Overland cars. The utter simplicity of Overland cars has opened up many entirely new fields. The pedal control enables a novice to master the car in ten minutes. And the freedom from trouble enables even a child to run and to care for it.

GOOD AUTO MARKET IS PROMISED BY TURNER

Porto Rico promises to develop a good market for American automobiles. Special Agent John M. Turner, who has carefully studied the conditions on the island, is enthusiastic over the possibilities, and furnishes the following valuable information regarding trade outlook: "The demand for automobiles in Porto Rico has been in excess of the supply. Agents have told me they had to wait sometimes as long as three or four months for their orders to be filled. There are more than 1000 kilometers of splendid roads on the island, and an appropriation has just been made by the legislature to extend many uncompleted roads and join ends of these with completed ones, thus extending the mileage."

MAXWELL CAR WINS TWO HANDICAP EVENTS

Word came from San Francisco of a string of Maxwell victories in the race meet of April 24, including two victories over Barney Oldfield. A Maxwell model "G," driven by King, defeated Barney Oldfield twice, once in the free-for-all handicap—time, 4:49 1-5, with 30 seconds to spare, and again in the ten-mile free-for-all handicap—time, 8:19 4-5, with 45 seconds handicap. The Maxwell racer also won the five-mile open event for cars costing \$1000 and under, and in addition, the five-mile handicap race for local cars, which was won from scratch.

AGENTS ARE SELLING MANY AUTOMOBILES

The Tom Botterill Automobile company has received another carload of Pope-Hartford cars. One of these is a beautiful royal blue touring car for A. D. Moffatt of this city. This car is fully equipped with all the latest eastern devices and is one of the handsomest cars delivered in Salt Lake this season. F. L. Buckbee of the Pope Manufacturing company is in the city for a few days spending his time with the local representatives. Buckbee believes that Salt Lake has a wonderful future in the automobile business and believes that it will be soon one of the largest centers in the west. A carload of Pierce Arrows are expected to arrive in this city the coming week. New Auto Paper. A new automobile publication, called the Motor News, has just been issued by the Premier Motor Manufacturing company in the interest of Premier owners and dealers. It is distinctly a house organ, but has an individuality in this line, inasmuch as it is far different from any other magazine published by an automobile concern. The approximate size of a daily newspaper has been chosen and a heavy paper used, so that the many cuts in the publication show up with remarkable clearness, and the typography is of the best. In this paper the interests of Premier cars are gathered together from all parts of the country and are submitted in a most pleasing and interesting form.



MEREDITH AND LIBBEY IN FORD.

Meredith and Libbey are here shown inspecting the new permanent building on Fourth South streets, where a permanent building is especially for automobile business.

LARGE PARTY OF CITIZENS WILL GO TO SEE FIGHT

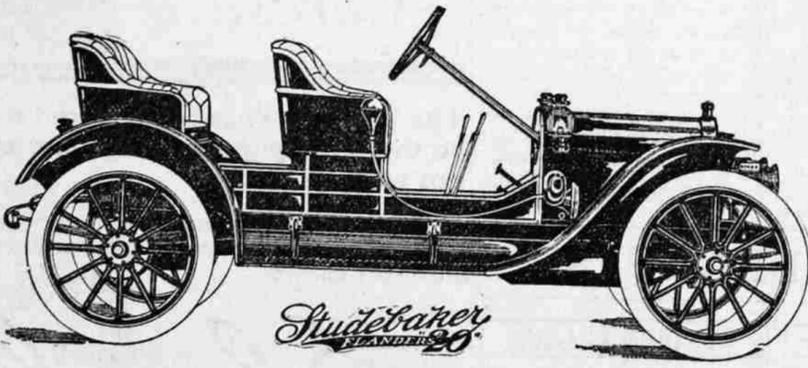
A party of Pierce Arrow car owners will leave Salt Lake June 24 and drive overland to San Francisco. The gentlemen owning these cars are Mayor Bransford, H. A. Harvey, S. A. Whitney, Joseph Geoghegan, Wallace Bransford, J. A. Groesbeck, Ezra Thompson, Frank Botterill. There will be eight Pierce Arrows to make the trip, the party expecting to reach San Francisco several days before the date of the big fight and during this time side trips will be made to all points of interest around "Frisco." At a meeting of these gentlemen Wednesday all arrangements for the tour were completed. The party will take the northern route. Hotel accommodations are being arranged for along the route, as the party will consist of fully twenty-five people. Twenty-five ringside seats have been bought for the fight and all arrangements for taking care of the party have been made in San Francisco. Several well known eastern sporting men will reach Salt Lake before the date set for leaving and will be taken along in these cars. Frank Botterill expects at least two more Pierce Arrows will join the party before the day for leaving arrives. Tom Botterill and Lew Bondy of Denver will drive from that city to Salt Lake to join the party here before the time set for leaving. No attempt to break records or make fast time will be made, as the trip will be made purely for pleasure and seeing the Jeffries-Johnson fight.

REID SELLS CARS TO TWO OGDEN MEN

Manager S. D. Reid of the is still busily engaged with sales out of the state. Mr. Reid has sold a four-cylinder, five-passenger car, and Stephen L. Hines, a seven-passenger, six-cylinder Premier car. These were sold to Charles A. Davis, representative of the Salt Lake and C. L. Apple, factory, is sick with the flu, that he is pleased with the business of this city. Demand for Cars. The Raymond-Bracken company sold several cars the past week. Heber J. Grant a four-cylinder, five-passenger car, and Stephen L. Hines, a seven-passenger, six-cylinder Premier car. These were sold to Charles A. Davis, representative of the Salt Lake and C. L. Apple, factory, is sick with the flu, that he is pleased with the business of this city. Additional Auto News 22 and 26.

Studebaker

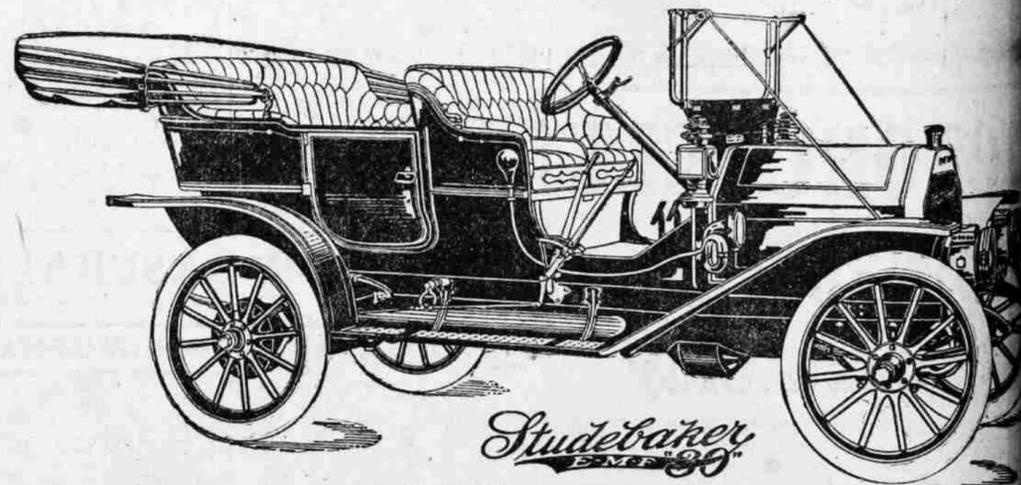
These justly celebrated cars, backed by the Studebaker Guarantee, will hereafter be on sale exclusively in our salesrooms. We invite all owners, as well as prospective purchasers, to come in and get acquainted.



Studebaker 20

- SPECIFICATIONS**
- MOTOR—Four Cylinder, vertical, water cooled, cylinder cast en bloc.
 - DIMENSIONS—3 5-8-inch bore, 3 3-4 stroke
 - RATING—20-horsepower.
 - COOLING—By centrifugal pump, gear drive.
 - CARBURETOR—The approved float-feed, our own design.
 - IGNITION—Dual system, splitdorf magneto and set of dry cells.
 - TRANSMISSION—Same as E-M-F. 30, incorporated in the rear axle.
 - WHEEL BASE—100 inches.
 - WHEEL—32x3 inches.
 - WEIGHT—1200 pounds.
 - EQUIPMENT—Splitdorf magneto, 2 side oil lamps, 1 oil lamp; 2 acetylene head lights with generator and horn.

\$890 F-O-B Salt Lake.



Studebaker 30

- SPECIFICATIONS**
- MOTOR—Four Cylinder, vertical, water cooled, cylinders cast in pairs.
 - DIMENSIONS—4-bore and 4 1-2 stroke.
 - RATING—30-horsepower.
 - COOLING—Centrifugal pump, gear driven.
 - CARBURETOR—Improved, simple float, single jet, our own design.
 - IGNITION—Double system, magneto and battery.
 - TRANSMISSION—Selective type, sliding gear, gear case integral with differential housing in rear axle.
 - WHEEL BASE—106 inches.
 - WHEELS—32x3 1-2.
 - WEIGHT—2150 complete with top, wind shield, and all tanks full.
 - EQUIPMENT—Splitdorf magneto, 2 side oil lamps, 1 oil tail lamp, 2 ACETYLENE head lamps with generator, horn and tool kit.

\$1440 F-O-B Salt Lake, with top and wind shield.