

Motor Motions

By
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Although fully eighty per cent of the automobiles owned in Salt Lake have been laid up during the winter weather, the snow, slush and mud has had little effect on the violent enthusiasts who think that life is not worth living unless they can hear the rhythmic chugging of the engine and feel the keen exhilaration of rapid motion. The dealers, however, are busy as bees, and all with one accord predict the greatest year which the automobile trade has ever had. Every dealer in the city is impatiently awaiting shipments of 1909 models and the railroads are coming in for unlimited vituperation on account of delayed shipments.

Although many of the autolists of the city have been prevented by the inclement weather from active enjoyment of their favorite sport, they have not been idle. Throughout the fall and winter there has been a universal movement towards the securing of legislation for good roads throughout the state, and this movement will be pressed to the limit during the coming session of the legislature. Governor John C. Cutler has called a Good Roads Convention, which will assemble January 14, and which will frame legislation which will be submitted to the members of the legislature for action. This convention will be attended by every mayor of an incorporated town throughout the state and by county commissioners, road commissioners and representative farmers from the whole state. The governor's call has already evoked an immediate answer, and it is sure that there will be from 1000 to 1500 delegates present at the convention.

The United States government will be represented by a number of prominent engineers, and each delegate is urged to come prepared to make practical suggestions for the bettering of the roads.

The early part of January will be full of interesting events for the automobile enthusiast. The manufacturers and dealers from all over the country will begin to gather in New York about January 10. On January 13 the National Automobile show will occupy Madison Square Garden, when the manufacturers from all over the world will exhibit their latest models. There are always a number of freak machines shown, and several of the Salt Lake enthusiasts are waiting for the exhibit before making their 1909 purchases. Several of the local dealers will attend the Madison Square Garden show and the Chicago show, which opens on February 6.

Salt Lake is to add another evidence that it has become a city during the spring months. A company of local capitalists has been organized, which will install a taxicab service in the city. The company, which has not as yet filed articles of incorporation, will be known as the Utah Taxicab and Automobile company, and has already ordered four Stearns taxicabs of the latest model through the White-Savage company, of this city. Two of these taxicabs will arrive in the city before the middle of January, and will be put into commission at once. The taxicab has practically driven the handsome cab from London, New York, Paris and Chicago, and is the most convenient, satisfactory and reasonable mode of conveyance yet devised for city use. Not only is there a definite schedule of prices determined by the company, but the automatic register prevents the customary dispute and overcharge which everyone has experienced from the ordinary hackman. Salt Lake has never been adequately provided with means of transportation other than street cars, and the new cab service which will be run on thoroughly business lines, will be a boon to the

town. The cabs are models of comfort, speed and reliability, and will be run by thoroughly experienced drivers. The Utah Taxicab and Automobile company will also operate a line of touring cars between Salt Lake and Yellowstone Park. Two big new Stearns touring cars and a Stearns runabout have already been ordered through the White-Savage company, and are expected to arrive daily. These cars have been built especially with a view to making the rough trip between Salt Lake and the Park as pleasant and comfortable as possible. They will be built up and given an added clearance of six inches above ordinary, in order to accommodate the ruts and ridges on which so many stock machines come to grief, and will be provided with a number of new and ingenious contrivances for the accommodation of baggage. These cars will make the trip through the park in a thoroughly comfortable manner, and will be driven by competent mechanics, who are thoroughly familiar with the landmarks of the great national pleasure ground. The company has secured a garage on State Street, which will be thoroughly equipped and which will provide 1000 square feet of floor space.

The new Studebaker, "E. M. F. 30," is attracting widespread attention and enthusiasm among automobile experts. Weighing but 1800 pounds, its engines are marvels of mechanical construction, and it bids fair to be one of the most popular cars of 1909. Although the model which was received at the local Studebaker agency some time ago is not yet ready for demonstration, it has proven to be a most efficient car. The tuning up process is going forward as rapidly as the weather will permit, and Manager C. A. Quigley is only worried as to whether he will be enabled to secure enough machines of this type from the factory to fulfill the local demand. Mr. Quigley states that the time has now come when the automobile owner will find his chief pleasure in running his own car, and that he will turn naturally to the car of medium price and weight, rather than to the larger and more expensive models, which require a chauffeur for their proper care and whose upkeep is far more expensive.

The Studebaker "30" is guaranteed a speed of 55 miles an hour, exhibits hill climbing ability unequalled by most higher priced cars, and is operated at a minimum of expense. Mr. Quigley, in common with the other dealers of the city, is confident that 1909 will see the number of machines in use in Salt Lake more than doubled.

Mr. August Stocker, who represents the Peerless, Haynes and Autocar, and who has just completed the improvements in his new garage on State street, has spent the greater part of the week in Ogden where he placed a 1909 Peerless and also an Autocar for early spring delivery. There are few, if any, cars that have given better results, either in the city or for long country runs, than the above makes, and it is expected that a number of new ones will be seen here during the coming summer.

Taking time by the forelock, the Sharman Automobile company already has two carloads of machines on the floors of their garage. Four 1909 model Mitchell cars have been assembled, as have two Stoddard-Daytons. These are already sold, but have not been delivered on account of the inclement weather. Nineteen other cars are now on the way, and will arrive before February 1. Mr. Sharman states that the demand for light weight, medium priced cars will be unprecedented throughout the summer, and points with pride to the Mitchell "30," with which he intends to fill

this demand. Built on the most graceful lines, the car has an adequate carrying capacity, is splendidly engined, and combines a simplicity of construction with a beauty of finish which is bound to make it a favorite among all classes of automobilists. Mr. Sharman reports that there has been practically no demand whatever for the very cheap models, and that although several \$500 cars had been shown here, they had attracted no attention.

The Pierce Great Arrow has always been a favorite among Salt Lake motorists, and will maintain its reputation throughout the coming year. The output of the Pierce factory has been accurately gauged, and the Salt Lake agency, held by the Tom Botterill company, has been given but fourteen cars as its proportion. Of these, ten have already been sold. Two of the 1909 models have already been delivered, one to David Keith and the other to E. T. Hills. The Packard output, handled locally by the Botterill company, is also sold in advance, and the Stevens-Duryea output is limited. Mr. Botterill is confident that the trade during the coming season will not be confined to the lower priced cars, although he realizes that a strong demand is growing for the lower priced cars. He says that there will always be a demand for a big seven passenger car among a certain class. His faith in the future of the trade here is amply evidenced by the erection of the new State street garage, which will have two floors, and which will involve an expenditure of fully \$50,000. Mr. Botterill will leave shortly to attend the New York and Chicago shows.

As an item of extreme interest to motorists, it may be noted that the four mile stretch of county road near Draper, in the southern part of the county, has been in splendid shape throughout the recent bad weather, and is one of the best turnpikes throughout the state.

Mr. Young, in charge of the automobile department of the Consolidated Wagon & Machinery company, is preparing for the largest automobile business ever experienced by that concern. The C. W. & M. Co., have the agency for the celebrated Franklin and Columbia Electric. They predict that the sales of these two cars will eclipse all previous records.

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