

# Motor Motions

By  
L. S. Gillham

With four big and successful shows over, New York, Chicago, Denver and Los Angeles, and the local dealers who attended them back in their garages, with two new agencies announced for Salt Lake during the week, the winter over and spring really opening, the automobile situation here is as interesting as anything about town.

Ellis Freed will handle the Thomas cars for Salt Lake and vicinity from now on, and the Utah Implement company has taken the agencies for the White Steamer, Cadillac, and Apperson cars. Announcement has also been made during the week of the opening in the immediate future of a repairing shop by F. Arnould & Co., at the rear of 41 South State Street in the new building recently completed by the White Savage Automobile co. Mr. Arnould is a French expert and as a result of fifteen years experience in France and this country, he is familiar with practically all the foreign and domestic machines on the market.

Ellis Freed in taking over the agency for the Thomas cars here should have little difficulty in placing that company's product with local buyers, for the Freed's and others who own Thomas's have already pretty thoroughly demonstrated the car. Mr. Freed will use his new 4 cylinder 60 horsepower Flyabout for future demonstrations. The car is the latest product of the Thomas factory and is speeded to 65 miles an hour. The car is finished in red with top and glass front, and is laid down here for \$5,000. The cylinders are 5 1/2 x 5 1/2. The Flyabout is a speedy, handsome, rangy looking car, and promises to prove a popular Thomas type.

In putting in the White Steamers, Cadillacs, and Appersons, the Utah Implement company has brought Mr. C. H. Judd from the coast to handle their automobile department, and from all indications Mr. Judd is competent to give his local competitors plenty to do in looking out for their interests. He is handling three unquestionably good cars, and inasmuch as the performance of Mr. Dunn's Steamer at the hill climbing contest held on Brigham last year is not yet entirely forgotten, Mr. Judd's activities with the big \$4,200 and \$2,000 Steamers now on the floor of the Utah Implement company, should prove interesting to buyers in the market this spring. The \$4,200 Steamer is a beauty, and Mr. Judd intimates that about the first thing he is going to do locally is to run from Salt Lake to Ogden in 55 minutes, which time is four or five minutes faster than any record now claimed between here and the Junction city.

Tom Botterill will be in his new garage on South State street shortly after the first of the month. With 23,000 square feet of floor space on the ground floor and in the basement of the new building, he can accommodate about 150 machines conveniently. The new establishment will be as modern as can be found for motor cars between Denver and the coast, a compressed air equipment having been installed for cleaning the interiors of the bodies of the cars, and a half a dozen other metropolitan garage features. The repair work will be done in the basement, and considerable new machinery has been purchased for installation in this department. The storage and sales rooms and general offices will occupy the ground floor. "If ever two shows broke records, and gave dealers a line on what they may expect this year in their business, the New York and Chicago shows just closed are the ones," said Mr. Botterill yesterday in discussing the two events named. "There were more people at these two shows who were there with the idea of getting a line on cars for purchase this spring, than any other shows in the history of the business. The New York show was pretty well filled up with the higher priced and higher class cars, but the Chicago show brought out a host of moderate priced

cars and particularly cars adapted for the use of farmers and other people of that class. The Chicago display was a wonderful affair, and the show was packed night and day. A lot of freak cars were on exhibition, but none of them appeared to be in danger of revolutionizing standards."

H. H. Bracken of the Automobile Exchange company, has returned from the Denver show and his partner, L. M. Raymond, from the Los Angeles show. Both declare the displays were far better than anything attempted in either city in the past.

The Sharman Co. on State street is opening the spring season with several Maxwells, Reos, and Stoddard Dayton's already placed. Judge Howell, Harold Peery, and Ralph Hoag, all of Ogden, each took delivery of a 4 cylinder Maxwell a week or so ago. T. H. Smith of Salt Lake has taken delivery of a Reo 20 and John Blevin of St. Anthony has taken one of the latter cars. Frank Knox has taken delivery from the Sharman people of a 45 Soddard Dayton, and Oscar Hemmenway will take over one of the latter cars today. August Rudine has received a Mitchell 30 and Harry Luff a Mitchell 30. Charles Riter of Ogden will take delivery of a 4 cylinder Maxwell the first of next week.

George T. Odell of the Con. Wagon & Machine company will leave April 7th for his automobile tour of Europe. Mr. Odell will ship his big Franklin from Salt Lake to the continent and probably begin his tour in France.

Ten Buick machines have been placed in Ogden this week in a local garage by the Consolidated Wagon and Machine company, and two cars of Buicks and a car of Franklins are en route to Salt Lake. R. H. Doelle has taken delivery of a Buick F from the company.

The Franklin company has opened a school in its plant in Syracuse for the instruction of automobile repair men, so that it will be possible for the company to supply to any of its dealers throughout the country trained and competent help.

One of the prettiest cars Salt Lake will see this year is the new Jackson 40 delivered to W. S. Henderson this week by the Automobile Exchange. The body of the car is white, and is in the 1909 type, being put out by the Jackson people. The new body has made the Jackson one of the handsomest cars in the local market.

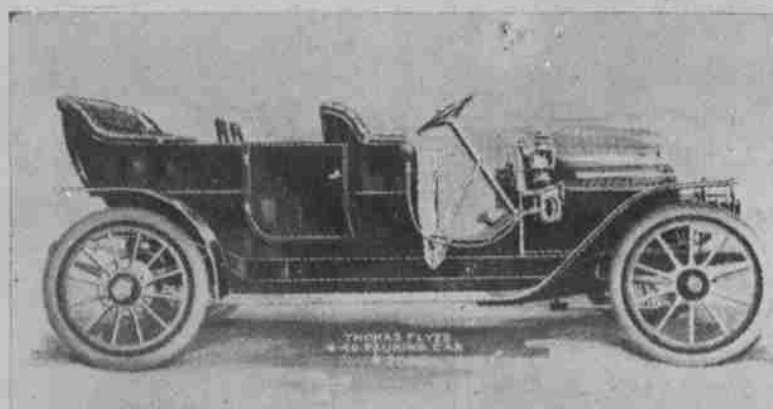
Messrs. Raymond and Bracken of the Auto Exchange company announce that they will shortly close arrangements for the agency of another make of car, but are unwilling to state what it is at present.

Tom Botterill states that the car that drew more attention than any other one car at the New York show was a big Pierce Limousine finished in Louis XV style, one of the Ringling Brothers, proprietors of the Ringling circus, bought the car at the close of the show for \$12,000.

The Botterill company has so far this season sold fourteen Pierce cars. Another carload of Pierces is on the way, and a car of \$1,500 Chalmers-Detroit is en route, including a special speed roadster of 40 horse power. The Botterill people are also awaiting the arrival of a special Hartford Pope runabout for demonstrating purposes.

All automobiles in France, whether used for pleasure or business purposes, are to be controlled and registered in such a way that they will be ready for incorporation into the service of the army in the time of war. Every year, from January 1 to 15, according to a project which has just received the sanction of parliament, a census of automobiles must be taken.

Pittsburg's police department has acquired a forty horsepower Pierce Arrow patrol wagon, to be used in responding to riot and emergency calls. Dash cabinets have been arranged large enough to carry revolvers and handcuffs, while heavy holsters made to carry three high-powered rifles are attached to the back of the driving seat. Two fire extinguishers are attached to the running boards.



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