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eight separate operations in the paint shop, occupying a period of eight weeks, and one needs but to inspect the upholstery to appreciate why persons of distinctive tastes purchase Studebaker cars." The Studebaker people have been very busy this week demonstrating E. M. F.'s and their touring cars. Superintendent Reed, of the automobile department, reports a very active inquiry and several sales pending.

Considerable interest attaches to the car that is to be the pathfinder for the New York to Seattle endurance contest, mentioned in these columns last week, as the car will be the famous Thomas Flyer which won the New York to Paris race last year. The car left New York on the 19th, and will be driven over its four-thousand-mile trip by George Miller, who acted as mechanic in the car's memorable run from New York to Paris.

Frank Botterill has his fine new garage and repair shop in excellent shape now, and is heading into the spring business rapidly. He delivered a six-cylinder forty-eight-horsepower Pierce Great Arrow, \$3600, to ex-Gov. Frank Gooding, of Idaho, this week, and I. J. Buswell took delivery of a Chalmers Detroit Thirty. T. A. Whittely has also purchased one of the latter cars. C. A. Bellinger bought a Chalmers Detroit Thirty on Thursday, and will use the car for his daily trips between this city and Bingham.

The Botterill Company received a car of Chalmers Detroit Tuesday, and with them came a forty-horse power Runabout. The latter is one of the handsomest cars on the Botterill sales floor.

Wallace Bransford and party have returned from California, after vainly striving to negotiate hub-deep mud for two weeks. He brought his new Pierce Runabout with him.

The Sharman Company reports delivery of a Mitchell thirty to Judge Marioneaux and a Maxwell to Dr. Ross Anderson. Mr. Sharman ran up to St. Anthony, Idaho, the latter part of last week, and states that he encountered enough rain and mud to put an effective stop on much business in that territory this month. The Sharman salesroom is now housing the two new forty-five Stoddard-Daytons received the latter part of last week. Both cars are attracting a good deal of attention.

Harry Kaar, in charge of the business of the Oldsmobile Co. of Utah, with headquarters at the Temple garage on South Temple, returned Monday from a run north to Logan and Brigham City with a party in his Old's. "We will probably establish one or two sub-agencies in the northern part of the state this season, as prospects are excellent for business. We encountered lots of heavy roads, but made the trip nicely in our model D forty-horsepower touring car." In these columns last week it was inadvertently stated that the cars on hand for demonstrating purposes by Mr. Kaar were "old" makes. It was a typographical error, as the company has nothing but 1909 models on hand, fully equipped with all latest accessories and devices.

Friends of Harold Lamb heard with regret the first part of the week of the accident in which his car was demolished between the Hot Springs and Ogden late last week. It is probable Mr. Lamb will proceed at once to replace his Stearns.

Ellis Froed has been busy with his Thomas Flyabout the past ten days, and declares he will have a couple of sales to announce early in the week.

That the Randall-Dodd Company are on the ground with every intention of getting their share of the business this year is pretty evident from the fact that during the past six or seven

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