

Motor Motions

By
L. S. Gillham

City and county roads that remain stubbornly soggy and rough are sadly trying the patience of every motor car owner in town this spring.

It's a situation exasperating to the old drivers and disastrous to the new, and apparently there's no relief in sight aside from the future good offices of the weather man. The county roads north and south are particularly in poor condition, and the effect on the trade has been somewhat noticeable the past ten days, as satisfactory demonstrations have been difficult to manage, and pleasure rides short lived. Four or five car loads of cars have arrived in the past week, however, and the majority of them being already sold, have been delivered. At present practically every dealer in town has from one to three car loads of machines en route from their respective factories for arrival here before May first. The rush is on, and strenuous work has opened in all the garages. Officials of the various manufacturing companies represented by local agencies are dropping into town every few days, sizing up the situation and lining up the approximate number of cars to that will be required for Utah consumption the next four months.

Tom Botterill, president of the Botterill Automobile Co. of this city and of Denver, spent the first half of the week with his brother, Frank Botterill, manager of the local garage, leaving for Denver Thursday morning.

"I am more than delighted with our new offices and garage in Salt Lake," said Mr. Botterill. "Our business thoroughly warranted the new establishment, and results are well up to our expectations. The automobile situation in Salt Lake has never been better in the history of the business, and I look for a most prosperous year. There is just one thing that holds back the automobile industry, both from the dealers' end and the owners' in Salt Lake and that is the very poor condition of the majority of the roads in town and throughout neighboring counties. Once enough money is appropriated to put your roads in anything like a proper condition, Salt Lake will be the best and finest automobile town between Chicago and Los Angeles. I say this without any hesitancy, and knowing whereof I speak. There is no place in the entire west where an automobile owner can get more pleasure out of his car in the matter of beautiful scenery, excellent country drives, fresh air, and favorable weather, than in and about Salt Lake. I know that personally there is no other city I ever visited where I would rather own a car.

"Our Denver office has had a very excellent year. We are sold out of our Pierce Great Arrow cars just as we are sold out in Salt Lake. In fact there are no more Pierce 1909 cars to be had any place in the country.

"I notice that the projected New York to Seattle Automobile race is still being agitated in Western papers. We had advices in Denver several days ago that this race would not be held, inasmuch as the majority of the large manufacturers refused to enter the event. The cost of long road races to the manufacturers has become so great and the benefits derived so questionable, that the majority of the houses have determined to enter no more transcontinental races, with the exception of the Golden tour. My information may be wrong as to the ultimate holding of the New York to Seattle race, but I doubt very much whether the event will ever take place."

"I believe that the most important matter that is at present receiving the attention of the automobile trade in general, is the question of handling second-hand cars. Every dealer in every city in the country is getting to a point

now where each succeeding season finds more and more owners anxious to turn in their old cars toward new ones. The owners usually figure that the dealer will take the old models and turn them to a profit, where exactly the opposite is true with the dealers. The latter figure when they take an old car in towards a new one, that they will lose money on the former, and they generally do. So many cars have been offered to dealers this year that it is the one big question of the trade. One idea that has been advanced towards the solution of the question, is the establishment of a central depot, to be maintained by a pool of the dealers in each city. This depot is to receive and handle all second-hand cars offered to the trade. It is really the most practical and the best scheme I have heard of, and I think it will ultimately be put in operation in the majority of the larger cities.

The Randall-Dodd Auto Company, Ltd., received their first consignment of Thomas Flyers Wednesday. Three big handsome 6-40 Thomas' arrived from the factory and were delivered to the company at their temporary garage, 225 South West Temple street, late Wednesday afternoon. T. J. Osborne Thursday morning took delivery of one of the cars, and Hoffman Brothers a second. The third car is on the company's sales floor.

Mr. Dodd reports the sale of a 6-40 Thomas Flyabout to Dr. Ulman for delivery the latter part of this month. Another carload of Thomas cars are on the way, having left the factory the eighth of this month. The car includes a 6-70 touring car, and a 4-60 touring car. They will arrive about the 20th.

"We are just about getting our stride," declared Mr. Dodd. "Favorable weather and the bettering of the roads is steadily helping business. Salt Lakers are rapidly becoming acquainted with the Thomas cars, and as soon as the new Holmes building on State street is completed and we are installed in our permanent garage, I think we will have pretty thoroughly demonstrated the quality of the Thomas Flyers," declares Mr. Dodd.

One of the most remarkable feats ever accomplished by a motor car in the west was done recently by a Jackson, with O. J. Killip at the wheel, in San Francisco.

San Francisco's rough and hilly streets are notorious in motoring circles. One of the hardest, which has been a terror to motorists, is the Filmore street climb.

The grade is terrific, and prior to its being climbed by Mr. Killip in the Jackson had never been run over by a four-cylinder auto. The Jackson agents are proud of the showing made by their four-cylinder auto.

Harry Elliott of the Randall-Dodd Company, in ten days in Pocatello, Idaho, disposed of five Buicks received by the company at that point two weeks ago.

One of the 6-40 Thomas touring cars which reached the Randall-Dodd people Wednesday, and in fact the only car of the shipment that is not sold, is a particularly handsome machine, the body being finished in a beautiful blue and the running gear in a straw color.

Manager Pumphrey of the Utah Tire and Rubber company on Post Office Place, reports that he is receiving from one to five shipments of Firestone Non-Skid and smooth tires weekly, so great is the demand since the weather opened up and more cars are being run about town. The company carries a wide range of sizes and to

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