

Clellan, Edward P. Kimball will preside at the big organ.

Mr. Alfred Best, Professor McClellan and Willard Weihe left Friday for a three weeks' concert tour of the northwest, during which time they will appear at most of the larger cities between Utah and the coast. The concert tour is under the management of John D. Gilles.

In a letter received by Hugh Dougall from his former pupil, Miss Edna Evans, the latter states that Miss Hazel Barnes, Miss Ella Crawford, Miss Florence Neilson and herself sailed a week ago today for Paris, in the best of health.

Elmer Young and Ruon Robinson, pupils of Professor Dougall, sang Wednesday afternoon at the meeting of the Daughters of the Pioneers at the Assembly Hall.

At the Monday concert at the Tabernacle, Melvin Peterson, baritone, sang "O Shining Light," by Adams.

Edward Fitzpatrick, one of Professor Skelton's pupils, leaves Tuesday for Boston, where he will pursue his musical studies in the New England Conservatory of Music.

### MOTOR MOTIONS

Advice to motor car owners as to the proper handling of their automobiles in every imaginable situation has been a theme that has received more or less attention from manufacturers, factory experts, and everybody else interested in the manner in which the dear public drives its motor vehicles, since the beginning of the business.

The majority of these articles have been inspired largely by advertising schemes to benefit some particular make of car. One of the most lucid and instructive discussions of the best methods of driving that has appeared in many months, however, is that written for "Recreation" recently by Henri Godefroy, a recognized automobile authority. The article is full of splendid advice and should prove valuable to Salt Lake owners.

Dispensing with all introductory admonitions, Mr. Godefroy gets into his subject without waste of words, and says:

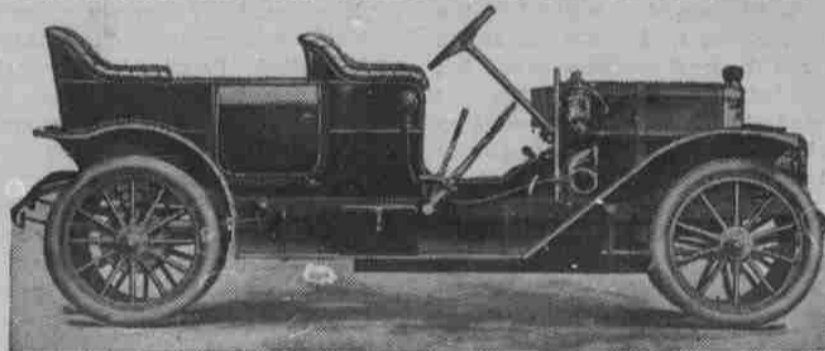
When starting his car a sensible automobile driver will avoid the fairly general but abominable practice of opening his exhaust cut-out. When putting in his gears, he will depress the clutch pedal completely and wait a few seconds to give his gear shafts sufficient time to stop revolving, when the gears will slide into mesh easily and without noise. There is no reason for having the engine running fast at that time. Then he will gradually raise his foot, at the same time slowly opening the throttle, and the car will glide off without the car-wrecking jump and noise attendant on a careless start. If the car is fitted with a four-speed gear, or if the engine is sufficiently powerful or flexible, it generally will be found that it will, under normal conditions, start on the second speed. This practice is to be commended, as it avoids a step in gear changing when the car is in motion, and saves the speeding of the engine which takes place on too low a gear. Starting on a higher gear can sometimes be achieved; it is a good demonstration of the possibilities of the car, but, like most similar demonstrations, it induces undesirable strains on the mechanism and should be avoided in ordinary practice.

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