

INCIDENTS OF LONG AUTO TRIP

Judge Powers' Car Arrives in Salt Lake After Covering 3,750 Miles.

SOME ADVENTURES EN ROUTE.

Obstacles in Road and Field Overcome—Told of a Salt Lake Driver for Red Cars.

Fifty thousand were handed out three miles in approximately 10 days. A good record, especially when the machine was in such a condition as it was. It began in Peoria, Ill., July 28, and came to a glorious end day before yesterday, when Judge C. W. Powers and party chugged into Salt Lake after a long, tiresome but worth-while trip. The machine was covered with mud and dirt and to the rear was a mass of tin placards, the license signs and numbers of a dozen different states. But the machine was in good, solid condition and looked as if it could turn around and go back to New York state without any difficulty.

Judge Powers, accompanied by Mrs. Powers and Roger Powers, their son, were visiting in the east. At Peoria, Ill., they purchased a 40-horse power Glyde at the factory.

OVERLAND TRAIL.

The purchasers announced their intention of going back into New York state and then across the continent to get back into Utah—and in the auto. Harry Russ, the company expert, joined the party at Peoria and the trip began. The travelers took the old "overland trail" through Illinois, passing through Indiana and Missouri, and then into New York state. Peoria, N. Y., was the farthest eastern point reached. On the way back the route led through Pennsylvania. Here the first trouble from hills was experienced. Judge Powers describes the difficulties encountered in Pennsylvania as follows: "We would be going along smoothly on a level stretch when suddenly appear a rise of 100 feet or so in an equal distance. The automobile snorted and chugged and always got to the top. Going east from Peoria the travelers reached Buffalo by taking a boat at Detroit; coming west they took a boat at Cleveland to get to Detroit. Peoria was a stopping place in both directions.

ADVENTURE ON FERRY.

Pushing through Illinois the Mississippi was crossed at Dallas City and Burlington, Iowa, was the next stop. While boarding the old river steamerboat, "Florence," the autoists set that staid old steamer adrift. There was about three inches of ice on the water, and the narrow boat, despite the fact that the wheels slipped off one side of the plank. The auto might have splashed into the river had it not been for an iron rod that caught and held it. But the

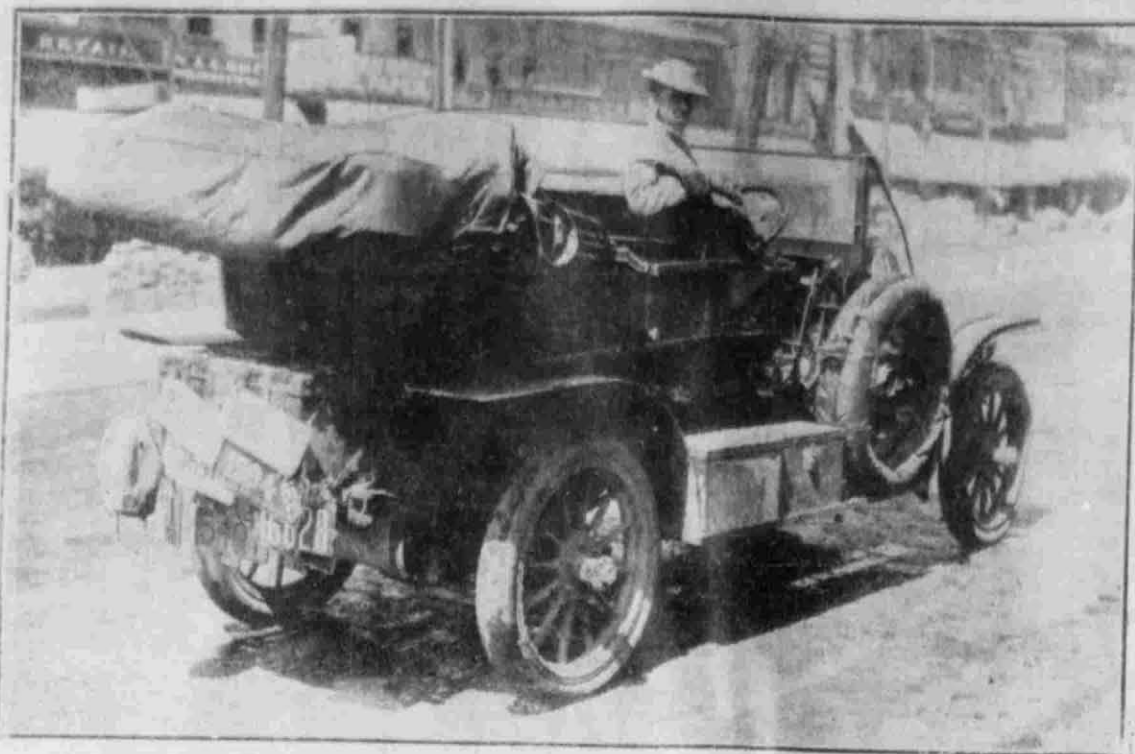


Photo by Harry Shidner.

JUDGE POWERS' MACHINE WHICH HAS JUST COVERED 3,750 MILES IN 29 DAYS.

machine was tipped up on one end and a red gallon can of gasoline attached to the rear spilled. As the dangerous stuff ran down into the engine room, only a half dozen feet away, excitement ran riot. The women passengers screamed and ran about certain the old boat was going to blow in any second. The gasoline was kept from the fire and swept off into the river. The auto was finally put aboard and the "Florence" ported down the stream without any further scenes.

STREETS BLOCKED.

The route from Burlington led straight across Iowa to Omaha, where the Missouri was crossed. At Ottumwa, Ia., a great automobile town, everybody had heard of the Utah's coming. The townsfolk were out to cheer them as they passed through. The streets were not only lined but blocked and as the Salt Laker made their way through the crowds slowly cheer after cheer went up. "Why, they haven't got horns," said one woman in a disappointed voice as the travelers from Utah went through. "Just one," answered the village out-cry. "Can't you hear it honk?" Not until Wyoming and Utah were reached did real serious trouble begin. Until a week before the arrival in this city but 40 cents had been spent for repairs. It began near Elk Mountain and a forgetful autoist was the cause for the first batch of hard luck experienced by Judge Powers and those with him. The party wanted to reach Rawlins, Wyoming before dark but were not sure of their road. They met an autoist and asked him for directions.

SOME OBSTACLES.

"Well, by all that is careful don't go up Rattlesnake divide," answered the stranger. "There's rocks up there as big as a house. Go up Elk creek." The Salt Laker thanked him kindly and started following his directions. "Holy smoke," gasped Roger, who was at the wheel, "if the rocks and bould-

ers in this canyon will not compare with those in Rattlesnake divide I'd like to see those on the divide." For several miles the road wound through huge rocks and maintained a grade that seemed straight up. It became so steep the auto could make but three feet at each lunge. The wheels had to be blocked after each lunge to keep the machine from coasting down the hill backwards. Gasoline was getting lower every second but no speed could be made. Finally the tired travelers gave up in disgust and walked back three miles to a farmhouse to sleep for the night.

"Let your machine up yonder," asked the farmer as he showed the party clean beds. One of the party answered in the affirmative. "Well, now, you kin have supper and you kin have a bed; you're welcome, but say, you better bring your machine down 'cause I've got a bull up wonder what went stop 'til he demolishes that outfit. They make him wild. 'Twas the supreme test to leave supper and bid steep hill, but bulls are bulls and autos are autos, so fired and hungry, Roger and Mr. Russ made their way up the hill and carefully and slowly brought the machine back to the ranch. It was long after midnight when the two reached the farmhouse, had supper and got into bed. The trip through Elk creek pass was made next day. A wagon had to meet the machine with gasoline before a town could be reached, however. The autoist who had furnished information so willingly had got his canyons mixed and rocks he mentioned as being on Rattlesnake divide were on Elk creek pass. He one he had been so emphatic in telling them to take.

TOOK A CHANCE.

At Fort Steele the travelers found they would have to cross the South Platte river by going over the railroad

bridge, which is unlit and quite long. The station agent gave them 23 minutes to get over. Trains were expected around a half hour. As there was no other means of getting over—the regular bridge having been washed away—the Salt Laker decided to take a chance. They got up the approach of the bridge all right but when they struck the bridge the wheels bounced on the wooden ties in great shape but went ahead not an inch! The men folk took off their coats and laid them on the bridge but still the machine wouldn't go ahead. Suddenly a freight train rounded a bend further down the tracks in the rear. Mrs. Powers had crossed on foot and standing on the opposite side of the river exclaimed, "Get out and push! Get out and push!" She was badly frightened and so were the men. They waved their arms and the freighter was brought to a stop within a few feet of the machine. Planks were then laid on the bridge and the auto ratched the other side without further trouble.

NARROW ESCAPE.

A peculiar experience was encountered about 10 miles east of Granger, Wyo. The machine was skimming along at a 20 miles an hour gait on a smooth ground as had been enjoyed for some time. Suddenly a wide chasm loomed up right ahead. Emergency brakes, reverse levers and everything that could bring the machine to a stop were thrown on and they did their work just in time to prevent the monster from diving into the hole. It was 25 feet or more deep and full of mud. The men went searching for two hours trying to find a path around the hole but none could be found so the night was spent in the machine. "It was an awful, sleepless night," says Roger. A telegram had been sent into Salt Lake to Supt. Buckingham for a car. A flat car

was sent to Bryan and the machine put aboard. After 50 miles of broken roads had been covered by rail the trip on land was resumed.

IN ECHO CANYON.

Echo canyon, Utah, was the next portion of country to make traveling exciting and dangerous. At Echo the roads were dusty and dry. Three miles out they were blocked with huge boulders and debris washed down from the hillsides by a cloud burst. The party had left Echo at night so the trip into Salt Lake could be made by early morning. As the melodrama says, "It was a dark and stormy night." Sheep, bushes and boulders blocked the roads, which were muddy and wet and covered with pools of water. Slow progress was made. After some ground had been covered the machine was brought to a stop with a jerk just as the side wheels started slipping over the edge of an embankment in "the narrows." This satisfied the travelers' desire for adventure, excitement and danger so they returned to Echo. They then came to Salt Lake via Ogden next day by daylight.

The trip was commenced July 28; about 14 days were lost in visiting various towns along the route. It was a novel trip and every minute was enjoyed by the quartet making it.

IN THE CITY COURT.

Burglar Waives Preliminary Hearing—McCauley Gets 35 Days.

Before Judge Whitaker this morning in the criminal division of the city court, William Thomas, charged with burglary in the second degree, waived his preliminary hearing and was held in answer to the district court. In default of bonds in the sum of \$5,000 he was remanded to the custody of the sheriff. Thomas is accused of entering the room of Thomas Taylor and stealing therefrom a quantity of clothing.

Sadie Morgan, Ivy Holman and Helen Green, "street-walkers," pleaded guilty to the charge of vagrancy and were given until Monday to leave the city.

A. McCauley, charged with indecent conduct toward Anna Christensen, an employee of the Wilson hotel, pleaded not guilty and was tried. He was found guilty and fined \$5. His offense was a most shocking one and it was considered by those in court that he got off easy.

For going to sleep under a fruit stand, Frank Henderson was assessed \$10 or 15 days.

FREE MUSIC LESSONS.

Madame Brodbeck will give one month's free lessons in Piano or Voice to pupils who wish to study at her studio, her superior methods which she acquired at the Royal Conservatory, Stuttgart, Germany, and under Maund Child, London. Studio, 905 Rice street (between State and Second East, on Ninth South).

FRACTURED HIS SKULL.

Richard Arnold Meets With a Bad Accident at Taylorsville.

While hauling hay at Taylorsville, Richard Arnold met with a serious accident Thursday afternoon, by the load tipping over and precipitating the driver to the ground. Mr. Arnold alight-

TO THE GRAND JURORS

WE would like to have your wives and daughters investigate what kind of a trade combination we are operating. We confess the following facts:

We are in position to supply the retail trade with goods from Salt Lake at about the same price they buy at in Chicago and New York. By buying from us they would save freight or express charges which amounts to from 5 to 10 % of the cost of their goods.

Further, that the combination of stores appearing in our daily advertisements will sell goods in the states of Idaho, Utah, Nevada and Wyoming at the same prices we retail them for in Salt Lake City and still make money.

Our purpose is to convince the people of this section that there are "good and bad combinations" in trade, and that if your wives and daughters will publish their findings we will abide by their decision as to which class we belong.

We have no secrets; even our books are open to investigation, and the general material facts, (without our legitimate trade secrets and the genius that is giving our place National repute as one of the first and best in this country) is public property.

BANKS MILLINERY STORE,
116 South Main Street.

ed on his head and the skull was fractured. As he is 65 years of age, recovery is doubtful, though he is feeling somewhat improved. The unfortunate man is being cared for by Dr. A. A. Bird at the Murray hospital.

WORK RESUMED AT ANTWERP.

Antwerp, Sept. 6.—Work was resumed here today on all the steamers, where 4,000 strike-breakers are employed.

OUT HORSE'S TONGUE.

Dr. Beatty Investigating Reported Brutal Treatment at Pleasant Grove.

Dr. Beatty is investigating the reported brutal treatment of a horse at Pleasant Grove, where a man is accused of becoming so enraged at his horse for balking that he cut out the animal's tongue. Citizens who saw the act attempted to arrest the wretch, but he escaped by jumping into his wagon and beating the horse into a gallop.

BREWERS SURRENDER.

Give Up Fight in Kansas and Agree To Leave the State.

Topeka, Kan., Sept. 6.—Seven brewing companies this afternoon gave up the fight in Kansas, agreeing to pay all the costs of the cases against them in the supreme court and move out of the state.

It is understood that the seven companies must pay costs amounting to \$400 and \$10,000 to be divided equally among the three receivers of the court. When Atty.-Gen. Jackson started his fight there were 16 big companies doing business in Kansas. All have given up but four.

ESTABLISHED 1862
Park's
JEWELRY STORE
170 MAIN ST.
SALT LAKE CITY, UTAH
P. O. BOX
Bell Phone
Ind. Phone 1862

Pineules For Backache, Rheumatism and the Kidneys
Sold by Z.C.M.I. Drug Dept., 112-4 Main

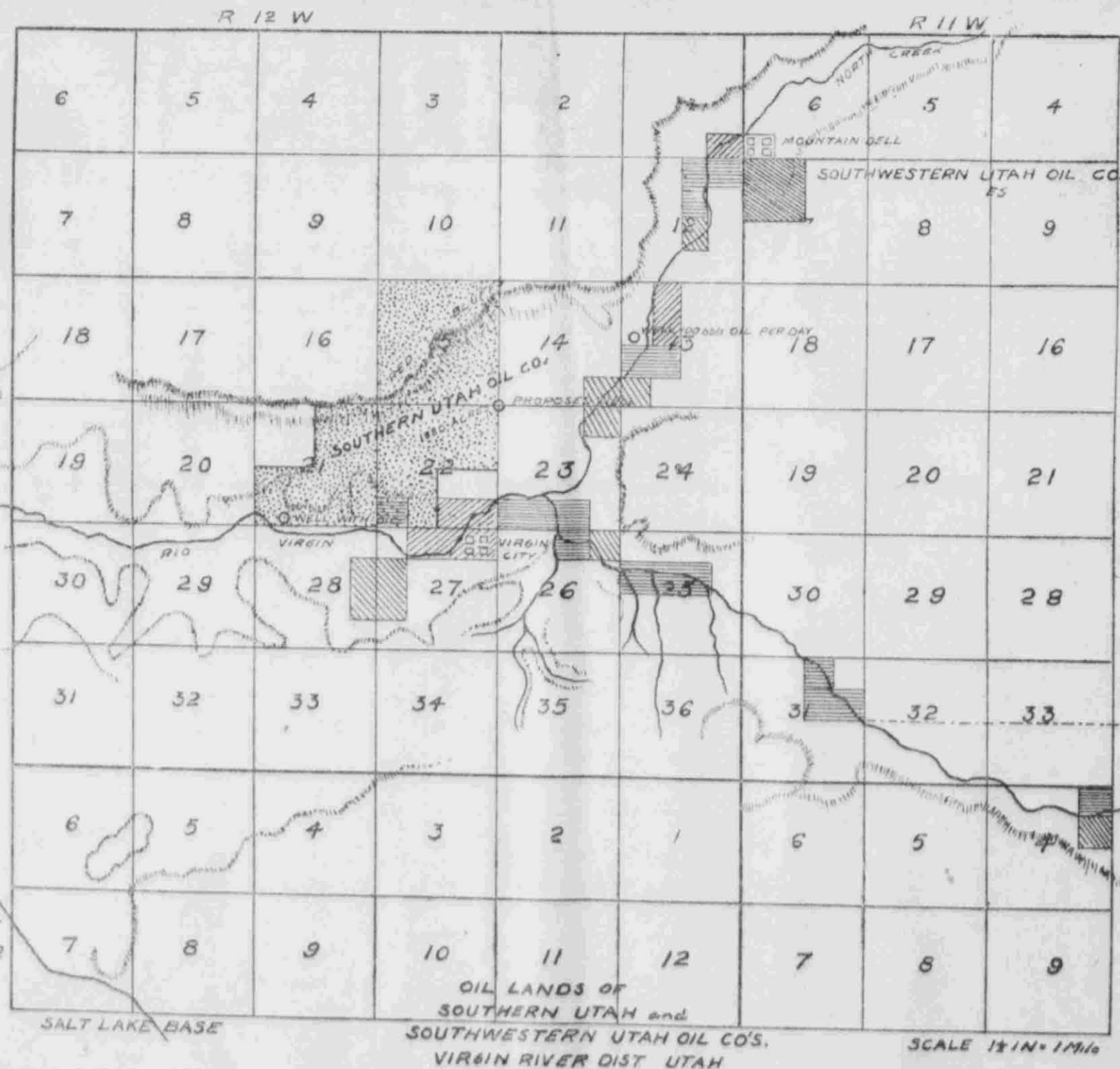
FIRST OFFERING OF TREASURY STOCK

Subject to prior sale at 15 cents per share we offer for general subscription 50,000 shares of SOUTHERN UTAH OIL CO. stock.

The Southern Utah Oil Co. is incorporated under the laws of the State of Utah, for 1,000,000 shares—par value \$1.00 fully paid and non-assessable. 250,000 shares have been placed in the Treasury.

The company owns 1,500 acres of land in the heart of the Virgin City Oil Fields, which has been paid for in full—(see map below).

Samples oil and complete engineers' reports of property can be seen at our office.



We firmly believe that within a very short time there will be very handsome profits for those who have purchased at this price.

EVANS, THOMPSON COMPANY, 427-8 D. F. WALKER BUILDING.

Fiscal Agents for Corporations and Brokers, Members Salt Lake Stock and Mining Exchange. We solicit your business. Bell telephone, 3296.