

AUTO' FOR CEDAR.

Machine Creates Ripple of Excitement Among Inhabitants.

Owners May Incorporate Company and Establish Local Lines in This County.

The new machine is what is known as a five passenger tourist car, manufactured by the celebrated Olds Mobile Company, and is certainly a beauty. The owners are H. H. Park and Francis H. Sherrerd, who are here for the purpose of testing the roads with a view to establishing one or more local lines.

MACHINE HANGS UP.

The machine was unloaded from the cars at Lund the latter part of last week, a limited supply of gasoline being procured at Lund. It ran fairly despite the fact that there is considerable sand on the road, until within a mile or two of Iron Springs, where it balked and refused to stir. It is believed that the gasoline obtained at Lund was largely coal oil, so that when the supply shipped in the reservoir from Salt Lake had been exhausted and the coal oil commenced to feed, there was trouble.

The auto was towed as far as Cedar behind a vehicle and an expert chauffeur was wired for from Salt Lake. Mr. Miller, an employee of the house from which the auto was purchased, responded, and has been here straightening out the kinks in the machine during the week.

EDITOR TAKES RIDE.

On Tuesday the three parties interested in the car, together with Lafe McConnell and The Record editor, started to make a run to Parowan, but the machinery being all new and the bearings having become clogged with sand while being towed in behind the wagon, from Iron Springs the cylinders got to heating and lost their power. When Summit was reached cold water was substituted for the hot in the cooling tank and the cylinders thoroughly cooled off, but then they stuck and the "animal" refused to stir for a hour or two. When its obstinate streak had worn away and the wheels once more began to revolve it was too late to go on to Parowan and get back to Cedar in good time, so the car was headed home and the run to this place made in something like forty minutes, a distance of 13 miles.

30 MILES IN AN HOUR.

Where the roads are smooth and level it is no trouble to make 30 miles an hour, or better, and the sensation is very much like riding on the train. There is scarcely any jolting, and the car rides as steady and smooth where the roads are good as passenger coaches on the average railroad.

There is very little noise, too, except when the engines are clutched to the low gear for hill climbing, etc., so well have the exhausts from the gasoline engines been muffled. The weight of the machine is 2300 pounds and the power is 16-horse. The tires are of solid rubber—not pneumatic like a bicycle, as some have supposed.

The motion of the car is under such perfect control that it can be stopped from a 20 mile an hour clip to a four mile gait, or less, in a distance of 25 yards, for crossing a ditch, and then almost instantly speeded up again. It can be propelled either forward or backward, guided with the utmost precision and the speed regulated to a nicety.

GOOD ROADS NEEDED.

The one essential for the automobile is good roads. The most satisfactory results are obtained by having a track separate and apart from the wagon road and consequently free from deep ruts. The proprietors of this machine were on the road between here and Parowan yesterday taking out some of the rocks from the middle of the road, which are likely to break the machinery, as it is only a few inches from the ground. The manufacturers evidently did not have this country in view when building their machines, or the wheels would have been higher.

For use in cold weather a glass front and curtains are provided, so that the passengers can be housed in and the heat from the engines keeps

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the apartment comfortable. When there is snow or mud on the roads the tires of the driving wheels are encircled by a chain that takes a firm hold on the solid earth beneath making travel in weather quite practicable, except in regions where the snow falls very deep.

MAY ORGANIZE COMPANY.

The proprietors of this machine have announced their willingness to co-operate with local people in forming a transportation company to operate automobiles on such routes as are feasible and promise to become profitable, and it looks as if this would be a proper thing to do, and one likely to result in the more rapid development of this southern country.

Already a local company has been incorporated at Beaver, and two machines are running regularly between that place and Milford, with satisfactory results. The incorporation of such a company would be a step in the direction of self-help, and should be encouraged.

For the present the owners of the one machine are getting acquainted with the roads and local conditions, and are open for engagement for any excursion or other expeditions.
