

MRS. ED SCHROTH FIRST AUTO DRIVER OF FAIR SEX IN COUNTY

First Car She Drove Was Now Departed Jackson

In an interview with Mrs. Edward Schroth, of Chestnut vicinity, the former Clara Suedmeier, daughter of the late Henry J. Suedmeier of that community, an interesting story is told about her experiences as the first lady automobile driver in Logan county. In this Sil-Tennial year of Mount Pulaski, it is a most appropriate story.

This is Mrs. Schroth's account of her first driving experience:

I wonder if the people of Mount Pulaski, Chestnut, and surrounding communities would be interested in reading about the first lady automobile driver in Mount Pulaski, or in all Logan county.

In June, 1910, my father, Henry J. Suedmeier, living near Chestnut, purchased an automobile, the make being a Jackson. As I always loved the front seat of any

vehicle, I sat watching very closely the maneuvers of driving a car, and after about two months' time watching my dad drive on the usual shopping tour to Mount Pulaski, I asked him if I could drive the auto, and he answered: "Think you can?" That was all I needed, and very thrilled, I got behind the wheel, and with dad and mother, started the trip to Mount Pulaski.

Being very cautious as to what my dad had told me, and knowing that I had to keep the car under control, I made the trip successfully, even to driving into the Stoll Bros. garage, stopping with all four wheels on the turntable.

When the men folks standing around, saw me behind the wheel they did not scatter, and soon came up to me saying, "a fine job". Well, that was it for me. I was greatly thrilled because I had done so well, and from then on I took over. I was 15 years old at the time.

Cars had to be cranked in those days. My mother bought me a duster and cap and gauntlets, like the men wore. I wore the cap with the bill in the back and the gauntlets were always on my hands as I drove. Men sitting on the curbing around the square in Mount Pulaski would always like to watch me crank the car. If it didn't start on one-half turn, I would spin it until it did. I never needed any help. I also pumped-up and changed many tires.

I enjoyed driving, and never had any fear. One day I had a scare as my sister Amelia and I were driving home from Mount Pulaski. The accelerator stuck, and giving it all the gas, away we went quite fast. Never getting excited I turned off the switch and slowly applied the brakes. We stopped just a mile from home, and walked the rest of the way.

My big thrill was in October, 1914, when Mount Pulaski was holding their annual Horse Show, and I drove my uncle Henry Mayer's decorated Studebaker. He designed and decorated the car

in the auto parade, and to be asked to drive was tops. I was accompanied by Edward Schroth, who is now my husband. In the canopy at the back of the car were Louise Mayer, daughter of Uncle Henry, and Wilbur Stoll, who were little folks at that time. This car won first prize of \$25.

In 1916 my uncle, Harry Wells, asked me to join him and Aunt Dena, on an auto trip to Nebraska to visit the Ben Scroggin family, and I was to do all the driving. That was quite an experience to drive 700 miles on all dirt roads, and climb steep hills, with

bridges between them. It took three days to make the trip. My cousin, Nellie Suedmeier, went along with us.

Going along on the trip in their auto, were Mr. and Mrs. William G. Whittle and sons, Harry, John, and William. It wasn't too difficult driving together, as there weren't too many cars those days. I must mention here that I must have been the only lady driver in that part of the west, too. No driver's license was required in those days.

I am still driving, and love it!
Clara Suedmeier Schroth.



REAR VIEW MIRROR

By Dalen Shellhammer

The Prairie Farmer published a directory of the cars Logan county farmers were driving in 1917. From the Mt. Pulaski community, the following names appeared:

One obvious conclusion, even in 1917, a great many people watched the Fords go by!

Ford—(50)

E. T. Ayers, George S. Bowers, O. T. Buckles, Mrs. M. Buehler, Jake Buttell, William H. Cooper, D. B. Copeland, A. J. Davis, C. L. Donnan, Edward Donnan, R. E. Donnan, H. F. Ely, Fred Eisele, C. England, Christ Finke, W. Gasaway, John Geyer, George H. Gulso, Charles G. Hanslow, Charles J. Herring, Abner Howe, D. J. Joynt, Elmer M. Leimbach, J. W. Little, O. J. Lucas, J. P. Manes, Fred G. Maurer, Eldo Miller, Nellie Naugle, R. L. Nelson, John R. Oglesby, W. C. Peddicord, Martin Raholtz, C. L. Reiterman, Edward Rentneister, Elmer T. Ridgeway, E. C. Ridgeway, Edward J. Schick, Mike E. Schlachter, Byron Scroggin, Wilford K. Scroggin, Edward Shrader, J. W. Shyer, H. B. Tendick, T. Turley, Charles Vaughan, Henry Volle, T. A. Waddell, John Walker, John Wilham.

Overland—(20)

John Armintrout, O. P. Baumann, Chris Beck, P. Birks, Frank Buttell, Walter T. Cowan, H. W. Curtis, Charles Dittman, W. C. Emrich, Huse Flinn, W. L. Follis, A. C. Forbis, Alva L. Harmon, D. A. W. Loetterle, J. R. Moore, Louis Pease, Lee D. Waddell, Samuel Zimmerli.

Hupmobile—(17)

Oswald Brooker, John P. Crane, J. E. Hacke, A. H. Hahn, Frank Handlin, W. H. Leimbach, J. H. Miller, A. M. Park, Herman Randolph, Frank Sams, Charles F. Schahl, Albert Shellhammer, Fred J. Stoll, George J. Stoll, Henry G. Stoll, Uriah F. Tendick, J. C. Volle.

Buick—(15)

G. W. Davidson, Harry Downing, Henry N. Downing, J. D. Gasaway, S. W. Gasaway, Samuel Hanselman, Fred C. Horn, Fred W. Kemmer, George T. Lachenmeyer, R. B. Leslie, Elmer Mier, Oran Phillips, Albert Reiterman, Oscar E. Reiterman, George E. Schahl.

Inter-State—(9)

Abe Aughenbaugh, E. G. Baumann, P. J. Baumann, Henry Dierker, Henry Johnson, M. Leimbach, John R. Oglesby, Ted Roberts, Jacob Stoll.

Jeffrey—(9)

George F. Dittus, William F. Dittus, Louie Rentschler, Orville Safley, J. H. Sallee, Fred Schaffnacker, Joseph Volle, J. A. Volle.

Rec—(7)

David Baker, Richard Baker, Omar Bapst, W. H. Donnan, V. Hetzler, Carl H. Schmidt, B. F. Williams.

Studebaker—(7)

O. F. Auer, Ellis C. Downing, Henry Gulso, August Hartwig, W.

W. Maxheimer, John Oparadt, August F. Yagow.

Michigan—(5)

John H. Damarin, John M. Downing, Martin Grathwohl, H. A. Richner, T. A. Waddell.

Moline—(5)

George F. Beckers, Charles Brooker, E. L. Conway, Charles A. Culp, C. W. Downing.

Chalmers—(4)

J. W. Birks, S. N. Downing, G. W. Vaughan, W. H. Williams.

Oakland—(4)

John Clendenen, L. W. Gasaway, Benjamin Schroth, Charles Schroth.

Apperson—(3)

W. E. Birks, Louis Leimbach, P. Simcoe.

Haynes—(3)

George R. Batterton, C. G. Hughes, Christ Schroth.

Hudson—(3)

J. B. Harrison, Benjamin Rowe, Louis Stolz.

Jackson—(3)

John Grathwohl, H. J. Suedmeier, August Unland.

Velie—(3)

Emil Buehler, Oran Scroggin, Mrs. E. Stolz.

Dodge—(2)

L. H. Buehler, B. A. Stennett.

Maxwell—(2)

Isaac Gupton, L. C. Laughery.

Moon—(2)

John R. Beggs, H. P. Suedmeier.

Staver—(2)

William Buescher, Michael Volle.

Cartercar—H. F. Ely.

Case—George A. Tomlinson.

Chevrolet—Alvin Geyer.

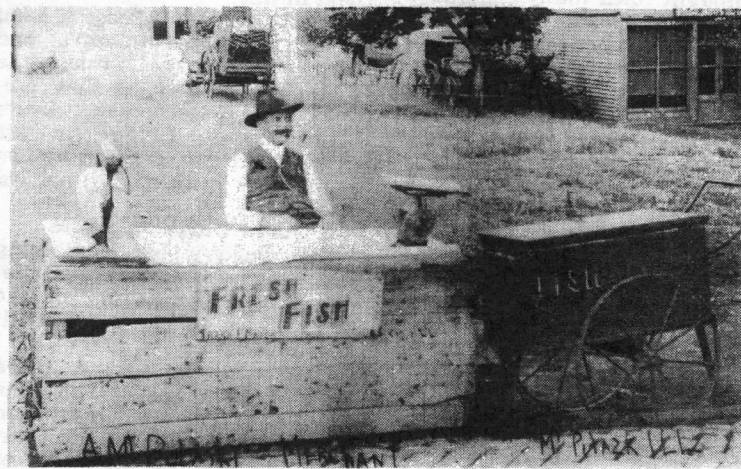
Cole—T. P. Gasaway.

Crow—W. A. Maxheimer.

Dort—Grant Caudle.

E. M. F.—Oscar R. Beaver.
Fuller—Edward Schweigckhardt
Paige—William Milner.
Regal—George W. Wilham.
Richmond—Ed Schaffnacker.
Willys-Knight—Arthur M. Scroggin.

Open Air Fish Market On Square In Old Days



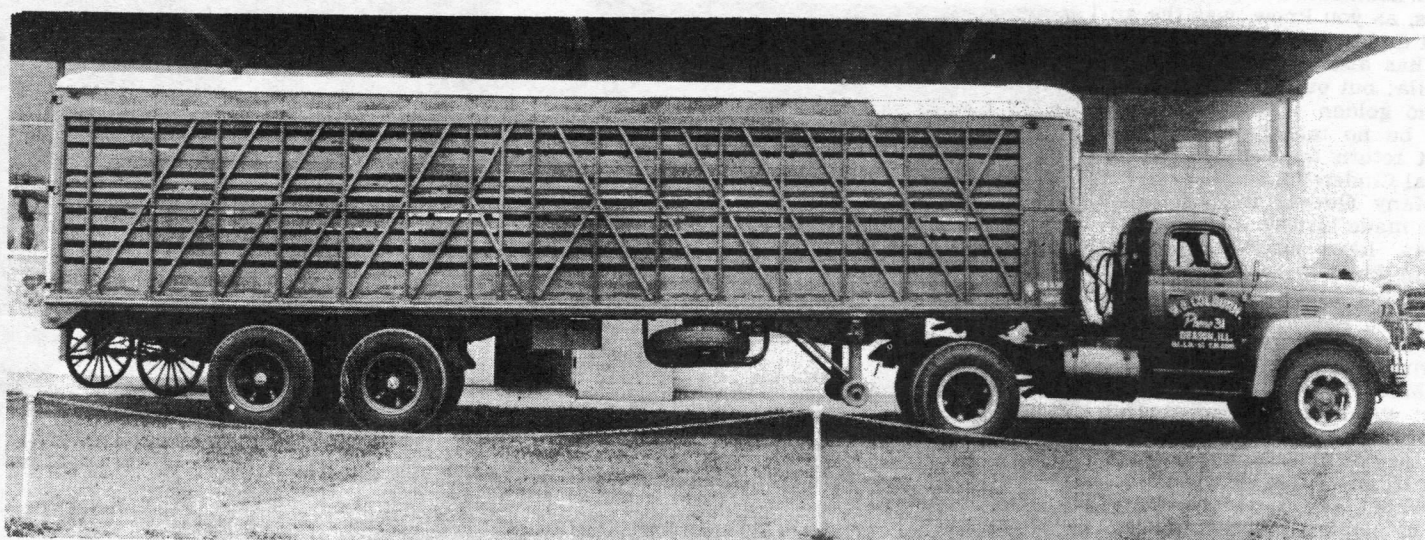
125 YEARS IS A LONG TIME

And Mount Pulaski has come a long way during that time . . . from a little settlement of log cabins on the top of a lonely prairie hill to a fine, modern city in the center of a fine agricultural area.

Each generation has put in a lot of hard work to build our city. Now, as we celebrate the Sil-Tennial, we pause a moment to pay tribute to everyone—past and present—who has had a part in the building of Mount Pulaski.

BAYER'S BAKERY

RETAIL OUTLET AT ZIM'S MARKET



Livestock Hauling a Specialty

COLBURN for TRUCKING

PHONE 31

BEASON, ILLINOIS