



# LOS ANGELES SUNDAY HERALD

SUNDAY MORNING, JULY 26, 1908.

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## DECLARE HOWER RULING UNFAIR

### PIERCE ARROW TEAM REFUSES TO TAKE TROPHY

#### LATTER WITHOUT A CLAIMANT AFTER CONTEST

Participants in Glidden Tour Unite in Criticism of Chairman's Decision. Squabble Proves Unfortunate One

Special to The Herald. SARATOGA, N. Y., July 25.—The ruling of Chairman Hower in regard to the Pierce Arrow team in the Glidden tour is almost the sole topic discussed by the various contestants in the run which finished here Thursday, and the sentiment seems to be very much against the ruling. The Pierce car should not be penalized for being three minutes ahead of time.

That the crews in the Pierce team side in with the other contestants as against Hower and against their receiving a perfect score is attested by the fact that they would not abide by the decision of Chairman Hower to accept the chance to run off the tie between themselves and the two other teams.

The only two teams that were unquestionably not entitled to perfect scores were the Peerless team and the Haynes-Oldsmobile combination which represented the Chicago club.

On account of stopping three minutes to remove the tire chains one of the Pierce cars had three minutes added to its schedule time, but when it finished it went into the control on the original schedule without taking into consideration the three-minute stop.

For this it should have been penalized ten points, which would have eliminated the team from the perfect score class and prevented it running off the tie for the Glidden trophy which is competed for by teams and not by individual cars.

#### Protest Is Filed

A protest was filed at once by the other two teams, but after several sessions called by Chairman Hower the protests were overruled and the car allowed a perfect score.

Chairman Hower admitted it was not right that the car should be allowed to score perfectly and that he would overlook it on that occasion he would not on any other.

As the rules were specific the contestants are almost a unit in declaring that the ruling was unfair and the sportsmanship of the Pierce team was shown by their refusing to accept the trophy.

As the other teams will withdraw from the competition if protest is not sustained it leaves the trophy without a claimant.

It comes especially hard on the Peerless team, as the Haynes-Oldsmobile combination would probably have withdrawn from the contest anyway.

The reason for this is stated to be that the Oldsmobile being the only entry from the Oldsmobile factory no further run would be necessary to demonstrate that it would run perfectly. Without the Oldsmobile the Haynes cars would be left without a complete team and would be forced to default. With the Pierce team the trophy would have gone to the Peerless.

The squabble is considered unfortunate by those who competed, as it is the opinion here it will prevent the holding of another Glidden tour, at least under the management of Chairman Hower.

In arranging the conditions and rules Hower constituted himself the supreme authority on all matters of importance, and it is impossible to go back of any ruling that he may make, and the American manufacturers in general.

The performance of the Pierce cars is just as creditable as the fault was one of time or a misunderstanding, and cannot in any way be charged up to the motor cars themselves.

Another feature of the run that has occasioned extremely favorable comment is the record made by the Diamond tires, with which a large number of the cars were equipped. Their remarkably low percentage of punctures and the lack of blowouts called attention to that make of the most forcibly, and on every hand can be heard complimentary things about the Diamond tires.

#### Feat Is Difficult

To drive a car nearly 1700 miles without trouble and maintain a schedule all of the time, and that schedule influenced by the pilot car which cannot be passed so as to allow of more latitude for stops is a fact that requires the best of cars and the finest of drivers.

That the Haynes, Oldsmobile and the Peerless cars finished with a perfect score is unquestioned and redounds to the makers of those cars and the American manufacturers in general.

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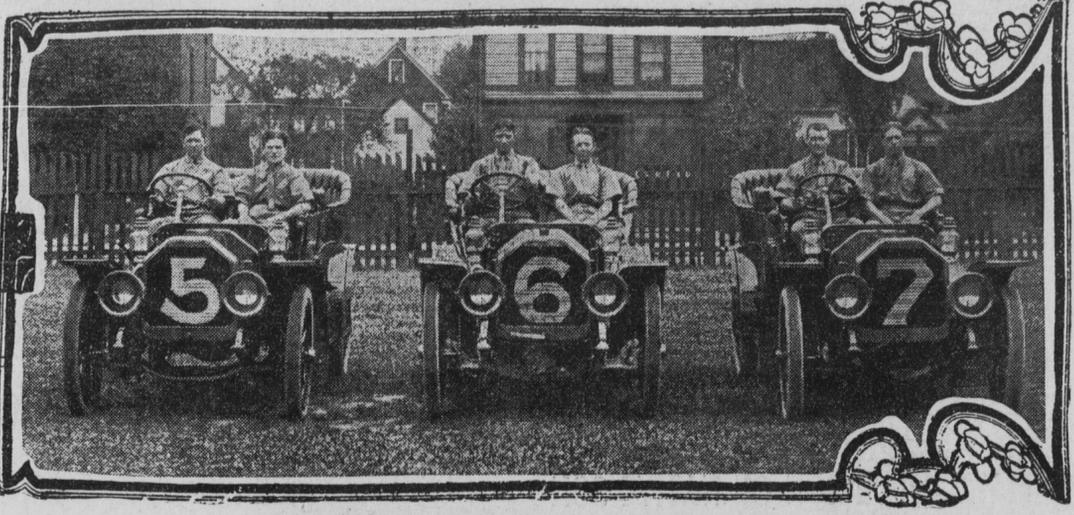
The five cars which are running off the Hower trophy left Syracuse on the last lap of the journey to Buffalo today and are expected to arrive at the starting point of the tour this evening.

Forty-three cars continued the run from Syracuse to Buffalo, all of which took part in the Glidden tour.

#### GET INSURANCE AGAINST RAIN

Insurance against rain was a happy thought that occurred to the men promoting the recent race meet at Elkwood Park, N. J., July 4. By paying nearly 25 per cent premium, a policy was taken out with the London Lloyds, under the terms of which the Elkwood Park association was to receive a money compensation in case of rain. It was stipulated that if one-sixteenth of an inch of rain fell before the start of the races the association was to be indemnified to the extent of \$5000, to cover the expenses of the meet preparations, and the amount was promptly paid over.

## PEERLESS TEAM WHICH HAD PERFECT SCORE IN GLIDDEN TOUR; HAYNES CARS AND OLDSMOBILE, THE CHICAGO TEAM



### FIX ROUTE FOR GLIDDEN TOUR

#### RUN WILL BE FROM CHICAGO TO DENVER

#### RECENT STUDEBAKER JOURNEY BLAZES THE WAY

#### Roads Traversed by Delegates to Democratic Convention Decided on as Suitable for American Motor Derby

Building better than they knew, the promoters of the recent Chicago-Denver tour of the automobile train bearing Illinois delegates to the National Democratic convention in the Colorado city practically were pathfinders for the American Automobile association's touring board, which annually selects a route for the Glidden tour and then conducts the great reliability event. Official announcement by Chairman Hower of the A. A. A. touring board, while pausing at Milford, Pa., on the fifth annual tour, that the A. A. A. would assign the 1909 Glidden tour to the west, the start to be made in Chicago and the finish to be at Denver, with a possibility of a detour to take in Colorado Springs and Pike's Peak, came as a huge surprise to the western members of the A. A. A. and as a compliment of considerable merit to the Studebaker Automobile company, which sent the five touring cars over the long route in a novel, unopinionated and most successful demonstration of the value of automobile train service in competition with the steam railway train accommodations.

The Studebaker train—the advance team of the Glidden pathfinders—made a perfect score on the run across Illinois, Iowa, Nebraska and a portion of Colorado. Not a replacement of mechanical parts was required on any of the cars and no engine trouble or consisted a delay of a break in the original schedule. Punctures were distinguished by their comparative absence—only two were encountered on the trip.

When Chairman Hower of the present touring board of the A. A. A. last winter turned down the proffered Western route to the Rockies and succeeded in prevailing with his Nef, Palo-Pittsburg-Philadelphia—Albany—Boston-Saratoga route, he was put in possession of a vast amount of detailed information about the "Pike's Peak or Bust" itinerary. Electing to bring this before the board after the Glidden of 1908 was half over, the A. A. A. official made a quick change of front in favor of the very route that the Studebaker train had traversed.

When the A. A. A. board meets to select the controls for the proposed Chicago-Denver route the data of the Studebaker trip will prove of considerable benefit. The route of the train followed closely that of the New York to Paris automobile racers and traversed a variety of roads either in sunshine or rain—with a tornado or two thrown in for good measure—such as the Illinois delegates encountered at Valley, Neb., previous to calling upon William Jennings Bryan at his home, Fairview, near Lincoln, Neb. Its possibilities as a stretch of country over which the automobile manufacturers might give their wares a reliability test were emphasized by the Studebaker train trip.

"It matters not who is elected chairman of the A. A. A. touring board to conduct the 1909 'Pike's Peak or Bust' Glidden," said one of the experts who drove a car on the Studebaker train trip, "the noise of the next annual competition for the Glidden, Hower and Chicago Motor club's trophies will be heard around the manufacturing world. The pathfinders aroused interest in Dixon, Ill.; Clinton, Iowa; Boone, Iowa; Council Bluffs, Iowa; Lincoln, Neb.; North Platt, Kearney, Julesburg, Colo., and intermediate points. They blazed the way for the biggest Glidden triumph ever known."

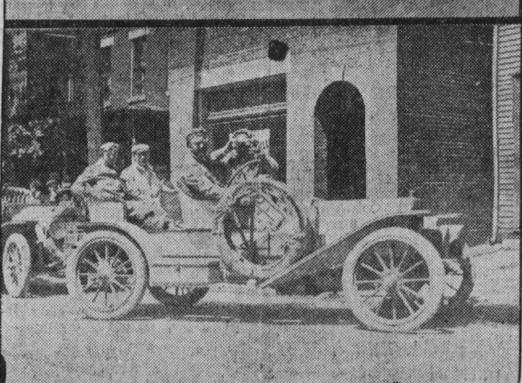
If you have any kind of work to offer, to any kind of a worker, your want ad will find more eager readers than the most interesting news dispatch in the paper.

### FAIR AND TROT MEET ARRANGED

#### EIGHT COUNTIES WILL BE REPRESENTED

#### CITIZENS ENCOURAGE IDEA BY SUBSCRIPTIONS

#### Opening Date Set for October 24 and It Will Continue Ten Days—Money in Plenty Already in Sight



### 'RUNABOUT' CONTEST CALLED OFF AWHILE

#### FENNER-FORSYTH RACE GOES FADING AWAY

#### Former Decides on \$1000 Entry Fee. Thinks Expense Demands Increased Charge—Challenge Issued for Sept. 20

#### BY F. C. FENNER

The prospect of a race between F. C. Fenner's White steamer runabout and Forsyth's Auburn has faded on account of the difference of opinion as to what should be the proper entry fee. The challenge that has been standing for some time for a race to North Baldy over the hundred-mile course was accepted by Forsyth for the two-cylinder Auburn, with the proviso that the entry fee be made \$250.

On account of the expense incident to preparing the car and the course, the patrolling of the course and the providing of telephone service, Fenner deems it impossible to race for that amount, as The Herald announced exclusively last Sunday.

To remove the least particle of misunderstanding in the matter Fenner has issued a challenge to all comers with any style or make of car of any power. The entrance fee is to be \$1000 for each and every car entered and the winner is to take all.

The last date of entry has been set at 6 p. m. Friday, July 30, and the date of the race is September 20. Beside the entry fees the winner is to have the Fenner trophy, which has been offered as a perpetual challenge trophy for the race, which is planned to hold yearly.

The trophy is now a prized possession of Capt. Ryus, who drove the Fenner runabout "Black Bess" to victory last year in competition with an Elmore.

Following is the open challenge that has been issued by Fenner and it is now up to some sportsman with a car

### INDIANA HOLDS LEAD IN MATTER OF GOOD ROADS

#### Ohio Comes Second, and California Occupies Fifth Place, Being Able to Show Total of 8803 Miles

Of 153,662 miles of improved roads in the United States, Indiana has the largest mileage—that is, 23,877 miles. Ohio occupies the second place, with 23,440 miles. Wisconsin is third, with 19,833 miles; Kentucky fourth, with 14,865 miles; California fifth, with 8803 miles. Illinois, Massachusetts and Michigan have over 7000 miles each; Minnesota, over 6000 miles; New York, over 5000 miles; Tennessee over 4000 miles; Connecticut, Maine, Missouri, New Jersey, Oregon, Pennsylvania and Texas over 3000 miles each and Alabama, Georgia, Iowa, Maryland, New Hampshire, North Carolina, Vermont, Virginia and Washington over 1000 each. In about two-thirds of the states gravel has been the principal surfacing material used in improving the roads. There are several other reasons why the percentage of improved roads is higher in some of the states than in others. The high percentage of improved roads in Massachusetts, Rhode Island, Connecticut and New Jersey is due principally to the facts that suitable road-building materials abound, that many of the roads have been built through the aid of the state and under the direction of competent state authorities. Indiana and Ohio have an unusually high percentage of improved roads, because these states are abundantly supplied with good road-building stone and gravel and because the social and economic conditions were favorable to the making of public improvements.

Records are on file to show that farm lands have been known to advance in value from 50 to 500 per cent on account of the improvement of the roads connecting them with market towns.

### PASSenger AIRSHIP LINE TO BE STARTED IN EUROPE

A cablegram from Berlin last week stated that a company with a preliminary capital of \$25,000 is being formed to establish a line of passenger airships between Berlin, London, Paris, Vienna, St. Petersburg, Copenhagen and Stockholm. The company and a number of bankers are interested in the company. It is stated that Rudolph Martin, author of the novel "The Coming War in the Air," and other works dealing with air navigation, is organizing the German Airship Navy league. These and other similar movements have been long discussed, but the actual initiation of the projects is due to the success of Count Zeppelin's latest airship.

### HARLEY-DAVIDSON MOTOR CYCLES

Unequaled for durability, simplicity and speed. Best in the world. Write for catalogue. Agents wanted. LEE RICHARDSON AUTOMOBILE CO., Redlands, Cal.

### ROCKEFELLER SEEMINGLY ABOUT TO TOUR IN AUTO

#### John D. Has Purchased His Third White Steamer and Written for Particulars Respecting Different Routes

Is John D. Rockefeller to become a tourist? For several years he has owned an automobile, and whether he is staying at Cleveland, Turrytown or Augusta, he takes a daily outing in his White Limousine. A few days ago he bought another White, the third car that he has purchased, and he has written for particulars respecting different routes.

So, what with the vaudeville performances on a raised platform opposite the grand stand behind the races, the show is every description, from the educated pig to the bearded lady, with fakers of every variety, music by different bands, oceans of lemonade and tons of popcorn, there will not be a dull moment from the time the grounds are open in the morning till they close at night. Temperance will be the order of the day, as not a drop of liquor will be sold or any gambling permitted on the grounds, nor any objectionable feature in any of the shows. So the result will be an orderly, pleasure-seeking crowd.

### SAILORS TO FIGHT FOR CHAMPIONSHIP OF NAVY

#### VALLEJO, July 23.—Battling Robinson of the United States armored cruiser California and F. W. Holmes of the cruiser Maryland, have been matched to fight for the championship of the Pacific fleet. The battle will take place at the Mare Island and navy yard on the afternoon of August 6 and will be contributed by the crews of the two ships and will be divided 75 per cent to the winner and 25 per cent to the loser. The principals have wagered \$100 each on the result.

Robinson recently gained the fleet championship by knocking out Jack Young of the naval transport Buffalo as a result of which it was thought at the time the latter's skull was fractured.

To answer some of today's classified ads will require but a short walk. But of course the one that interests you most may be further away.

### CAR DRIVEN BY AERIAL SCREWS

According to Les Sports there is now in course of construction at the Clement works under the supervision of M. Clerget a car driven by aerial screws. This curious vehicle is provided with a 140 horsepower motor and the screws, which are of variable pitch, are placed in tandem. There is no clutch or differential gear or change of speed.

## BLAYLOCK ON THORSETS MARK

### NEW TRACK RECORD MADE AT SAN BERNARDINO

#### ENTHUSIASTIC CROWD SEES SOME GOOD SPORT

#### Prizes Awarded After Each Event Establishes New Custom in California—Good Races for Today

Special to The Herald. SAN BERNARDINO, July 25.—The feature of today's race meet given by Lee Richardson at Association park was the smashing of the track record by Blaylock on a Thor, the time for five miles being 5:14 2/5.

A small but enthusiastic crowd attended and was treated to some good sport. Tomorrow's crowd will be the largest at any race meet ever held here, if today's enthusiasm is any criterion.

The awarding of prizes on the track after each event is something new and marks a new epoch in California racing. Summary:

First—Five-mile fully equipped stock single 20-cubic-inch displacement limit: First, E. Seymour, Thor; second, C. Balke, Thor; time 5:21.

Second—Three-mile novelty (ple race), free for all single-cylinders: First, S. Tucker, Indian; second H. H. Rowman, Excelsior.

Third—Five-mile, fully equipped stock single-cylinder, 30-inch displacement or less: First, C. Balke, Thor; second, R. Seymour, Thor; time 7:14 5/5.

Fourth—Five-mile, fully equipped stock double-cylinder: First, C. Balke, Thor; second, D. Woodward, Minerva, time 6:08 1/5.

Fifth—Ten-mile Australian pursuit, single-cylinder, free for all: First, C. Balke, Thor; second, A. Ward, Thor; time 11:07 3/5.

Sixth—Trial for world's record by G. Blaylock, five miles; time 5:14 2/5, breaking track record for distance.

Seventh—Challenge race, Thor and Merkel, one mile; won by Balke on Thor; time 1:10 flat.

Ninth—Five-mile, open single-cylinder, first six to qualify for championship race July 26: First, A. T. Wilson, second, C. Balke, Thor; third, A. Ward, Thor; fourth, R. Seymour, Thor; fifth, S. Tucker, Indian; sixth, Lee Richardson, Harley-Davidson.

Tenth—Five-mile, open double-cylinder, first six to qualify for championship July 26: First, G. Blaylock, Thor; second, D. Woodward, Minerva; third, A. Ward, Thor; time 5:28.

## HOGAN THROWS THE GAME AWAY

### OAKLAND'S THIRD BASEMAN MAKES WILD PLAY

#### HURLS MADDEN'S BUNT INTO THE BLEACHERS

#### Groom Pitches for First Time Since He Had Mumps and Does Not Allow a Clean Hit

PORTLAND, Ore., July 25.—Hogan killed Oakland's chance today when he pegged Madden's bunt into the bleachers and three men scored. Oakland's only run came from a balk by Groom. Groom pitched his first game since being sick with the mumps, and not a clean hit was made off him. The score:

PORTLAND					
	AB	R	H	S	P
Casey, 2b	3	0	0	2	0
Bassett, rf	3	1	0	3	0
Rafferty, cf	5	1	0	3	0
Johnson, 1b	4	0	0	7	0
Ryan, 3b	0	2	1	1	0
McCredie, lf	4	1	0	2	0
Conroy, ss	3	1	0	2	0
Madden, c	0	0	0	0	0
Groom, p	4	0	1	0	1
Totals	21	4	7	17	10

OAKLAND					
	AB	R	H	S	P
Van Halten, cf	4	0	0	1	0
Cook, lf	4	0	0	3	0
Hestmiller, 1b	4	0	0	12	1
Eagan, 2b	4	0	0	12	1
Miller, ss	2	1	0	2	3
Hogan, 3b	3	0	0	1	2
Attman, 2b	3	0	0	1	2
Lewis, c	3	0	0	3	0
Loucks, p	0	0	0	0	0
Totals	28	1	4	24	13

SCORE BY INNINGS					
Inn	O	A	R	E	B
1	0	0	0	0	0
2	0	0	1	3	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0

#### SUMMARY

Struck out—By Groom 7, by Loucks 2. Bases on balls—Off Groom 1, off Loucks 4. Double plays—Hogan to Eagan to Hogan to Miller. Sacrifice hits—Madden 2, Casey, H. H. Hogan, 2b. First base on errors—Portland 2, Oakland 1. Left on base—Oakland 6, Portland 11. Time out game—1:35. Umpire—Perrine.