

COAST RECORD IS SHATTERED

HARROUN LOWERS TIME FOR 100 MILES

Mark Made at Ascot Three Years Ago by Franklin Broken by the Eastern Driver in Marmon

RACE SUMMARY table with columns for miles, driver, time, and previous record.

Another record for Champion Harroun—the coast record for stock cars for 100 miles—pulling down the time made by Hamlin in the Franklin at Ascot three years ago by 19 minutes.

The real race in close company was in the first five miles, for after that it was head work in playing a waiting game, Harroun having perfect confidence in his own machine and figuring correctly that some of the other contestants would have to come in for tire changes or other repairs, which would give him an advantage which he would drive to the finish.

Never on any track was prettier racing seen than in the first three miles, and Al Livingston in the Corbin hung close to the Marmon from tape to tape. When the Corbin took the lead in the third mile the conditions were reversed for the next two miles, when Livingston, by a strong spur, broke the Corbin's distance between them, which was maintained in relatively the same position for the succeeding six miles.

But it must be remembered that the Marmon is practically a new machine, while the Corbin has seen much hard service and has been considered an unsafe car for some little time. But few drivers have Al Livingston's courage. He does not know fear, and he got every foot of distance out of the little car that her mechanism was capable of. But few of Saturday's racing spectators know that when the Corbin was forced to withdraw in the fifty-mile event that the car had a cracked hub when started in the race, for Livingston's driving never showed a care. That particular set of wheels were done for, and it was only through Livingston's resourcefulness that the car was in Sunday's race.

Both Harroun and Livingston are great drivers, and it is no disparity to either to say that Harroun's generalship was the reason Livingston's courage. These two, as a racing team could pull down the money in almost any event where the field of starters comprised several of the same class. Popular fancy has been a winner, and Harroun's three victories in lowering records the past two days makes him the locally popular idol until he goes off to the next game.

Hal Stone's driving of the '09 Marmon and that of Bill Endicott in the Cole '30" were consistent, but at no time did they show a contest between the two speedier cars. Had the Cole not had the mishap in losing its oil and withdrawing in the eighty-fifth mile, there would have been a great battle for position. It is noteworthy that all four cars in the race were using the new fuel, Autoline.

DE ROSIER AND WHITTIER SIGN FOR MATCH RACE

Salt Lake Crack Driving of Defeated Champion Next Sunday on Coliseum Track

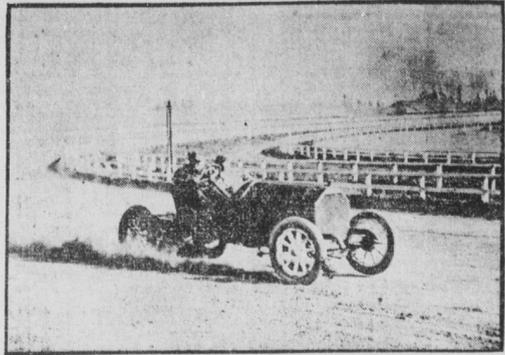
The Coliseum management has finally induced Jake De Rosier, champion of the world, to meet Whittier, who has been taking a vacation from his race at the Coliseum this season in a match race next Sunday for a purse of \$200, which will be split \$200 to the winner, \$100 to the loser.

These two motor fiends have only met once before in an open race, being the last 100-mile race held at the Coliseum when Whittier was really the moral winner, but De Rosier won the race on his superior luck, Whittier breaking down when nearly two miles in the lead on the ninety-second mile. De Rosier rode a game race, but it was conceded by every one who saw the race that Whittier outdrew the Frenchman from twenty miles on to the century. De Rosier aims to have been sick that day and says he will show Whittier that he is a different man now, his his "mother" race has done him a world of good and he is his real self again. He also says Whittier's wonderful riding does not worry him in the least, as he has heard of other wonders before, but he has always been able to defeat any of them when it came to a match race.

Whittier, the plucky rider from Salt Lake City, is more than pleased to have an opportunity to meet the champion of the world in a match race, and says the form he is now riding in is sure to defeat the Frenchman. Whittier's friends say there will be a new champion after next Sunday, as the Salt Lake wonder will defeat any man in the world at the present time. Many other riders have promised to defeat the Frenchman, but none has been able to turn the trick so far, so the fans will be anxiously awaiting the outcome at the Coliseum next Sunday.

Anybody who would be able to find an address in the city would be able to find your CLASSIFIED ad.

Seitert in Palmer-Singer Doing a Mile in 1.1 Flat at Ascot Park



SEVERE TEST IS PUT TO AUTOS

MUCH TIME IS DEVOTED TO FINDING DEFECTS

Designers for Flanders Car Takes Chassis Out for Road Work to Note Wear and Tear on Machine

DETROIT, March 12.—To timorous mortals the begoggled automobile tester who swears by like a streak is an agent of the evil one. To those who know him at close range he is a real fish and blood man, with the same good qualities that are to be found in others of the race. To the industry with which he is identified his services the indispensable. All cars look good on the showroom floor or in the garage. It is when they get out on the road that the real test comes, and the task of tuning them up and getting them so they are fit for service devolves upon the tester. Even with the most careful construction there are adjustments that must be made, the road conditions that could hardly be worse, while even Belle Isle and the boulevard furnished tests calculated to try the best of cars. Up on Lake St. Clair they have been racing and skidding matches, and if any car managed to get by without having defects shown up it was not through lack of improvement.

Down a cross road that gave no evidence of having been traversed since the last storm, he plugged the car squarely into a snowbank well above the frame of the machine. There was a slight jar, a gripping as the car started down to business, and with one lunge the bank was cleared. Again and again the car leaped forward, eager for the next and each time it emerged victorious. There is an exhilaration about battling with the snow in this manner that takes hold of you, a combination of doubt and of the cold and attendant discomforts. The merry purr of the motor is a passage, the uncertainty that is quickly dispelled, leads a fascination to the sport which makes it worthy a king, and after the first few attacks the ability to go anywhere that drifts half as high as the fence seem commonplace, and you long for something to battle with that is worth while.

Designer Heislett has driven every where under all conditions, spending entire days on the road, a passing half hour making a test of the car to see whether wear and tear was becoming apparent. When finished the car demonstrated its ability to withstand the strenuous service.

ALCO MANUFACTURERS ASSOCIATION MEMBERS

Action is Significant Because of Rules Governing Contests Limited to Stock Cars

The Manufacturers' Contest association has added to its membership list the name of the American Locomotive company. This is considered significant because of the changes in the racing rules just made public. As the present holder of the Vanderbilt cup, the company is a member of the Locomotive company concerning racing in 1910 have been of particular interest. This is one of the few important manufacturers who were not members of the Manufacturers' Contest association last year. It has taken no interest in contests excepting those strictly for stock cars, and as the new rules draw the lines of definition for stock cars closer than ever, the action of the A. L. C. in joining the association immediately after the publication of the rules is being construed to mean that the Vanderbilt cup will be defended by the holder of it. Manager Joyce declines, however, to commit the company to any policy.

"The fact that we joined the M. C. A. immediately after the announcement of the rules was merely a coincidence," he says. "It does not signify positively that we either will or will not compete in the Vanderbilt cup race, or any other. In fact, our plans are not yet fully determined."

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INTEREST LIVELY IN BEACH RACES

PROBABLE WINNERS CAUSE MUCH SPECULATION

Many Believe Oldfield Will Come Off Victorious While De Palma Has Host of Supporters at Daytona



HARRISBURG CLUB TO TAKE LONG AUTO RUN

Pennsylvania Motor Club Plans Endurance Tour to Occupy Four Days

HARRISBURG, Pa., March 12.—The fourth annual reliability contest of the Motor club of Harrisburg will be held May 9, 10, 11 and 12, and from interest already shown by manufacturers promises to be one of the largest runs that has been held in the east for several years.

Strictly on the basis of power there appears to be a disposition to make the Benz the favorite. It has 12 slightly larger engine, the cylinders being 185 millimeters in diameter and the stroke 200 millimeters. The Fiat has a bore of 185 millimeters and a stroke of 165 millimeters. It is said that the Italian car develops 206 brake horse power, so that the German racer may be credited with 210 or 215 horse power under the same conditions.

There will be four classes in the contest regulated by price of cars, as in former years, and there will be handsome trophies for the winners in each class. All of these trophies will be donated by prominent men or organizations, and will be more attractive trophies than were offered in former years. The trophy donated by Governor Edwin S. Stuart last year, and won by "Franklin," was one of the largest and most handsome trophies on exhibition at the various automobile shows this season.

The date for the contest was originally fixed for May 2 to 7, but in order to hold a roadability run during the latter part of April and the first two days of May, the Harrisburg club waived its sanction to the dates, and the contest board of the American Automobile association granted a sanction for the days now set for the contest.

MITCHELL PRESS AGENT USURPS GLIDDEN WORK

Jumps Out on Road to Act as Pathfinder for Big 1910 Tour

Now comes the news about the un-scheduled insurgent-Joe Ryan-Mitchell-Ranger Glidden 1910 tour pathfinder. It seems that somebody blundered, and the route of the 1910 A. A. A. national tour had slipped out of Chairman Butler's keeping; and the lively Irishman who pressed-agents for the Mitchell people tipped off James Gilchrist and Captain Lewis of the Mitchell company, who immediately sent their Mitchell Ranger car on the trail, with Joe Ryan present to tell the papers about it. This was bad enough, but he succeeded in getting J. Wagner, official starter for the A. A. A., and Nathan Lazarick to pose in the car with the driver for pictures; and now this pair are expecting trouble.

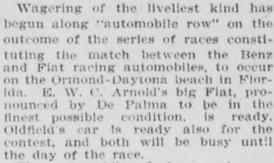
Mr. Butler announces that it is the Chalmers car that is to find the path for the more or less unfortunates that have to take in the Glidden tour; but in the meantime Ryan's Ranger is romping over the Texas ranges. This recalls the 1908 pathfinding proposition. A Premier had been selected for the job and had started—when, lo and behold! out of Buffalo shot at Pierce-Arrow with photographer and all the other luxuries aboard, also bent on finding the path. H. O. Smith, head of the Premier company, began telegraphing to Colonel Clifton of the Pierce company, wanting to know the meaning of the insurgency. Colonel Clifton had gone on a visit to Canada about that time, and before he returned the Pierce was running a neck-and-neck race in pathfinding with the Premier—so it was useless to recall it. Canada is not far from Buffalo, via Niagara Falls.

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ENDICOTT DOES WELL WITH LITTLE MACHINE

Driver Holds Own Until Hard Luck Puts Him Out of Hundred Mile Race

A surprise was afforded those who attended the 100-mile automobile race held at Ascot park yesterday afternoon by the wonderful performance of the little Cole 'Thirty, driven by "Bill" Endicott. Equipped with a far less powerful motor than his competitors in the long race, the little car, under the skillful guidance of Endicott, negotiated the first fifty miles in the fastest time of 56:00. The first twenty-five miles of the race were covered in 28:09 flat.



CHALMERS GETS JOB AS GLIDDEN PILOT

Chairman Butler of A. A. A. Contest Board Announces Pathfinder for Big Tour of Present Year

DETROIT, March 8.—A Chalmers "Bluebird" has been selected as the official pathfinder for the 1910 Glidden tour. The official announcement was made by S. M. Butler, chairman of the contest board of the American Automobile association. The pathfinder car, a four-cylinder, 10-horsepower model, will be driven by one of the Chalmers champion racing team.

The cost of living was reduced in a measure by the action of the produce exchange Saturday, when quotations on butter were reduced 5 cents a two-pound roll, or 2 1/2 cents a pound. Receipts were 24,925 pounds. More strawberries appeared in the market, handled by the big dealers. Soon several hundred crates a day will be average receipts.

More Mexican tomatoes are in the market and carloads on the way. The fresh supply, all varieties, is sufficient to meet demand. Receipts of produce were: Eggs, 610 cases; butter, 24,925 pounds; cheese, 739 pounds; potatoes, 219 sacks; onions, none; beans, none; sweet potatoes, 76 sacks; apples, none.

Following are the Daily Market Reporter and exchange board wholesale quotations: EGGS—Local ranch candied, extra, 24c; local ranch, candied, 23c; local ranch, case count, buying price, 22c.

MAXWELL ENTERED FOR CONTEST WITH FRANKLIN

United States Motor Company Accepts Challenge for Trans-Continental Race

President Briscoe of the United States Motor company has accepted the challenge issued by the Maxwell company for a transcontinental contest. The challengers issued an advertisement in which they dared any type of car, regardless of cost or make, to enter into a race across the United States. President Briscoe immediately came back with an acceptance and named the \$600 Maxwell runabout as the one to compete against the \$1850 Franklin.

Mr. Briscoe states in his advertisement that the contest must be under the sanction of the American Automobile association and in accordance with the contest rules as adopted by the Manufacturers' Contest association. It is the opinion of the president of the new combine that the two passenger Maxwell runabout can outdistance any car made, regardless of size or price, in the transcontinental contest, no matter what the road conditions may be.

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UNDERSLUNG FRAMES ARE GIVEN PRAISE

American Automobiles Are Said to Have Structural Advantage—English Critic Comments on Taking Up of a French Idea

One of the main structural features of the American cars for several years has been the underslung frame. This has met with such favor in the past that four of the 1910 models of American cars are equipped with it.



DROP IN BUTTER IS FIVE CENTS A ROLL

ANOTHER ONE CENT DECLINE IN EGGS

Receipts of Butter and Eggs in Excess of Daily Demand—Potatoes Market Conditions Dull

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PAVEMENT MAN HERE

J. M. Head, former mayor of Nashville, Tenn., and for a number of years member of the Democratic national executive committee, is in Los Angeles telegraphing to Colonel Clifton of the Pierce company, wanting to know the meaning of the insurgency.

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Advertisement for 'CANCERS CURED' featuring a testimonial and a portrait of a man. Text includes 'BY A SURE, PAINLESS METHOD NO PAY UNTIL CURED' and 'Address Dr. S. R. CHAMLEY, FOR THE FREE BOOK'.

Advertisement for 'AUTOMOBILE GUIDE-POST' listing various car agencies and models. Models listed include American, American-Simplex, Atlas, California, Dorris, Durocar, Empire, Ford, Great Western, Halladay-Isotta, Hupmobile, Lane Steamer, Paterson, Petrel, Rambler, Sterling, Tourist, and Velie.

Advertisement for 'SPERCE' featuring a portrait of a man and text: 'W. E. BUSH, So. Cal. Agency, Garage and Repairing, 1237-39 SOUTH MAIN, Mpls 2178'.

Advertisement for 'NATIONAL AUTOMOBILE CO.' listing distributors and licensed under Selden patents.

Advertisement for 'BUILDING FLOODED WITH FLAMING OIL; TWO HURT' with a sub-headline 'DENVER, March 13.—Two men were hurt and the local plant of the Rocky Mountain Petroleum company was practically destroyed this afternoon when a conduit burst under high pressure and flooded the building with flaming oil. The loss will reach \$15,000. The conduits were being tried under a new pressure system, which is said to have been incorrectly gauged.'

Advertisement for 'HONEY-Extracted, water white, lb. 79' and other products.