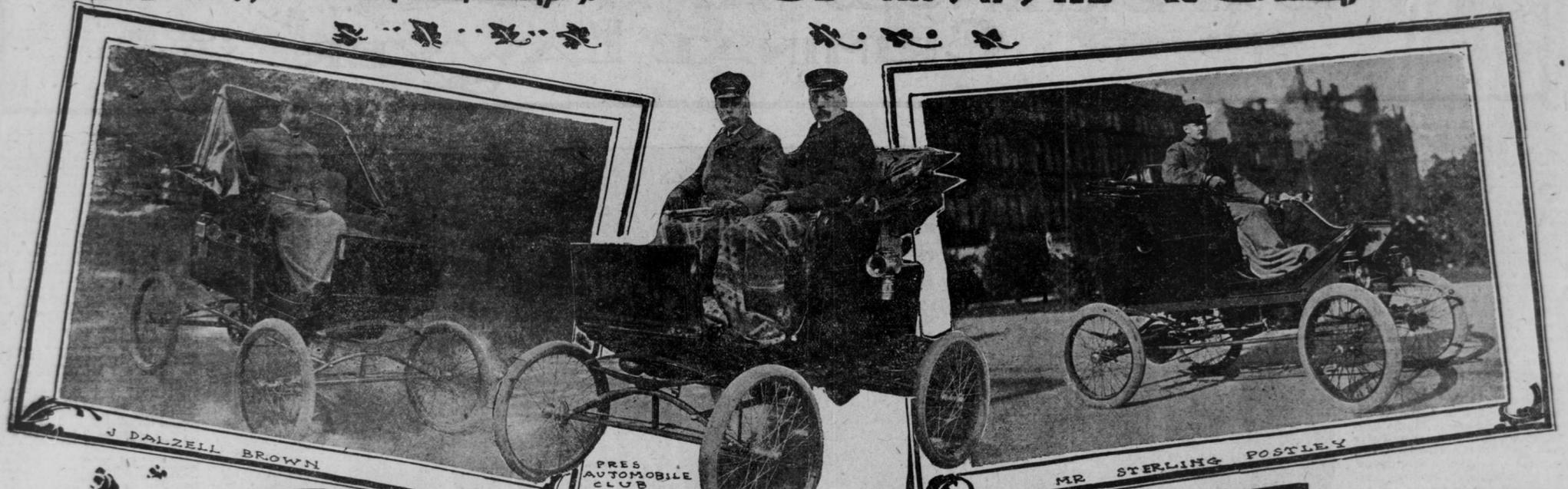


# HORSELESS CARRIAGES



J DALZELL BROWN

PRES AUTOMOBILE CLUB FA HYDE AND CAPT J N HIBBERD

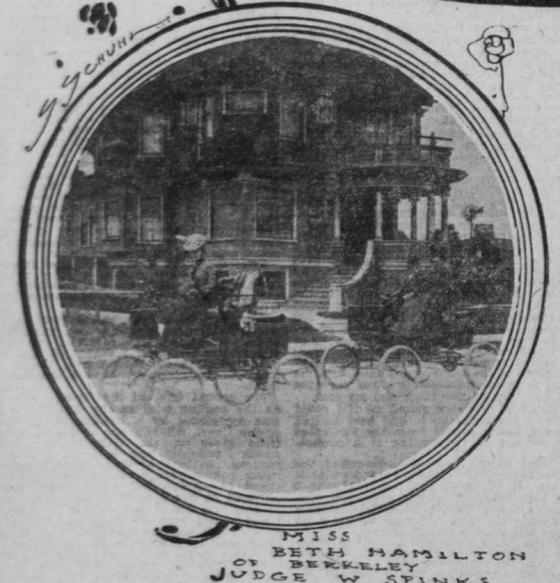
MR STERLING POSTLEY



A B COSTIGAN AND H B LAZARE

MAYOR AND MRS EUGENE SCHMITZ

AN AUTO MOBILE PROPERTY GIVEN BY MRS W H TALBOT TO THE CALIFORNIA AUTOMOBILE CLUB



MISS BETH HAMILTON OF BERKELEY JUDGE W SPINKS

## With the City's "One Hundred and Seventeen" and Their Skillful "Autoneers"

pleasure driving. Among them is Miss Marie Wells, who has once or twice entertained her friends with an automobile run through the park. Among her guests have been Mrs. George Carr, Miss Polly Dunn, Miss Jessie Fillmore, Miss Skarhorn, Dr. Collins and a number of other well known society people.

and appointments, and rich in its colorings of black and red. The same coloring is carried out in a plush robe. Miss Drum says that to act as one's own autoneer is the most fascinating pursuit possible. That may be one of the reasons why she passed as one of the best in her park examination.

Another absolutely fearless autoneer is Miss Ethel Hager, who recently passed a park examination, excelling any who have so far taken the examination. The test of the dummy-throwing was met by her with a steady hand, and each time the automobile stopped perilously near the sham infant, but just on the line where no damage was done. Though practically a beginner in the art, Miss Hager drives about unattended, and has grown fond of threading the crowded thoroughfares with her machine.

Mrs. J. A. Marsh may be often seen leaving her pleasant home on Fell street for a spin in her locomobile. She also is fearless and speeds along with the wind. Her husband is a proficient autoneer, and together they have made many pleasant trips, and had some exhilarating experiences.

Mrs. George P. Moore had the distinction of being the first woman to pass the park examination. Over a year ago she made her first trip in the park, and since then has spent a great many pleasant hours in her locomobile.

Mrs. Miles T. Baird also is fond of running an automobile, and is said to do it well.

Sterling Postley, a wealthy young New Yorker, who is spending some time in San Francisco, is an enthusiast automobilist. He and his wife may be seen almost any pleasant afternoon speeding along the south drive in their stylish automobile.

F. A. Hyde, president of the Automobile Club of California, is always to be seen in line at the outing runs of the club. He has a locomobile and is an accomplished chauffeur. He is often accompanied on his trips by his son-in-law, Captain I. N. Hibberd. Just now Mr. Hyde is much interested in the proposed automobile exhibition that may be held here in June.

Mayor Schmitz, though he does not run an automobile, is fond of riding in one, and enjoys taking a run through the park in the afternoon with his wife and a competent chauffeur.

Both Mr. and Mrs. W. H. Talbot thoroughly enjoy automobilism, and their stylish machine is a familiar one on Van Ness avenue and in the park. Though Mrs. Talbot does not operate the carriage herself, she is fortunate in having a coachman who is an expert chauffeur. With his handsome livery, the Talbot automobile makes an elegant turnout.

An exclusive way of entertaining is to give an automobile party, and few entertainments could give more healthful enjoyment, to say nothing of the fashionable side of it. Mrs. G. W. Reed and her daughter, Miss Violet Jacobs, whose rooms at the Occidental have been the center for much hospitality, gave a swell automobile party last November, the first and most successful function of the kind yet given in San Francisco. The following ladies were guests of Mrs. Reed and Miss Jacobs for the run and also at an "auto" luncheon served at the Occidental afterward: Misses Catherine and Pauline Ivanovitch, Gertrude Sullivan, Bernadette Robinson, Louise and Josephine Tillmann and Ethel McCormick.

Among the young men of society the automobile is fast superseding the horse in popularity. John D. Spreckels Jr. owns and runs one of the handsomest electric autos in the city. It has an Exide battery and is capable of high speed. Edward Tobin often takes a breathing space from the Hibernal Bank and enjoys a trip in his new automobile. It is very tasteful and smart in style, from the scarlet and black paint to the monogram on the side panels.

A. B. Costigan looks more swell than usual when he gets into his new machine, and he manages it with much skill. He goes down to Burlingame sometimes with the machine, as do many other automobilists. He is sometimes accompanied by his friend, H. B. Langfure.

Charles H. Crocker has one of the handsomest machines in town and looks the ideal autoneer in his natty cap and reefer of French kid. He does not have his automobile for show, and is a constant frequenter of the park and other roads.

Another enthusiastic chauffeur of much experience is J. Dalzell Brown, vice president of the California Safe Deposit Company. Mr. Brown has made many long trips in his locomobile, and is always ready for another jaunt. Ellis Parrish of the Gorham Rubber Company is another automobilist who gets much pleasure from his carriage. Dr. B. H. MacMongie drives a stylish machine, with a colored chauffeur, and the machine is valuable to him both for business and pleasure. He has had an accident lately, but will probably not forego automobilism on that account, as properly managed automobiles are less liable to accident than horses.

Miss Beth Hamilton, a well-known young woman of Berkeley, runs her locomobile with skill, and takes many trips in the surrounding country.

In Oakland, J. Winfield Pearson stands pre-eminent as a chauffeur. He can drive his fine machine anywhere, and the roughest trip, that showed him what an automobile can do when it really steams up to it, was one in which he plowed through the deepest mud on a road with an 8 per cent grade. He climbed this successfully, between Boulder Creek and Santa Cruz.

Dr. H. L. Tevis owns an up-to-date automobile, and is an expert in running it, and he confesses to enjoying the sport. Though a busy man, he finds time to take a run almost every day.

When it comes to doing real fancy stunts in driving an automobile and doing them in the genial way that makes him a favorite both as a pacemaker and an apt instructor for those who may be nervous about their park examinations, R. C. Lennie is the man. He thinks nothing of going up and down a flight of steps in an automobile, and the very idea of an accident is unknown to him. He trips here and there and everywhere, and is looking forward to the longest trip of the California record. Among other well-known automobilists are C. A. Hawkins, G. H. Whitney and C. M. Gardner.

Another enthusiastic woman chauffeur who was among the crusaders for the park license and who first called the attention of her sex to the need of a suitable costume for automobilism is Mrs. Arthur C. Barker. She can handle her handsome little runabout with a skill and daring truly startling, but, as she pointed out, the woman cannot afford to take any chance of being distracted by insecure millinery. It requires both hands and both feet on most autos to control them, so the hat that won't stay on straight in the strong wind created by a swift-flying vehicle quickly proves a nuisance. There is a pointer for Dame Fashion—invent an auto hat for women that's both practical and becoming.

some years ago. Bicycles in one form or another had been familiar objects about the city for years, but the auto was an absolutely unknown quantity. Horse-owners and pedestrians alike opposed it on general principles, but the "autoneers" persisted and demanded a license from the Park Commissioners. The Commissioners in their turn had no standard on which to base their judgment of the efficiency of the applicants and so a series of experiments, which, however, proved an excellent school of instruction to all parties concerned, was finally resorted to. Even now the license applies to only certain parts of the park.

The south drive in the park is now given up almost entirely to the use of automobiles, where once it was a mooted question if they should be admitted. But the autoneers must each one pass a thorough examination before the park engineer before they are considered competent to be left alone in the park with their puffing steed. They must show the confidence they have in themselves, which is really the biggest part of learning how to drive an automobile; they must make their iron steed cut circles, wiggle through a winding path and turn, cut the figure eight on the road, come at full speed down the drive and just miss running over the dummy figure of an infant thrown at them from an unknown spot in the shrubbery by the examiner. Then they are marked down and graded like any other winning class, good, fair, very good, excellent, A1. With the increase in the demand for automobiles comes a corresponding increase in the circus performances in the park. For it is not always the men who show the steadiest and nerviest hand in these examinations. Indeed, one man through his nervousness, went at the dummy figure with such a rush that his machine stood poised for a few moments on its hind wheels, and then he jumped out, while the machine went over on its side. But he escaped touching the helpless child by about an inch. But so far the best park examination has been passed by a young woman, and a beginner at that.

So popular has the automobile become that there is to be in the near future an Automobile and Sportsman's Show at Mechanics' Pavilion.

There are now a hundred and seventeen of the horseless carriages of all styles owned by some of the best-known people in the city. Besides these and the livery ones there are a number of others owned in the suburbs that may quite often be seen taking a run through the city. Less than six years ago there was only one horseless vehicle in the city. It was a gasoline automobile owned by Charles L. Fair. It started the enthusiasm of Mr. Fair for the autos, and he now has a fine racing machine, a Panhard-Le Vasseur, built in Paris at a cost of \$3000. Mr. Fair