Automobile Trade in the Pacific Is Now Increasing

MANY AUTOMOBILES ARE SENT ABROAD

Honolulu Is Good Market for the Motor Cars of San Francisco Agents

Almost One Hundred Per Cent Increase Over Amounts of Last Year

By R. R. L'HOMMEDIEU

The month of August was a record one for the exports of automobiles out of San Francisco. There was a gain of 88 per cent over the same month of last year. The exports for last August were: Canada, one machine, value $800; parts, $32. China, parts, $53. Siam, one motor car, value $3,000. Honolulu, 21 motor cars, value, $49,680; parts, $4,971, making a total of 23 machines valued at $53,480, and parts, $5,046.

In August, 1908, Canada took parts valued at $37, Salvador parts valued at $50, Peru parts valued at $16, Japan parts valued at $294, Philippines four machines valued at $4,800 and parts $1,190, and Honolulu 16 machines valued at $23,187 and parts at $1,579, making a total of 20 machines valued at $27,967 and parts $3,166.

This is in keeping with the great increase in the auto trade all over the United States and especially in California.

NOTES OF THE AUTO

The Pioneer automobile company reports the sale during the last three days of Chalmers-Detroit and Hudson cars to the following: S. Y. Cockrun, Fresno; R. H. Phillips, Fresno; C. A. Day, H. Y. Maundrell, S. P. Stormer; Frank Cox, Westley, and Dr. Trueblood.

* * *

J. H. Spring, accompanied by Mrs. Spring and Alfred L. Meyerstein of this city, went to Del Monte during the last week in his Mitchell car.

* * *

A. M. Jackson, chief of police of Kokomo, Ind., has resigned, following a hearing on charges preferred by a number of motorists that he was largely responsible for obstacles placed in highways by farmers. A few weeks ago several accidents occurred because of obstructions placed in the roads, and it was alleged that the chief of police of Kokomo had intimated to farmers that they could break up speeding if they took such steps. Formal charges were filed against Jackson and he was given a hearing. Following the investigation he submitted his resignation, which was accepted.

* * *

Mr. and Mrs. B. F. Durphy of Oakland, Mrs. Mabel Haskell and Mr. and Mrs. Alfred B. Madsen of San Jose recently made the run to Del Monte in a White steamer. They report a most delightful trip. Robert Frost and family also visited the famous hotel in a White steamer, making the trip from San Francisco.

* * *

Thomas B. Jeffrey & Co. reports the delivery of the first of their 1910 Rambler cars to F. Vansickle, Fresno, and H. Iverson of this city. The vehicles are 45 horsepower four cylinder touring cars.

* * *

George B. Ellis, L. M. Baker and Miss Baker of Los Angeles stopped at Del Monte for a few days on their way to San Francisco in their Peerless car. Another Peerless party which has been to the famous resort is Mr. and Mrs. E. L. Hoag, F. Roller, Roller Hoag and C. Black of San Francisco.

* * *

Some of the tire companies in the city announce a 15 per cent raise on casings and a 20 per cent raise on inner tubes. This is somewhat of a shock to the owners. The reason for the raise is that since the first of the year rubber has gone up over 100 per cent.

* * *

J. A. Bunting Jr. has taken the Alameda county and Oakland agency for the Franklin cars and will open quarters at the corner of Twelfth and Madison streets. Bunting is well known in Oakland and is welcomed as an addition to that circle of automobile dealers.

* * *

Mr. and Mrs. D. S. Wasserman and child of Sacramento are spending a few days at Del Monte, to which point they journey in their Thomas car.

* * *

The Bicycle World has undertaken the collection of a fund for the purpose of erecting a memorial to the late Colonel Albert A. Pope, probably in Pope park in Hartford, Conn., which he presented to that city. There are so many former "Pope men" now identified with the automobile industry, not to mention his competitors, who, though business rivals, were Colonel Pope's personal friends, that it seems likely that not a few of them will be glad of the opportunity to contribute to the memorial fund. To say nothing of the large part he played as a pioneer in the automobile industry the manner in which he led and poured energy and wealth into the bicycle and good roads movements and gave to them world commanding strength and purpose entitles him to the grateful and enduring remembrance which it is proposed to erect, subscriptions for which should be forwarded to the Bicycling World, Tribune building, New York.

DEMOCRATIC LEADERS CHOSEN FOR CAMPAIGN

Advisory Committee of 25 to Harmonize Factions

The selections made by the democratic district leaders for the campaign committee which will handle the fight for Dr. T. B. W. Leland and the rest of the democratic ticket have now been completed and the campaign will begin in earnest. In addition to the campaign committee an advisory committee of 25 members has been chosen with the express intent of harmonizing all factions of the party.

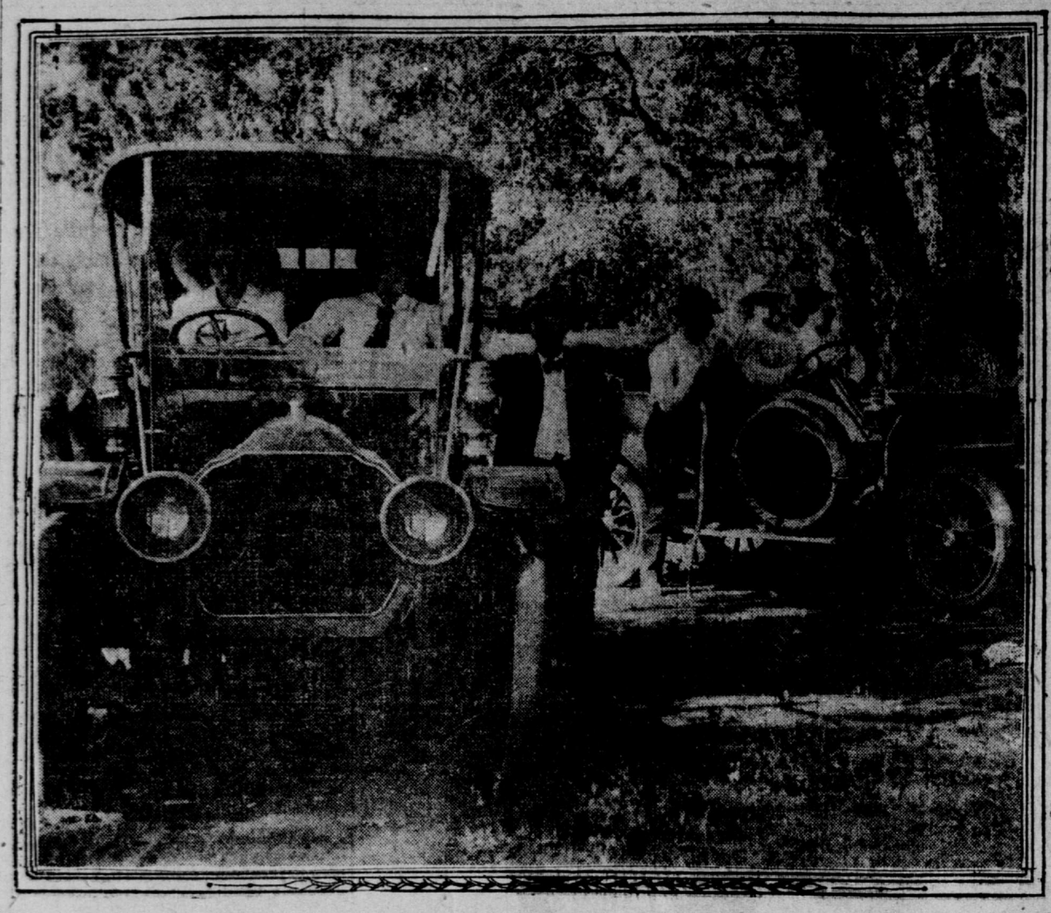
These two committees will meet tomorrow night in joint session in room 810 of the David Hewes building, at the corner of Market and Sixth streets. The permanent headquarters for the campaign will be opened in rooms 802 to 810, inclusive, of the David Hewes building, and while Dr. Leland has already opened headquarters in the Columbia building, 832 Market street, the principal activities of the campaign will be directed from the new office building.

The campaign committee consists of the chairman and secretary of the county committee, together with 18 other members, one from each assembly district. The advisory committee of 25 was selected, 15 by the democratic organization leaders and 10 by the leaders of the San Francisco democratic club. One of the latter selections has not yet been made public.

Following are the members of the two committees:

Campaign committee—James H. Sullivan, William Doell, P. J. Haggerty, M. J. McGovern, T. M. Seary, Martin J. Tierney, Marius J. Kast, Joseph B. Kennedy, Monroe P. Seeley, Charles W. Meehan, Frank Traynor, James T. Mooney, William Dolan, Joseph McCafferty, Frank I. Butler, Neil T. Duffy, L. H. Moosor, Charles T. McCarthy, George Seakamp, Thomas W. Hickey.

Advisory committee—Ralph McLeran, James W. Finn, Thomas Burke, E. J. Fitzsimmons, Sidney M. Van Wyck Jr., Timothy Riordan, Christian H. Koebucke, Charles W. Fay, Francis W. Smith, E. J. Scully, C. W. Eastin, Curtis Hillyer, Edward R. Rock, Justus Wardell, John Corbett, Hugh Delaney, Dr. T. E. Shumate, E. Moshacher, H. J. Kessel, W. F. Petillon, Arthur H. Barendt, Michael Lynch, Thomas F. Alford, Theodore A. Bacigalupi.



J. R. Foster and party of Marysville enjoying touring in his Studebaker in the San Joaquin valley.

GOODYEAR TIRES WIN BIG RACE

Were the Equipment on the Two Leading Cars in Mt. Baldy Race in South

A. C. Leonard, manager of the local house of the W. D. Newerf rubber company, reports that the motor cars that took first and second in the Mount Baldy race last Sunday were equipped with Goodyear tires, while the winner used the Doolittle rims. This is quite a victory for both tires and rims, as the race is considered one of the hardest in the southern part of the state.

Leonard in discussing the care of tires states: "The pneumatic tire will wear out under the most favorable conditions and treatment. But there are, however, many causes which tend to reduce its maximum wearing capacity. The most careful driver is liable at all times to puncture a tire, but there is no excuse for driving on the tire after the puncture has been discovered. The puncture can be repaired, but the harm done from riding on the deflated tire can not be remedied.

"A cut may be made in the outer envelope by contact with a sharp object which cuts into the tire, but not through it. The cut may appear insignificant and, as it appears at first, is often really unimportant. If it remained the same size and depth as when it happened it would not matter much. But consider what follows. As one rides afterward on a neglected cut little by little grit and dirt work their way into the incision, opening and aggravating it in the same way as they would a wound in human flesh. Moisture also works its way in, and if the rubber has been cut through to the fabric a weak spot develops which will tear or break later under an unusually severe strain. All cuts should be treated when the car returns from a run. There is a special paste for filling cuts which, if used, will add to the life of a tire. Cuts are easily treated when they first occur, and a little attention to points like these makes a great difference in tire cost."

CIVIL WAR ANIMOSITY LINGERS IN THE SOUTH

Sectional Hatred Has Not Yet Burned Itself Out

That the animosities which existed during the civil war is still strongly prevalent in certain parts of the south was the declaration made by Judge N. P. Chipman, presiding justice of the northern district of the appellate court, at the annual dinner of the California commandery, Loyal Legion of the United States, at the St. Francis hotel last night.

Judge Chipman pointed to the strict difference in the political thought of the north and the south; to the action of the Arkansas confederate bodies, which refused to take into their ranks those of their comrades who accepted pardons just before the close of the war and to the strong sentiment in the minds of the southerners that the cause for which they fought was just and that the northern principles were unjust.

"So long as this sentiment exists," he said, "there will remain that feeling of separation between the north and the south."

The other speakers were Governor Gillett, Commander Horace Wilson, Colonel George Smith and Admiral Oscar W. Farenholt.

Personal Brevities

H. L. Voorhies of Stockton is at the Manx.

K. Castle of Vallejo is at the Dorchester.

A. C. Wentgate of Stockton is at the Granada.

James Slauson of Los Angeles is at the St. Francis.

S. P. Hammond and wife of Denver are at the Stewart.

Prof. Charles Zueblin of Boston is at the St. Francis.

C. McBride and wife of Los Angeles are at the Holland.

W. A. Veitch, a vineyardist of Fresno, is at the Fairmont.

James A. Connor, a mining man of Denver, is at the Fairmont.

Ward M. Smith, a flour merchant of Stockton, is at the St. Francis.

State Senator G. W. Cartwright of Fresno is a guest at the Stewart.

George D. Roberts of Coalinga registered at the St. Francis yesterday.

William H. Post and family of Stockton registered at the Manx yesterday.

James H. Hamil of Fairbanks, Alaska, registered at the St. Francis yesterday.

Albert Hanford, a Sacramento businessman, registered yesterday at the St. Francis.

Judge W. P. Gilbert of the United States circuit court of appeals registered at the Fairmont yesterday from Portland.

J. W. Froley of the department of agriculture registered at the Manx yesterday from Washington. He is gathering data to assist in formulating farm plans.

NEW HOME FOR THE TWO CYCLE ELMORE

A. J. Smith Will Open His Salesroom on Auto Row Tomorrow

The Elmore car, the vehicle with the two cycle valveless engine, is once again attracting attention in San Francisco. Two years ago it was seen, but then faded away. Since that time A. J. Smith, the Pacific coast agent, has been too busy supplying the trade down south to keep in touch with San Francisco. Smith, however, has decided that the owners of Elmores in this section of the state should have some consideration, and with that point in view has opened a retail branch in Van Ness avenue. For the last two days he has had a big crew of men working on his salesroom and tomorrow will begin an active campaign for recognition among the buyers.

MOTOR BOAT CLUB IS FORMED IN SAN RAFAEL

Organization to Act as Guardian of Channel

[Special Dispatch to The Call]

SAN RAFAEL, Sept. 25.—A motor boat club is being formed here, composed of many of the most prominent citizens. District Attorney Thomas P. Boyd, Harry Nash and H. H. Fuller have been appointed as the committee on bylaws, and Tuesday night at 8 o'clock the organization will be perfected at a meeting in the clubhouse of Captain Fred Lewis.

Aside from pleasure, the principal purpose of the club is to keep a deep waterway for navigation between San Rafael and the bay via the San Rafael canal. The club will be the guardian of the canal to see that shipping laws are obeyed and large and small craft protected from injuries which have been committed in the past.

The membership of the organization will comprise:

Colonel Frank S. Johnson	Henry du Bois
W. T. Butterworth	District Attorney Boyd
John Schlosser	Harry Nash
S. J. Norton	H. H. Fuller
A. J. Sparrow	Frank Holland
Captain Charles Fabre	Parker Woods
Parnell Sheehey	Attorney James W. Keys
John Clark Jr.	George M. Dodge
Joseph Henriques	William Woods
Captain Fred Lewis	Wallace Foster
William Magee	Leon F. Douglas
M. Jensen	

ACCOUNTANTS MEET AT ROUND TABLE DINNER

Gathering in Celebration of the State Organization

The fourth "round table" dinner of the certified public accountants of this section of the state, held at a downtown cafe Friday evening, was notable as marking the consolidation of all the accountants in California into one body, to be called the California State Society of Certified Public Accountants.

A discussion on municipal accountants followed the dinner Friday evening, and Mr. Dolge suggested that the accountants offer their services to the city to simplify the present cumbersome manner of keeping the municipal books.

A few accountants in Los Angeles are not satisfied with the new state society and propose petitioning the national body for permission to form a separate organization.

ASKS HEAVY DAMAGES, ALLEGING LOST SIGHT

Samuel H. Dyott Sues Drug Firm for $15,000

Alleging that the sight of one of his eyes was destroyed by a medicine sold him by a clerk of the Owl drug company Samuel H. Dyott, formerly a foreman for Magnin & Co., filed a suit for damages against the drug firm yesterday, asking $15,000.

Dyott said that his physician last May prescribed calomel as a base for an eye wash and that he presented the prescription to the drug firm.

The clerk who served him, he said, gave him either corrosive sublimate or carbolic acid, and that this, when he placed it in his eye, destroyed the sight.

To rent your rooms call up Kearny 86 and we will send a solicitor to call on you. Call Want Ads will rent those vacant rooms for you.

PET EXHIBIT ENTRIES CLOSE—Alameda, Sept. 25.—The entries for the pet animal exhibit in Harmonie hall next Friday and Saturday closed today. There are more than 200 entries, including a donkey and a mole.

PULLMAN CARS TO BE IN NEW HOME

Present Agents Will Exhibit and Demonstrate Eleven Different Models

The 1910 models of the Pullman cars which have reached the market have made a decided hit with those who are looking for cars at a popular price. Since the new company, which now controls the output of the York-Pullman company in this part of California, has taken up its headquarters in Golden Gate avenue, the cars have become identified with those of automobile row. The new quarters are being fitted up and before the end of the week the officers hope to have the full line of eleven models on the salesroom floor.

H. E. Passow, Miss K. M. Field and Mr. and Mrs. Kowalski of Chicago, who went to Del Monte in their Thomas-Detroit motor car, will remain there over the week end.

SPEED BURNING RUN IN LOCOMOBILE CAR

Murray Paige Expedited in Fast Trip by Unwelcome Attention of Longhorns

Murray Paige is back in San Francisco. Recently he made a trip from Fresno to this city in record time. He came by way of Modesto, Lathrop, Turlock and Tracy. He left Fresno at 6:40 a. m. and reached the Oakland ferry at 2:30 p. m., with an hour out for luncheon at Tracy.

Considering the conditions of the roads at this time, it was fast time for the 210 miles. Paige made the run in the 30 horsepower Locomobile demonstrator.

Part of the distance was through a cattle range, and as the animals were inclined to be inquisitive, Paige did not like the attention of the longhorns, which, to a certain extent, accounts for the quick time made.

Vanderbilt Race Scheduled

To dispel all doubt regarding a Vanderbilt cup race this year, the Manufacturers' contest association has been requested by William K. Vanderbilt Jr., president of the Motor Cups holding association, to announce that such a race will take place on Saturday, October 30, over a course consisting in part of the Long Island motor parkway and existing roads in the highway system of Nassau county. The proper application for a sanction for the race has been forwarded to the office of the A. A. A. contest board at Buffalo, N. Y.

The race this year will be similar to the motor parkway sweepstakes held on Long Island October 10, 1908, which proved spectacular and decidedly interesting. Four classes of cars will compete simultaneously, according to classifications recommended by the general rules committee of the Manufacturers' contest association, the smaller cars being stopped at different shorter distances, leaving the larger ones competing for the Vanderbilt trophy, to hold the stage for the final rounds of the course.

The Vanderbilt cup will be open to stock chassis in class 1 (451 to 600 cubic inches piston displacement) and class 2 (301 to 450 cubic inches piston displacement), both running in one class for a distance of approximately 275 miles. Trophies will be offered for stock chassis in class 3 (231 to 300 cubic inches piston displacement), at approximately 205 miles, and class 4 (161 to 230 cubic inches piston displacement) at approximately 135 miles, while special trophies will be awarded to the winner in classes 1 and 2 competing in unison for the Vanderbilt cup.

Pennsylvania Car Arrives

The Middleton Brothers, George and Will, have opened up with a new agency. They received a four and also a six cylinder Pennsylvania touring car. The brothers are popular in the automobile trade, and a large number of their friends were at the salesroom yesterday to look over the new cars.

Rene Marx A Director

Rene J. Marx, manager of the local house of the Renault Freres selling branch, has just received word that he has been elected a director of the company. Marx reports that a carload of 1910 Renaults are due to arrive in the city the first week of October. They have already left New York.

Elmore Valveless 2-Cycle

Announcement

I am pleased to announce that this most popular make of car will have first class representation in San Francisco from this date.

1910 ELMORE seven-passenger model here ready for your inspection and demonstration. Demi-Tonneau and Roadster models will be here soon. The 1910 ELMORE is the triumph of nine years' successful automobile building. Every ELMORE owner will tell you that his ELMORE has been a good and faithful car.

I have handled the ELMORE for six years and have sold more than 500 ELMORE cars on the Pacific coast. These cars are all giving good satisfaction, but as good as the ELMORE has been in the past the 1910 ELMORE is 100 per cent better than ever before, and to show the automobile buying public that I believe this to be true I guarantee to keep in repair, FREE OF CHARGE, for one year from date of purchase, all 1910 Elmore Automobiles purchased from me. All 1910 ELMORE models are four cylinder, valveless two cycle.

Everybody invited to come in and look them over and take a ride in these quiet and smooth running cars.

The Elmore Valveless 2-Cycle is the one car of which you can safely say: "Tomorrow—or a year from tomorrow—it will run as finely as it did today."

Prices F. O. B. San Francisco:
Model 36, 36 horsepower 5 passenger touring car, $1,900.
Toy tonneau, $1,900.
Roadster, $1,900.
Landaulet, $2,650; also doctor's coupe.
Model 46, 46 horsepower 7 passenger touring car, $2,650; also limousine.

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Pacific Coast Sales Agent.
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The York Motor Car Co., Inc., of York, Penn., has discontinued its former agency and has established an independent concern, known as the Pullman Automobile Co., which is the sole distributor of the Pullman cars.

MODELS

"4-40"	Gentleman's Roadster	$3,000
"M"	40 H. P. Touring Car (7 passengers)	$3,500
"M"	40 H. P. Toy Tonneau	$3,500
"M"	40 H. P. Limousine	$4,500
"M"	40 H. P. Pacific Coast Special	$5,000
"K"	30 H. P. Touring Car	$2,000
"K"	30 H. P. Toy Tonneau	$2,000
"K"	30 H. P. Pacific Coast Special	$2,500
"L"	20 H. P. Roadster	$1,500
"L"	20 H. P. Toy Tonneau	$1,600
"O"	(To be announced later.) A classy light car.	

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F. B. Southworth, Sacramento, Cal.
Edw. G. Woolley Jr., Salt Lake City, Utah.
A. E. Neate, Portland, Ore.
H. P. Bouffiour, Spokane, Wash.
Schumann Carriage Co., Honolulu, Hawaii, H. T.

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FORD — STANDARD MOTOR CAR CO., 582 Golden Gate av. Tel. Market 3240
HUDSON — PIONEER AUTOMOBILE CO., 901 G. G. av. Tel. Park 591
INTER-STATE — Burkhard & Crippen, 559 G. G. av. Tel. Frank. 1736
KNOX — RELIANCE AUTOMOBILE CO., 342-352 Van Ness av. Tel. Park 325
MITCHELL — OSEN & HUNTER AUTO CO., 521 G. G. av. Tel. Market 2723
OLDSMOBILE — HOWARD AUTO CO., 523 G. G. av. T. Mkt. 1536
PEERLESS — H. O. HARRISON CO., Van Ness nr. Golden Gate. Mkt. 6942
PULLMAN — FACTORY REPRESENTATIVE 313 G. G. av. Tel. Market 4238.
REGAL-RAMBLER — D. E. WHITMAN, 811 G. G. T. Mkt. 762
THOMAS — PIONEER AUTOMOBILE CO., 901 G. G. av. Tel. Park 591
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