Automobile Show the Absorbing Topic Among Motorists

AUTO SHOW WILL BE SOCIAL EVENT

Management Has Set Aside Thursday Evening of Show Week as "Society Night"

Emporium Basement Will Be Turned Into a Hothouse When Doors Are Thrown Open

By R. R. L'HOMMEDIEU

While society, as is its custom, will take advantage of the Portola automobile show to don its purple and fine linen every night of the exhibition, one night has been set aside by the program committee as society night. Thursday, October 21, has been agreed upon as the best for this purpose, and on that night the Emporium basement, where the exhibition will be held, will be turned over to the members of the "four hundred" to do with as they please.

Of late years the automobile show has supplanted the horse show as the great society fete, and the general public looks forward quite eagerly to the opening of the show on this account. While it is considered quite the proper thing to scoff at society, if you are not in it there is a strong tendency on the part of outsiders to rush to any festivity where society is to be seen. This fact leads the show committee to expect an unusual crowd on Thursday night.

The carpenters, painters, decorators and florists have taken possession of the big basement and are rapidly transforming it into a veritable garden of ferns, palms and flowers. The lighting system, which includes the use of a new idea in this work, has been tested out and found thoroughly satisfactory. Every nook and corner of the great room is as light as day.

On Monday the first cars will be taken to their places in the booths and an era of polishing up of brass and enamel will begin. There will be over 100 machines on the floor, each the newest of its kind. They will range in size and power from the monster six cylinder road runners rated at 70 horsepower or more to the plodding two cylinder delivery trucks, with but 15 or 20 horsepower under their stunted looking hoods.

The members of the show have had invitations prepared for the opening night, which will be sent to all the notables and dignitaries visiting the city to attend the festival. The captains and officers of the visiting war craft, foreign consuls and visiting city and state officials will be asked to be present, and a big crowd is expected.

BIG DEMAND FOR SEATS TO SEE RACE

Early Reservations Being Made for Good Locations

With only two weeks before the date of the Oakland Portola road race, arrangements for that event are rapidly nearing completion. One of the most important of the many details to be completed is the one of conveying the thousands of motorists to and from the scene of the course.

Owing to arrangements made yesterday between L. P. Lowe and M. J. Laymance, representatives of the race committee and the officials of the Southern Pacific company, there will be special ferry boat service beginning Friday, October 22, 1909, at 6 p. m., and continuing until Sunday, October 24, 1909, at 6 p. m.

The officials of the railroad company have promised the race committee to run as many boats over the creek route to the foot of Broadway, Oakland, as necessary to convey the people. The boats will leave San Francisco as rapidly as the number of motor owners warrant.

Not only will there be ample boat and train service, but the race committee will have charge of transporting the people and a special round trip rate will be charged. These round trip tickets will be placed on sale within a few days at the leading hotels, among the automobile dealers and at the headquarters of the Automobile club of California, 532 Mills building. These tickets must be bought in advance, as it is the intention of the committee in placing them on sale at a reduced excursion rate to facilitate the travel during the day previous to the race and make it possible for the thousands of visitors to avoid any unnecessary rush or crowding of boats at the last minute.

By making special rates and selling tickets in advance, it will make it possible for owners of cars to buy their round trip transportation across the bay and have their drivers take the cars to Oakland, meeting the owners at either the mole or at the foot of Broadway. This will avoid any unnecessary wait and delay at the ferry.

Not only has the committee secured the unlimited ferry service, but the Oakland street railways have promised to run trains all night preceding the race, taking the thousands who will want to be on the course early to the scene of the big race.

Notwithstanding that the official time for practice work to begin is set for October 14, the course is practically lined now with racing cars. All of the local men who are going to have machines in the race, are spending part of each day testing out their machines.

The course from Deering and Fruitvale to Hayward offers the best ten miles straightaway of any in the country, and several of the drivers, such as Charles Saules in his Stearns, Cliff Ontank in his six cylinder Stevens-Duryea, Harry Michiner and Frank Murray in his Buick, have reached over the 75 miles an hour mark on the stretch.

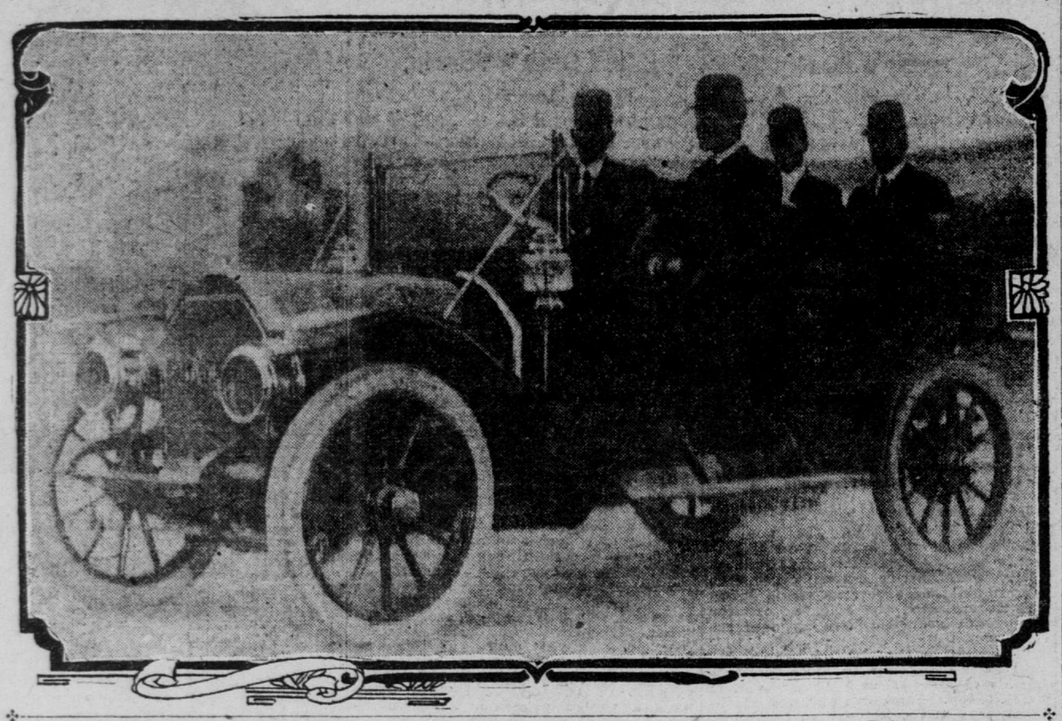
With all of the local drivers already established along the course and others preparing to start training, it is expected that on the morning of the 13th there will begin some of the fastest practice trials ever seen in the country.

According to reports there will be over 20 cars in the three races. The entry list closes October 14, but L. P. Lowe, chairman of the race committee, has enough inquiries for entry blanks to warrant the expectation of at least one score contesting machines.

Smith Visiting Elmore Agents

A. J. Smith, local Elmore agent, accompanied by his family, is making a trip through the vicinity around Bakersfield and Fresno in the 1910 Elmore. The trip is of a business nature, as Smith has gone to show the agents in that section the new 1910 model. He will also cover a large section of country, where he will establish new agencies.

BIG ROAD RACE ATTRACTING CRACKERJACK COAST DRIVERS



L. A. Reniff at the wheel of the new 1910 Auburn touring car. Beside him is H. L. Pelton, sales manager of the Wagner and Reniff motor car company, while in the tonneau, from left to right are: G. Campbell of San Francisco and R. P. Campbell of Antioch.

SPEAKS WELL FOR HUDSON MOTOR CAR

First Sold on the Coast Is Making a Record for Itself

Delighted with the perfect running facilities and durability of the "20" Hudson roadster which he recently purchased Charles P. Rogers writes the following enthusiastic and unsolicited letter to the Pioneer automobile company: "We have the honor of purchasing the first '20' Hudson roadster and it affords us the greatest pleasure to recommend this car, which we are doing to all our friends.

"We are surprised at the splendid work of this car. Its workmanship, as far as we can judge, is as near perfect as possible. To boil the matter down, we are more than satisfied in every way with the Hudson. We have given the machine continuous usage in taking people to and from Sunnyside. You can use our name wherever you see fit as a recommender of your car."

S. M. Phillips, the Sacramento agent for the Thomas, Chalmers-Detroit and Hudson cars, arrived in the city to place orders for several 1910 cars to be delivered as soon as they can be turned out from the factory. He is most enthusiastic over the prospects of a record breaking sale of motor cars in the capital city this season, having disposed of 15 cars in the month of September. "The Chalmers-Detroit is my best seller," said Phillips. "The 30 and 40 horsepower cars seem to be the most popular in that section. I have placed 25 machines of this make in my territory within the last eight months."

BEAUTIFUL BOOK TELLS OF TRIP IN EUROPE

Perhaps the most beautiful and elegant brochure that has ever been issued from any firm or company has been received from the Pierce Arrow motor car company, located at Buffalo. The book is called "A Month in Europe With a Pierce Arrow Car," but any one who contemplates a European tour would be wise to read it, no matter what make of car they will use.

For those who do not anticipate such a trip the book is invaluable, as it is filled with most beautiful engravings of all the prominent points of interest and descriptions so vivid as almost to enable one to see for himself the route traveled over. With each picture is a history of the town in which the site of the engraving is located.

Supplementary to the book is a complete map of all the roads, no matter how secluded, and a scale of figures and signs is used to tell their exact condition, even to the kind of scenery through which the road leads.

Hudson Car on Hard Trip

The little Hudson has already made a record of which it may justly be proud. Driven by M. E. Pinkhard, during the rainstorm of last week, when only one other car, and that a touring car of great power, attempted the trip over the mountains, the little machine made the treacherous stretch of grade up the Russian river canyon without the slightest difficulty and went over the Pieta road to the summit, much of the distance on the high. It arrived at Lakeport with a time record but slightly inferior to that made by the big cars during pleasant weather. The round trip was made coming back by way of Ukiah over roads that were very bad, in places being almost impassable by reason of water from two to three feet deep. Pinkhard stated that on the way back he made the run from Lakeport to Cloverdale in three hours, which, considering the condition of the roads, is very good running time. He had absolutely no trouble, and did not even lift the hood, except for oil.

1910 Franklin Announcements

John F. McLain, manager of the factory branch of the H. H. Franklin manufacturing company in this city, has just received one of the neatest, most complete advance sheets for the Franklin 1910 output that has been put into the hands of the public. In booklet form, the entire complement of models are treated collectively, while on loose leaves are pictured in fine engravings each model separately. From the engravings one could almost pick out the model desired. Another leaf is devoted to a full description of the Franklin air cooled engine, with a clear cut of the same.

More Pullmans Are Arriving

The Pullman company has received three more models of Pullman cars to go toward completing the full line of 11 models, which will be on exhibition during show week. The cars are now on the floor of the salesroom of the company in Golden Gate avenue.

MOTORCYCLISTS TO GO TO ST. HELENA

Will Be Entertained by the Wine Growing Corporation With Luncheon

The local motorcycle contingent will spend today at the winery at St. Helena. They will be the guests of the company at luncheon and it is expected that about 50 of them will leave on the 7 o'clock Vallejo boat this morning.

Next Thursday evening the motorcyclists of the city will have the first of a series of winter entertainments and lectures. The plan is to hold events of this kind every other Thursday evening at the rooms of the San Francisco motorcycle club. Next Thursday evening the serious side of the program will be filled in by W. G. Collins, who will give a general lecture on the motorcycle.

The motorcyclists at the last meeting decided to give a road race if they can secure the course. They are planning to get the same course that is to be used by the automobiles when the big Portola event comes off. The promoters who came up from the south expecting the local dealers to become so enthused over the prospects of building a motordrome to the extent of paying for its erection and giving the promoters more than half of the profits, have decided to give up the scheme. Enthusiasm of the kind they expected does not seem to exist.

However, this section of the state is likely to have a motordrome. The officers of the motorcycle clubs of this section have been promised all the financial assistance they need for its erection. The only trouble at the present time is to find land enough in the proper location.

Advanced Seat Sale for Race

Owing to the particularly good view to be obtained from the grandstand at the coming Oakland Portola road race, the committee has received so many advance orders for reservations that it has become necessary to build extra sections to the grandstand. F. J. Samuels, member of the committee, said, in an interview, yesterday: "The position of the grandstand is such as to give every one a fine view of the racing cars for four or five miles. This fact, together with the plan we will have of keeping track of the contestants all around the course, has resulted in a general demand being made on the committee for early reservations in the grandstand.

No better view of the course can be found than at the official grandstand. Here the start will be made and the finish line be crossed. It will afford the spectators the opportunity of seeing all of the cars line up for the start and enable them to watch the progress of each car.

Probably the greataest cause for the unusual demand for seats is the fact that such a notable gathering of visitors will occupy boxes. Besides the king and queen of the Portola, the governor and mayors of coast cities, there will be a delegation of the visiting admirals and other foreign officials present.

That society will be well represented is shown by the telephone and mail orders being received by M. J. Laymance for the reservation of boxes. Each box will seat six, and they are being sold for $30 a box.

Laymance reported yesterday that the lower boxes were being subscribed rapidly, most of the reservations being close as possible to the front of the stand.

Champion Plug Approved

George J. Mountz of Ollier & Worthington has received a letter from Robert G. Barton of Seabright station, Santa Cruz, in which the latter states:

You will recollect the "Champion Spark" plug which you gave me to try out on my 40 horsepower Rutinber motor.

I want to write to state that I have been using plugs that cost $2.50 per. I have used your plug constantly along with all the others and have had positively no trouble whatever or have I had to clean it. With the others I have had to sidetrack them, as they will only fire when the engine is running light. I have had to clean some constantly, and can not tell when one will give out on the road.

If you now can supply me with four of the Champion plugs (same as you gave me to try out), half inch thread, I wish you would either mail them or express them immediately C. O. D. to Santa Cruz, as I expect to leave here Saturday morning for home (Fresno). I do not want to have any plug trouble on the road and hope you get me the plugs by first express.

Active Sales in Second Hand Cars

Manager Byrnes of the Reliable automobile brokerage company reports a good week in the sales of second hand cars. In the last seven days the company has disposed of seven cars, one of them having been sent to Oregon

ROBERTSON WINS 200 MILE RACE

Half Million Spectators See the Great Contest of Quaker City Club

PHILADELPHIA, Oct. 9.—Traveling at a terrific rate of speed over the eight mile course in Fairmount park this afternoon George Robertson won the 200 mile stock chassis road race in a Simplex car from a field of 21 automobiles, handled by some of the most expert drivers in the country. The result of the race follows:

Course 200 miles, eight miles to the lap, 29 times around.

First prize, $1,000 cup and $2,500, won by George Robertson in a four cylinder 90 horsepower, Simplex. Time, 3:38:58 4-5.

Second prize, $1,250, won by Bert Dingley, in a four cylinder 40 horsepower Chalmers-Detroit. Time, 3:44:20.

Third prize, $750, won by H. L. Harding, in a four cylinder 49.2 horsepower Apperson. Time, 3:52:17 7-10.

Fourth prize, $500, won by J. Parkins Jr., in a six cylinder 60 horsepower Chadwick. Time, 3:55:31 1-5.

NOTES OF THE AUTO

J. N. Willys of the Overland automobile company is a good roads enthusiast, claiming that all the benefits that we are now receiving from improved highways can be directly attributed to the coming of the motor car. In discussing this fact recently he said "In any number of sections it has been automobile owners and automobile clubs that have started a movement for improving highways. Jacob's Ladder in Massachusetts is a noticeable instance of this. Here was a wretched hilly bit of road, the dread of the motorist touring through the western part of the state. Though in the heart of the beautiful Berkshire hills, one of the show sections of the state, Jacob's Ladder often proved too much for cars, especially after rains, at which time conditions made motoring practically out of the question. Finally motorists interested themselves in the ladder and as a result of labor and contributions by them, Jacob's Ladder is now as easily taken, almost, as a level road and the beautiful country thereabouts can now be enjoyed to the fullest. This is but a single case of how the car is directly responsible for highway betterments. Hundreds of similar cases could be cited, all proving my contention that the motor car is responsible for good roads all over the country."

* * *

An interesting fact that has been brought out about the fast time made by Chevrolet over the Long Island course recently is that only one set of Michelin tires were used on his car. He used anti-skids on the rear wheels, as the course was slippery during the first hour, due to the three days' rain that preceded the holding of the contest.

* * *

A copy of a letter written by Fred S. Field of Brockton, Mass., received by the head of the Winton motor carriage company, has been forwarded to the local branch house. It reads: "I want to congratulate you on the six cylinder five passenger car which I purchased of you this last spring. I traveled about 4,000 miles in Europe with the car and there were no mountains that were too steep for us. Climbing one mountain of 4,200 feet, we took the entire grade at high speed. Of course, the grade was perfect and gradual, otherwise it would have been impossible to do it, but the car worked splendidly and very satisfactorily. My chauffeur paid out 20 cents for repairs in the entire trip. I think that the car attracted more attention than any car in Europe, from the fact that it ran so still. We had quite a number of automobile makers, with their mechanics, look the car over and, of course, I was very glad to have my chauffeur show it up. I believe that this was the first six cylinder Winton car that had gone through the section of Europe which I traveled."

Drop Kick Gives the First Game to Cogswell

In the first league game of the Academic athletic league season, Cogswell defeated Wilmerding by the small score of 3 to 0 yesterday, Steiniger dropping a pretty goal from the field in the first half.

The game was very even throughout. Each side played straight football, very few trick plays being tried. Cogswell tried the forward pass several times, but it did not prove a very successful ground game. The lineup:

Wilmerding.	Position.	Cogswell.
Drews	C	Guynan
Harder	L. G.	Robinson, Grant
Skovel	R. G.	Ellery
Chamberlain	L. T.	Pennington, Farmer
Powers	R. T.	Hoffman
Mallott	L. E.	Dutt
Dobbins	R. E.	Steinfarger
Drahan	Q.	Demar
Rudolph (captain)	L. H.	Miller
Crowe	R. H.	Paris
Skor	F.	Gilbert

AUTOMOBILE MEN MEET AT LUNCHEON

Hayden Eames of the Studebaker Company Tells of Big Demand for Motor Cars

The luncheon given to Hayden Eames, general manager of the Studebaker automobile company, and E. Le Roy Pelletier, the advertising manager of the same company, by Chester N. Weaver, the head of the local house at the Cliff house, yesterday afternoon, was a great success. It was a most representative gathering, there being present Studebaker men from all over the coast. During the afternoon Hayden Eames, in discussing the automobile outlook, said:

"With the various automobile factories of the east working a full force of men the year round it will be impossible to produce an oversupply against the spring demand for cars.

"At this rate more than 200,000 cars will be manufactured during this period, but, even at that, the demand will by far exceed the supply. With quantity production so perfected as it is now and which is especially true with the Studebakers, one can get a car of greater value than has ever before been the case. This fact has accelerated the demand again, and with every small drop in the price of cars the range of possibilities is increased. This explains why for the first time in the history of the industry the manufacturer has found it practical to keep a full force working the year round.

"In the early days the automobile was looked upon as purely a fad and pleasure vehicle, absolutely unfitted for winter use. Now we find that in those states where there are heavy snowfalls as well as in the states which have a rainy season the comforts of the automobile are even greater than those of the car during the pleasant touring season of the summer. Not 10 per cent of the owners now lay up their cars during the winter season. All of which is due to the great improvements that have been made on the cars of earlier dates."

E. Le Roy Pelletier, who is recognized by the men who are leaders in the industry as one of the best posted automobile men in the country, reiterated Eames' views and added that he has the utmost confidence in the future and permanency of the industry.

"The Studebaker concern alone," said Pelletier, "during the next year will manufacture 46,400 cars, representing $39,000,000 in volume. This includes the big Studebaker '40s', the Studebaker E-M-F '30s', the Studebaker-Flanders '20s', the Studebaker electric pleasure vehicles and commercial trucks.

"There is a bigger future for the commercial truck at the present time than there ever has been in the past. The prospects for it are even better than that of the electric pleasure vehicle. The progress of the commercial truck has been retarded by unintelligent application of it and to eliminate this feature the Studebaker concern maintains a force of expert engineers, the sole duties of which are to study the conditions of the concerns contemplating their use. By doing this it is hoped to and eventually will eliminate the desire on the part of some makers simply to sell their stuff."

Both Pelletier and Eames will leave Tuesday morning for Portland and Seattle, where they will visit the Studebaker branches. On leaving these cities they will return direct to the factory at South Bend, Ind.

Among those present or represented at the luncheon were: Hayden Eames, E. Le Roy Pelletier, C. N. Weaver, J. H. Eagal, C. W. Newhouse, L. F. Weaver, A. Van Valin, W. J. Richardson, F. H. Martin, R. Drum, F. B. Dickson, and the following coast representatives: F. Duhring, A. W. Keller, James O. Gates, R. F. Benson, A. Molitor, Lyons-Morgan company, N. A. Seipel, G. H. Mower, L. E. Fenton, T. B. Richards, A. M. Barnett Jr., George C. Schelling, A. B. Gilbert, Joseph Boyd, Fabian-Grunauer company, Chris Sibber, J. H. Madison, A. R. Mires, Hugh D. Peaslee, Conrad Rump.

Nevada Blanks Another California Team

[Special Dispatch to The Call]

RENO, Nev., Oct. 9.—Nevada university demonstrated again today that it has the premier Rugby football team of the Pacific coast, when it won its third successive victory over a California team by defeating the Reliance club of Oakland, 20 to 0.

Several of Nevada's star players were crippled and an entire second team back field played, but, at this, the visitors had no chance. The game was clean throughout and very interesting for the spectators. Nevada scored five tries, converted one and made one penalty goal.

Captain Bennett was in the game again. His playing and that of Harris, captain of Reliance, were features. This game gives Nevada a score of 83 for three games, while all of the visitors have been blanked.

St. Matthews Is Routed by Fast Fremont Team

The fast Freemont high school eleven yesterday humbled the St. Matthew's team on the latter's grounds by a score of 23 to 6. The Fremont boys started after their opponents with a rush in the first half and registered 17 points without a comeback.

The St. Matthew's players steadied down a bit in the second half, and besides holding their opponents to six points registered a touchdown themselves.

The Fremont players were in better form all around and gave a fine exhibition of team work. The feature of the game was a 45 yard quarter back run by T. Haskins.

Santa Clara High Holds Football Rally

[Special Dispatch to The Call]

SANTA CLARA, Oct. 9.—The second big football rally in two weeks was "pulled off" at Santa Clara high school tonight. A big bonfire was kindled, around which gathered more than 200 students rending the air with their songs and yells.

The football team was the center of atraction and the men were individually called upon for speeches. Each declared that Santa Clara high school was going to down its rivals, especially San Jose high. Coach McKenzie made a short talk to the gathering about the improvement in the high school's style of play.

PEERLESS CARS RECORD HOLDERS

Until Recently This Make of Auto Was Unbeaten for Fast Traveling

"There are few people who know that Peerless cars have held all track records from 25 miles up until a few days ago, when Barney Oldfield lowered them by a few seconds," said H. O. Harrison yesterday when speaking of the speed qualities of the high powered Peerless cars he represents. "Now that the Peerless has become recognized all over this country as a touring car many fail to remember that it was the car with which Barney Oldfield first won his spurs," continued Harrison.

"This same car broke all circular track records when Oldfield and his Peerless Green Dragon were on the circuit. Barney was the speed king then with a Peerless car, the fastest thing on wheels. He drove the car in every meet held in this country and mowed records down like ninepins. There was nothing that could equal the Peerless for speed and Barney gained wealth and fame by sending the classy car against all comers. Finally there were no more cars to conquer and Barney was forced to sigh and wait.

"Oldfield then figured in exhibition 5, 10 and 25 mile dashes, in which he chopped notches from the records he had already made. This was the only sensation that Barney could give, as he was in a class by himself. By this means he set the marks so low that it has taken years to lower them.

"With a foreign car of special make that will do speed kinks no other car ever performed before, Barney has gone after all records formerly held by the Peerless car and is breaking them one by one. The Peerless people have refused to enter their cars in circular track races for several years and were the first to cry out against the great danger of such races."

"Barbs" Secretary Denies Dissension Story

In reply to the story that the executive committee of the Barbarian football team was expelled from office the club's secretary, E. V. V. Neill, strenuously denies that there is any dissension in the ranks of the well known football team. In a communication to The Call Neill writes that the committee was expelled at a "no confidence" meeting and that the action met with the approval of the committee itself, though no explanation is given as to why the committee was not allowed to resign quietly.

Neill says that the committee was expelled because each member of it had too much business to attend to and therefore could not give up his time to the affairs of the club. Neill adds that much work falls upon the shoulders of this committee and that unless its members have plenty of time at their disposal it is impossible for them to do it justice.

Neill concludes that both Pomery and Eliott are two of the most thought of members of the club and that there is absolutely no feeling against them. Neill promises that the Barbarians will stand together stronger in the future than they have in the past. The meeting for the election of officers has been called at the clubrooms for Monday evening, October 18.

Grand Circuit Races

By HENRY TEN EYCK WHITE

[Special Dispatch to The Call]

LEXINGTON, Ky., Oct. 9.—The first week of the Lexington meeting closed with an indifferent card of three races, which the favorites won with practically no contest. The Wilson purse for 2:20 pacers went to the western horse Ross K, while General H took the 2:14 trot, and Maconda the 2:10 pace. With the exception of General H, all the victors won in straight heats, and the time was not fast enough to arouse enthusiasm. General H, 2 to 1, favorite, trotted his first mile merely for a position, coming fourth, while Royal Penn, which drew the pole, led all the way and won in 2:10¼.

The Harvester has no serious opponent in the McDowell purse for the next week. All the futurity colts that raced early in the week were out today for practice and slow repeats, and all were fresh and limber. After Murphy had warmed up Native Belle, Geers appeared behind the filly and drove her a mile in 2:25, which started a rumor that the filly had been sold. It appears, however, that "Pop" drove the filly because Murphy asked him if he would like to sit behind her, and was told nothing would give the senior reinsman greater pleasure. The summaries:

Purse $1,000; 2:14 trotters:				
General H, b. h. by Combination, dam by Midvale Prince (Haag)	4	1	1	1
Royal Penn, b. h. by William Penn (Ludwig)	1	4	6	7
Beauty Wright, b. m. by Arthur Wright (Chandler)	2	2	4	3
Startle, b. g. b William Wilkes (Gahagan)	3	5	3	2
Bob Riley, b. g. by Decoration (Birney)	5	3	2	4
Pansy Elknut, ch. m. by Elknut (Kelsey)	10	7	5	5
Empire Queen, b. m. by Empire Expedition (Benyon)	9	6	7	4
Crystallion, b. h. by Arion (Willis)	11	11	8	8
Gladys, b. m. by Gladax (McDonald)	7	8	dr.	
The Sailorman, b. g. by Lookaway (Moore)	6	9	dr.	
Idlewise, b. g. by Elire (Patterson)	8	10	dr.	

Time—2:10¼, 2:09¼, 2:12, 2:10¾.

Purse $2,000; 2:20 pacers:			
Ross K, b. g. by Constanero, dam by Ky Peak (Francis)	1	1	1
Hallie Direct, ch. m. by Walter Direct (Geers)	2	2	3
The Bosun, b. g. by Alclayone (Cox)	4	3	2
Laura W, b. m. by Sir Alcantara (Jamison)	3	4	5
Hal Perry, b. h. by Brown Hal (Fallis)	5	5	4

Time—2:06, 2:04¾, 2:05¾.

Purse $1,000; 2:10 pacers:			
Maconda, b. m. by Red Wing (Albin)	1	1	1
Lutlear, b. h. by Faustelear (Snow)	2	2	2
Hilda, b. m. by Morval (Boop)	5	3	3
Meadow Brook, br. m. by Silent Brook (Turner)	3	5	5
Pat Haines, br. g. by Guy Princeton (Sweeney)	7	6	4
Major Purcell, b. h. by C. H. Purcell (Snyder)	4	7	6
J. B., ch. g. by Rex McDonald (Bosworth)	6	4	7

Time—2:06¾, 2:06¾, 2:06¾.

Louisville Races

First race, six furlongs—Tom Holland, straight $15.40, won; Ariometta, place $7.25, second; Barnesdale, show $6.75, third. Time, 1:13.

Second race, six furlongs—Donau, straight $8.55, won; Gallant Pirate, place $9.50, second; Claudia, show $8.20, third. Time, 1:13 1-5.

Third race, two miles—Mamie Algol, straight $74.55, won; Cassowary, place $31.90, second; The Shaughraun, show $8.35, third. Time, 3:32 3-5.

Fourth race, five and a half furlongs—Gypsy King, straight $13.35, won; Marbles, place $9.95, second; Colloquy, show $5.65, third. Time, 1:05 3-5. Equals track record.

Fifth race, six furlongs—Lady McNally, straight $36.45, won; Dominica, place $10.95, second; Whim, show $14.50, third. Time, 1:14.

Sixth race, one mile and 70 yards—J. H. Reed, straight $11.75, won; Roseboro, place $6.45, second; Camel, show $10.15, third. Time, 1:44 3-5.

ALTA TEAM IN THE FIELD

The Alta football team has reorganized for the season, and wants games with any 150 pound team in the city or country. Address Will Conradi, 2907 Clay street.

FRANK FREE WILL DRIVE BIG KNOX IN ROAD RACE

The Reliance automobile company announces that its racing crew, which will pilot the Knox entry in the Portola road race, will be Frank Free, driver, and Joe Robinson, mechanician.

Frank Free is a San Jose boy, who has won distinction in a number of track and road contests on the Pacific coast during the last several years. Two years ago he made an enviable record with the little "Comet" racer at Santa Rosa, winning seven races in the two days' meet.

At the recent Olympic club meets he also distinguished himself and brought his car through with a perfect score in the Alameda county endurance run last spring. For the last two months he has driven different cars in southern California and made an excellent showing in the Santa Monica road race. He is a strong, fearless, heady driver, and with a fast car like the Knox is expected to give a good account of himself in the coming Portola event.

The increasing popularity of automobile touring in Europe is shown by the fact that three American firms now maintain touring offices and spare part depots in Paris.

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Snapshot of the Doctor taken a few days ago.

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