

Important Auto Innovations In Foreign Fields

LATEST ENGLISH DUST DESTROYER

Calcium Chloride Has Been Used With Good Effect in Recent Tests

A report has just been issued by the Roads Improvement Association of England upon the official test which was recently carried out of dust laying qualities of calcium chloride. This is produced in large quantities as a by-product in the ammonia-soda process of manufacturing common washing soda and in certain other chemical processes. Its utility for laying dust on roads depends on the property of absorbing large quantities of moisture. As supplied for the "dry" method of treatment it is a granulated form and contained about 70 per cent of true calcium chloride and 30 per cent of water. The effect of spreading this salt on the road is that it rapidly absorbs moisture from the atmosphere, the granules thus soon becoming soft moist globules which ultimately liquefy by further absorption of moisture and are then absorbed in the pores or interstices of the road surfacing material. The syrupy nature of the liquid which results from calcium chloride by the absorption of water hinders its removal from the road material by washing due to rainfall, though ultimately repeated weather must result in the extraction of nearly the whole of the salt from the material. The trials demonstrated, however, that even in very favorable conditions for the removal of the salt from the road material by rain an appreciable amount was retained for several weeks. Having carried out their tests, the judges "are of opinion that the results of the test of calcium chloride applied in granular form by the 'dry' method have shown that it is a very effective dust layer, and provided no ill effects are experienced in winter as a consequence of the treatment, we are of opinion it is cheaper and preferable process to that of street watering, which, as now carried out, is undoubtedly very injurious to macadamized roads."

May Sutton To Be Feature Of Portola Tennis

It was positively announced Friday by the committee in charge of the Portola tennis matches to be played on the Golden Gate park courts, that Miss May Sutton will participate. Her presence will not materially change the program, as she will play in only one match. She will be substituted for her sister, Miss Florence, in the match with National Champion Hazel Hotchkiss. Although Miss Hotchkiss was beaten by Miss Florence Sutton in the coast championship tournament at Del Monte last month many figure she has a chance against Miss May Sutton, former world's champion, and the acknowledged superior of any woman player in the world. Miss Sutton allowed her title to go by default, and no doubt, could regain it if she desired. Miss Hotchkiss was not her best when she lost to Miss Florence Sutton, but she hardly looks formidable enough as yet to take the measure of Miss May Sutton. Immediately upon her return from Philadelphia, where she won the national championship late in June, Miss Hotchkiss tried conclusions with Miss May Sutton, but lost in straight sets. During the first three or four games of the match, however, it was apparent to close students of the game that Miss Hotchkiss was giving the former world's champion the same old game. Her long trip across the continent which ended only a few minutes before she stepped on the courts made it impossible to keep up the fast pace, and after 3-3 Miss Sutton had things all her own way. She forced matters where before she had been on the defensive. While few are willing to concede Miss Hotchkiss a chance against Miss Sutton there is no denying the fact that the national champion has shown flashes of form that would beat the premier player in the world if they only lasted long enough. The feeling is general that if any woman in this country can beat Miss May Sutton it is Miss Hazel Hotchkiss. For this reason a meeting between the two always has an air of uncertainty that is lacking when Miss Sutton meets any other opponent. With Melville Long and Maurice McLoughlin well on the way to Australia and Miss May Sutton in the east, the local fans figured that the Portola matches were not going to be of the ordinary. The unexpected return of Miss Sutton changes the aspect and record of the match, and it is no hand when the two clever women in America try conclusions. Miss Sutton and Miss Hotchkiss will meet at 10 o'clock on the morning of the 24th. Carpenters have been busy all week erecting stands around three sides of the exhibition courts at the park, and it will be possible to handle at least three or four thousand spectators. Superintendent McLaren announced early in the week that 250 seats erected on the south end of the courts would remain permanently. This was the good news to frequenters of the park courts, as the grass has heretofore ruined many rackets and balls during the rainy season. Play will be resumed today in the handicap singles tournament begun last Sunday. With the courts at the disposal of the tournament committee made poor progress. Play was continued until 10 o'clock, and only three matches being played in the lower. Five contestants remain in the upper half. In the second round of the upper half only one match remains to be played. In it J. Schwarz (3-6) will meet E. Baskin (15-2-6) and the winner will oppose Bonfield (15-1-6) in the third round. The other third round match will bring together W. H. Root (20) and R. Orrett (15-4-6). In the lower half E. P. Finnegan is the only player who made any progress. He won two matches and then by went into the third round. He beat J. A. Code in the second round and each had won his first round match. Announcements were sent out during the week for the annual tournament for the championship of the bay counties. As usual this event will be held on the Golden Gate park courts. In past years this tournament has been started on the second Sunday in October, but to avoid any possible conflict with the Portola matches it will not be begun this year until October 24. Owing to the limited number of courts at the disposal of the committee it will be necessary to play the upper part of the tournament on October 24 and the lower half on October 25. The doubles will be played November 7. Entries close Thursday, October 21, at 10 a. m. and must be sent previous to that time to M. A. Peck, 232 Flood building, San Francisco. The tournament committee is composed of M. A. Peck, A. H. Still and M. E. Levin. Owing to the absence of Maurice McLoughlin the title in both singles and doubles will go to the tournament winners by default. James holds the doubles title with McLoughlin.

AUTO FISH CART LATEST IN PARIS

Transported Alive to the Market by the Latest of Innovations

The concern known as La Pisciculture de Dessement de Place Victor Hugo, Paris, has found a new use for the motor car. It makes a specialty of supplying the West End with trout "all alive," and hitherto considerable difficulty has been experienced in maintaining the supply. The breeding beds and trout streams are located at Alesy-sur-Saône, in the Cote d'Or, about 150 miles from Paris, and consequently if the fish were sent by train there would be so much transferring that it would be doubtful if any of it would arrive in a live condition at Paris. Horse vehicles, naturally, are far too slow to be entertained, so the only way of bringing the trout to the capital with a minimum of loss was by motor vehicles. With this end in view two cars were obtained. The body work consists of a large metal tank, with a suitable lid to admit of air and yet prevent the water splashing out. As a large number of fish have to be carried in a small quantity of water as possible, it is kept in constant circulation by a pump worked off the engine. At the breeding beds the live trout are placed in the tank, previously filled with fresh water, and a few hours later they are delivered to the depot in Paris. Their transfer is performed by means of a net, the fish being caught, dropped into a large can, weighed and placed in the fresh water tanks in the shop.

DIRECTING AN ARMY FROM AUTOMOBILE

Recent Maneuvers Saw Fiery Charger Supplanted by Successor

One of the picturesque features of army maneuvers bids fair to soon pass to the realms of the forgotten days in the supplanting of the horse by the automobile. In the recent maneuvers held in New England, at every point where an automobile could be used the fiery charger was replaced by one of the latest creations of the automobile factory. Never before were so many motor cars in evidence at an event. Time was when the presence of a wagon of any description, save the ambulance, was the signal for something resembling a firing squad, but the automobile has taken the place of the horse. Many of those not connected with the maneuvers witnessed the spectacle from their motor cars, while the newspaper machines scolded about the field gathering news at random. All high general officers in both armies, as well as military observers and umpires and foreign military attaches, made their observations from motor cars. Major General Leonard Wood was present in a motor car, also having a horse along, but not once was he compelled to mount the latter. In the work of covering the field and directing operations General Wood's horse was at a sore disadvantage trying to keep pace with the big motor car. The cars in use numbered everything from the high power touring car to the ambulance, marked men all over the state and include United States Senator La Follette, Captain William Mitchell Lewis has announced himself a candidate for governor of Wisconsin in the republican ticket. Captain Lewis resides in Racine and is president of the Mitchell motor car company. He is very popular and has a wide acquaintance among men all over the state. Yielding to the wishes of his friends, who comprise prominent men all over the state and include United States Senator La Follette, Captain William Mitchell Lewis has announced himself a candidate for governor of Wisconsin in the republican ticket. Captain Lewis resides in Racine and is president of the Mitchell motor car company. He is very popular and has a wide acquaintance among men all over the state.

NOVEL LAMP TESTS MADE IN ENGLAND

Data to Assist Prospective Buyer Secured by Royal Automobile Club

With the view of obtaining data which would aid the automobilist in selecting the lamp to suit his needs a series of tests were held recently by the Royal Automobile Club at the Crystal Palace, London. Some 46 lamps were entered in the comparison tests, representing almost all the English and continental makes. After the tests the judges issued certificates to each maker showing the exact performance of each lamp, the full results being published in the Royal Automobile Journal. The tests are considered of great value to the makers as well as to the public, both in aiding in the selection of high class lamps as well as a safeguard against inferior productions. Aside from the tests as to penetrating qualities and intensity of the projected beam, tests were made as to the amount of side diffusion, etc. Previously to making the photometer or optical efficiency tests with the assembled lamp itself demonstrations were made of the "naked" candlepower of the electric bulbs and burners used. Knowledge of the available candlepower furnishes a key to the checking and determining of the optical efficiency of the lamp. In the tests a portable photometer was provided with a screen on which were the "grease spots" and a self-contained light of a known candlepower illuminating the inner surface of the screen. At one end of the 100 yard measuring tape, marked off in yards, the lamps tested were arranged at a given distance from the ground and the intensity of the projected light was measured by advancing or retreating the portable photometer over the measuring tape until the lights on each side of its screen balanced each other as shown by the disappearance of the "grease spots." To one side and 6 feet to the rear of the lamp under test was located an illuminating board with a cross painted on it, the "grease" of the lamp being determined by measurements of the distance away that the cross design could be distinguished.

COAST'S GREATEST TOURNEY ON LOCAL LINKS NEXT WEEK

The golf tournaments to be held on the links of the San Francisco golf and country club, October 20 to 23, will eclipse anything of the kind ever held on this coast. Probably the greatest array of professional talent ever brought together in the west will be on hand to compete for the purses. The present champion of the United States, together with three former holders of the same title and a former amateur champion of Ireland, and now one of the leading professionals of this country, are on their way here. George Sargent is the present professional champion. He will be accompanied by Fred McLeod, last year's champion, Alex Smith, holder of the title two years ago; Willie Anderson, also a former national champion, and H. H. Barker, formerly amateur champion of Ireland. Almost every professional golfer on the coast has entered and some of the local stars are expected to hold their own with the eastern cracks. Three of the tournament committee have already entered, and all of them are conceded a good chance to walk off with some of the purses. The tournament club look to have the best chance to win from the easterners. Another local professional who looms up as a dark horse is John Black of the San Francisco golf and country club. Black, in the last half of his match with MacDonald Smith, held out two months ago, played a wonderful game, and if he plays back to it in the coming tournament he will make trouble for the eastern champions. The following coast professionals have entered: John Black, Ingleside; Peter Lubetich, Catalina; F. J. Reilly, Burlingame; E. Martin, Los Angeles country club; B. Berrine, Stockton golf club; James Smith, Marin golf and country club; George and MacDonald Smith, Claremont country club; Jim Melville, Monterey; W. D. Clark, Annapolis country club; Pasadena, and W. J. Bradley, Presidio golf club. The qualifying round will be played over 36 holes on Wednesday. Sixteen will qualify. A prize of \$100 has been offered for the best amateur score for the best single round will receive \$50. There will also be prizes of \$25 for the next seven best qualifying for 36 holes. The winner of the qualifying rounds will be barred from the prize for the best single round. The first and second rounds of the match play will be played Thursday and Friday. The semifinals over 36 holes will be played on Friday and the finals over 36 holes on Saturday. The tournament committee is composed of C. D. Whyte, Ingleside, chairman; P. W. Selby, Burlingame; A. L. Lilley, Marin golf and country club; Dr. Fredericks, Claremont country club; and W. H. Rhodes, Presidio golf club. The Milwaukee automobile club is making an investigation of complaints of tire thieves. Although a suspect was arrested several weeks ago, the vandalism has not abated, and reports of thefts are frequent. It is believed that a gang of Chicago thieves is working in Milwaukee and shipping the booty to their fence.

A NEW "WRINKLE" IN APPLYING FINES

England Includes Passengers in Arrests Made for Exceeding Speed Limit

A new wrinkle in the way of automobile persecution in England is the inclusion of the passenger when arrests are made for so called overspeeding. In a recent happening in the tight little isle a passenger accompanying an arrested driver was mulcted to the tune of £4, which, in good American money, means nearly \$20. In this revised method of apprehending offenders it is not improbable that good results may ensue, for the occupant of the tonneau, when time hangs heavily on his hands, might employ as much petulance as the car summon verbally and physically, in urging the man at the wheel to lessen his pace so that he will keep within the confines of the law. In some instances the plan might be an excellent one, though it is pretty good guessing that it will not be astonishingly efficacious as a general rule. One of automobiling's phases is the gradual loss of the so called "petulance" by the older drivers, who nowadays seem to drive quite slowly, even on a good road, instead of extending their cars to find out exactly what they are capable of when utilizing all their array of professional talent. They drive fast, and there are times when one should drive slowly. Discretion in both cases tells whether one is a good or a bad driver.

ANNOUNCEMENTS OF NEXT YEAR'S CARS

Death Knell Sounded for "Season" Idea by Latest Innovation

With a majority of the manufacturers of the well known makes of cars ready to announce their next years models far in advance of the shows, which were regarded formerly as the occasion for such announcements, it may be predicted that 1910 will go down in the history of the automobile industry in the United States as the harbinger of the death of the "season" idea, and the attainment of standardization of type. The significance of this change from the old methods long in vogue among the makers will be noticeable in a more businesslike management in supplying the present and future demands for motor cars. One of the immediate results of this revolution is plainly discernible in the general lack of radical changes in the models of 1910. With few exceptions these changes are merely in details. While every previous year had some characteristic feature of design, such as the side entrance tonneau body, the six-cylinder motor, the light car, the magenta, there is no such distinctive mark in the coming year's crop of models, unless a slight lengthening of the wheel base may be construed as the 1910 contribution to the development of the automobile.

FIRST MOTOR RACE ON BRICK PAVEMENT

Belief That Innovation Will Result in the Smashing of Many Records

Another motor car race meet will be held at the Minneapolis speedway November 1 and will be the first on the brick pavement, now under construction. It is believed the new pavement will offer great opportunities for breaking all of the speed records made at the August meet. Features of the coming meet will be the 35 mile race for the Remy brassard, held by Barney Oldfield, and which carries with it a salary of \$75 a week. Several events of from 1 to 100 miles will be held. It is said that there are one million Egyptians who can neither read nor write.

NO AUTO CAR SHOW FOR PARIS THIS YEAR

Row With Auto Club Terminates in Manufacturers Withdrawing

As the result of a row that has broken out between the Automobile Club of France and the manufacturers of motors there will be no automobile show held in Paris this year. This will be the first time in 11 years that Paris has not enjoyed the attendant pleasure of a show, and efforts are being made to patch up a truce in time to enable the big event to be staged. At a recent meeting of the manufacturers, by a vote of 79 to 28, they decided not to make any exhibits. Roughly speaking, it might be said that the annual importation into the United States of coffee, tea and cocoa amounts to \$100,000,000, three-fourths coffee, and the remainder about equally divided between tea and cocoa.



GOOD YEAR

Detachable Auto Tires

SAFE---SURE---DURABLE

Frisco-Los Angeles and return record and Mt. Baldy record, the hardest tire tests ever made on the Pacific coast, won on Goodyear detachable tires and rims.

1,200 taxicabs in New York City and Boston, and all of the double deck buses, after trying all makes of tires, decided GOODYEAR was the only tire that would give the mileage.

It is a cold-blooded business proposition with the taxicab companies—they must secure the mileage.

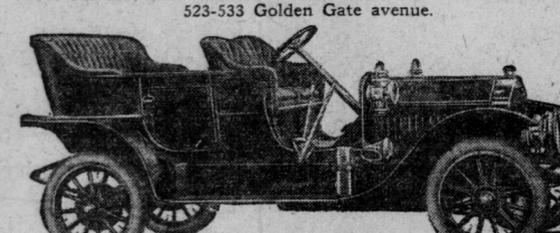
ASK THE MAN THAT KNOWS.

W. D. Newerf Rubber Co.

San Francisco COAST AGENTS. Los Angeles

Do Not Fail

to see our exhibit of 1910 Buicks and Oldsmobiles at our salesrooms, 523-533 Golden Gate avenue.



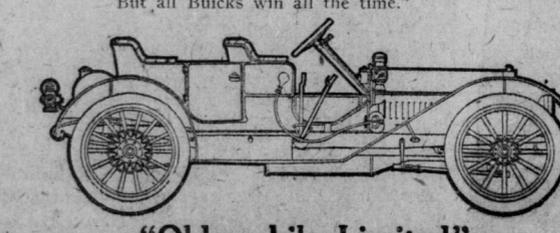
Some Cars of Some Makes Win Sometimes

But All Buicks Win All the Time

Buick 40, \$1,900, San Francisco

Winner of Cobe trophy (Western Vanderbilt), Lookout Mountain Hill Climb, Prest-o-lite trophy, G. & J. trophy, Vesper trophy, Long Island Automobile Derby and every big event held in the United States and Canada this year.

"Some cars of some makes win sometimes. But all Buicks win all the time."



"Oldsmobile Limited" Close Coupled Six-cylinder, sixty-horsepower, four-speed selective transmission, 42-inch Jirrikisha wheels.

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More Money Cannot Buy a Better Car

"Oldsmobile" Trademark of Automobile Reliability



Franklin

Franklin air-cooling has always been successful, but the improvements for 1910 are so pronounced and make the cooling so simple and positive that its perfect success is evident to all who investigate it.

The main difference over our former cooling method is the employment of air jackets and vertical cylinder flanges to direct the air currents and the elimination of the front fan and all moving parts not absolutely necessary to a gas engine.

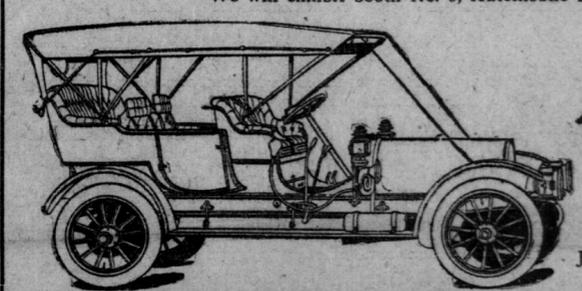
It is necessary, of course, to have a fly-wheel upon any engine. After four years of experimenting we have perfected a fly-wheel which has incorporated in it a pure tangential fan of a new type—the most efficient air-moving device known.

The air jackets direct the air, moved by the fly-wheel, downward over the valves and the tops of the cylinders and then down around the cylinders. Each cylinder gets its own cool air and is also insulated from absorbing the heat radiated from any other cylinder. Thus all the cylinders are cooled equally and perfectly and the hottest and most important part of each cylinder, the top, is cooled the most.

No means has ever been discovered for cooling an engine without using air. The water-cooled engine is cooled by air, but in an indirect and complicated manner. Instead of taking up the heat from the cylinders directly by air, water is passed around the cylinders to take up the heat and then the water is sent through a radiator and heat from the water is taken up by the air. In other words, water cools the engine and air cools the water.

Franklin air-cooling not only gets rid of complication and freezing and leaking troubles, but it allows the whole automobile to be lighter, more efficient and easier and cheaper to maintain.

We will exhibit booth No. 5, Automobile Show.



Franklin Automobile Co.

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42 H. P. 7-Passenger Touring Car