FAIR DEVOTEES IN RACE FOR INTEREST

Crowd Divides Time Between Admiration of Cars and Charming Women

Exhibition to Remain Open Until Midnight Saturday to Show the Racing Cars

Automobile was king last night and found many willing subjects bowing before its throne.

It was society night at the automobile show, and the interest was equally divided between the many handsome cars on exhibition and the number of charming women present.

While society was out in large numbers it was not a "splurge" night, and the gathering divided its time between adding a strong measure of attractiveness to the cars by mounting to the tonneau, and in gossip over the latest makes.

DISCUSS LORE OF MACHINE

Pageants, Portola king and queen and such matters gave way in the discussion to carburetors, ignition, transmission and the world of subjects that serve the real automobile enthusiast so ably at such gatherings. The throng was late in gathering, owing to the large number of automobile show dinners that were a part of society's program for the night.

Accompanying the society folk were a large number of others who always take interest in the show, and the evening was a most successful one, despite the large number of counter attractions throughout the city.

SOCIETY REPRESENTED

The costuming of the women was marked by great simplicity. Because of the festive spirit of the crowds on the streets, most of the women present were gowned either in light tailored suits or the simplest of evening dresses. Among those present were:

Mrs. C. O. Alexander
Miss Harriet Alexander
Mr. and Mrs. Roy Somers
Miss Marian Marvyn
Mr. and Mrs. S. L. Braverman
Mr. and Mrs. George Hill Stoddard
Mrs. E. P. Bates
Douglas Alexander
Mr. and Mrs. L. Harris
Mr. and Mrs. Harry Bostwick
Mr. and Mrs. Denis Searles
Mr. and Mrs. E. P. Brinegar
Mr. and Mrs. Edward Eyre
Mr. and Mrs. P. E. Bowles
Mr. and Mrs. Athole McBean
Miss Marie Brewer
Spencer Grant
Miss Natalie Hunt
Miss Elena Brewer
Edington Detrick Jr.
Mr. and Mrs. Covington Pringle
Mrs. L. P. Fuller
Mr. and Mrs. C. A. Warren
Miss Edith Cory of Fresno
Miss Florence Braverman
Mr. and Mrs. Elliott Potter
Mr. and Mrs. E. D. Hibbs
Miss Helen Hibbs
Mr. and Mrs. J. J. Gottlob
Mrs. Frank Maroney
Mr. and Mrs. Edward Hume
Louis Haas
Mr. and Mrs. Frederick Greenlee
Miss Amy Bowles
Mr. and Mrs. Clinton Jones
Miss Helen Jones
Herbert Jones
Mr. and Mrs. Leo V. Merle
Mr. and Mrs. Edward Pringle
Mr. and Mrs. Eugene Lent

The automobile show will remain open until midnight Saturday night, when all the racing cars that will have participated in the Portola road race will be on exhibition.

VOICES OPPOSITION TO THE POSTAL BANKS

President of Arizona Bankers Delivers an Address

GLOBE, Ariz., Oct. 21.—Opposition to postal savings banks was a feature of the president's annual address at the first session of the sixth annual convention of the Arizona bankers' association, which convened here today. President M. J. Cunningham of Bisbee urged the convention to adopt resolutions protesting against postal savings banks. Furthermore, he said, he considered it a reflection on the honesty of the banks of America to have the United States government enter the banking field when there were now sufficient institutions to care for the financial needs of the people.

MARIE CORELLI GIVES ADVICE TO SUFFRAGISTS

Famous Novelist Would Apply Crucial Test of Ability

LONDON, Oct. 21.—Marie Corelli in a magazine article reiterates her entire disapproval of women in politics. Nevertheless, she would be willing to enfranchise women if they proved able to meet the test she suggests.

"Let the suffragettes," she says, "acquire a building, furnish it like the house of commons and handle for a few years the same subjects being dealt with by the members of parliament.

"If the women during that period are guiltless of any violent, claptrap orations, if they endure all night sittings and if they show themselves wiser than the men, let them vote."

TEN MINERS KILLED BY EXPLOSION OF GAS

Fatal Accident Occurs in Coal Mine in Oklahoma

HARTSHORNE, Okla., Oct. 21.—Ten men are dead, two injured and one is missing as a result of an explosion in mine No. 10 of the Rock Island coal mining company early today. Nine bodies were recovered.

The men are believed to have gone beyond a deadline with lighted lamps. The fact that Dan Hughes, a subboss, was with the other men suggests the theory that the men were arranging air courses to carry out the gas when one or more of the men passed over the "deadline."

Hughes was alive when taken from the mine, but never regained consciousness.

Telegraphic Brevities

DAM BREAKS, DROWNING MANY—Constantinople, Oct. 21.—Twenty-five persons were drowned today following the bursting of a dam at Lake Derkos, 30 miles northwest of this city. The lake supplies water for the capital.

WOULD STOP CLERGY SMOKING—Savannah, Ga., Oct. 21.—The use of tobacco by ministers will be barred if the wishes of the woman's board of home missions of the Methodist Episcopal Church South are carried out by the general conference.

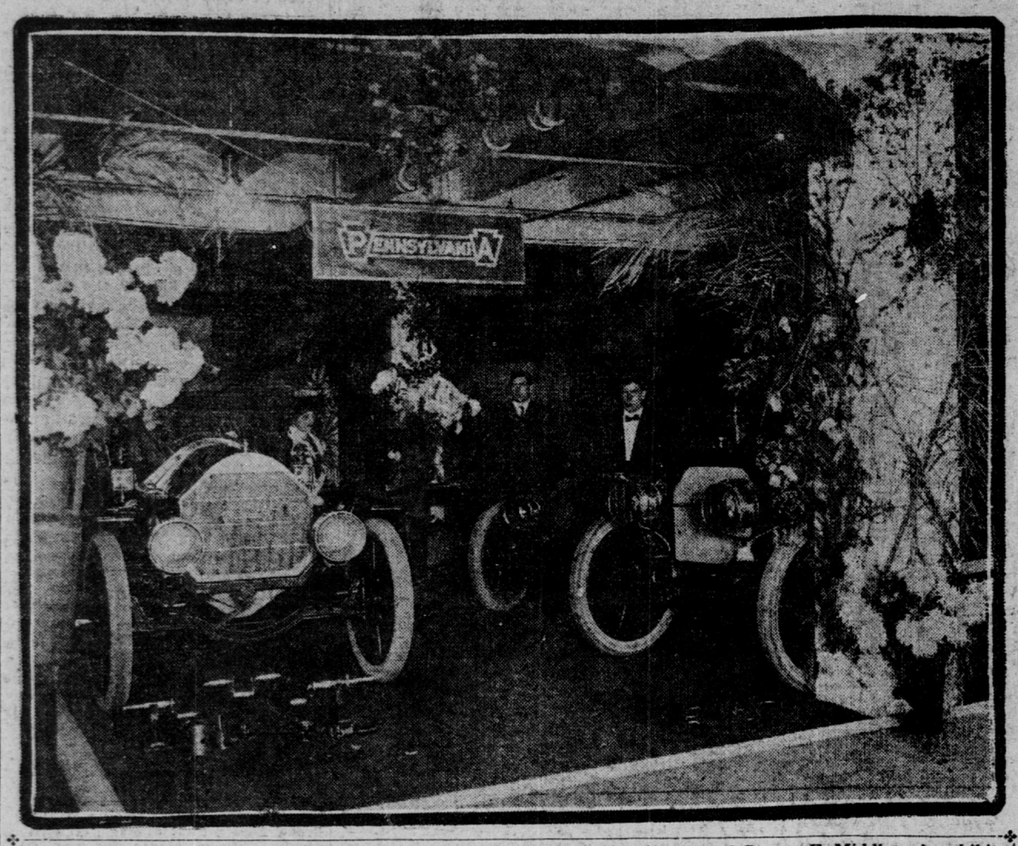
SAN FRANCISCAN READS PAPER—Detroit, Mich., Oct. 21.—The delegates to the annual convention of the American gas institute devoted today to the reading of technical papers. Among those who contributed to the program was Edward C. Jones of San Francisco.

PURITY CONVENTION ELECTS OFFICERS—Burlington, Ia., Oct. 21.—The American Purity association convention elected officers today, including: President, R. S. Steadwell of La Crosse, Wis.; corresponding secretary, Miss Julia A. Morrow of Spokane, Wash.

PHILIPPINE ISLANDS DISCUSSED—Mohonk Lake, N. Y., Oct. 21.—"The Philippines" was the subject of discussion at the Mohonk conference today. Members of congress, judges and educators and men interested in the physical improvement of the islands were the speakers.

CARPENTER HEIRS SUED—Petaluma, Oct. 21. City Attorney William H. Early, representing J. R. Nesbitt, has sued the heirs of the Carpenter estate for $5,500, due for street work here and to which the heirs objected. The heirs are Mrs. Daisy Meyer of San Francisco, Mrs. Frankie Duree, Mrs. Lucy Carpenter and the children of the late E. C. Carpenter.

Society Pays Meed of Homage to King Automobile at Show



The Middleton motor car exhibit in the auto show of the Pennsylvania car, and George E. Middleton's exhibit of the Alco car.

AUTOS. ASSIGNED FOR ROAD CONTEST

Official Positions of All Motor Cars in Big Race Are Announced

Enthusiasm is at the boiling point around the training camp of the automobiles that are entered in the road race over the Oakland boulevard, which takes place tomorrow. Friends of the drivers and the mechanicians and also the owners of the different makes of cars are spending a great deal of time in the early morning watching the tryouts. Some very fast time has been made in these tryouts and if the drivers get to opening out their cars to the limit it may be that a new record mark will be set for a road race course in California.

There was very little practice work yesterday morning as the rain of the night before had made the course very slippery. However, by 9 o'clock it had dried up and was in splendid shape, which may be encouraging if it should rain tonight.

L. P. Lowe, chairman of the race committee, last night gave out the position in which the cars will start. The announcement also gives the name of the car, by whom entered, the driver, mechanician and the piston displacement, as follows:

ASSIGNMENT OF CARS

Car No. 1, Maxwell, entered by Maxwell-Briscoe company, C. O. King driver, A. G. Imz mechanic, piston displacement 241:16. Car No. 2, Sunset, entered by Victory automobile company, Harold Hall driver, Henry Machron mechanic, piston displacement 255:35. Car No. 3, Autocar, entered by Walter C. Morris, Walter Morris driver, William Hammerson mechanic, piston displacement 255:3. Car No. 4, Pope-Hartford, entered by Consolidated motor car company, Jack Fleming driver, Lester Travers mechanic, piston displacement 299:44. Car No. 5, Pope-Hartford, entered by Consolidated motor car company, George Potter driver, Orrin Thrail mechanic, piston displacement 299:44. Car No. 6, Comet, entered by Hall-Kennedy engineering company, E. J. Hall driver, Sam Smith mechanic, piston displacement 301:58. Car No. 7, Chalmers Detroit, entered by Fred W. Schaerr, Howard Warner driver, James McCauley mechanic, piston displacement 302:18. Car No. 8, Lexington, entered by Burkard Crippen company, Gordon Murray driver, piston displacement 318:08. Car No. 9, Buick, entered by the Howard automobile company, Frank Murray driver, Thomas Burns mechanic, piston displacement 318:08. Car No. 10, Buick, entered by Carl Christensen, Carl Christensen driver, Frank Larcher mechanic, piston displacement 318:08. Car No. 11, Knox, entered by Reliance automobile company, Frank Free driver, Joseph Robinson mechanic, piston displacement 373:06. Car No. 12, Lozier, entered by Harry Michiner, Harry Michiner driver, Lloyd Percival mechanic, piston displacement 476:51. Car No. 13, Apperson, entered by Leon T. Shettler, Harris Henshaue driver, Lee Gehricke mechanic, piston displacement 519:24. Car No. 14, Stearns, entered by D. A. Bonney, D. A. Bonney driver, R. C. Douglas mechanic, piston displacement 533:24. Car No. 15, Stearns, entered by Frank Miner, Charles Soules driver, R. E. Wilkins mechanic, piston displacement 533:24. Car No. 16, Stevens-Duryea, entered by Pacific motor car company, Clifford Guttank driver, Albert Ruddle mechanic, piston displacement 588:21. Car No. 17, Rochet Schnedier, Plancon driver, Dickson mechanic, piston displacement 559:94.

SPECIAL FERRY SERVICE

There will be a special ferry service tonight. All boats will run on regular schedule until 9 p. m., after which a creek boat will leave just as soon as it has on board 25 machines. It will not leave until that many are aboard, but will take 50 if they are there to cross the bay. This special service will be kept up until all the automobilists have been accommodated.

When the first car is sent away, daylight fireworks will be set off at the grandstand to announce all along the course the fact that the race is on.

There will be a reunion of the Mitchell owners at the road race. Osen & Hunter have secured a parking station beyond the infirmary toward Hayward on the north side of the road. It is a fine position from which to view the race and one Mitchell owners will enjoy. There is no charge for a place in this parking station. All that is necessary is that it be a Mitchell car to pass through the gate.

JUDGE FAILS TO SAVE SERVANT GIRL'S LIFE

She Is Murdered While Calling for Help

HONOLULU, Oct. 21.—While Judge Lindsay struggled today to break down the door behind which he heard the frantic cries of his Japanese servant girl for help, she was almost decapitated by a Japanese named Tanaka, who subsequently cut his own throat. He may recover.

The girl and her murderer were in the room together when she cried out that she was being murdered.

Judge Lindsay finally succeeded in demolishing the door, but was too late to save the girl's life.

LATEST REO CAR REACHES THE CITY

First of the Four Cylinder Automobiles Received by J. W. Leavitt Company

By R. R. L'HOMMEDIEU

The big parade and the fun downtown did not keep the automobile enthusiasts from visiting automobile row yesterday. All the dealers along the row reported large numbers of visitors. J. W. Leavitt & Co. had a busy time of it in the afternoon, for the new four cylinder Reo, the first of the four cylinders to be made by the Reo people, arrived. The car is a beauty and a surprise even to the most enthusiastic who had read of its specifications. This motor car is the best thing that this factory has ever turned out and will undoubtedly be considered a great money value.

Bad Roads to Redwood City

Roads leading out of San Francisco are already beginning to suffer from the inclement weather, so much so that between San Francisco and Redwood City the roads are actually in a dangerous condition, and motorists, according to reports, are advised to drive their machines with great care between these two points, principally on account of the slippery condition of the highways.

The warnding note was sounded yesterday by L. E. Fenton of Salinas, who drove up from his home town to attend the festivities in his Studebaker touring car. Together with members of his family he left Salinas at 2 o'clock in the morning. He came by way of San Juan, Gilroy, San Jose and Redwood City. Considerable care is necessary for the entire run, says Fenton, but between Salinas and Redwood City fairly good time may be made. This portion of the road Fenton says he made in three and a half hours.

"From Redwood City to San Francisco we were compelled to travel very slowly," said Fenton. "The roads were just wet enough to make them disagreeably slippery and we had many little narrow escapes. Any one contemplating making the run would do well to approach San Juan by way of Dumbarton. The roads will be found in a little better condition that way."

Hambler Has Fine Exhibit.

One of the most interesting exhibits at the automobile show is that made by Thomas B. Jeffrey & Co., manufacturers of the well known Rambler. In the early days of automobiles this company confined itself to one and two cylinder cars, but in more recent years it has produced four cylinder cars, and these latest models, exhibited at the show, are well worthy of the attention of intending purchasers. Four cars are exhibited: A 34 horse power five passenger car, equipped with magneto, five lamps, generator, horn, pump, jack and all tools; price, $2,000. A close coupled car, capacity four passengers, 45 horse power, equipped with magneto, five lamps, generator, horn, pump, jack and tools; price, $2,400. A seven passenger, 45 horse power, equipped with magneto, horn, five lamps, pump, jack and tools; price, $2,650. And a magnificent limousine complete; price, $3,900. A polished chassis is also on exhibition, showing every part of the car, giving evidence of simplicity, strength and great care in detail construction.

Large Lot of Hudsons Shipped

The following telegram, which has just been received by the Pioneer automobile company from the factory, will give an idea of the popularity of the Hudson runabout: "Working night and day to increase production Hudsons. Shipping 12 more this month, 30 November, 30 December; increased shipments thereafter."

ICE TRUST ON TRIAL FOR VIOLATING LAW

New York Begins Prosecution of Huge Combine

NEW YORK, Oct. 21.—Prosecution of the American ice company, the largest dealer in ice in the world, for alleged violation of the state anti-monopoly law, began in the criminal branch of the supreme court today.

Deputy Attorney General Roger Clark declared that "everything short of physical violence which the diabolical ingenuity of man could invent was employed by this corporation to build up a monopoly of the ice business."

He said, the American ice company had repeatedly refused to harvest ice in its Maine fields in order to create a scarcity of ice and to raise prices. The idea for the organization of the combine, he continued, originated with Charles W. Morse.

STUDY JAPANESE LANGUAGE—Seattle, Oct. 21.—A course of instruction in the Japanese language has been added to the curriculum of the University of Washington.

NAVY YARD AGAIN GOSSIPS OF EVANS

Links Constructor's Name With That of Pretty and Popular Boston Girl

VALLEJO, Oct. 21.—Persistent rumors that all manner of denials have failed to vanquish are again busy with the affairs of the heart of Naval Constructor Holden A. Evans, and once more comes the whispered assertion from the lips of some of his closest friends that, upon receiving his final decree of divorce from Mrs. Maude Evans in January or February, the lieutenant commander will journey to Boston to claim as his bride Miss Frances Ingersoll of that city.

Evans' marital troubles of a few months ago created a fanfare of publicity that reached even to Washington and penetrated within the walls of the navy headquarters, but despite the notoriety which followed the shipwreck of his first venture on matrimonial seas it is confidently predicted that he is ready and impatient again to embark.

Evans' name became linked with that of Miss Ingersoll last spring while the latter was making an extended visit at Mare island as the guest of Assistant Naval Constructor N. C. Coburn. Evans, even then reaping the aftermath of the sensations which followed upon the famous Christmas day kiss indulged in by Mrs. Evans and Lieutenant "Boy" Osburn, became an intimate friend of Miss Ingersoll. He was a constant caller at the Coburn home, paid marked attentions to Miss Ingersoll and set the tongues of gossip tripping.

MOTHER INTERPOSED

When the rumor that an understanding existed between them reached Miss Ingersoll's home in Boston her mother is said to have taken very decided steps to bring matters to a halt. Miss Ingersoll received an urgent maternal suggestion that it might be as well to return to Boston, and departed with unexpected suddenness from the navy yard, where she had become highly popular in the social circle.

Now comes the story with even more positive assurance than before. Denials have come with it, but not in sufficient force or number to satisfy the naval constructor's friends of their sincerity. It is naturally a topic of absorbing interest at the navy yard because of the furore in which Evans played a leading part less than a year ago.

KISS STARTED SCANDAL

The Evans family troubles found a climax and won their first public interest in the divorce proceedings filed by Evans early in the year. The star feature of that affair was the charge made by Evans that Lieutenant F. W. Osburn, familiarly known as "Boy," had acted most indiscreetly with Mrs. Evans by kissing her on Christmas day. Osburn blamed the mistletoe. The divorce followed and then came a court of inquiry to look into the case from an official standpoint. Mrs. Evans returned to her first love, the stage, while her former husband fought it out with "Boy" Osburn.

The result of the board of inquiry's findings was an order from the secretary of the navy for two reprimands. Osburn received one for the kissing episode and Evans was awarded one for airing his domestic affairs with so much publicity. That was the official end of the story, but it didn't detract a whit from the interest which Evans' friends still extend to him and his affairs.

WOMAN KILLS BABY AND COMMITS SUICIDE

Throws Herself Under Train After Murdering Infant

PORTLAND, Oct. 21.—Murder and suicide brought to a close this morning the lives of Mrs. Lena Heiny, wife of a sawmill employe, and their 18 months old baby girl. When Heiny kissed his wife, goodby just before he left the house to go to work he little suspected that within an hour he would receive news of the suicide of his wife and upon going to his home, where he thought his wife's body had been taken, stumble upon the body of the little girl, her head horribly crushed with a hammer.

Mrs. Heiny committed suicide by throwing herself in front of an interurban electric car, but it is evident that she killed the little girl before she left the family home.

Mrs. Heiny had shown signs of insanity and had ben cared for at a sanitarium, but was believed to have been cured.

DIVINE HEALER IS FOUND DEAD ALONE

Francis Schlatter, Whose Fame Was Widespread, Meets His End Penniless

Thousands Sought His Aid With Faith in His Power to Benefit Them

HASTINGS, Neb., Oct. 21.—The mystery surrounding the death of the man claiming to be Francis Schlatter was partially cleared tonight by the discovery of a family album containing a picture of the dead man taken in 1871. This was inscribed Dr. Charles McLean. A note was also found naming David McNaughton of Chicago as the custodian of his effects.

His literature and advertising circulars declare him to be "Francis Schlatter, divine healer." A receipt for an envelope deposited with the Bay State trust company of Boston was also found. This was placed in teh care of the company last February. For three weeks the man had been kept at the expense of the city.

Thousands of newspaper clippings, describing his visits to Boston, Denver and other cities, were found in his room. He was practically penniless.

Francis Schlatter, as he was known in the central west, made his first appearance as a healer among the intensely religious and superstitious Mexicans of New Mexico in July, 1895.

Schlatter's fame ultimately was spread by the telegraph and he went to Denver. There Schlatter began a fast that lasted 40 days. All the while he continued to heal. Persons of all classes gathered in such numbers that the healer was unable to accommodate them in his house and they passed before him as stood upon the porch.

He would lean over and take the hand of the patient, while he prayed with each one. He also blessed handkerchiefs, caps and other articles to be used as instruments of healing.

People literally came by the thousands. He refused to take money, and gave credit for his work to "the father."

"It is not I who does it," said he.

Later Schlatter was credited with having claimed to be the reincarnation of Jesus Christ.

He traveled in various parts of the country, pursuing his healing wherever he went. Ultimately Schlatter disappeared and for several years was lost to public view. In the summer of 1902 he reappeared in Chicago after having lived in seclusion for five years. He declined to say where he had been, merely stating he thought it better, in view of the many false prophets who have arisen, that he disappear for a time.

But little or nothing is known of Schlatter's antecedents.

His Name in St. Louis

ST. LOUIS, Oct. 21.—Accordng to local records the man found dead in Hastings is Charles McLean, who has posed in various places as Francis Schlatter, who succeeded about 20 years ago to the reputation of Francis Schrader, the first "divine healer" of wide repute. Shortly after Francis Schrader's death a man of similar appearance and methods, calling himself Francis Schlatter, began traveling about the country, claiming to heal the sick and afflicted by divine power. This was McLean.

Believe Him Impostor

OMAHA, Neb., Oct. 21.—Persons here who saw Francis Schlatter in Denver in 1895 and who have recently seen the man whose death is reported from Hastings declare positively they were not the same.

It is also said their methods were entirely dissimilar. The Schlatter of 1895 spurned money, and when it was urged upon him immediately distributed it among those who seemed to need it.

He was a native of Alsace-Lorraine and worked in Denver as a shoe maker some years before he became known as a healer.

URGES CREATION OF BIG ANNUAL WATERWAY FUND

Senator Newlands Advocates Developing Streams

RENO, Oct. 21.—Senator Francis G. Newlands has addressed a letter to the senators from the arid and semi-arid states calling their attention to the waterway movement for the development of navigation, which is to be emphasized by the presence of the president at the deep waterways convention at New Orleans October 30, and to the importance of the senators and representatives from the arid and semi-arid states conferring together in the interest of their region. He calls attention to the importance of comprehensive plans that will cover contemporaneous development of the rivers in every section of the country, and particularly in the arid region where the storage of flood waters can be made useful both for irrigation and navigation in the maintenance of a steadier stream flow.

He urges the creation of a waterway fund of $50,000,000 annually and shows that of this amount the headwaters of the navigable rivers in the arid region should receive about $5,000,000 annually, which, in addition to the reclamation fund, will take care of unfinished as well as contemplated irrigation projects.

BANK ROBBERS SUCCESSFUL—Manitowoc, Wis., Oct. 21.—Robbers broke into the Reedsville State bank last night or early today and obtained $6,500 in cash and negotiable papers.

STAR GAZING

Is a business at Mt. Hamilton, near San Jose. The great Lick Observatory there is the home of the group of scientists who are trying to wrest some star secrets from the sky. The observatory is a feature of your trip on

SHORE LINE LIMITED

The new daily by daylight train over the road of a thousand wonders by the famous coast line resorts—San Jose, Santa Cruz, Del Monte, Paso Robles Hot Springs and Santa Barbara.

An all parlor car train—dining, observation and composite features.

THE MISSION WAY

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Arrive Los Angeles.....9:30 p. m. daily

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NEW CABINET FOR RULER OF SPAIN

Premier Maura Resigns and Moret y Prendergast Resumes Former Post

MADRID, Oct. 21.—The Spanish cabinet formed January 25, 1907, under the premiership of Antonio Maura, resigned today as a result of the bitter attacks made against the government by the former premier, Moret y Prendergast, representing a powerful opposition.

At a conference Premier Maura told King Alfonso that in face of Senor Prendergast's statement that the opposition would refuse to discuss even the most urgent measures, he had no option but to resign. He asked, however, the members of the majority to support the new ministry.

NEW MINISTERS SWORN

After the resignations, Moret y Prendergast undertook to form a new ministry, himself assuming the post of premier and minister of the interior. The new ministers who took the oath of office tonight are:

Premier and minister of the interior—Moret y Prendergast.
Minister of foreign affairs—Perez Caballero.
Minister of finance—Senor Alvarado.
Minister of war—Lieutenant General de Luque.
Minister of marine—Rear Admiral Concas.
Minister of public works—Senor Gasset.
Minister of public instruction—Senor Barroso.
Minister of justice—Martinez del Campo.

When the president of the chamber of deputies announced the cabinet's resignation, it was received with such an uproar that he was forced to adjourn the sitting.

WAR CAUSES NEW CRISIS

Preceding the formation of the Maura cabinet there had been five liberal ministries in 18 months. The religious issues had been the rock on which these ministries were wrecked and the accession to power of Senor Maura, who had before held the premiership, was regarded as a sweeping victory for the clericals and one likely to arouse a revolutionary spirit.

This proved to be the case, the opposition finally uniting against the government's conduct and furtherance of the war in Morocco.

The stern measures taken to put down recent anti-war demonstrations in Spain tended to inflame the opposition and the execution of Ferrer followed by popular demonstrations of disapproval brought matters to a crisis.

MINISTER'S SPEECH BITTER

When parliament reopened, the liberals, republicans and socialists assailed the government bitterly, but the cabinet showed a disposition to fight for its life. There was a violent scene in the chamber of deputies yesterday when the opposition renewed its attack upon the government.

The fall of the cabinet was regarded as inevitable after the bitter speech of Minister of the Interior La Cierva in the chamber of deputies last night, during which he classed the liberals with the republicans and socialists as being arrayed against the throne.

It is understood that the new government's plan includes the establishment of the constitutional guarantees in Barcelona and Genoa, the suppression of the censorship, acceleration of the campaign in the Riff region, amnesty for political offenses, the publication of the documents in the Ferrer case and the holding of elections within a few months. It is believed that one of the first acts of the government will be to replace General Marina, commander of the Spanish forces in Morocco by General Weyler.

ROME, Oct. 21.—The Vatican did not expect the fall of Premier Maura, believing the energy he displayed in reestablishing order at Barcelona and the affected points would bring him sufficient strength to retain the premiership and complete the work which he had undertaken. The Vatican, however, is most reserved with regard to the change in the Spanish government and declares the making or unmaking of cabinets in Spain is none of its affair.

For Bilious Attacks

Here is help for you. Your bilious attacks may be both prevented and relieved, but prevention is better than cure. The means are at your hand. When a dull headache, furred tongue, yellow cast to the eyes, inactive bowels, dizziness, or a sick stomach, warn you of a coming bilious attack, resort at once to

BEECHAM'S PILLS

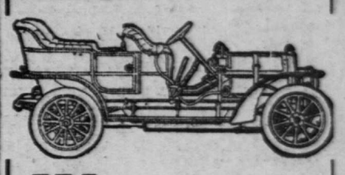
which act almost instantly on the liver and bowels, and quickly regulate the flow of bile. A few doses of Beecham's Pills will correct the stomach, put the blood in order, relieve headache and tone the entire system.

For over sixty years, on land and sea, Beecham's Pills, by their safe and thorough action on the stomach, bile and bowels, have maintained their world-wide reputation as

The Best Bile Medicine

Boxes 10c. and 25c., with full directions.

Bargain Week!



We Are Now Exhibiting All of Our 1910 MODELS

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ELMORE — A. J. Smith, P. C. Sales Agent. 342 Van Ness av. Agents wanted.
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
PULLMAN — FACTORY REPRESENTATIVE 313 G. G. av. Tel. Market 4238
REGAL — D. E. WHITMAN, 311 Golden Gate av.
THOMAS — PIONEER AUTOMOBILE CO., 901 G. G. av. Tel. Park 591

WHITE MOTOR CARS

WINTON — 800 Van Ness av. Telephone Market 1672

AUTOMOBILE TIRES

G and J — G AND J TIRE CO., 414-16 Van Ness av. T. Market 1095

OILS

PANHARD — L. H. & B. I. BILL, 182 Valencia st. Tel. Mkt. 3351

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Geo. S. Veley, 16 Sanches st., states that he was cured of a very painful cancer of the hand by the noted cancer specialists, DRS. J. H. SHIRLEY & CO. of 1898 Market st., S. F. Mr. Veley will be glad to meet any one interested.

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