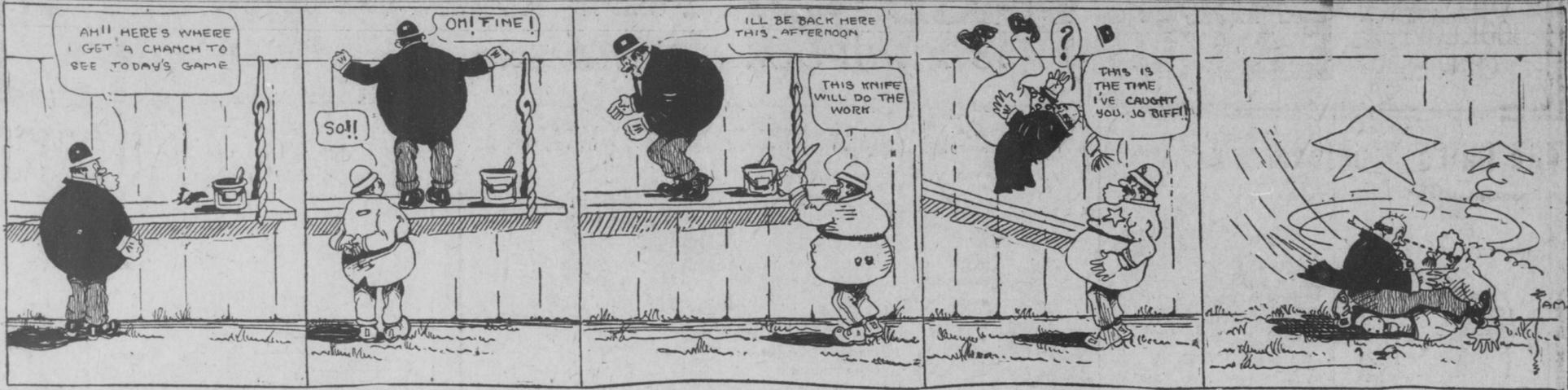


Joe Biff's Trials and Tribulations Are Not Unmixed With Consolations



MOTOR TRUCKS TAKEN UP BY STATE FARMERS

Commercial Vehicles Are Finding Favor With Sacramento Valley Ranchers

By LEON J. PINKSON

C. S. Richardson of the Reliance automobile company returned yesterday after a 10 days' trip throughout the Sacramento valley. During his tour Richardson visited the towns of Sacramento, Willows, Chico, Marysville and Oroville, and reports conditions from an automobile standpoint as most encouraging. Richardson's trip was primarily to boost the introduction of the Knox commercial vehicle in the interior of the state, and he reports the ranchers and the ranchers as looking kindly on the smaller sized trucks.

At Chico Richardson found a farmer bringing his produce to the railroad depot on a ton truck, and learned that the rancher was making what formerly took him a day to cover with horses in half the time, and in addition he was able to carry a heavier load. In Sacramento Richardson states that the larger firms are pioneering the introduction of the motor driven truck, and it is a common sight to see heavily laden commercial cars on the roads between the capital city and the suburban towns. Where the roads are good and the hauls long the owners claim the motor car is doing the work of four teams of horses. At Willows the Northern California power company is using a Knox truck to haul supplies, and reports a saving of \$20 a day. Richardson reports that the ranchers who have been using the lower price cars are now turning their attention to the higher grade models, and from this predicts a big business for the higher priced machines.

Culberson Now Heads Pierce-Arrow Sales Company—W. F. Culberson, who for several years past has been manager of the Pierce-Arrow sales company, has bought the interests of President P. A. Marsh and his associates, and is now in active control of the firm. The actual management of the old business was left entirely to Culberson, and it was through his untiring efforts that the Pierce-Arrow car has won such a high place in popularity with California automobile owners. Culberson will be president of the reorganized company, which is to continue under the old firm name.

Twenty-four Hour Race Postponed—The 24 hour automobile race which was scheduled to take place next Sunday at Jack Prince's motorrome at Elmhurst has been postponed. Prince is unable to have the "pole" properly lighted in time to pull off the contest.

Oregonian Praises Diamonds—The Diamond rubber company is in receipt of a letter from A. McCalman of Portland, in which the writer states, "On April 15, 1909, I purchased a 30 horsepower Studebaker equipped with Diamond tires. These tires I was told had been on this car for one year previous to coming into my possession, at any rate all four of the tires have given me a mileage of 12,000 miles, and two of the original four are still on the car, showing every prospect of running many more miles."

Buick Climbs Steep Trail—J. S. Clark of Baker City, Ore., recently gave a demonstration that attracted a large crowd of skeptics and enthusiasts by driving a Buick touring car with three passengers up the trail leading to the old reservoir at the end of Bridge street in the northern city. This was a feat never before accomplished by an automobile, but Clark did not experience the slightest difficulty, either in the ascent or descent.

Pioneer Delivers Many Cars—The Pioneer automobile company reports the following recent sales of Chalmers and Hudson cars: San Francisco and electric light company, J. D. Whitmore, R. D. Fagan, Harvey H. Miller, Morgan P. Silva, Winfred

California Trackmen May Yet Go East

BERKELEY, April 25.—There is still a chance that the crack California track team may compete in the western conference meet, to be held at Minneapolis on June 3. At the last meeting of the executive committee it was decided that the team would not be sent east, but this action will be overruled in the light of recent events. The greatest difficulty in the way of sending a team east was the matter of finances, and it did not seem as though the financial obligations of the trip could be met. Now it is believed that this difficulty will be met, and the team will compete.

Graduate Manager Farmer has received a telegram from the managers of the meet asking that a California team be sent east. The telegram stated that if the California management hesitated on account of the expense, that the conference officials were willing to pay a portion of the cost.

THREE NOW A MANAGER
STANFORD UNIVERSITY, April 25.—W. C. Thiele '08, former Stanford varsity baseball pitcher, has signed a contract as captain-manager of the Porterville nine in the outlaw league. He will have full power in signing men and has already made offers to several well-known interior players. Thiele acted as coach for the Belmont preparatory team earlier in the year.

FRIEDEL IN GOTHAM
NEW YORK, April 25.—Friedel, all round champion swimmer of the west, has accepted a position in New York and will leave for his home here. He is one of the best swimmers in the country. He probably will affiliate with the New York athletic club.

Stockton Moose to Hold Motorcycle Races

[Special Dispatch to The Call]
STOCKTON, April 25.—The Stockton lodge of Moose will hold a motorcycle meet at Agricultural park on May 14. C. C. Russell has been selected to manage the races. An effort is being made to have a team from Sacramento race with a local club. One of the many features of the meet will be races between automobiles and motorcycles.

Collision on Diamond May Prove Fatal

[Special Dispatch to The Call]
MERRIDIAN, April 25.—Crashing into his brother Loren when both were after a high fly in a baseball game here Sunday afternoon, Boyle Taylor received double injuries, which may result in his death. He and Loren came together at high speed. Loren's mouth striking Boyle's forehead, and as the latter fell the ball hit him on the temple, rendering the lad unconscious. Loren's front teeth were knocked out and it is feared that Boyle's skull is fractured.

GREAT AEROPLANE MEET
CHICAGO, April 25.—The greatest aeroplane meet ever held in America is being planned to be held here in August. Prizes amounting to \$100,000 will be distributed.

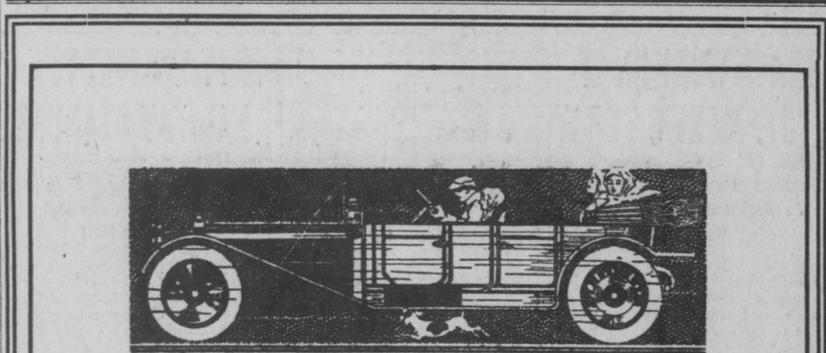
Hayward Girls Beat Oakland Rivals

OAKLAND, April 25.—The girls' basketball team from Hayward high school defeated Oakland Polytechnic girls Monday afternoon in a fast contest in the Congressional cadet armory hall by a score of 21 to 9. The Hayward girls were in front all the way and won handsily. The feature was the team work of Misses Hazel and Esther King, whose splendid playing did much toward bringing the victory to Hayward. This is the second contest between the two teams, the first being also won by Hayward by a big score.

The teams lined up as follows:
Hayward Position Oakland Poly.
Hazel King..... Forward.....Edith Anderson
Esther King..... Forward.....May Mason
Pearl Van Vleet..... Forward.....Lila Beatty
Maud Russell..... Side center.....Ruth Barnham
Edith Beam..... Side center.....Grace Middleton
Amy Jensen..... Guard.....(c.) Ethel Drelich
Marie Swanson (c.) Guard.....Tilly Jacobson

TURFMAN GOES BROKE
TRENTON, April 25.—The United States court has appointed Henry J. West receiver for William J. Thompson of Gloucester, N. J., who for many years was a picturesque figure in democratic politics of the state and on the turf, known as the "Duke of Gloucester" because of his large ownership of property and his control of affairs in and about Gloucester. Thompson at one time was rated as a millionaire.

VETERAN TRAINER DEAD
NEW YORK, April 25.—Edward C. Taylor, for 15 years superintendent of the Brookdale stock farm, where James R. Keene and Harry Payne Whitney developed many of their racing horses, was found dead in his bed Monday. He was well known to horse breeders and trainers.



No other tires in the world are made like UNITED STATES TIRES are made

CONTINENTAL G & J HARTFORD MORGAN & WRIGHT

It has always been true in manufacturing that the more experience and the more advice you could bring to bear on the designing and making of an article, the better the article.

And other things being equal, any unprejudiced buyer would PREFER the article produced under the most FAVORABLE CONDITIONS and by the MOST EXPERT manufacturers—especially so if the article is an expensive one.

UNITED STATES TIRES are made under conditions that are really unique in the history of motor tire making.

Five immense factories; Five modern laboratories in charge of men freely recognized as among the foremost rubber experts in the world; The most up-to-date equipment known to the rubber industry; A system of manufacturing by which the strongest individual points of four of the country's leading makes of motor tires have been incorporated in ALL OF THE FOUR BRANDS.

And an aggregate manufacturing experience that is not approached by any other rubber goods manufacturer.

These are some of the EXTRA-FAVORABLE conditions under which UNITED STATES TIRES are made in conditions which make them

Thus the man who is wearing out tires and paying tire bills can understand why UNITED STATES TIRES are used by at least 50% more motorists than any other brands.

The users of these four UNITED STATES TIRES—Continental, G & J, Hartford and Morgan & Wright—have in reality a DISTINCT ADVANTAGE in tire wear, and therefore in tire cost, over the users of tires made under conditions obviously not as favorable to the making of EXTREMELY SERVICEABLE tires.

Yet this advantage to the motorist—this POSITIVE GAIN in using tires built as only UNITED STATES TIRES are, involves



America's PREDOMINANT Tires

Buy any one of these brands. There are seven different treads, including the famous Nobby Tread, and three styles of fastening—the widest range of selection offered by any tire manufacturer in the world.

United States Tire Company, New York

Branches, Agencies or Dealers Everywhere

SAN FRANCISCO DISTRIBUTORS
WEINSTOCK, NICHOLS CO., Morgan & Wright Agency, 569 Golden Gate Ave.
CHANSOR & LYONS MOTOR SUPPLY CO., Hartford Agency, 501 Golden Gate Ave.
GORMAN-REVERE CO., Continental Dept., 50 Fremont St.
G. & J. Depot, 414 Van Ness Ave.

Through Sleeper To Yosemite Valley

Commencing **May 1, 1911** via Santa Fe

Lv. San Francisco 9:00 p.m.
Lv. Oakland 8:55 p.m.
Lv. Berkeley 9:00 p.m.
Ar. El Portal 7:00 a.m.
Ar. Yosemite 11:00 a.m.

Returning sleeper leave El Portal 9:30 p.m.

Our new Yosemite folder is just off the press—you should have one

If you want daylight ride to El Portal leave San Francisco 7:00 a. m. or 9:30 a. m. Oakland 6:50 a. m. via Santa Fe—making direct connection with Yosemite Valley R. R. at Merced.

JAS. B. DUFFY, G. A., 673 Market Street, San Francisco
Phones Kearny 315; Home J3371

J. J. WARNER, G. A., 1113 Broadway, Oakland
Phones A 4425; Oakland 425

Santa Fe

STATEMENT OF THE CONDITIONS AND AFFAIRS OF THE QUEEN INSURANCE COMPANY OF AMERICA		STATEMENT OF THE CONDITIONS AND AFFAIRS OF THE INSURANCE COMPANY OF NORTH AMERICA	
OF NEW YORK, IN THE STATE OF NEW YORK, on the 31st day of December, A. D. 1910, and for the year ending on that day. Published pursuant to the provisions of section 611 of the Political Code and compiled from the annual statement filed with the Insurance Commissioner of the state of California.		OF PHILADELPHIA, IN THE STATE OF PENNSYLVANIA, on the 31st day of December, A. D. 1910, and for the year ending on that day. Published pursuant to the provisions of Section 611 of the Political Code and compiled from the annual statement filed with the Insurance Commissioner of the state of California.	
CAPITAL. Amount of capital stock, paid up in cash \$1,000,000.00		CAPITAL. Amount of capital stock, paid up in cash \$4,000,000.00	
ASSETS. Loans on mortgages \$65,000.00 Cash market value of all stocks and bonds owned by company 7,776,444.54 Cash in company's office 8,851.50 Cash in banks 333,708.15 Interest due and accrued 71,942.33 Agents' balances, representing business written subsequent to October 1, 1910 749,175.45 Bills receivable, not matured, taken for fire risks 157.30 Due from other companies for reinsurance on losses already paid 591.88 Total assets \$9,025,858.96		ASSETS. Real estate owned by company \$215,220.00 Loans on mortgages 283,273.00 Cash market value of all stocks and bonds owned by company 23,444,004.00 Cash in company's office 1,983.98 Cash in banks 1,896,998.90 Interest due and accrued 93,297.75 Agents' balances representing business written subsequent to October 1, 1910 1,387,704.28 Bills receivable, not matured, taken for marine losses 28,648.14 Due from other companies for reinsurance on losses already paid 35,878.24 Salvage claims 70,500.00 Total assets \$16,046,285.43	
LIABILITIES. Losses adjusted and unpaid \$109,642.26 Losses in process of adjustment or in suspense 237,115.05 Losses related, including expenses 54,532.00 Gross premiums on fire risks running one year or less, \$3,082,499.32; reinsured 50 per cent 1,541,249.86 Gross premiums on fire risks running more than one year, \$4,575,355.83; reinsured 50 per cent 2,284,057.37 Gross premiums on inland navigation risks, \$4,492.40; reinsured 50 per cent 2,246.20 Gross premiums on marine risks, 2,364.03 Taxes due and accrued 78,894.49 Commissions and brokerage due or to become due 6,942.30 Reinsurance premiums and return 59,158.31 All other liabilities 60,482.90 Total liabilities \$4,656,768.56		LIABILITIES. Losses adjusted and unpaid \$108,823.11 Losses in process of adjustment or in suspense 607,577.87 Losses related, including expenses 23,566.32 Gross premiums on fire risks running one year or less, \$5,707,318.89; reinsured 50 per cent 2,853,659.40 Gross premiums on fire risks running more than one year, \$7,226,754.41; reinsured 50 per cent 3,613,377.20 Gross premiums on inland navigation risks, \$572,648.13; reinsured 50 per cent 286,324.06 Gross premiums on marine risks, \$55,727.21; reinsured 50 and 100 per cent 286,966.17 Commissions and brokerage due or to become due 80,000.00 Reinsurance premiums and return 22,876.75 Amount receivable by insured on perpetual fire insurance policies 746,438.51 Total liabilities \$5,327,931.40	
INCOME. Net cash actually received for fire premiums \$4,609,024.95 Net cash actually received for marine premiums 22,501.63 Received interest on mortgages 2,950.00 Received from interest and dividends on bonds, stocks, loans and from all other sources 207,368.31 Gross profit on sale or maturity of ledger assets 6,532.63 Income from all other sources per cent 32.51 Total income \$4,948,430.08		INCOME. Net cash actually received for fire premiums \$5,235,596.00 Net cash actually received for marine premiums 2,735,115.74 Received for interest on mortgages 17,694.21 Received from interest and dividends on bonds, stocks, loans and from all other sources 548,178.07 Gross profit on sale or maturity of ledger assets 88,102.30 Income from all other sources 115,174.61 Total income \$9,644,496.41	
EXPENDITURES. Net amount paid for fire losses (including \$901,862.16 losses of previous years) \$2,235,500.21 Expenses of adjustment and settlement of losses 83,163.87 Dividends to stockholders 800,000.00 Paid for salaries, fees and other charges for officers, clerks, etc. 849,035.33 Paid for state, national and local taxes 453,891.69 100,724.77 Gross decrease in book value of ledger assets 6,532.63 Gross loss on sale or maturity of ledger assets 300.63 Rents 26,783.15 All other expenditures 290,233.51 Total expenditures \$4,356,482.81		EXPENDITURES. Net amount paid for fire losses \$2,140,588.49 Net amount paid for marine losses 1,450,433.24 Expenses of adjustment and settlement of losses 67,669.97 Paid for salaries, fees and other charges for officers, clerks, etc. 645,940.41 Paid for state, national and local taxes 232,585.84 Gross decrease in book value of ledger assets 822.27 Gross loss on sale or maturity of ledger assets 600.00 Rents 40,268.90 All other expenditures 484,897.41 Total expenditures \$5,371,427.00	
RISKS AND PREMIUMS. Net amount of fire risks written during the year \$608,020,466 Expired during the year 6,028,890.07 Net amount of fire risks in force December 31, 1910 678,056,476 Net amount of marine risks written during the year \$2,916,490.00 Expired during the year 16,379.82 Net amount of marine risks in force December 31, 1910 643,728.00		RISKS AND PREMIUMS. Net amount of fire risks written during the year \$669,856,946 Expired during the year 6,028,890.07 Net amount of fire risks in force December 31, 1910 678,056,476 Net amount of marine risks written during the year \$2,916,490.00 Expired during the year 16,379.82 Net amount of marine risks in force December 31, 1910 643,728.00	
GEO. W. BURCHFIELD, Vice President. N. S. BARTOW, Secretary. Subscribed and sworn to before me this 21st day of January, 1911. L. LIVINGSTONE KENNEDY, Notary Public.		GEO. W. BURCHFIELD, Vice President. N. S. BARTOW, Secretary. Subscribed and sworn to before me this 18th day of January, 1911. THOMAS A. McDONALD, Notary Public.	

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Signed BOB BURMAN.
DAYTONA, Fla., April 23.

"When examined carefully after the trials the Blitzen-Benz was found to be in as perfect condition as ever."—New York Times.

This accomplishment again proves that Polarine is the best automobile oil yet produced. Are you using Polarine in your car? If you cannot obtain it from your dealer, write our nearest agency, Standard Oil Company, Inc.