Weather Report

RAINFALL DATA

PACIFIC COAST STATIONS

72 38 00 Red Bluff... 80 48 00 Rene 73 51 00 Reseburg ... 58 48 00 Sacramento 68 00 00 San Diego. 76 40 00 San Francisc

\*ALASKA STATIONS

SYNOPSIS OF WEATHER CONDITIONS

Shipmental of Petroleum

. |42|32|.00 | Tausna .... |46|34|.08 . |44|30|.00 | Valdez .... |52|40|.00 . |54|46|.28 | Dutch Harbor. |48|34|.00

STATIONS

STATIONS

## RICHMOND HARBOR PLANS INDORSED

Committee to Take Up Campaign for Bonds

RICHMOND, Oct. 3 .- The Richmond industrial commission indorsed maps ents this afternoon and ap-

the election next week.

F. W. Hoover of the Southern Pacific Railroad company explained the company's progress in the construction of the new electric loop to Richmond, for which H. C. Cutting obtained the principle franchises some time ago. Hoover said work would start in earnest after the progress of the present of t the city council had granted the re-maining franchises, action on which is

expected Monday night.
It was learned two industrial con-

#### BURGLARS LOOT HOUSE. AND SECURE JEWELRY

# Dweller Was Entertaining Guest

Articles of jewelry valued at \$150 were stolen yesterday from the apartments of Mrs. S. J. Lavin, 50 Golden Burglars entered the home of Mrs

E. Gottlieb, 37A Avery street, yester-day, and although they searched every room in the house, secured only a gold watch for their trouble.

Charles Hodge, janitor of Holy Re-deemer church, Eighteenth and Dia-mond streets, noticed three men late Wednesday night trying to break into the church and fired four shots at The men escaped.

Pickpockets in a nickelodeon stole a purse containing \$5 from Phil Lortz, 4 Arvin Faulkner, Point Richmond, reports that pickpockets stole his watch at the ferry building.

#### **AUTO LICENSES ARE** ISSUED FOR STATE

SACRAMENTO, Oct. 3.—The following are the automobile registrations

Cottober 3, 1912;
S3S20—California state board of health, Sacramento; S. G. V
S3S21—G. Morgenroth, 2675 Lombard street, San Francisco; Reo.
S3S22—C. A. Thornton, 240 Sansome street, San Francisco; Regal,
S3S23—J. F. Nall, Visalia; Ford,
S3S24—F. Flamming, Tulare; Ford,
S3S25—H. P. Anderson, Tulare; Ford,
S3S25—John Moore, Pacific Grove; Ford,
S3S25—William Perry, 464 North Raymond avenue; Ford,

e; Ford.
L. Webb, Chula Vista; Pierce-Arrow.
C. Zuckweiler, 717½ Logan avenue,

Jany.
J. C. Rives, New Orleans; Packard.
J. C. Rives, New Orleans; Packard.
E. W. Hopkins, 354 Pine street, San
Francisco; Packard.
E. J. McCutcheon, 1107 Merchants' Exchange building. San Francisco; Loco-

hn J. Davis, inc O'Farrell street, San cancisco; Locomobile. SS40—John J. Davis, 96 O'Farrell street, San Francisco; Locomobile.
SS47—J. H. Levensaler. 519 California street, San Francisco; Locomobile.
SS48—A. Serventi. 399 Chestnut street, San Francisco; Studebaker.
SS49—Arthur Robinson, 952 Sutter street. San Francisco; Peerless.
SS50—P. F. Kingston, 519 California street, San Francisco; Haynes.
SS51—A. K. Thanos, 1903 Union street, San Francisco; Gramm.
SS52—Western Cooperage company, Fourteenth and Harrison streets, San Francisco; Gramm.

and Harrison streets, San Francisco; Gramm.

Henry Able, Milpitas; National.

American La France Fire Engine company; dealers.

William Powell Ellis, 3305 Foothill böulevard, Oakland; Overland.

Spring Construction company, Berkeley;
Ford. Ford.
A. V. Flanders. 2227 McGee avenue,
Berkeley: Overland.
George A. Cheda. Marin County National
bunk. San Rafael; Studebaker.
H. M. Stearns. 230 Chancellor avenue,
Richmond; Ford.
Mrs. J. J. O'Connor, San Mateo; Locomobile.

SS00—Mrs. J. J. O'Connor, San Matee; Locomobile.
SS61—A. Korbel, Sar Rafael; Overland.
SS62—A. A. Smith, Hollister; Ford.
SS63—Williams & Keel, Marysville; Cole.
SS64—M. L. Serbner, Monticello: American.
SS65—E. H. Risher, Rio Vista; Ford.
SS66—C. W. Shephard, Sunnyvale; Overland.
SS867—Peter Hansen, Mendoca; Chalmers.
SS685—Amos Hardy, 18 North Pfigrim street;
Ford.
SS69—J. M. Bagwell, Santa Clara; Oakland.
SS71—G. O. de Witt, Monterey; Buick.
SS71—G. O. de Witt, Monterey; Buick.
SS73—Lassen Auto company, Susanville; Winton.
SS74—Lassen Auto company, Susanville; Winton.
SS74—Lassen Auto company, Susanville; Apperson.

\$3878-J. C. Mount, 227 Sixth street, Petaluma SSSTO-U. Wount, 22: Sixin street, Petaluma SSSTO-W. W. Temple. Ocean Beach: Ford. SISSO-C. A. Nelson, Cupertino; McFarlan. NSSSI-W. J. Baker, Lompoc; Ford. SSSSC-George C. Lanfear, 2106 Seminary avenue Oakland; Ford.

## DR. ANNA SHAW TO VISIT GOLDEN STATE

BERKELEY, Oct. 3 .- Mrs. William Keith, a leader in the California fight for equal suffrage, has received a letter from Dr. Anna Shaw announcing her intention to visit California next week to help celebrate the first anniversary of the enfranchisement of the women

of the state.

Doctor Shaw is campaigning for suffrage in Oregon and will arrive in San Francisco next Tuesday evening. The day following she will be feted by San Francisco circle of the California Civic league, and will speak at a big reception on Thursday, October 10, at the Palace hotel. Then she will go to Arizona to campaign. zona to campaign.

Doctor Shaw is accompanied by her secretary, Miss Lucy Anthony, niece of the late Susan B. Anthony.

### BILLBOARD ORDINANCE

OAKLAND, Oct. 3 .- Following . a. wordy session today of the city council it was practically decided that the fate of the drastic billboard ordinance advocated by former Councilman Haradvocated by former Councilman Harold Everhart will be left to an initiative vote of the men and women of
Oakland. The council probably will refuse to shoulder the responsibility for
the proposed ordinance and Everhart
has intimated he will continue the fight
and take steps toward securing signatures necessary to provide a place for
the ordinance on the ballot at the next
general city election.

BENICIA EAGLES TO BE HOSTS—Vallejo, Oct. 3.—The Vallejo aerie No. 71, F. O. E., accepted an invitation from Benicia aerie to attend a grand initiation and a general good time Satunday evening, October 12. The Vallejo degree

# PABST TROPHY IS WON BY ROBERTS

Industrial Commission Names Jersey City Man Tools Mercer Moana Brings Australian Foot-Over Course at Average of 58 4-5 Miles an Hour

WAUWATOSA RACECOURSE, Wis., Oct. 3 .- Mortimer Roberts of Jersey Pabst trophy automobile race with a committee consisting of H. H. Mason special car over the new Wau-B. Schapiro and Harry Ells to watosa road course after a field of take up the campaign for the bonds, the eight starters had been trimmed down the election next week.

F. W. Hoover of the Southern Pacific onds, or an average of 58 4-5 miles an

Harry Hastins of Chicago, with a Fal special car, finished second, and Bill Chandler of New York, driving a second Fal car, was third. The last two were many laps behind Roberts and finished after darkness had fallen over the course

Harry Endicott of Muncie, Ind., driv It was learned two industrial concerns are prepared to locate on this new line when it is operating, freight-cars to be handled at night by electrical power.

Harry Endicott of Muncle, Ind., driving a Mason special car, romped away with the 173 mile Wisconsin trophy race, with but one contestant against him after the fourth lap. Three Mason special cars were the only starters in this trace.

Endicott's time was 3 hours 6 min-utes and 44.78 seconds, or 55 3-5 miles

George Mason of Mason City, Pa., finished second in the Wisconsin tro-phy event. Mason was several laps

While Yizeo Osawa. 756 Ashbury street, was entertaining a party of friends late Wednesday evening, burglars pried their way into his home through a bedroom window and stole jewelry worth \$500.

Articles of jewelry

#### SAN DIEGANS OFFER BIG AUTO ROAD RACE PRIZE

Would Show Greater Feasibility of Their Route to Phoenix

SAN DIEGO, Oct. 3.—With a purse of \$3,000 hung up and the promise of \$2,000 more if it is needed, San Diego business men today announced that a road race for automobiles from this city to Phoenix, Ariz., would be started from San Diego at the same time the Los Angeles to Phoenix race is started. This will be in the last week in October. The decision to do this was reached two days ago, and the fund

reached two days ago, and the fund was completed this morning.

The purpose of the race is to show that the route from San Diego to Yuma and Phoenix is shorter and more feas-ible for a state highway and coast to coast highway than via Los Angeles and Indio across the desert. It is expected the cars starting from San Diego will reach Phoenix many hours ahead of the Los Angeles cars.

#### WEALTHY WIDOW SAYS SUIT IS UNWARRANTED

Declares Colonel May Never Had Interest in Ranch

Mrs. Louise M. Cone, widow of Douglas Cone, denied last night that Colonel E. F. May had any just claim to warrant the suit filed in Red Bluff against her interest in the \$1,000,000 Cone es-SS23—G. C. Zuckweiler, 717½ Logan avenue, San Diego.

Six30—H. B. Slater, Orange; Oakland.
SS31—S. C. Poulson, San Jose; Studebaker.
SS32—Carnine-Saunders corporation, 1840 Tulare street, Fresno; Warren.
SS33—Ernest K. Foster, 200 East Avenue 42. Los Angeles; Loranne Petroit.
SS34—F. Kattner, Sallnas; Oakland.
SS34—F. Kattner, Sallnas; Oakland.
SS34—Mrs, K. Horn, 156 Tiffany avenue, San Francisco; Overland.
SS40—Herzog & Dahl, 150 Steuart street, San Francisco; Cole.
SS34—Dr. R. L. Ochsner, Sixteenth and Mission streets, San Francisco; Stoddard Dayton.
SS40—Herzog & Dahl, 150 Steuart street, San Francisco; Cole.
SS341—Dr. R. L. Ochsner, Sixteenth and Mission streets, San Francisco; Stoddard Dayton.
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SS341—Dr. R. L. Ochsner, Sixteenth and Mission streets, San Francisco; Stoddard Dayton.
SS40—Herzog & Dahl, 150 Steuart street, San Francisco; Cole.
SS41—Dr. R. L. Ochsner, Sixteenth and Mission streets, San Francisco; Stoddard Dayton.
SS40—Herzog & Dahl, 150 Steuart street, San Francisco; Cole.
SS41—Dr. R. L. Ochsner, Sixteenth and Mission streets in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen at the Hotel Larne, where she has been living with her interest in the \$1,000,000 Cone estate. When seen a

pay the Kraft Banking company my indebtedness.

"He never had any interest in the ranch whatsoever, but he was willing to become interested in my affairs to the extent of making an offer of marriage, which I was not able to accept."

## CAT GOES AWAY; HAT COMES BACK

Railroad Ad Man, So 'Tis Said, Utilizes Tabby's Hide for Headgear

H. BLAKELY, advertising agent of the Western Pacific, reported fuzzy hat of peculiar color and cona Tyrolean bonnet, but yet in general appearance it reminded one of a revolutionary war headpiece. I. D. Fryckholm, cashier of the passenger de-partment, found something fascinating

partment, found something fascinating about that hat.

"Edgar," he said to Blakely, "there is a quality about your hat that touches a chord of memory. I seem to have seen it, or known it, once before. Haven't you had that hat some time? Somehow or other I connect it with a visit made to your home several

months ago."

Blakely is said to have turned a brilliant red and then a chalky white at this remark. He is averred to have trembled and assumed the general air of a murderer. Fryckholm kept going in to look at that fuzzy hat and finally, in turning it over, he discovered a white spot on it, a tuft of white hair. "Ed," he said, "isn't this the same marking your family cat had? Is that cat still alive?"

Then the truth came out. The

cat still alive?"
Then the truth came out. The Blakely cat disappeared one night and three days later the new hat appeared. "The crime is on my head," Blakely admitted after being given the third

Gus Anker, chief clerk in the gen-eral passenger department of the Northwestern Pacific, has left for Eureka on a vacation.

Northwestern Pacine, has left for Euroce on ext Tuesday evening. The secon ext Tuesday evening. The secon fillowing she will be feted by San secon fillowing she will be feted by San secon fillowing secon fi

A. G. Albertsen, traveling passenger agent of the Canadian Pacific, is back from a four weeks' honeymoon trip that included practically every well known point of interest in the Canadian Rockies, the grand canyon of Arizona and the places between those

The August reports of the relief departments of the Pennsylvania Railroad system show that during that month \$115,727.82 was paid in benefits to employes of the company or their families. Since these departments for both the lines east and west of Pittsburg were established the amount paid out in benefits has reached a total of \$33,920,306.34.

ball Players and London **Editor and Playwright** 



HE Union Steamship company's liner Moana, which used to visit here regularly more than a decade ago, arrived yesterday from Australia and New Zealand with 75 passengers and a cargo of Australasian and South sea products. The Moana is in com-

mand of Captain

Stringer, formerly

master of the Ma-

nuka. In the old days the liner was commanded by Captain Carey, whose handling of his vessel is still a frequent topic along the

Captain Carey was the commo of the Union line service. His spe of the Union line service. His specialty was docking his ship at full speed. The state of the tide made no difference to him and in this port he never made a mistake. The docking of the Moana in those days was always good for a few thrills on account of the high speed at which the skipper maneuvered his vessel. The Carey method saved much valuable time, but once, in a New Zealand port, the bridge telegraph hung fire and before the engine room received the signal to reverse the Moana was half way up the main street.

The Moana operated between here and Australia in conjunction with the Alameda and Mariposa of the Oceanic line until the liners Ventura, Sonoma and Sierra were built. Among the Moana's passengers were the members of the Australian Rugby union football

of the Australian Rugby union football team.

The Hon. Maurice Baring, brother of Lord Revelstoke, was a passenger on the liner. Baring was on the editorial staff of the London Times for a number of years. He has written 17 books and three plays. He is now homeward bound after a trip around the world taken for the benefit of his health.

The Moana's cargo included 26,808 feet of lumber, 4,160 bags of copra, 3,763 sacks of cocoanuts and shipments of tin, vanilla, hemp, ferns, gum and pearl shell. The liner also has 1,143 boxes of butter for Vancouver, B. C. The Moana's passengers included: Dr. and Mrs. Otto Bohrsmann, Mr. and Mrs. J. P. Watson, Mr. and Mrs. G. Froment-Guyeysse, Mr. and Miss Hig-Mrs. J. P. Watson, Mr. and Mrs. G. Froment-Guyeysse, Mr. and Miss Higgins, R. Adamson, Maurice Baring, D. Carroll, P. Cunninghame, J. Clarker, L. Dwyer, H. Dunbar, Mr. Fraser, E. Fahey, J. Flynn, A. Graffe, H. George, G. Graham, T. Griffin, W. Hill, R. Hill, H. Jones, A. Kent, Andre Krafeseskie, E. Les-Lombardie, M. Murphy, J. Mandible, G. Messenger, L. Meibux, G. Pugh, T. J. Richards, W. Tasker, G. Trait, Warden Prentice, J. Wylie, W. Watson, L. Wogan and A. Walker. Watson, L. Wogan and A. Walker.

Sonoma Due Today at Honolulu

The Oceanic Steamship company's liner Sonoma, Captain Trask, homeward bound from Sydney, is due today at Honolulu. The flagship of the Sydney has already testified in during the Alfred von Nothat I owed him nothing, to my affairs recommended and made a false statethat he had the money to it Banking company my inhad any interest in the oever, but he was willing interested in my affairs to f making an offer of mar-I was not able to accept."

OES AWAY;

T COMES BACK

Ad Man, So 'Tis

Nonoma Due Today at Honolulu

The Oceanic Steamship company's liner Sonoma, Captain Trask, homeward bound from Sydney, is due today at Honolulu. The flagship of the Sydney for the Sydney in the Sydney at Honolulu. The flagship of the Sydney at Honolulu. The flagship of the Sydney in the Sydney at Honolulu. The flagship of the Sydney in the Sydney at Honolulu. The flagship of the Sydney for the Sonoma's next outward voyage the liner will carry practically a full complement of passengers. The Ventura is also heavily booked for its next tralla the travel was heavier than the officials of the company expected, as trans-Pacific passenger business usually originates a long time before it materializes in the shape of a passenger. Advance bookings now give every assurance of splendid support for the resumed service. The fact that the Sonoma landed mail in Sydney in less than 30 days after it left London attracted worldwide attention to this new route to the antipodes and it is expected that much European business will be diverted from the Suez to the Sydney short line. Sonoma Due Today at Honolulu

vdney short line. Queen Sails for the South The Pacific Coast Steamship com-pany's Queen, Captain Alexander, sailed yesterday for southern Califor-nia with 265 passengers and a full

Charles F. May, formerly ship's car-penter on the steamer Korea, and Otto Lentfur, a water front bar keeper, were each sentenced to one year in the were each sentenced to one year in the Alameda county jail yesterday for smuggling opium. On the night of July 20 they were caught smuggling 180 tins of opium. Lentfur was shot at the time by Customs Inspector Joseph Head. Sentence was passed by Judge John J. de Hayen in the United States district court.

Water Front Notes Receipts of lumber yesterday by sea amounted to 1.190,000 feet.

The Japanese liner Shinyo Maru, which is due early Monday from the orient, was 1.555 miles from here at 8 o'clock Wednesday night. The Matson liner Lurline, coming this way from Honolulu, was 1.850 miles from here at 8 o'clock Wednesday night.

Schooner Redwood City—O. M. Carlsen, old master; C. W. Pryds, new master. master.
Steamer Jick—E. A. King, old master; George W. Kremphoff, new master.
Steamer Apache—Enos Fourath Jr., old master; Henry G. Hansen, new

old master; Henry G. Hansen, new master. Steamer Francis J.—D. J. Wollam, old master; George R. Smith, new master. Steamer Colon—C. B. Harris, old master; Louis Uberto, new master. Steamer Chehalis—John McClements, old master; Peter M. Kaffold, new

Schooner May Francis-William Meins, master.
Steamer Ayalon—J. L. Christensen master.

Movements of Transp

NEWS OF THE OCEAN

A. J. Smith Tells Why General Motors Company Quit Town; Boyer Again Home

By LEON J. PINKSON

A. J. Smith. Elmore distributer, re n the east, and his arrival will set at

rest the rumors that have drifted to the coast that the General Motors company had decided to discontinue the manufacture of the valveless two cycle car. According to Smith the big corporation has decided to stop building the Elmore models at Clyde, O., but intends to continue to manufacture them at one of its plants in or near Detroit. No definite date has been decided upon when the new models would make their appearance, but Smith was given to understand that they would be ready for delivery early in the spring.

While at Clyde, Smith secured the coast agency for the Krebs Commercial Car company, builders of a 1,500 pound light truck that is propelled by a two-cycle engine. He also negotiated to represent a line of heavier trucks in this territory, and the final contracts will be signed within a week.

"The reports that the Elmore factory was to be dismantled and the manufacture of the car discontinued," said Smith yesterday, emanated from Clyde, where the citizens became somewhat incensed over the action of the General Motors company in determining to move the plant to Michigan. The big corporation found that the Ohio town was not up to date enough to attract skilled mechanics, and the men sent to Clyde to work at the plant remained but a short time, although they secured more pay than the rate in vogue in the Michigan automobile centers. Clyde was a dry town and had no places of amusement or other entertainments to win the favor of the workmen. There Clyde was a dry town and had no places of amusement or other entertainments to win the favor of the workmen. There is not even a streetcar line in the town. When it was learned that the factory was to be closed the city was voted 'wet,' but it was too late.

"During the last year the company experienced much difficulty in securing enough men to turn out the orders received and this was one of the main

experienced much dimculty in securing enough men to turn out the orders received, and this was one of the main reasons for making the change.

"When final arrangements are made where the new Elmores are to be manufactured, the company promises to turn out a car that will cut quite a factor in the field. The factory branch at Fresno has been closed permanently, but I am positive that the Los Angeles branch will be continued and I will act as distributer in northern California.

"My deal with the Krebs Commercial Car company is most pleasing to me, for it gives me the coast agency of a light truck that will win favor in the commercial field very quickly. It is made at Clyde by a company headed by B. A. Becker, the president of the old Elmore Manufacturing company, and J. C. L. Krebs, the general manager, who is the inventor of the trunk piston that was a feature in the Elmore motor.

Forecast made at San Francisco for the 30 hours ending at midnight, October 4:

San Francisco and vicinity—Cloudy, unsettled weather Friday; moderate southwest wind.

Santa Clara valley—Cloudy; cooler Friday; moderate south wind.

Sacramento valley—Cloudy; cooler Friday; light south wind.

San Joaquin valley—Unsettled weather Friday; probably showers; moderate south wind; advisable for raisin makers to stack trays.

California, south of the Tehnchapl—Unsettled weather, with showers Friday; moderate south wind; fruit dryers should cover.

A. G. McADIE. District Forecaster. piston that was a feature in the Elmore motor.

"The motor is of the three speed selective type, and there is no throttle or spark, the motor running by a governor that makes driving as simple as that of a horse. It is geared to go 15 miles an hour, and this speed can not be exceeded, even on a down grade.

"Solid tires are used on the double chain drive type, while pneumatics are the equipment on the shaft drive model. A shipment of the trucks is already en route."

Boyer Back From Pope Factory— Gus Boyer, general manager of the Consolidated Motor Car company, re-turned yesterday afternoon from a

is turning out for the first time this season. "The new car," said Boyer yesterday, "is a full fledged Pope-Hartford and is going to make a decided hit in this part of the country when it arrives. All the features that characterize the larger models are embodied in the new small car, and it has a wealth of power and speed. The automobile industry throughout the east is in fine shape, and things look particularly good for a record year. This is particularly true as far as the Pope-Hartford factory is concerned." While in the east Boyer spent several days in New York and Chicago.

\* \* \*

Prather Resting Easy—Phil T. Prather. manager of Don Lee's northern California Cadillae branch, who was stricken with an attack of appendicitis on Wednesday, is resting easy, and it is believed now he will not have to undergo an immediate operation. He will be confined to his bed for several days, however.

**GLIDDEN INVITES AUTO** 

BOSTON, Oct. 3.—The Glidden automobile tour having been postponed for this year, Charles J. Glidden, donor of the tour trophy, tonight issued a general invitation to automobile owners to accompany him over the route originally planned from Detroit to New Orleans, leaving Detroit October 14.

Trunks containing the wedding finery and trinkets of Mrs. Ruth Goodrich Grant, wife of Douglas Grant, scion of a pioneer California family, will come into the possession of Mrs. Grant through a decision of Judge G. A. Sturtevant yesterday ordering that the luggage now in a storage warehouse be turned over to her.

wednesday, is resting easy, and it believed now he will not have to lergo an immediate operation. He be confined to his bed for several s, however.

IDDEN INVITES AUTO

MEN TO GO OVER ROUTE

OSTON, Oct. 3.—The Glidden auto-

# halmers 1913

Made in Chalmers Shops

The Striking Beauty of the Chalmers "Thirty-Six" is Its Striking Beauty

Some one recently remarked that the millennium wouldn't really be here until a strange genius devised a way to make a stylish article comfortable.

The possession of this combination—beauty and perfect ease—is a Chalmers characteristic. The Chalmers "Thirty-Six" is the fashion plate for cars of its class and better, and one to be proud of in the most expensive company. It has an impressive dignity that attracts atten-

No Chalmers "Thirty-Six" owner is ashamed to drive his car in five-thousand dollar company or better. It has the grace and manners of the best society, and the best people are driving Chalmers

cars for that reason. There is no poor finishing of Chalmers cars, no faded colors, no loose construction to make a chalmers owner envy his extravagant brother.

Every Chalmers "Thirty-Six" gets twenty-one coats of the best paint and varnish. Colors are deep and cheerful to the eye, in combinations chosen especially for their attractiveness and good taste. Trimmings are made to conform with Chalmers style, the Top and Windshield are designed for beauty and durability.

and Windshield are designed for beauty and durability.

With Chaimers Distinctive Style goes always Chalmers Distinctive Comfort. Eleven-inch upholstery makes the seats as restful as an arm chair. Everything has been done that can be done to make motoring a rest instead of a strain. The springs are long and flexible, and the tires are large. Rough roads have no terrors for Chalmers drivers.

In a Chalmers the longer the ride, the greater the pleasure. Come and see these cars at our showrooms.



"Thirty-Six" (four cylinders) --- \$2,100 "Six," 5-passenger \_\_\_\_\$2,550 "Six," 7-passenger -----\$2,750 (Prices include full equipment)

PIONEER AUTOMOBILE CO. 515 Van Ness Avenue

OAKLAND

FRESNO

SACRAMENTO

"Less Butter-More Cottolene in Your Kitchen

THE cost of living has increased so that today one's income goes only about half as far as it did 15 years ago. Under such circumstances it is surely up to every housewife to count the cost of food pretty carefully.

Butter is one of the big items on every monthly expense account. We use too much butter, and butter is sky high most of the time.

Let us tell you the solution to the problem. Butter is a necessary on the table; it is an extravagance in the kitchen.

Cottolene will give you just as good or better results than butter in cooking, at half the cost. It makes deliciously dry, crisp food, without the suggestion of grease. Food cooked with Cottolene digests more easily than

either butter- or lard-cooked food. Add to these the fact that Cottolene will go one-third

farther than butter or lard, and you are without a possible excuse for at least giving Cottolene a trial.

We assure you it will make good and save you money.

Try this recipe

Made only by THE N. K. FAIRBANK COMPANY More Economical than Butter

or Lard



