

CALLS FOR AUTOMOBILE NEWS

AUTOISTS OFF FOR MEETING IN YOSEMITE

Conference With Secretary of the Interior Is Scheduled for Tomorrow

Decision of Cabinet Officer Regarding Opening of Roads Will Follow Session

By LEON J. PINKSON

Will Secretary of the Interior Walter L. Fisher grant the request of the California motorists and throw open the gates of the Yosemite valley?

This will be the absorbing question in motoring circles today, for the conference between the cabinet officer and the automobile enthusiasts will take place in the reserve tomorrow at noon, and it is quite likely that following the meeting and a personal inspection of the roads the secretary will rule whether the barriers be lifted or support the recommendation of Major W. W. Forsythe, the guardian of the park, and keep them closed to all save horse drawn vehicles.

Ever since The Call pointed out the injustice of closing the roads of this natural wonderland to the automobile tourists and urged that action be taken that would set aside the stilly prejudice against the motor car, the project has gained many converts, and not only have automobile organizations endorsed the cause, but civic and commercial associations have rallied round the standard, and it now looks as though success were in sight.

The secretary of the interior has already allowed the motor car to invade Glacier park, the national reserve in Montana, and has gone on record as favoring the admission of the automobile into the Yosemite, provided the roads were wide enough and safe enough to allow such traffic. Where a six horse stage can travel with safety, men who know voice the opinion that the largest automobile made can travel without danger. Six horse stages use the Yosemite roads, then why should there be any fear for automobile passengers?

It has been suggested that the meeting of an automobile and a stage on one of the steep grades might result in a runaway, but such an occurrence could easily be avoided by regulating the automobile travel to certain hours and give the stage route the right of way during the remainder of the day. Again, the California horse is getting used to the motor car and today the number of animals that shy at a passing machine is comparatively small.

It is generally believed that Secretary Fisher has taken these conditions into consideration and that he will favor the opening of at least one road into the valley. The fight between the Wawona route boosters and the Big Oak flat campaigners will then become spirited.

Perry J. Walker, president of the California State Automobile association, who will be on hand for the organization, will support the Wawona route, as he believes that it is the natural gateway into the valley, because it is about an equal distance from San Francisco and Los Angeles, the two points from which the bulk of the motor tourists will originally start. Walker says this gateway will bring the northern and southern automobile enthusiasts closer together and naturally promote more friendly relations. He also claims that one might get a better view of the valley by entering from Glacier point, and that the motorists who did not care to drive down the 3,000 foot grade to the floor of the valley might enjoy the beauties from the brink of the cliff.

Secretary J. M. Eddy of the Stockton Chamber of Commerce, will present Stockton's case at the hearing, and his plea will be for the Big Oak flat route, if it comes to a point where there is to be but one road through open country.

Should the secretary decide to allow the machines into the valley it is doubtful if many will make the journey this season, as snow is about due, and the stage companies will have to dress up several spots in their roads, which have not been kept in the best of shape because of the light traffic over them. With the melting of the snow next season, however, the work could be quickly accomplished, and splendid motor car highways provided.

There is nothing new left to do but to await the decision of the secretary, and the California motorist in general believes that the official can not help to see the foolishness of barring the automobile from the reserve when it has been shown on hundreds of occasions that a car can be operated on any grade with perfect safety. The automobile has been adopted as the general modern conveyance. Why should it not have access into the Yosemite as well as on the steep grades in the high Sierra mountains that lead to Lake Tahoe?

NEW HUPMOBILE MODELS NEARING SAN FRANCISCO

S. G. Chapman, distributor for Hupmobile cars in this territory, has just been informed by the Detroit factory that the 1913 Hupmobile models will arrive in this city within a few days. This is welcome news to Chapman and his agents who have been anxiously awaiting the arrival of the new models, which have made such a favorable impression among eastern motorists. "When I was recently in New York," says Chapman, "I had a good opportunity to inspect the new models, and I was sure I would find a car that would every way equal the 1912 product of the Hupmobile factory. The new models have resulted in a great saving in production, which is reflected in the added refinements and improvements of the new models.

The new models have great pulling power, which is especially noticeable in mountain climbing, making them the ideal touring car for all kinds and conditions of roads."

KLAXON HORN USED FOR AEROPLANE SIGNALS

Tests made by the naval flying school at Eastchurch, Isle of Sheppey, have shown that Morse code signals on a Klaxon horn fitted to a biplane could be distinguished by observers on the ground when the machine was a mile away and at a height of about 550 feet, says the London Daily Mail. This particular horn, which is worked electrically, emits a penetrating, unmusical, buzzing noise. By pressing a button long or short signals can be made at will. The noise does not rise and fall like that of a siren.

Conference in Yosemite Tomorrow Likely to Decide Whether Gates Into Reserve Will Remain Closed or Swing Open for Motor Car Traffic

Glimpses of the Yosemite valley, the man who holds the motorist's fate in his hands and excerpts showing what The Call has done to help the automobile tourist.

THE SAN FRANCISCO CALL, SUNDAY, JUNE 9, 1912

Californians Should Wage a Vigorous Campaign in an Effort to Have Government Open Yosemite Valley Roads to Motorists

THE SAN FRANCISCO CALL, SUNDAY, JULY 28, 1912

Yosemite Roads NOT DANGEROUS FOR MOTORING

Grades Are Steep, But Careful Driver Would Have No Trouble on Trip

Pathfinders in Buick Cars Go to Gates of Valley on Inspection Tour

By LEON J. PINKSON

THE SAN FRANCISCO CALL, SUNDAY, SEPTEMBER 22, 1912

Dark Clouds in Fight to Open Yosemite Valley for Motor Touring Fade as Date of Conference With Interior Secretary Approaches

THE SAN FRANCISCO CALL, SUNDAY, SEPTEMBER 22, 1912

Yosemite Gates SHOULD BE OPEN TO MOTORISTS

California Will Benefit if Uncle Sam Can Be Urged to Lift Park Barriers

Tide of European Travel Could Be Partly Diverted Here by Such Action

By LEON J. PINKSON

THE SAN FRANCISCO CALL, SUNDAY, SEPTEMBER 29, 1912

AUTOISTS GAIN GROUND IN THE YOSEMITE FIGHT

Major Forsythe Is Reported to Have Swapped From Stand Against Motor Car

By LEON J. PINKSON

THE SAN FRANCISCO CALL, SUNDAY, SEPTEMBER 29, 1912

AUTOISTS GROW CONFIDENT IN YOSEMITE FIGHT

Postponement of the conference with the Interior Secretary casts no gloom

Leading Clubs of State Select Strong Representatives to Attend Valley Meeting

By LEON J. PINKSON

SECRETARY WALTER L. FISHER

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BEST ROADS IN BRITISH ISLES

Ford Man Tells How British Maintain a Splendid Highway System

Nowhere are the roads better than on the British isles, according to P. L. D. Perry, manager of the Manchester factory of the Ford Motor company, who has been spending a few weeks at the Detroit factory.

"The good roads of England and Scotland are famed the world over," declares Perry. "In Ireland the roads are not so good, but there they are better than those in the United States.

"Through long and persistent work the unexcelled roads on the isles have been laid. Each separate community is responsible for its own roads and each takes pride in their condition.

"A recent help to good roads maintenance is the spending of the entire automobile tax on the roads. The taxes on the cars are high, too. It costs the owner of a Ford \$50 per year. There also is a tax of .06 per gallon on gasoline. With the money collected from these taxes and so on additional appropriations there never is a deficiency in the road improvement treasury.

"The tax is levied on the theory that automobiles are the hardest on the roads and therefore should pay the most toward their upkeep.

"English roads are practically dustless and have been so for several years. As rapidly as possible tarred macadam surfacing is being laid. You can travel all day on one of these roads without looking like a helper in a flour mill when you finish your journey."

Perry looks that prospects for the sale of American cars in the British isles and also on the continent are very bright for the coming year. He says the Ford Motor company's factory in Manchester, manufactured and sold 3,200 cars in the British isles this season, which was more cars than were built and sold by the next three largest English automobile factories. "Believing the demand will be much greater next year, Perry says the Manchester factory will build 6,000 cars for sale in the British isles alone, and approximately 3,500 more for the European market.

REO TWO TON TRUCK MAKES ITS APPEARANCE

The first two ton truck has been received from the Reo factory by the Pacific coast company, and its appearance along automobile row has caused considerable favorable comment. This is the first of the two ton trucks to be turned out by the Reo company. Heretofore they have turned out a smaller delivery truck, a great number of which are in use on the Pacific coast. Norman de Vaux, during his recent visit to the Reo factory, was able to secure one of these trucks for the Pacific coast. In all its mechanical parts this truck is in keeping with the simplicity of construction for which the Reo plant is noted.

RENSTROM ON WAY TO REGAL PLANT

Frank O. Renstrom, president of the F. O. Renstrom company, left Friday for Los Angeles, where he will meet C. S. he wants.

New HUDSON "37"

Furnished Complete—No Extras to Buy

—The Composite Masterpiece of 48 Leading Engineers

Men who have had a hand in building more than 200,000 automobiles of 97 well-known makes, offer now the car which all joined in building—the Hudson "37".

It represents the best that each man knows. It is the composite car of all these experts and expresses the development possible when the best engineering brains combine.

The Greatest Engineer of All—Their Chief

At the head of these experts is Howard E. Coffin, the foremost automobile engineer of America, recognized here and abroad as the most startlingly original designer the industry has produced.

His genius is an inspiration to his associates. From him they have gained in ability. On account of them he has become a broader and more versatile builder. Imagine what strides, what advances, men of such experience are bound to offer in the car which all have joined in perfecting.

It is all in the one car. It expresses as nearly the limit of four-cylinder construction as has been reached.

Hadn't You Better Wait

Even if you are impatient to have a new car now, don't you think it better to see the New Hudson "37" before you buy? No other car you can get this year, regardless of price, has all the features that are offered in the "37".

Your Safety in This Choice

No one is likely to soon have many new ideas to offer that these 48 engineers have not already anticipated. They all combine in saying that the new

Electric Self-Cranking—Electrically Lighted

Comfort, Beauty, Luxury

Every detail of comfort, beauty and luxury is included. You will find no other automobile to equal the "37" in these particulars.

It is electric-lighted throughout. The successful Detroit patented self-cranking system, at the touch of a button within reach of your finger, and the pressure of a pedal, turns over the motor, for 30 minutes if necessary. Oil and gasoline gauges are on the dash.

There is not a single action in the operation of the car which cannot be done from the driver's seat.

2017 BROADWAY, Oakland.

Wallace Brothers, San Jose.

Wallace Brothers, Stockton.

S. G. CHAPMAN

Telephone Market 347.

324 VAN NESS AVE., San Francisco.

Arnold Brothers, Sacramento.

E. W. Johnson Co., Fresno.

HAYNES COMPANY TO INVADE NORTH

Local Factory Branch Prepares to Establish Agencies in Washington and Idaho

Frank G. Hood, sales manager for the Haynes Auto Sales company, will leave for the north this week, where he will arrange for the opening of Haynes agencies in the principal cities in that territory.

On this trip Hood will visit Seattle, Tacoma, Spokane and a few other prominent northwestern cities and investigate the motor car situation at first hand. Though the Haynes officials have recognized that Washington and Idaho offered splendid opportunities for the marketing of their cars, owing to the fact that their factory could not turn out enough to supply standing orders they were forced to put off establishing representatives there until now. However, with the addition of the new factory they are now ready to take care of all orders that come in.

The 1913 Haynes, with its electric starter and electric lighting system, will be a strong favorite in the northwestern states, where road conditions are, on the whole, very good, and as a result the use of the motor car, both as a pleasure and commercial vehicle, is coming more and more to the front. "We are very hopeful of the outlook," says Hood in speaking of his plans just before his departure, "and I expect to close with some strong dealers before I return. Washington and Idaho are destined to become great motor car users in the near future." Hood expects to be absent about two weeks on his trip.

MITCHELL HOME IN SAN JOSE ENLARGED

The new San Jose quarters of the Osen & McFarland Auto company, the Mitchell distributors, have just been opened, making this the largest automobile headquarters in the garden city. The growing demand for Mitchell cars throughout this section has so increased the business of the San Jose agency that the old quarters proved cramped and work was commenced on a new building 120 feet north of the First and St. James street quarters.

The new building runs through from street to street, with 137.5 foot frontage both on First and Second. It is the most commodious and best outfitted place in San Jose, being large enough to handle several years of anticipated growth in business.

New machinery of the latest design has been installed.

Winton for Banker—E. P. Foster, a prominent financier and president of the Bank of Ventura, is reported by J. L. Owsen, manager of the local Winton branch, as having taken delivery of a 1913 Winton Six.

THE HOWARD AUTOMOBILE CO.

Announces that the entire 1913

Buick

Line is now available for demonstration and can be seen at the show room of the company

Model 24, 28 Horse Power Roadster	\$1060
Model 25, 28 Horse Power Touring Car	\$1185
Model 30, 32 Horse Power Roadster	\$1250
Model 31, 32 Horse Power Touring Car	\$1435
Model 40, 40 Horse Power Touring Car	\$1800

Prices f. o. b. San Francisco

All Buicks are equipped with Silk Mohair Top and Cover, Glass Front, Prest-O-Lite Tank, Demountable Rims, Extra Rim and Holder, Self-Starter, etc. and are Full Nickel Mounted.

Absolute dependability in any road contingency—Beauty, Speed, Power—and the ability to "smile" in times of unusual stress, has won the affection and trust of the motoring public. Witness the enormous and ever increasing sales.

"ANOTHER YEAR OF BUICK TRIUMPH BEGUN"

Howard Automobile Company

523-533 Golden Gate Ave., San Francisco, Cal.

LOS ANGELES PORTLAND OAKLAND

Don't let the fumes of burning money spoil the pleasure of the ride. The economical Ford will take you there at minimum cost. And its purchase price won't puncture your pocketbook beyond repair.

Runabout - - - \$525

Touring Car - - - 600

Town Car - - - 800

These new prices, f. o. b. Detroit, with all equipment. An early order will mean an early delivery. Get particulars from Ford Motor Company, 100 Van Ness Avenue, San Francisco, or direct from Detroit factory.