DEMAND GREATER THAN THE SUPPLY

LOCAL AUTO DEALERS HAVE DIFFICULTIES

Interest Increases as Regards Coming Races at Agricultural Park and Pasadena—Reports From Los Angeles Houses

By Edward Moriarty

The coming races at Agricultural park continue as the topic of the hour among local autoists and with almost every Los Angeles house entering one or more cars speculation is rife regarding the outcome.

"Whistling Billy" and the Garbutt-Stewart greyhound are expected to prove the speed making entries and the consensus of opinion is that the ghost which broke the world's record will have no walk away when it lines up with the Garbutt machine.

"Billy" is nothing more than a stock car keyed to a high pitch and there are those who anticipate a desperate struggle when the two speed wagons come together.

Indications point to the most successful meet in the history of California automobiling and the local park will present a gala scene during the three days of motoring. The rapid entry of local cars is surety that Angelenos are exhibiting the keenest of interest and intend to make the meet a memorable event in the history of California auto annals.

Never before have Southern California houses been rushed with the number of orders for late models as during the past week, and car loads of machines which have not as yet arrived are already sold to purchasers who anxiously await the belated autos.

During the past week several cars have run over the Agricultural park course in order to become used to the track and many a lightning mile has been reeled off without extending the machines to more than an ordinary fast rate of speed.

The Pasadena hill climbing contest scheduled for Washington's birthday is coming in for its share of attention and the competition between the various local agents is indicative of the quality of sport that is to mark the "steeple chase" events of the Crown City program.

Auto Has Firm Grasp

The firm grasp of the auto is not a flagging one as may be observed by the steady growth of the local trade, not a dealer complaining of lack of support. Each car is receiving liberal patronage and the variety of choice is manifested on the streets of Los Angeles where one meets with every different make within a limited stretch of territory.

The Success Automobile company reports a strong demand for the Winton machine and during the past week delivered four of the cars to out of town purchasers.

F. L. Ryder, the Pasadena capitalist, purchased one of the royal blue color, as did E. M. Hills of Redlands.

A. L. Ryder of Pasadena secured two cars, one Brewster green, with red running gear, and a royal blue.

A large party of model K Winton owners is arranging to make a tour embracing Riverside, Redlands and the surrounding country. The trip is to be so scheduled that the party will be present in Riverside, February 22, to witness the Riverside polo contest. Five cars will take part in the run.

Two Pierce Arrows, which have just arrived, were delivered during the week to Burton E. Green and M. H. Whittier of Los Angeles.

Another car is en route for A. M. Jung, also of Los Angeles.

William Garland has ordered a 40-45 horse power car and M. Connell is expecting a 28-32 Arrow. C. E. De Camp has placed his order for one of the same horse power.

C. E. Walters, an admirer of the Elmore machine, has given instructions to Smith & Anthony for three 1906 models, with which he will represent the Elmore company at Long Beach during the coming season.

The Elmore agency of San Francisco has closed and the ten cars left in the house will be handled at 49 City Hall avenue, the locomobile agency of which F. G. Minor is agent.

Have Incorporated

A change has been made in the Southern California Motor company, which is the southern agent for the Marion car. The management has incorporated under the above name in order to facilitate the increasing business, which calls for a more extensive handling.

A carload of 1906 model touring Elmores has left the factory for the local house.

F. A. Bennet, manager of the Standard Auto company, handling the Ford machine, returned Thursday from San Francisco, where he visited the northern house. He also attended to business matters connected with his auto concern in Oakland.

A carload of the 1906 model Fords arrived Thursday. This car is the same make which won the light touring car prize and the gasoline consumption cup in the recent San Diego endurance run.

All of the cars have been sold. C. Young of Riverside secured one. W. S. Gaylord of Redlands and T. P. Izard of Santa Barbara each purchased one and the other two went to E. J. Erb of Bakersfield and J. Noble of Los Angeles.

The Ford entry in the Pasadena hill climbing contest will be a runabout.

As evidence of the popularity of the Ford, orders have been placed for 305 runabouts, which are not yet out from the factory.

Three carloads of Fords are on the way and two may be expected by February 14. The third consignment will arrive by February 20.

W. M. Varney of Long Beach, who drove the prize-winning light touring car in the San Diego endurance run, was in the city Thursday with the speedy vehicle.

The Maxwell company sold two large touring cars during the week. They went to H. W. Hill of Redlands and George Putnam of Redlands.

Royal Tourist Coming

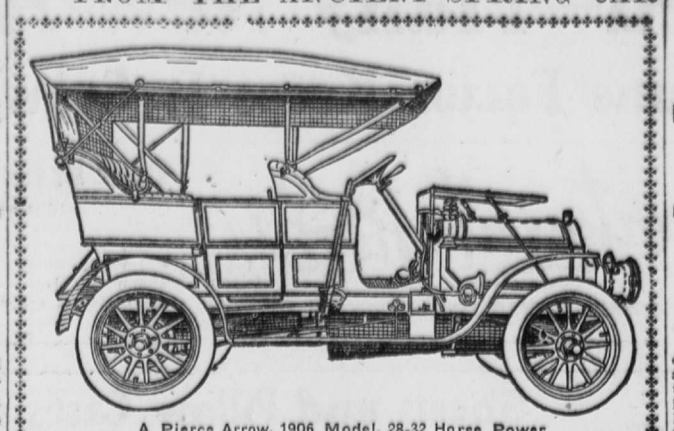
A model L twenty-four horsepower Premier, to be used as a demonstrator, will arrive by February 15. George Bradbeer has a forty horse-power royal tourist Premier on the road which will soon be at the local house for sale.

The Premier runabout which will be used in the Agricultural park races was tried out last week over the park course. One or more Premiers will enter the Pasadena hill climbing contest.

The Reo Auto company got away with a novel advertisement yesterday when some enterprising member of the establishment erected a sign reading, "Try a Reo auto boat," in an old dish pan, and set the latter adrift on the boiling flood which rushed down Sixth street. When last seen the gallant craft was rounding the corner of Seventh and Grand, proclaiming to the world the merit of the Reo.

William Gregory of the Moline agency reports that it is almost impossible to supply the demand for cars. Among the purchasers of the Moline last week were C. C. Chapman of Fullerton and H. W. Chase of Los Angeles.

EVOLUTION OF THE AUTOMOBILE FROM THE ANCIENT SPRING CAR



A Pierce Arrow, 1906 Model, 28-32 Horse Power

Shows Wonderful Development Since the Days of Hazy Ideas When Wise Men Predicted What Has Now Been Achieved

Early in the dawn of human intelligence there came the dream of unrestricted individual locomotion. It was toward the end of the thirteenth centurn, says R. T. Sloss in his "Book of the Automobile," that the learned Franciscon friar, Roger Bacon, wrote:

"We will be able to propel carriages with incredible speed without the assistance of any animal." At the same time he predicted the coming of the steamship and the flying machine. The scientific character of Bacon's imagination has been completely vindicated in the ocean liners and the swift-flying automobiles and partially so in the recent efforts of Santos-Dumont and others.

The horseless carriage first took tangible form in the seventeenth century, when Johann Haustach of Nuremberg contrived a vehicle propelled by a huge coiled spring, the action being on the principle of clock-work. Haustach was known as "a manufacturer of chariots going by spring and making 2000 paces an hour." The spring was controlled by a lever in the hands of the chauffeur and, in the absence of a steering device, the "chariot" could be propelled only in a straight line, which would have rendered its progress through the loop district of Chicago somewhat difficult, even at its advertised rate of a little more than a mile an hour. Haustach seems to have paid more attention to the ornamentation of the body of his vehicle than to its propulsion.

Moved With Sails

About the same time probably the general utilization of the winds of heaven in the windmills of Holland suggested the idea of "sail wagons," used to some extent on the flat plains of that country. These were called "seylende windwagen," and consisted of the rigging of a ship attached to wheeled platforms.

In 1644 a patent of Louis XIV granted to "Jean Theson the privilege of employing a little four-wheel carriage set in motion without any horses, but merely by two men seated." The supposition, in the absence of detailed drawings, is that the "men seated" propelled the vehicle by strenuous leg work.

Sir Isaac Newton is said to have invented a steam carriage, after others had conceived the idea of propelling vehicles by steam power. The development along this line followed closely that of the steam railroad. The latter, however, appeared so much more feasible to the inventors that it was followed and the steam carriage idea thrown into the background. Newton's idea was not original fundamentally, it is said, but copied after the original steam engine of Hero of Alexandria, who broke into the steam-engine business about 200 B. C. Newton's model was propelled by the reactionary force, or kick, of a jet of steam escaping from a nozzle in the rear.

In 1769 Nicholas Joseph Cugnot, with state funds placed at his disposal by the Duc de Choiseul, constructed a steam gun carriage and the following year he produced an improved auto which is still preserved in Paris. The machine had but three wheels, the boiler overhanging in front on the theory that its weight would be counteracted by the load on the carriage. The engine was directly behind the boiler and consisted of two thirteen-inch single-acting cylinders.

The movement of the piston was transferred to the axle of the driving wheel by two ratchet wheels. The engine could be reversed at will. There was a steering gear, and the vehicle proved its capacity for carrying a load of two and one-half tons at a speed of three miles an hour. Napoleon Bonaparte caused the appointment of a commission of the institute to investigate the invention, but the revolution suddenly put an effectual check on the further development of the automobile. It is interesting to note that in the matter of the production of a practical automobile France led the world in the eighteenth century, as she now leads the world in the building of racing machines of tremendous power.

The first American inventors to tackle the steam propelled vehicle problem were Oliver Evans of Maryland in 1787, and Nathaniel Read of Massachusetts in 1790.

Richard Trevithick of England in 1802 patented a steam carriage that was a distinct advance over previous efforts.

By this time it came to be believed that ordinary wheels were insufficient to secure traction, and mechanical legs were devised as propellers. The Gordon machine, patented in 1824, was a six-legged affair, the pedals being operated by steam. Goldworthy Durney about the same time produced a steam carriage which used legs as auxiliaries. The steam coach patented by Walter Hancockw and named the "Autopsy" was placed in commission, with four others, between Stratford and Paddington in 1836 and did a lively passenger business.

Recent Development

The more recent development of the automobile is better known. In 1886 Charles E. Duryea conceived the notion of propelling a carriage with a gasoline engine, and two years later partially produced a light buggy driven by a two-horsepower engine. His first complete vehicle was brought out in 1892. The three following years Mr. Duryea spent in altering the defects of his first machine, and in 1895 he succeeded in bringing his automobile to such a point of practicability that he won the Times-Herald race with it.

The automobile built by Elwood Haynes in 1893 was recently sent from Kokomo, Ind., to Washington, where it was installed as an exhibit in the Smithsonian institution. It is a four-horsepower machine capable of a speed of twelve miles an hour on good roads.

TEN YARDS FOR THREE DOWNS

Football Reform Committee Makes Many Changes and Suggestions for Elevation of Sport

By Associated Press.

NEW YORK, Feb. 10.—Ten yards to be gained in three downs was the principal football reform tentatively agreed upon at a meeting of the college football rules committee in this city today.

This rule, if finally adopted, the football experts believe will do more than anything else toward opening the game. The committee adjourned to meet again Saturday, March 3, in this city.

In addition to agreeing upon the ten-yard rule, which exactly doubles the distance to be gained in three downs under the playing rules of the past several years, the committee agreed upon the following:

That every player on the kicking side shall be on the side when the kicked ball touches the ground.

That the question of affording proper protection for the man catching the ball be taken up and carefully defined at the next meeting.

That one forward pass shall be allowed on a play, provided the ball does not touch the ground before being touched by a player of either side. Such a pass to be made by any man who was behind the line of scrimmage when the ball was put in play.

If the ball touches the ground before being touched by a player of either side, it shall go to the opponents on the spot from which the pass was made. The pass shall not be received by a man who was on the line of scrimmage when the ball was put in play except for the two men playing on the ends of the line when the ball was put in play. A direct lop over the line within the space of five yards on each side of the center shall be unlawful.

The report of the sub-committee appointed to formulate suggestions relative to the formation of a permanent board of officials was received, and it was agreed to make it public with a view to receiving suggestions from persons interested in the game, every member of the committee being asked to invite criticism of the plan.

The sub-committee's recommendations are that a central governing committe of three or five be appointed as a sub-committee of the inter-collegiate rules body, to constitute a national committee of officials.

In addition to this committee it is proposed that sectional committees of three each be appointed to represent the different sections of the country.

A salaried secretary is proposed to attend to the executive and the clerical details of the committee. All universities and colleges accepting the provisions of the rules committee prior to the fall of 1906 are to submit lists of all college men whom they consider desirable and competent game officials.

This list is to be carefully investigated by the national and sectional committees and a general official announcement will be issued, containing first a complete list of officials judged competent by the central committee with appropriate addresses.

The various games scheduled during the season are to be subdivided in order of collegiate importance to determine the remuneration of the officials. There are to be four officials, the remuneration grading as follows: $100, $50, $25 and $10.

Colleges and universities will be required to select officials from the list agreed upon. Reports will be received as to the class of work rendered by the different officials and complete records kept.

Some changes in the rules agreed upon at the last conference were made. To prevent piling up, it was agreed that the ball shall be considered dead when any portion of the person of the runner with the ball except his hands or feet touches the ground in the grasp of an opponent.

Either captain may ask that time be taken off three times during each half without penalty. If, thereafter, either captain requests that a time be called his side shall be penalized by a loss of two yards for each request, unless the injured player be removed from the game.

CUBAN AUTO RACES ARE ON

By Associated Press.

HAVANA, Feb. 10.—The road over which the 200-mile automobile races will be run tomorrow is in splendid condition. The starters will be: Lancia, driving E. F. Connell's 110-horse power machine; Cedrino, in Gustav Bock's 100-horse power; De Mogoet, in Luis Marx's 80-horse power, and Bernin in W. Gould Brokaw's 90-horse power. All the cars are propelled by gasoline power. The distance of the race will be 217 1-2 miles in four laps. There also will be a race for the three lighter local machines at half the distance of the big race, and following the latter on the last two laps. The prize for the minor race, $15,000, has been posted by the owners of the three machines that are to compete.

Chamberlain's Cough Remedy.

The many remarkable cures of colds and grip effected by this preparation have made it famous over a large part of the civilized world. It can always be depended upon and is pleasant to take. It not only cures colds and grip, but counteracts any tendency toward pneumonia. It contains no opium or other harmful substance and may be given to a baby as confidently as to an adult.

The Herald will sell you $35 worth of records and GIVE you a six months' subscription to The Herald and a $25 Talk-o-Phone absolutely free.

AUTO ANIMOSITY IS DISAPPEARING

PUBLIC IS DRAWN TO THE HORSELESS MACHINE

President of Chicago Automobile Club Tells of the Friendly Disposition Which Now Exists—Drivers Are More Careful

A few years ago animosity to auto owners was more or less rampant among those who would not allow themselves to open their hearts to the innovation, and it has only been recently that the mobile enthusiasts have found a friendly feeling existing from those who are not participants in the whirl and dash which is characteristic of the sport.

No sign of the times in reference to automobiling, according to prominent automobilists, is more interesting than the decrease of hostility on the part of the general public. It is declared that the average man on the sidewalk is more friendly now than ever before to the man at the steering wheel, and that the better understanding is due largely to the fact that the public has awakened to the realization that "sane" automobilists constitute 99 per cent of the auto owners of the country and that the 1 per cent of "insane" automobilists are just as obnoxious to their brethren of the motor car as to pedestrians.

Conservative automobilists everywhere have joined in a determined effort for months to stamp out reckless and careless driving, and the fruits of their efforts is seen in the resultant friendliness of the community as a whole.

"There is no man more anxious to stop crazy driving than the average automobile owner himself," declared John Farson, president of the Chicago Automobile club last Saturday, in discussing this topic.

"I think there is no question that the public is coming to understand that the great bulk of automobilists is desirous in the extreme of stopping insane automobiling, and there is no doubt that the public is today much more friendly to the sport of automobiling than at any time in the past. The automobilist and the automobile are getting to be better understood. With the advent of cheaper machines of good workmanship has come a feeling also that the motor car is not merely the vehicle of the rich, but that the man of moderate means, the farmer, the man on salary, can have his automobile as well as the millionaire.

"The fight that has been waged in Chicago and other cities by the sane, conservative automobilists against reckless driving has done the sport much good. The public feels a good deal more sympathy with automobiling when it understands, as it is doing now in large degree, that automobilists join pedestrians in decrying wild driving. The attitude of the public is shown by the much better treatment accorded automobilists now than formerly, and this is noticed in touring about the country, as well as in city streets.

"Not so long ago the attitude of the public toward the automobilist was very much like that of the dwellers in a certain rural English town to strangers. ''Ere comes a stranger, Bill. 'Eave 'arf a brick at 'im,' used to be the cry in this English hamlet when an outsider was seen approaching. That same attitude of 'here's an automobilist—heave a brick at him' used to characterize the public in considerable measure. But those days are gone in most places now.

"If reckless driving on the part of the very small proportion of automobilists indulging in it could be stamped completely out it would be no time until the public would regard the automobile just exactly as it regards the horse. That time will ultimately come. Automobiling has thus far been done a lot of harm by irresponsible, and in some cases almost degenerate, sons of wealthy men, who, often under the influence of liquor, and sometimes sober, have no regard whatever for the safety of the public.

"They own cars of high power and drive them with criminal recklessness. One of these young fellows can make more enemies for the automobile in one tour of the city than all the conscientious and considerate drivers can overcome in months. In the past the public, unfortunately, has judged autoists as a class by the worst of them.

"Now, however, the truth of the situation is becoming widely recognized. The public also has apparently believed that automobile drivers as a whole approve the actions of the reckless few. It would be as reasonable to suppose that all bankers approve the act of the bank president that absconds with the bank's funds. The conscientious majority is doing all it can with the reckless minority and it will not be long before the last vestige of popular clamor against the automobile will have died out entirely."

ASCOT ENTRIES

FIRST RACE—Selling; 5½ furlongs.

1017	Dan Collins	107
1034	My Surprise	107
1034	Miss Affable	102
——	Happy Lad	100
956	Astraea	95
950	Leonado	107
986	Vincedo	104
1029	Shannonside	102
959	Mazapan	95
1027	Lady Travers	95

SECOND RACE—Selling; 1 mile.

848	Benroe	113
1033	Tattenham	110
975	J. W. Dahney	110
968	Bailey	107
1035	Avantellus	103
775	Water Fox	100
1018	Adalmo	98
1040	Stone Arabia	110
960	Young Marlow	110
989	La Taranta	107
1039	Col. B. Palmer	103
1012	Ossian	100
1027	Salina	98
1024	Pinta	*93

THIRD RACE—Purse; fillies; 3-year-olds; 5 furlongs.

1018	Lady King	112
1027	Silver Wedding	102
1021	Starling	102
——	My Choice	102
1018	Bribery	108
1031	Lotta Gladstone	102
713	Turkey Foot	102
——	Bourne S	102

FOURTH RACE—Selling; 5½ furlongs.

(1017)	Huachuca	107
1029	Prince Magnet	107
1021	Sun Mark	102
1000	Peggy O'Neal	102
1029	Smithy Kane	*99
(1029)	Tim Hurst	107
——	The Roustabout	104
1015	Interlude	*102
850	Montanus	100

FIFTH RACE—Purse; 6 furlangs.

1017	W. P. Palmer	104
1027	Alma Gardia	100
1044	Wrenne	100
1045	Sand Storm	100
1032	Miss M. Bradish	97
1035	Fairatene	95
1035	Elevation	92
1017	Babe B	90
1013	Capitanazo**	104
1017	El Bernardo**	99
821	Luckett	99
1034	Conde	97
925	Sir Brinkley***	95
1027	Neatness***	90

SIXTH RACE—Selling; 1 mile.

1032	Preservator	112
843	Golden Light	110
(1035)	Red Tape	108
1040	Katie Crews	105
1045	Col. Bronston	103
1039	Kumiss	98
1035	Rubinon	*95
1040	Bill Curtis	*110
993	Pettijohn	110
1032	Mi Reina	*108
1040	Tangible	*103
1020	Mr. Budd	100
1039	Seed Cake	98

*Apprentice allowance.
**E. J. Baldwin entry.
***Angarola-El Rio entry.

LIKE WHIRLWIND IS AUTO RACING

FAMOUS DRIVER TELLS OF EXPERIENCES

Turns of the Course Are Greatest Danger and Blinding Dust Makes Speed Events Hazardous for Contestants

By Webb Jay

I am often asked to describe the sensations I experienced when traveling at the rate of over seventy miles an hour on a track. Well, if you were fastened down somewhere and a seventy mile an hour cyclone were sweeping by you, you would get some idea of the way the wind whistles past the face of one traveling in a car at the same rate of speed.

Secondly, the turns are an ever present problem. No sooner has one turn been safely negotiated than the driver must begin to figure on the next. The driver must know his car very well, or, instead of taking the turn, he will wake up in the hospital or in the great hereafter. For every track and every car there is a certain speed at which the car would topple over on the turns in obedience to the laws of nature. The task of the driver of a fast machine is to take his car around the turns at a speed—as near as his judgment tells him—which is close to this limit, but still a shade on the safe side.

The thrid proposition to be considered is the tires. Here is where a tremendous amount depends on luck. No driver of a high-speed racing car can be perfectly sure that his tires will carry him around the track. All he can do is to be on the alert ready to keep his car on the track if one of his tires comes off or explodes.

These three elements are present even if a man is alone on a track, as I was when I placed the world's track record for the mile at :48 3-5 in my White racing car. But when there are other cars on the track a new element of danger is added.

The dust, the fourth factor to be considered, is the most dangerous of all. If there is a car ahead the driver is traveling through a cloud of dust, with only now and then a rift through which he can see the fence to guide him. I had been enveloped in dust before, but always when danger impended I could catch a glimpse of the fence at short intervals, take my bearings and steer my steamer accordingly.

But at Buffalo, by some malevolence of fate, when I trailed behind the other cars (which I had previously beaten repeatedly) in order to make a good race, the dust did not lift. I was speeding blindly along at at least seventy-five miles an hour, when suddenly the fence loomed up immediately in front of me, just, so I imagine, as a great ocean steamship looms out of the fog to the fisherman directly in its path and about to be crushed by it.

By a quick movement of the steering wheel I cleared the fence with my front wheels, but my back wheels skidded into a post, taking off a fence rail, which, hitting me on the back of the head, put me out of commission for many a long and painful week.

Now I am back in harness again in charge of the local branch of the White company, enjoying practically my former state of good health and spirits. My leg is still a little sore, but it is only a question of time when it will return absolutely to its normal condition.

THE QUALITY STORE

Boys' Suit Special

To those who have never had one of our M. & B. special boys' suits, and in order to convince the mothers that we have succeeded in solving the problem of a suit that will withstand the hard wear and rough use that the average boy gives a suit, we will place on sale several lots of all-wool, double breasted, short pant suits, ages 8 to 16.

$4.75 Values Up to $7.50

Pants double seat, double knee and taped seams; coat extra quality, serge lining, reinforced at every point; sleeves double lined.

See Our Show Windows

Mullen & Bluett Clothing Co.
Spring and First

GIVE THEM JOY; TAKE THEIR CASH

REPUBLICAN LEAGUERS HOLD HOUSE WARMING

More Politicians There Than Offices, but Guests Manage to Have a Good Time—Cigar Puffs and Other Kinds on Deck

"Here y' are, here y' are. If you haven't joined yet come right up and sign in."

The soft and seducive voice of the handsome Leo Youngsworth, present county surveyor and president of the Republican league and soon to be United States marshal, rang out over the heads of the visitors at the new headquarters of the Republican league last night, and the politicians with expressions of "almost" joy formed in line and paid their little $4 without a word.

It was the house warming held in connection with the opening of the new headquarters of the league, and incidentally the campaign ball was set rolling. But the visitors had not expected the treat of being allowed to pay real money to join and the crowd began to get scarce.

There were many things to see of interest and almost any one, no matter how fastidious his ideas of enjoyment, might have found plenty of it in the league rooms.

Red Fire and Music

The fun started early with the burning of much red fire and plenty of band music for the edification of those who might stop to listen, but it was raining and the bandmen soon grew weary of their jobs and went home.

Up in the league rooms there was an orchestra and presently it struck up "The Star Spangled Banner." That was just what the crowd was waiting for; some of them had come a long way to get a chance to sing that anthem, and one of these was Dr. Houghton, familiarly known as "Doc."

Maybe "Doc" was thinking of that "mayoralty bee" and wanted to show them how well he could sing if he were elected mayor next time. At any rate the glory-crowned head raised its shapely outlines high and the mellow voice of "Doc" wriggled uneasily from his throat and wafted out across the audience.

Nearby stood "Kid" Soloman, the pride of Sonoratown and a leading Republican politician, and as the "Doc" sang the "Kid" made mental inventory of "Doc's" throat as though he were attempting to locate the origin of the noise.

Barney Healy, councilman from the eighth, came early and stayed late and all the time he puffed longingly at a fat cigar and smiled upon his constituents in all his unnecktied loveliness.

Henry Shearer, who is thought of seriously as candidate for county clerk at the next election, was present with his ever ready hand of gladness, while William Shearer, clerk of the appellate court, shone forth in a remarkably new and lovely cap, of the "fried egg" variety. He was the envy of everyone there.

County Recorder Cal Hartwell came in spite of the rain, and William McGill of the local health office kept a wary eye on "Doc" Houghton to see that the representative of the biggest ward in town didn't go out in the wet without first putting on his rubbers.

Then came the candidates for sheriff's bee and if handsome Bob Brown of the county clerk's office had only consented to run for sheriff the five handsomest men in the county would have been there.

The Merchants' and Manufacturers' association officers thought so much of "Billy" Hammels' good looks that they made him marshal of the floral parade, and "Billy" was there last night and had all his good looks with him. Along in the sheriff's class were Sheriff White, former Street Inspector Ernie Werden, with the ever present broad smile and his little "watch us grow" tickets. Then came John Burr and several others and the list was complete.

Deputy Sheriffs Bert Franklin, Hutchinson, Freedman and others and Under Sheriff Yonkin lent judicial severity by appearing in their official capacity.

Deputy Sheriff George Conart, a charter member of the league, with a large delegation from the Army and Navy league, was present and with him a cigar of enormous proportions.

Run on Buffet

And oh the run on the buffet. In one room of the headquarters a counter had been arranged and the big free lunch was slipped to any who could stem the crowd and get in. There was some beer of thick flavoring and light lunch, and there was no lack of patronage.

The only thing the politicians seemed to be unable to agree on was the fact that there was not enough public offices to go round, and some of them even went so far as to announce themselves candidates for the same office.

On every side men were whispering to one another about the offices they expected to get and none of them seemed to think of the poor little Democrats who might want a few of the little jobs.

In an exclusive set all to themselves in the front apartment Police Judge Rose, Postmaster Mott Flint, Clerk of Police Court Dave Martin, Dr. Morrison, E. E. Johnson, ex-Assemblyman Houser, County Superintendent of Schools Mark Keppel, Deputy District Attorney H. S. T. McCartney, the man who invented the auto speed law, and many others of the eclat of Republicanism served without hats.

The Herald will sell you $35 worth of records and GIVE you a six months' subscription to The Herald and a $25 Talk-o-Phone absolutely free.

AUCTION!

2025 VERMONT AVE.
(Take Washington St. Car).
Monday, February 12, 2 P. M.

Desirable furnishings of a 6-room cottage, consisting of mahogany and oak rockers and chairs, polished oak dressers and commodes, springs, hair and floss mattresses, drop-head Singer machine, weathered oak hall settee and hanging hat rack, mahogany lady's desk, wardrobe couch, enameled iron beds, oak and mahogany stands, all bedding, oak extension table, dining chairs, dishes, portieres, curtains, Morris chair, Axminster and body brussells art squares, carpet sizes, rugs, fine gas range, utensils, etc., etc. Above goods same as new. Sale takes place at 2 p. m.

Rhoades, Reed & Rhoades
Office 730 S. Spring. Auctioneers.

Cadillac
Repairs, Storage and Supplies
Lee Motor Car Co.
1218-20 South Main Street

A. W. Gump Automobile Co.
Glide Automobiles

New Garage. Repairing. Renting. We can sell your old car for you or will take it in exchange. Try us.
1118 and 1120 South Main St.

MODEL 1
Rambler $1350
18 H. P.
Every Equipment Carries 5 people.
W. K. Cowan 832 S. Broadway, Los Angeles.

Reo Motor Cars
Sold only by
LEON T. SHETTLER.
Home Ex. 167. Sunset Ex. 633.
633 South Grand Avenue.

Bullfrog
Nevada.
Mines, Stocks, Bonds, Realty
LOS ANGELES-BULLFROG REALTY & INVESTMENT COMPANY,
418 H. W. Hellman Building.

SUNSET TELEPHONE AND TELEGRAPH CO.

TIME IS MONEY. Don't spend hours down town marketing and shopping. The Sunset telephone—the greatest 20th century time saver—will do all this and a hundred times more for 5c a day. Telephone Contract Dept. Main 47.
Sunset T. & T. Co.

CHICHESTER'S ENGLISH
PENNYROYAL PILLS
Original and Only Genuine. SAFE. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH in RED and Gold metallic boxes, sealed with blue ribbon. Take no other. Refuse Dangerous Substitutions and Imitations. Buy of your Druggist, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Sold by all Druggists. Chichester Chemical Co. Madison Square, PHILA., PA.
Mention this paper.

ITALIAN OLIVE OIL

[DI LUCCA]

Hermetically Sealed Cans: 85c Quart; $1.50 Half Gallon; $2.50 Gallon

World famous for its medicinal qualities and unsurpassed as a table delicacy. We are direct importers. Our wines and liquors you can always depend on. They're thoroughly aged and have the body and flavor that will make you a regular customer after the first order.

8 YEAR OLD SWEET WINES Per Gallon $1.00 And Up

FINE OLD
Clarets or Riesling 50c
Kentucky Bourbon $3.00
Maryland Rye $3.00
California Brandy $2.50
Per Gallon and Up

APRICOT BRANDY Per Quart Bottle $1.00 $3.50 per gallon.

PAUL JONES WHISKEY Regular prices $1.25 per Qt. Bottle. Our price $1.15 Pints 50c

German-American Wine Company
314 West Fifth Street. Tel. Red. 9921. Home 4388.
FREE DELIVERY to all parts of the city. NO BAR.