AUTO SALES ARE UNPRECEDENTED

LOCAL DEALERS HAVE BUSY TIME

Wet Season Did Not Entail Decrease of Orders Among Los Angeles Agents, Who Report Exceptional Demand

To one in quest of activities among automobile dealers of Los Angeles during the past week the task was discouraging to say the least.

Not that there were things on the tapis among the agents. Quite the reverse and for that reason the trouble of getting in a word or two with the harassed dealers. One had but to enter the doorway of any garage in town to learn that business and business alone was the order of the day. To find out the trend of all these transactions was effected only after virtually holding up the garage owners and demanding what it all meant.

To do this without disturbing the process of a sale required more or less sentinel performance on the part of an investigator who had needs be on the jump to get in a question or so sideways.

Nearly every 1906 make to be seen in Los Angeles has been given a thorough demonstration and the effects are now being shown by the number of orders which have poured in since the new cars have been placed upon the market. Instances are on record for the past week where orders have been received for machins from out of town purchasers who relied solely upon the cars secured by friends from the various local agencies.

The fact that very little chance for demonstration has existed in connection with the large number of sales made is indicative of a growing demand for the machines which are so well adapted to the climatic conditions of this section of the country.

Several of the Los Angeles concerns where all cars had been sold out prior to the rainy season have passed the week largely in repair work, with the demonstrators occupying a prominent position near the show windows.

Although nothing definite has yet developed, it will be no surprise should plans for an automobile boulevard in the vicinity of Los Angeles be made public at no far away date. Several prominent persons in both the auto and political life of Los Angeles have a bee buzzing that may lead later to the added joys of Southern California touring. Those interested have thus far refused to make known the progress of the idea that has become ripe in their minds, but may do so before another week has passed.

Prospects of the racing game, so far as a strictly local meet is concerned, are at a standstill for the present, though the probable appearance of Barney Oldfield in Los Angeles during the month of May will lead to a renewal of the sport.

The Angel City management lost heavily because of the downpour that greeted the first two attempts made this year, and will direct all efforts for the present along lines calculated to bring some returns from the expenditures put forth in promulgating the track events.

Ralph Hamlin of the Franklin agency is meeting with success in the disposal of his 1906 models, and during the past week delivered a twenty horsepower, model D, Franklin touring car to John E. Parkinson, the Los Angeles architect. Mr. Parkinson is enthusiastic over his new purchase, which, by the way, he has had little opportunity of enjoying owing to the unsettled conditions of the March weather.

A. R. Maines of Los Angeles has also secured a Franklin in the nature of a twelve horsepower machine, model G.

C. L. Holmes of Redlands has become the owner during the past week of a model G, twelve horsepower Franklin, which he will use along the orange scented roads of the upland community.

The Hamlin agency has, since the beginning of the year, handled every Franklin 1906 model and, with the exception of the six-cylinder car, every Franklin is in stock, ready for delivery.

The Marion Motor Car company has been doing quite a business with the second-hand cars since the set-in of the wet weather.

They were unpacking the new order of runabouts and touring Cadillacs at the Lee agency yesterday, where a knot of those interested in the popular car were gathered to inspect the new arrivals. The lot consists of three runabouts and three light touring cars, single cylinder, ten horsepower.

These single cylinder cars have proved among the most powerful machines of their kind brought to the coast. With an occupancy of four persons the cars take the steep grade on the west side of the Second street hill with ease, demonstrating their power of endurance.

The 1906 model four-cylinder touring Cadillac will arrive by express within a few days and may be expected to find favor with those cognizant of its power of endurance. One of the 1905 models purchased by a Los Angeles enthusiast has been driven for twelve months without having once entered a repair shop, and at the present time is apparently as good a machine as on the day when it bade farewell to the factory.

The 1906 model is equipped with a three-speed planetary transmission. The weight of the car, although successfully carried during the season of 1905, has been reduced from 3500 pounds to 2200 pounds. Among the added features is a new carbonator and governor.

The Cadillac company has offered a reward of $1000 to any one who will return a transmission in which the material has worn away. Two powerful brakes contracting and expanding over the rear hubs render added safety for street travel. Throughout the car is fitted with Hess-Bright ball bearings, for which the Cadillac company has placed the largest single order ever received by the European firm, calling for $80,000 worth of the bearings.

F. C. Schlageter has purchased one of the model M light touring Cadillacs.

There is nothing artificial about the success of the Cadillac. It has been acquired by genuine merit and legitimate business methods. Specially constructed cars driven by highly paid experts prove nothing of the actual road qualities of a car. They are simply an added expense that the purchasers of these cars are forced to pay. They have never been compelled to pay experts to make a showing of the Cadillac, and the expense thus saved has been used to lower the selling price to a figure consistent with the quality.

A. W. Gump reports a demand for demonstration of the new Jackson car lately received. The car now in stock will be put in the delivery business tomorrow. Two cylindered, horizontally opposed under the body, of 20-24 horse power, with a passenger capacity of five, the Jackson bids to become popular among autoists of the south.

Smith & Anthony of the Elmore agency have passed through one of the most prosperous weeks in the history of their agency, having sold nine cars since last Monday morning. Tuesday proved a record day and when the total was completed six cars had been sold to in and out of town purchasers.

As a self-starting and silent running machine the 1906 Elmore ranks with the finest cars in the country and the large number of sales during the week attests its growing popularity.

Irving E. Ingraham, the well known globe trotter, will receive the first four-cylinder Elmore to be delivered in Los Angeles, the arrival of the car being anticipated on April 1.

The fact that Mr. Ingraham has possessed ample opportunity of investigating the best makes, both foreign and American, adds value to the selection made in the particular instance. Mr. Ingrham has used two foreign cars and one of American make.

The following have placed orders for the four-cylinder cars: Mrs. Fred Seigert, E. M. Morrisson, D. H. McCune and Irving Ingraham.

Orders for the three-cylinder models are accredited to: T. E. Finch of Covina; P. A. Newmark, Y. R. Del Valle of the real estate firm of Del Valle & Freeman; G. W. Barber of Pasadena, G. C. Walters and Max Streicher.

The orders quoted for the Elmore have been placed since Monday last. Two carloads are now on the road and the four-cylinders may be expected by the first of April. The three-cylinders are to be received three weeks later.

New adjuncts to the Los Angeles Automobile Dealers' association are Bush & Shields, agents for the Pierce Great Arrow, who were admitted at the meeting of last Thursday evening.

A 28-32 Pierce Arrow has been sold within the past week to E. J. Stanton.

William Garland's Arrow 40-45 will leave the factory April 1.

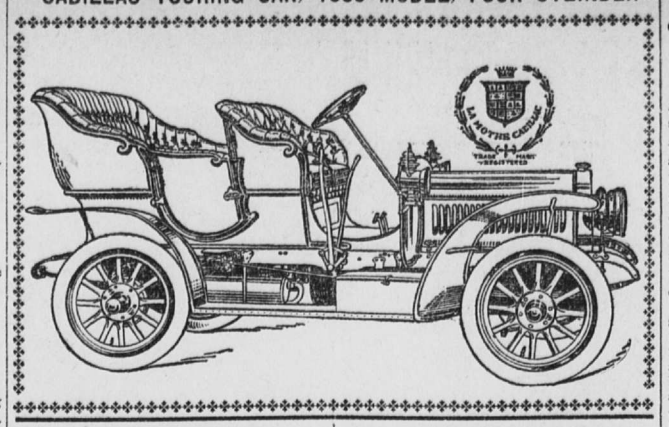
W. J. Connell's Arrow is scheduled to reach Los Angeles by the middle of next month.

The shipment of the recently ordered Pierce cars has been impeded by a fire in the factory which delayed all orders received within the past month.

W. K. Cowan is another of the dealers who came away with a particularly successful week. Four Ramblers were sold Friday and among the purchasers were F. D. Blanchard of Covina and A. Z. Moore of San Diego.

H. D. Ryus reports the sale of a White to E. E. Hendricks of Los Angeles.

CADILLAC TOURING CAR, 1906 MODEL, FOUR CYLINDER



Auto-Graphs

"Around the World Glidden," known in Boston and private life as Charlie J., who, accompanied by his wife, is making a leisurely automobile tour around the world, has added 4405 miles in India to his total mileage. They arrived in Calcutta January 1, after completing the India tour. So far the Gliddens have visited twenty-seven countries and have covered 29,505 miles on their trip.

Especially with new cars, which are now being bought, the man who is his own chauffeur should regard the rule of looking over every part and tightening all nuts before going out. However well made a machine may be nuts will loosen during the early days of its running on the road until they get set, through all the parts becoming reciprocally adjusted, for a car, like a ship, must "find itself."

A recent economy test in France is causing much talk among motorists. Traveling at the rate of forty-six miles an hour, a four-cylinder car, carrying four passengers, covered thirty-eight miles with one gallon of gasoline. This performance is considered remarkable. European motorists make more of a study of economy in fuel than American automobilists because gasoline is more expensive in the lands across the sea.

George G. Wright, a Kansas City real estate man, recently bought a forty-horse power automobile with which he means to try a unique experiment in his business. A Texas ranch, embracing 100,000 acres, is to be cut up into smaller ranches and Mr. Wright will use the new automobile to show prospective buyers over the property. The land is level as a floor and the machine driver can "let-er-out" to his heart's content without fear of hitting anything except a bunch of cactus perhaps.

One thing that the recent change in the officials of the American Automobile association promises is some finer work in legislative matters. Sidney S. Gorham of Chicago, the new secretary, is a lawyer, as well as being an enthusiast in the cause. He is a great believer, too, in the touring end of the sport, which promises well for new maps and information concerning routes. Secretary Gorham will make his headquarters in New York, at 31 West Forty-second street, after March 1.

Common Colds Are the Cause of Many Serious Diseases

A physician who has gained a national reputation as analyst of the cause of various diseases, claims that if catching cold could be avoided a long list of dangerous ailments would never be heard of. Every one knows that pneumonia and consumption originate from a cold, and chronic catarrh, chronic bronchitis, and all throat and lung trouble are aggravated and rendered more serious by each fresh attack. Do not risk your life or take chances when you have a cold. Chamberlain's Cough Remedy will cure it before these diseases develop. This remedy contains no opium, morphine or other harmful drugs and has thirty years reputation back of it, gained by its cures under every condition. For sale by All Druggists.

SELLS COOKED SHRIMPS FROM HIS AUTOMOBILE

NOVEL SCHEME EFFECTED BY SAN RAFAEL MAN

Enterprising and Rich Autoist Uses His Machine for Financial Gain. Puts Ocean Products on Market in Fast Style

Frank H. Johnson, a wealthy young man of San Rafael, has purchased twelve acres of land within the corporate limits of the city and proposes to try chicken raising upon a scientific and up to date plan. He believes that the climate is favorable to his project. All his fowls will be of high pedigree and will be handled by competent chicken men. Toothsome capons will be a specialty, and eggs stamped with the hour and date of laying will be another.

Johnson has another hobby, and that is peddling fresh shrimps within a couple of hours after they have been caught. Last week the business men of San Rafael were surprised when Johnson stepped out of his automobile with a quantity of warm shrimps, quoting them at six cents a pound delivered.

The merchants were at first inclined to take it as a joke, but he showed them that he had 600 pounds of freshly cooked shrimps in his steam wagon. He easily disposed of them, and announced his intention to furnish shrimps every Tuesday and Thursday. Generally the shrimps sold in city markets are twenty-four hours old and rapidly lose their delicacy. Johnson will drive his automobile to Point San Pedro and get the shrimps as soon as they are caught and then hasten San Rafaelward with them.

Young Johnson recently married a Miss Selby of San Francisco. His holdings were appraised at $980,000 several years ago, and have greatly increased in value since then.

TO CLOSE NEW YORK GARAGES

Owners Must Comply Rigidly With Laws Governing Gasoline Storage

Keepers of garages in New York are greatly excited over the recent decision by the fire department to revoke at once all licenses for the storages and gasoline in the garages where the law governing such storage is not rigidly enforced. There are in New York city more than 200 buildings in which cars are stored and gasoline is kept on sale, and it is asserted that in more than half of these the ordinances are openly violated.

The garages were notified by the superintendent of combustibles that he would not reissue to them licenses permitting the storage of gasoline. The applications for licenses had been in Mr. Murray's hands for several weeks and in the meantime the garage owners had been handling and selling gasoline under a "hold-over" provision of the law. The greatest cause of complaint on the part of the bureau of combustibles is that most of the buildings in which gasoline is stored are heated by stoves or in some other way than that permitted by the law.

The law says that garages must be furnished with heat from apparatus in an adjoining building. In a number of cases it appears that the provision of the law which provides that gasoline must be stored in a tank underground has been disregarded. The charter provides a fine of $50 for a violation of the gasoline law, and an additional fine of $5 for each day that the violation continues. So it will be seen that the garage keepers are up against a situation which is not by any means a laughing matter.

TO USE ARMORED AUTOS

In Event of Another War Russians Will Be Ready for the Enemy

If Russia ever gets into another squabble with Japan, it means to have its troops in a position to travel more rapidly than the little brown soldiers, either toward or from the enemy. The czar's country is the first to add to its fighting equipment the "motor mitrailleuse," the war automobile.

One of the machines has been delivered, and Russia has placed future orders for twelve of them this year, twelve in 1907 and twelve in 1908. This remarkable vehicle is manufactured by the celebrated Charron, Girardot & Voight firm of Puteaux, France, near Paris. The body of the machine and every vulnerable point of the motor is protected by steel armor. On the top is a revolving turret, containing a Hotchkiss quick firing gun.

The drivers and gunners are protected by the armor and can watch the enemy through loopholes. One of the mose useful parts of the machine's equipment consists of two steel rails, strapped outside of the body, which are to be used in bridging ditches and climbing steep grades. The machine weighs 6380 pounds without the crew. It is capable of a speed of thirty miles an hour. The cost is $16,000 for each vehicle.

HERALD'S ASCOT FORM CHART

ASCOT, March 17, 1906.—Presiding Judge, A. W. Hamilton. Starter, J. J. Holtman. Weather clear. Track slow.

1226 FIRST RACE—Six furlongs. Three-year-olds and up. Selling.

Index.	Horse.	Wt.	St.	¼	½	¾	St.	Fin.	Jockey.	Op.	Cl.
1218	Prince Ching 5	107	5	5 n	7 2½	..	5 1	1 h	Doyle	3	4
1218	E. C. Runte 5	107	6	4 5	2 4	..	2 3	2 1½	Chandler	6	8
1212	Hagerdon a	107	3	1 h	1 h	..	1 h	3 1	McDaniel	6	5
1220	Mazapan 3	97	4	2 h	4 h	..	3 2	4 h	C. Sullivan	4	4
(1221)	Seed Cake 3	97	1	6 1	5 ½	..	4 1	5 1	Preston	2½	3
963	Quickstride 3	102	2	7 1	9	..	9	6 5	Horner	30	60
1197	Regal 4	108	9	8 1	6 h	..	6 h	7 2	Borel	8	16
1206	Hirtle a	105	7	9	8 ½	..	7 1	8 h	Palms	30	60
1221	Babe B. 3	102	8	3 h	3 1	..	8 4	9	Kunz	6	15

Time—:24¼, :49½, 1:16¼. At post 2 minutes. Off 1:44. Value to winner $325. Winner b. g. Pagan-Shing Ching. Owner Mrs. K. Maxwell. Start good. Won driving. Second easily. Ching 8 to 5 place, 4 to 5 show. Runte 3 to 1 place, 3 to 2 show. Hagerdon even show. Ching under sharp drive nipped out Runte in gnal stride. Runte finished resolutely but not good enough. Hagerdon tired palpably final sixteenth.

1227 SECOND RACE—One mile. Four-year-olds and up. Selling.

Index.	Horse.	Wt.	St.	¼	½	¾	St	Fin.	Jockey.	Op.	Cl.
1204	Freesias 5	108	4	4 2	4 1	2 2	1 2	1 ½	Horner	2	4
1219	San Lution a	112	6	3 h	3 h	1 h	2 3	2 1½	Lynch	10	8
1214	Huapala 5	108	2	5 1	6 1	7 2	6 ½	3 n	McDaniel	2	13-5
1212	Moor a	110	3	3 h	2 h	5 h	4 2	4 3	Chandler	15	20
1212	St. Wilda a	110	6	2 1	5 1	4 4	3 ½	5 3	C. Sullivan	6	12
(1219)	Lehero 5	113	10	9 10	7 2	6 h	8 1	6 3	Kunz	6	5
1216	Mi Reina 5	*103	8	8 1	9 20	9 25	9 20	7 1	Grand	10	15
1212	Gondolus a	110	5	1 h	1 2	3 h	5 h	8 h	Doyle	10	10
1212	Nuptial a	108	7	7 1	8 h	8 n	7 h	9 10	Wilmot	20	60
1206	Paramount 5	108	9	10	10	10	10	10	Willis	50	60
1190	The Pride a	119	Left at post.						Palms	20	20

Time—:25¾, :51½, 1:18, 1:45. At post 2 minutes. Off 2:11. Value to winner $325. Winner ch. m. Hawthorne-Miss Maya. Owner B. F. Hobart. Start good for all but The Pride. Won in canter. Second easily. Freesias 8 to 5 place, 4 to 5 show. Lution 3 to 1 place, 8 to 5 show. Huapala 3 to 5 show. Freesias came away easily in stretch, winning as rider pleased. Lution finished resolutely. Huapala finished with rush on outside of others.

1228 THIRD RACE—Six furlongs. Three-year-olds and up.

Index.	Horse.	Wt.	St.	¼	½	¾	St	Fin.	Jockey.	Op.	Cl.
(1161)	Silver Wedding 3	93	2	1 n	1 1½	..	1 2	1 3	McDaniel	2	4
1208	El Otros 4	105	6	6	5 2	..	2 1	2 3	Seder	7-5	6-5
1194	El Bernardo 5	102	4	3 2	2 h	..	3 h	3 1½	Nichols	12	15
1156	Dr. Hollis 3	110	1	2 1	3 h	..	4 5	4 4	Fischer	4	3
(1203)	Linda Rose 4	100	3	4 2½	4 h	..	5 2	5 2	Preston	6	12
1050	Neatness 3	95	5	5 h	6	..	6	6	Horner	12	25

Time—:24, :48½, 1:14¾. At post 1 minute. Off 2:40. Value to winner $325. Winner ch. f. Huron-Ogarita. Owner J. J. O'Flaherty. Start good for all but El Otros. Won easily. Second same. Wedding 6 to 5 place, 1 to 2 show. El Otros 1 to 2 place, out show. El Bernardino 8 to 5 show. Wedding off flying, displayed keen speed all way, winning easily. Otros slow to leave post, made up ground fast on far turn, but weakened eighth out under whip; pulled up quite lame. El Bernardo tired fast final eighth.

1229 FOURTH RACE—One mile. St. Patrick's Handicap. Three-year-olds and up.

Index.	Horse.	Wt.	St.	¼	½	¾	St.	Fin.	Jockey.	Op.	Cl.
1215	Orilene 3	106	1	1 1½	1 1½	1 2	1 1	1 2½	Preston	4-5	3-2
(1215)	Ebony 5	114	2	3 1½	3 6	3 6	2 1	2 5	Doyle	7-5	6-5
1215	Yeoman 4	90	4	4	4	4	4	3 h	Grand	20	20
1222	Ila 3	87	3	2 1½	2 h	2 ½	3 6	4	McDaniel	4	4

Time—:25, :49½, 1:15, 1:41½. At post 1 minute. Off 3:07. Value to winner $500. Winner b. f. Ingoldsby-Admittance. Owner Jas. Curl. Start good. Won easily. Second same. Orilene 1 to 3 place, out show. Ebony 2 to 5 place, out show. Yeoman 6 to 5 show. Orilene reveled in soft track, showed most speed and always held opponents safe. Ebony in long stretch drive finished resolutely, but had no chance to beat winner. Yeoman finisned with rush, nipping out Ila.

1230 FIFTH RACE—One and one-sixteenth miles. Three-year-olds and up. Selling.

Index.	Horse.	Wt.	St.	¼	½	¾.	St.	Fin.	Jockey.	Op.	Cl.
1216	Gentle Harry 5	111	1	1 n	2 n	1 1	1 1	1 n	McDaniel	3	6
1224	Graphite 4	98	7	7	7	6 h	5 3	2 3	Preston	2	13-5
1181	Viona 5	*95	5	6 6	6 5	4 h	2 h	3 6	Horner	6	8
1214	Cheripe 5	105	2	2 h	4 h	3 1	4 1	4 1	Palms	20	30
1217	Creston Boy 3	92	6	5 n	3 2	2 ½	3 n	5 10	Walker	20	40
1187	Elizabeth F. 3	85	4	4 h	5 1½	5 n	6 6	6 3	F. Hildebrand	10	25
(1214)	Ethylene 6	*101	3	3 1	1 h	7	7	7	Grand	2	1

Time—:25, :50, 1:16, 1:42½, 1:49½. At post 2 minutes. Off 3:37. Value to winner $325. Winner b. g. Kingstock-Ville Marie. Owner G. W. Robison. Start good. Won driving. Second easily. Harry 2 to 1 place, 7 to 10 show. Graphite 7 to 10 place, 7 to 20 show. Viona 4 to 5 show. Harry faltered eighth out, but rallied final 100 yards and in sharp drive outstayed Graphite. Latter moved up fast entering stretch, finishing sturdily under whip, but not quite good enough. Viona tired fast final eighth.

1231 SIXTH RACE—Six furlongs. Three-year-olds and up. Selling.

Index.	Horse.	Wt.	St.	¼	½	¾	St	Fin.	Jockey.	Op.	Cl.
1197	Rodolfo 5	107	4	3 ½	2 1	..	3 ½	1 h	Nichols	6	15
1211	Betsy 3	101	2	1 ½	1 3	..	1 3	2 ½	Preston	5-2	5-2
1223	Durbar 5	109	1	4 2½	3 2½	..	2 2½	3 3	Fischer	3	4
1210	Mazonia 3	*92	5	5 h	5 1	..	4 h	4 h	C. Grand	6	4½
1109	Revolt 6	115	6	6 1	6 ½	..	6 2	5 6	Doyle	6	5
1223	Anona 4	103	3	2 h	4 1	..	5 h	6 3	Horner	10	16
(1206)	Miss Affable 4	103	7	7	7	..	7	7	McDaniel	2½	7

Time—:24, :48½, 1:14¾. At post 1 minute. Off 4:06. Value to winner $325. Winner ch. g. Amigo-La Maroma. Owner F. W. Davis. Start good. Won driving. Second same. Rodolfo 6 to 1 place, 3 to 1 show. Betsy 9 to 10 place, 1 to 2 show. Durbar 1 to 2 show. Rodolfo swung to inside rail final quarter and in sharp last sixteenth drive outstayed Betsy. Latter under keen urging tired final 100 yards. Durbar finished sturdily under whip.

1232 SEVENTH RACE—One mile. Four-year-olds and up. Selling.

Index.	Horse.	Wt.	St.	¼	½	¾	St.	Fin.	Jockey.	Op.	Cl.
1214	Needful 6	114	9	9	9	9	5 1	1 1	Donovan	4	9
1223	Kinsman 4	109	8	8 4	8 2	6 2	3 ½	2 2	Kunz	2½	2½
1202	Exapo a	*105	5	6 1	6 1	5 h	4 1	3 ½	Nichols	15	30
1211	St. Winifrede 6	108	7	3 1	1 h	1 1	1 2	4 n	McDaniel	2	13-5
1214	Tendercrest 5	108	3	2 1	4 1	4 h	2 1½	5 h	Preston	10	7
1207	Tangible a	105	2	5 2	5 1	7 3	7 4	6 n	Palms	10	8
1207	Red Damsel a	108	6	7 1½	7 1	8 h	6 ½	7 6	Donvitz	30	30
1225	Patsy Brown 5	110	4	4 1	3 1	3 ½	8 h	8 5	Fischer	4	9
1211	Rubiana 4	104	1	1 2½	2 2	2 h	9	9	Horner	8	13

Time—:25, :50, 1:16, 1:43½. At post 1 minute. Off 4:31. Value to winner $325. Winner b. g. Mirthful-Nellie Osborne. Owner A. G. Panning. Start good. Won handily. Second easily. Needful 2½ to 1 place, even show. Kinsman even place, 1 to 2 show. Exapo 4 to 1 show. Needful wore down Kinsman closing strides and won going away. Kinsman under sharp urging final sixteenth tired closing strides. Exapo finished fast under whip next inside rail.

* Apprentice allowance.

MAY CHANGE ROUTE OF GLIDDEN TROPHY TOUR

NEW YORK IS SUGGESTED AS THE STARTING PLACE

Idea of New Route Has Arisen Because of Poor Roads Which Characterize Course Originally Planned—Cleveland Western Starting Point

An alternative route for the Glidden trophy tour of 1906 is under consideration by the Glidden commission. Since attention was called to the undesirable character of much of the route scheduled for the national run, the demand among prospective competitors and among manufacturers who will be represented in the tour has become so general that a change in the original itinerary at least is assured.

Philadelphia autoists are in favor of New York city to a man.

As planned the tour was to have begun at Buffalo on July 23, the route being via Toronto, Kingston, Ottawa and Montreal to Quebec, returning via Maine, the White Mountains, Lake Champlain, Saratoga and Albany to New York.

The distance to have been traversed would have been about 1500 miles, more than one-third of which would have been over execrable roads, with hills, sand and rock predominating. The itinerary would have occupied twelve days.

Objections were raised not only to the distance, the time to be occupied and the unknown character of part of the circuit, but also to the lack of hotel accommodations in some sections, the scarcity of repairing facilities in case of accidents and the loss of publicity in starting from Buffalo in place of from New York city. These objections have become widespread.

In the alternative route under consideration Cleveland will be the western starting point, with the run to Buffalo, Toronto, Kingston and Montreal, returning via the Lake Champlain and Lake George valleys to Saratoga, where the trophy competition will close. Tourists may then return at their leisure to New York, Philadelphia, Boston or Buffalo, as suits their convenience.

The distance of this competition route would be barely 1000 miles and could be covered in ten touring days. The bad roads from Montreal to Quebec and the sand roads in Maine and New Hampshire would thus be avoided. For trophy competitors from New York, Boston and other eastern points Syracuse is suggested as the eastern starting point, that being about the same touring distance from Buffalo as is Cleveland.

There is a very strong feeling, however, that New York city ought to be made the eastern starting point, if not of the trophy competition, at least of the tour. As has been told, the suggestion is widely favored that the tour be started simultaneously from New York city and other points at equal distance from Buffalo and that the competition proper begin at Buffalo and end at Montreal.

In that event a regular itinerary would be prepared for the return either via Maine and the White Mountains or via Lake Champlain and Lake George, but would not be compulsory.

FOR CHARITY'S SAKE MONKS WILL USE AUTO

HORSELESS VEHICLE TO CROSS ALPS

Specially Constructed Cars Are Being Built for Conveyance of Belated Travelers Who Must Rely Upon St. Bernards

It is difficult to imagine a St. Bernard monk in a motor car, and yet such is the latest adaption of this modern method of locomotion.

The good fathers on the heights of the Great St. Bernard pass have decided to employ an automobile to climb the steep gradients, and cars are being specially constructed to transport provisions and wood from Aosta to their hospices, and the monks clad in their cowls and habits will be the chauffeurs.

It is a strange instance of human ingratitude that travelers will pass many days of bad weather within the hospitable wall of the great monastery on the pass, eat the food that has been drawn in sledges at immense cost over the icebound tracks, warm themselves at their fires at night, and depart without placing one sou in the box which stands near the door, or even, in many instances, thanking the monks for their shelter.

It is calculated that 25,000 persons stayed at the hospice on an average one day in the year and barely 2000 of these have ever offered to pay anything on their departure.

This the more lamentable because the property owned by the good fathers is decreasing yearly in value, and possibly some day that picturesque remnant of another age will make way for some mountain hotel, where visitors will be charged high rates, and from which the charity, poetry and romance will be gone.

FORTUNES SPENT IN AUTOS

American Manufacturers Have Lowered Prices to Meet Severe Foreign Competition

The sum of $45,800,000 was paid out by the American people for 23,996 automobiles in 1905. Of this amount $39,100,000 went to American manufacturers for 22,970 American-made machines.

The total number of automobiles of American manufacture of 1905 was 27,840, leaving 4870 in stock for sale on January 1.

The total number of machines made and sold in the United States during three years ending January 1 was 41,043, at a gross value of $58,742,900.

The average selling price of American-made "autos" has increased to $1702 from $1170 in 1903, while the imported cars, figuring on all sales for three years, show an average selling price of $6710.

The extraordinary increase in the importation of foreign machines is indicated by the fact that in 1903 only 375 were brought in, costing $1,300,000; in 1904 the number had jumped to 602, at an appraised value of $2,209,492, while in 1905 we imported 1026 cars at a cost of $6,700,000.

An interesting feature of the year's record is that the increase in cost to the manufacturer himself has been greater than the increased cost to the consumer, indicating that the American manufacturer has realized that to hold his home trade he must meet foreign prices.

Carpet Stores
Furniture Stores
Wall Paper and Paint Stores

We carry a large stock of 76-inch colored Burlaps; also 36-inch and 40-inch widths. Window shades, table oil cloths, wall paper, American Varnish company's varnish. Walter Bros., 627 S. Spring.

The Marion Car
Has Just Arrived

4 Cylinder—28 Horse Power

Unsurpassed for strength and durability, as well as simplicity and beauty.

Marion system of cooling is guaranteed to give satisfaction to those who use them. We are prepared to demonstrate this new arrival at any time. Call and see us.

Southern California Motor Car Company

Agents 200 East Ninth St.
Home 3862 Home 3862

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

JACKSON
Seats 5, 24 H. P., 5 lamps, 1350. "No sand too deep, no hill too steep."
A. W. GUMP AUTOMOBILE CO., 1118-1120 S. Main. Agents wanted. Square deal and quick work on auto repairs.

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

THE MARION
Has Arrived
4 cylinder, 28 horsepower. Call and let us demonstrate its merits. Marion system of cooling guaranteed to give satisfaction.
SO. CALIFORNIA MOTOR CAR CO., Home 3862. 200 East 9th St.

WHITE GARAGE
Whites and Oldsmobiles
712 South Broadway.
Home 2686. H. D. Ryus, Manager
Main 1856 712 South Broadway.

THE ELMORE

Elmore Automobile Co., 957 So. Main St.

BUSH & SHIELDS
Agents for the
PIERCE GREAT ARROW
A Thoroughly Equipped Repair Shop and Garage. OPEN DAY and NIGHT.
953-955 South Main Street.
Phone Sunset Broadway 7066.

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

R. C. HAMLIN
FRANKLIN MOTOR CARS
All Models Ready for Immediate Delivery.
1806 South Main Street.

SPORTING GOODS
The W. H. HOEGEE Co. INC.
138-142 SOUTH MAIN

SPORTING GOSSIP and Comment

Hulburt Comes to Life

If reports be true, the New York Giants are still the same crowd of ball tossers who have made life miserable for more than one quiet village into whose embrace they have been received as guests for their period of spring training. Maybe Mike Donlin could get along for a month without raising some trouble or other and maybe Marvin Hart could stand before Jim Jeffries for the fractional part of a round. Some of the other Yorkers are as bad as Mike, and the most recent affair in which they figured brings to the fore a ball tosser who a few years ago was famous as the largest man and poorest player in the Pacific Coast league. All Los Angeles fans will remember Hulburt, the gigantic catcher who was secured by Manager Morley during an absendminded moment of the latter. Although a frost as a diamond man this same Hulburt has proved himself somewhat of a mixer. Upon their arrival at Memphis the other day preparatory to practice, the Giants set out to have a little sport at the expense of peaceable citizens. Standing in front of the hotel, the world's champions amused themselves for a while by directing various uncalled remarked to passers by. Soon an athletic young gentleman with a southern belle upon his arm came strolling along and forthwith a witticism was directed at them which had anything but a soothing influence upon the tall escort. Like a flash went two long arms and in less than a jiffy a sprawling, discomfited set of Broadway idols were gathering themselves together as "Mr. Hulburt, suh," and the girl continued on their evening stroll. It is reported that McGraw has been looking for Hulburt ever since with an idea of signing him.

Lave Cross Is Popular

One of the striking instances where an able and steady ball tosser has gained respect and popularity not exceeded by men in other walks of life is that of Lave Cross, the famous third baseman of the Philadelphia Athletics. For fourteen years the name of Cross has been synonomous with that of the Quaker City and now as he leaves his old stamping grounds to became a member of an opposing team, Philadelphia fans, instead of taking offense at his going, are outdoing themselves in an effort to make the wonderful little fielder recognize the hold which he has secured upon their affections. Cross has accepted a berth with the Washington team, and while a tendency to criticise another player might be apparent the case is a reversal so far as Lave is concerned. The latest tribute to the player who has never in the slightest degree been mixed in a discreditable incident has been tendered in the nature of a dinner given by Philadelphia citizens.

Altrock Is a Big One Now

Nick Altrock, the big German pitcher who once twirled for the Angels team, is expected to be the strongest member of the Chicago White Socks during the coming season. Altrock's principal asset while with the Angels was a voice that sounded like an auto horn and a form which resembled Marvin Hart in fighting pose.

Fitz Has More Troubles

Poor old Bob Fitzsimmons. They are handing it to him in a different form every day and where his troubles will finally end is beyond the power of anyone to predict. Among other incumbrances that have caused him regret is a French poodle valued at $5000. Now some few days back a man by the name of Haggerty took a liking to this same Parisian canine and whistled with a seductiveness that soon had Bob mourning the loss of his pet. Later Haggerty was arrested and charged with grand larceny. Fitz in the goodness of his heart or for some other reason refused to prosecute. The main trouble for Fitz arose when Haggerty after being loosed by the minions of the law followed Bob to a cafe and commenced an abusive tirade against the once prince of boxers. At last the Cornishman would stand it no longer and let drive with a gentle tap that sent the disturber to dreamland. The next day Haggerty got out a complaint charging Fitz with battery and suing him for $500.

Waddell Grows Generous

Rube Waddell is again back in the traces—or was at last accounts. His yearly promise to be the leading cherub has been solemnly made and accepted with all allowances possible to the imagination. Rube among other faculties has developed one of generousness and lately in the presence of a number of players and fans, prior to leaving for the southern training trip, peeled off a five dollar bill from a roll of greenbacks and offered wifey one with which to buy a new silk dress. Rube's idea of feminine garniture is in keeping with his remembrances of Adam's ale.

Pale and Erlanger **Schlitz** Bavarian Brew
On Draught at
Jos. Melczer & Co. 141-147 S. Main

WILL STRIVE TO CLIP SECONDS FROM RECORDS

AUTOISTS EXPECT TO MAKE 100 MILES AN HOUR

Predictions Are That Coming Year Will Witness Present Mile Record Smashed and One Hundred Miles Covered Within the Hour

With the two miles a minute automobile record an accomplished fact, the big mark aimed at in the next Ormond-Daytona beach carnival will be 100 miles an hour.

This will be the slogan of the space annihilators in preparing for the big tournament of 1907, according to W. J. Morgan