

WAYNE GARAGE IS COMPLETED

SPACIOUS ROOMS READY FOR BUSINESS

Remarkable Growth In Sales of Cars Results in Establishment of Auto Institution on Main Street

The Wayne garage at 1203-1205 South Main street is complete in equipment and adds another oasis in the automobile desert for automobilists in distress.

E. J. Bennett, who is the local agent for the Wayne cars, has become thoroughly impressed with the utility and spaciousness of his garage and the fabled boy with the striped candy stick never experienced the joyful sensations to which Mr. Bennett acknowledges when he makes the announcement of the completion of the garage.

In selecting such an admirable location for the new garage Mr. Bennett has exhibited keen foresight and at the same time earned the plaudits of the auto fraternity, as it supplies a much desired addition to the sparse garage settlement of Los Angeles.

This new garage admits of the reception of a large number of cars and a sufficient force of competent and experienced repair men are in constant attendance to serve owners of Wayne cars and others, and every facility and equipment peculiar to an up-to-date garage will be found at the Wayne.

The popularity of the Wayne car is becoming more evident and this fact is a dual combination of merit of the cars and enterprise of the agent. Mr. Bennett has been remarkably successful in handling the Wayne this season and the necessity for the garage is but a natural result of the increase in the Wayne colony.

The Wayne supplies probably every desire of a prospective owner in that in addition to all the meritorious requisites it may be had at a wide range of prices, the cheapest being sold for \$300 and the higher priced ones being held at \$350.

The garage is located in the new brick building at the corner of Twelfth and South Main streets and is convenient alike to the downtown and residence sections of the city.

INTERESTING STATISTICS

Litigation Over Patent Right Gives First Reliable Figures Relating to Industry in America

Some statistics of unusual interest concerning the automobile industry in the United States have just been brought out in the course of the litigation now progressing against certain manufacturers, dealers and users for infringement of the Selden patent No. 549,160, which is held to be a fundamental grant, covering all gasoline automobiles.

A summary of the submitted testimony shows the following records to have been kept by the licensors, all the figures having been furnished by the manufacturers in depositions under oath.

According to these official figures, as sworn to in the United States circuit court, the total number of vehicles manufactured and imported under license, from January 1, 1903, to January 1, 1905, was 41,696.

The valuation of these cars was \$63,141,472 and the royalties paid on them to the licensors was \$1,452,522. All of the figures given represent cars actually sold.

The increase of production in 1904 over 1903 amounted to 30 per cent in the number of vehicles, and the increase in the value of the gross sales was 58 per cent.

The increase of 1905 over 1904, in the number of vehicles was 32.4 per cent, while the increase in the value of the product sold rose to 62.2 per cent.

The total business in 1905, according to the testimony, amounted to 17,840 vehicles, having a valuation of \$31,814,758.99.

These figures reveal some averages of peculiar interest. Taking the total number of cars produced by the licensed makers and their selling price, it is shown that the average selling price for cars of all sorts in 1903 was approximately \$1170. In 1904 the average price was \$1422. In 1905 it was \$1734. For the three years—1903, 1904 and 1905—the average selling price of domestic cars was \$1429 and of imported cars \$6710.

This is the first time that any such thing as reliable, official figures have been furnished, and as there are thirty-seven concerns now operating under the Selden patent, who handle the great majority of all the motor cars made and sold in this country, these statistics from the court testimony throw a broad light on the situation.

DEALERS RACE FOR GLORY

Jackson and Maxwell Cars Do Hill Climbing Stunt to Test Abilities in This Line

Automobile dealers in the east have been holding impromptu road matches in their efforts to demonstrate the superiority of their several lines.

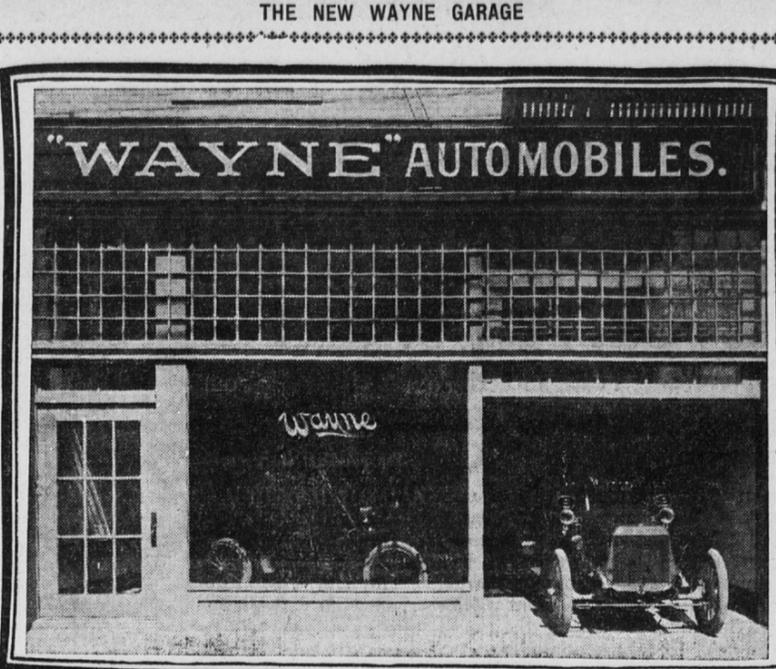
Recently Mr. Blake, the Boston representative of the Jackson car, advertised that he would bet \$100 that the Jackson four-cylinder could climb any particular hill faster than any car up to \$3500.

This offer was taken up by the Maxwell people in behalf of their new four-cylinder car. Considerable attention was attracted to the contest, which was held on Parker hill, the steepest about Boston.

Representatives of the Franklin and Rambler cars were on hand, and while not party to the original wager, proceeded to demonstrate the abilities of their cars.

There was nearly a foot of snow on the road at the time it was strenuous going, but the times were remarkably close.

The result of the Jackson-Maxwell race was: Maxwell, 1:30 1/2; Jackson, 1:38; each machine making two attempts, the above times being their best.



PRACTICAL TESTS DISPLACE RACING

USEFUL DEMONSTRATIONS ARE MORE EFFECTIVE

High Speed Development Gives Way to Utility of Mechanical Construction and General Usefulness

With the sole exception of some track features of the contemplated open-air show at the Empire City track in May, not a single race has been scheduled by the automobile interests for the coming season.

This surprising fact is elicited from the American Automobile association, with which rests the granting of race sanctions. Not one application for a permit has been filed as yet.

The authorities of the association see in the conditions a striking evidence of a metamorphosis of the competitive spirit, which, although growing instead of diminishing, is taking the form of tests of utility and comfort rather than of the ability to develop high speed freaks of no commercial value.

Not that those whose finger is on the pulse of public interest in the auto believe that such trials as that for the Vanderbilt cup, or as was held at Onondaga, are likely to be abandoned, but that the whole tendency of contests should be toward the development of motor construction and useful appliance rather than to speed alone.

Even the racing cars are indicating clearly the same disposition.

Cars Are Improved

It is the improvement in the cars themselves that has really killed track racing. The high speed developed rendering safety impossible, experts say, has been the primary cause, and the growing interest in quick starting and quick stopping contests and other tests that tend to improve the type, the secondary incentive.

Suggested as to follow these lines in the main, with carburetor and alcohol motor tests, trials of anti-skidding devices, of different tires, of speedometers and other apparatus in which the growing number of automobile owners will be essentially interested. The day seems to have passed when these questions interest only the manufacturers, for the public has become learned in technicalities.

The Automobile Club of America, recognizing the logic of the situation, is laying its plans for the development of economy runs and the tests and other forms of contests which will be largely in evidence this season, and anticipates that there will be a marked advance recorded in consequence in the development of American appliances instead of reliance on the inventions of Europe, which have grown out of following the same lines in the past few years abroad.

Already American manufacturers have made tremendous strides toward the development of the automobile, and the machine turned out on this side of the water is winning more and more recognition abroad. By its policy of encouraging experimenters and stimulating invention the Automobile Club of America is determined to raise the standard of excellence to a still higher plane until the American product takes rank as the first international power in motoring.

The Automobile Club of Great Britain is taking the same step, and has arranged for extensive tests of tires, speedometers, lamps and the like, while in France, besides an elaborate endurance trial for tri-cars and runabouts, Baron Henri de Rothschild has offered a prize for a speed indicator contest to be held early in May. All these stunts are taken to indicate clearly the direction of the blowing wind, to which the manufacturers are keenly sensitive.

CAMEL DRIVER IS A HERO

Greek Stops Runaway Horse Near Fiesta Park and Suffers Painful Accident

REO CARS IN GREAT DEMAND

Numerous Sales Are Reported by L. T. Shettler for First Ten Days of Month of April

L. T. Shettler, 633 South Grand avenue, reports the following sales of Reo cars so far this month: Reo light touring cars—L. M. Carl, city; Edwards-Winters company, city; Otto Rust, Anaheim; C. C. Warren, Glendora; Jake Overholzer, Covina; W. H. Conklin, Pasadena; F. C. Thomas, Pomona; O. M. Skinner, Fullerton. Reo runabouts—M. S. Mickelson, city; National Lumber company, city; Mr. Lathrop, president American National bank, Pomona; Cole company, Pomona; Dr. Stuart, Ventura; S. Edwards, Santa Ana; J. C. Williams, Orange; H. B. Day, San Diego.

Reo bus—Harry Chandler, city. Mr. Shettler will also break into the large car game within the next thirty days, although he is not yet prepared to state what the car is. He says, however, that he has a demonstrator en route and he has every confidence that it will be as popular in its class as the Reo cars have proven to be. The car will sell for \$3000 f. o. b. Los Angeles.

FAIR LAWS ARE TO BE SOUGHT

ADVERSE LEGISLATION IS TO BE DISCOURAGED

President Farson of the American Automobile Association Outlines Plans of Administration for 1906

John Farson, the recently elected president of the American Automobile association, has enunciated the following platform in a letter to the directors of the association:

"I shall be glad to have emphasized in the administration of the year: 'First—The question of good roads, with national, state and local aid; and with this in view have asked Mr. Gorman to prepare a uniform bill to represent to the various state legislatures our support of the Brownlow bill or a bill covering the question of national aid for presentation in Washington.

"Second—The question of a uniform bill to be presented to the various state legislatures governing the use of the automobiles on the highways and in the city streets. Uniform laws on this question would be very advantageous from every standpoint.

"Third—The American Automobile association should set its face like a flint against reckless and insane use of automobiles by irresponsible and careless chauffeurs and operators.

"Fourth—A closer relation between the various automobile clubs of America and Europe.

"Fifth—A better understanding of the rights of automobilists.

"Sixth—Restrictions covering the question of racing so that the matter may be hedged about with every safeguard.

"Seventh—A uniform system of signboards throughout the country under the sanction of the American Automobile association."

AUTO BREAKS ROAD RECORD

Grout Steamer Sets New Mark and Owner Predicts That He Will Do Mile in Twenty-five Seconds on the Beach

George Cannon, driving a Grout steamer automobile, with only one of its two boilers working, covered half a mile in twenty seconds last Sunday morning on the Coney Island boulevard.

While this time is not an official road record, twenty men, among them John R. Eustis, held watches on Cannon when he covered the half mile, and among them they agreed on twenty seconds for the distance.

Cannon, who is an ex-Harvard student, is confident that with both boilers working the Grout steamer can do a mile on a beach course in twenty-five seconds.

'DIVINE SARAH' PRESENTS CUP

OFFERS TROPHY FOR SIXTY-MILE AUTO RACE

Atlantic-Pablo Beach Spring Meeting for Amateurs With Stock Cars Will Be Held Four Days This Month

What will be the first annual spring meet on the Atlantic-Pablo Beach, Jacksonville, Fla., under the auspices of the Jacksonville Automobile and Motor Boat club, will take place this month.

The Atlantic-Pablo Beach is new to automobilists, and the only test of it that has ever been made was the small Fourth of July tournament last year attempted by the above club.

This meet was confined to stock cars used by the every day automobilist in Jacksonville, and was quite successful.

Recently W. J. Morgan, who was instrumental in organizing the above club a year ago, made a personal inspection of the Atlantic-Pablo Beach and reported his finding at a meet of the Jacksonville Automobile and Motor Boat club in the Jacksonville board of trade rooms.

Mr. Morgan drove over the entire length of the beach with a team, starting at 5 o'clock in the morning and the trip from Burnside Bar on the north to the St. Augustine inlet, the end of the beach on the south, some thirty-five miles, the driving taking a little over four hours. He found the going from Burnside, which is three miles north of the Atlantic Beach and the Continental hotel to some six miles south of Pablo, fairly good, notwithstanding that the tide conditions of late had not been favorable to a smooth beach.

Twenty miles of the beach he found to be of inferior quality, but which could be utilized in a long race, especially in an endurance test where perfect smooth going is not requisite.

Morgan is of the belief, however, that with a good northeast wind and tide the beach would in some places be found equal to any part of the Ormond-Daytona Beach, but he does not expect that more than twelve miles of real good beach will be available for the forthcoming meet.

Roads Are Poor

The Atlantic-Pablo Beach, so called because the Continental hotel and residences and the little town of Pablo are situated on the beach, is just seven miles from Jacksonville by railroad.

A very poor road for driving also leads to the beach. This road has three miles of good going at the beach end, having just been completed by E. M. Pledger, and there is two or three miles of good road on the Jacksonville side of same, but in the center there is ten miles of very rough road which the automobilists and carriage drivers are trying to have the county authorities make good, which would give Jacksonville a magnificent drive to one of the finest boulevards in the world, made over twice daily by the action of the waves.

The program arranged for the tournament on the Atlantic-Pablo Beach, gotten up specially to interest amateur drivers of the south, as the majority of the events are for stock cars and include Florida interstate and southern championships.

Some of the events that engaged at Ormond will undoubtedly be present for record trials, several being arranged for them, during the meet.

Madame Sarah Bernhardt has offered a trophy for a sixty-mile race, and several other trophies have been offered by the race committee, among them one by the Wondor hotel, Jacksonville, and one by the Times-Union newspaper of Jacksonville.

It is proposed to make the Atlantic-Pablo Beach spring races an annual event, and it is quite possible that it will be the leading southern tournament for amateur drivers.

PLANNING HARNESS MATINEE

Los Angeles Driving Club Arranging for April Meeting to Be Held at Agricultural Park April 28

The Los Angeles Driving club is arranging to hold its April matinee meet Saturday afternoon, April 28, at Agricultural park and already the members are jogging their horses and preparing to jostle the various events which are being arranged for the card of that afternoon.

A gentlemen's driving club is being formed at Pasadena and the members will be invited to participate in this matinee meet. An invitation has also been extended to the members of the Riverside Driving club to enter any of their horses in competition with the local racers.

POPE HARTFORD Will Arrive on Friday, April 20, 1906 WE have secured the agency for this SPEED MARVEL, Model F, four cylinder 28-30 horse power, price \$2650. Model G, 18 horse power, two cylinder, price \$1750. The Pope Hartford is positively the only absolutely noiseless gasoline car in the market. This fact we are willing to prove. See the others and then see ours. POPE TRIBUNE Model V touring car will be in our garage for your inspection on Saturday, April 21, 1906. This car is a two-cylinder, vertical engine under the hood, shaft drive, sliding gear transmission and sells for \$1050, delivered to you here. We invite those interested in automobiles and those contemplating purchasing a car to pay us a visit and allow us the opportunity of demonstrating the correctness of the above facts. Phillips Motor Car Company Main 7625 1230 South Figueroa Street Home 4650 Representing The Pope Manufacturing Co. of Hartford, Conn. A. L. A. M.

HANDSOME NEW AUTOS ARRIVE LOCAL AGENTS PUT THEM ON EXHIBITION Phillips Motor Car Company Receives a Pope-Hartford Demonstrating Car and Models Expected This Week One of the features of automobiledom for the week is the arrival of the Pope-Hartford demonstrating car which has been received by the Phillips Motor Car company of 1230 South Figueroa street. The Phillips Motor Car company has the agency in Los Angeles for the Pope Manufacturing company of Hartford, and the demonstrating car will be followed the latter part of the week by two models of the Pope-Hartford and Model V of the Pope-Tribune. The Pope-Tribune Model V is an up-to-date light touring car, easy to operate, thoroughly reliable and economical in maintenance. It is a two-cylinder machine and has its engine located under the hood the same as the higher priced cars, vertical and develops over sixteen-horsepower. It is simple in its construction and free from complicated parts. The low price asked for this car, \$1050, delivered in Los Angeles, will make it very popular when it becomes better known and is seen in action. The Model F, four-cylinder, 28-30-horsepower Pope-Hartford is selling at \$2650, and it is claimed for the car that it is the only absolutely noiseless car in the market. This car is conceded by all who have seen it to be one of the finest shown here. Another model of the Pope-Hartford is Model G, 18-horsepower, two-cylinder machine, and sells for \$1750. Several Pope-Hartford models and the Pope-Tribune will be ready for demonstration for the first time in Los Angeles the latter part of this week at the handsome new garage of the Phillips Motor Car company, 1230 South Figueroa street. AUTOMOBILE NEWSLETS Since William K. Vanderbilt, jr., returned from Europe and let it be known that he is having a high powered racing car built, there has been an impression in many places that he will drive the car himself in the Vanderbilt race and try to win the trophy of which he is the donor. This is not to be expected, however. Mr. Vanderbilt will probably referee the race as usual. This, which was heard last week in a salesroom in the heart of Gotham's automobile district, has the merit of being graphic, even if the language is a trifle elegant. Say the elucidating salesman: "You see, when the piston comes up and compresses a lump of gas, a spark jumps in and touches it off and the engine gives a poke, which turns the crankshaft around. Then the piston is pushed back and chases out the burnt gas and takes in a fresh charge as it goes back; then it comes up and the load gets a spark again and the piston is blown back and the crankshaft gets another poke. Just as before. Every time a spark is let in the engine gets a poke and gives it to the crankshaft, you see. It's perfectly simple." New York's multi-millionaire organization, the Automobile Club of America, will not be homeless this summer after all, pending the completion of the new club house. Arrangements have been made whereby when the lease on the present quarters expires the club will simply rent a larger one, removing its chattels to the top floor of the building it is in now, where it will have just as much space. It is a good plan to have always a little powdered rosin in the tool box of the car. It is much used on the brakes when they do not hold sufficiently in a hilly region and also on clutches that do not grip because of being oily or worn. Dismissing the protest which the Automobile Club of Great Britain made against the victories and records of the Darracq racers on the Florida beach in January, on the ground that it comes too late, is an action of the A. A. A. racing board which is apt to be generally commended, although the general laxity in enforcing the rules at the Florida tournaments is well known. If it is true that "never a law of God or man prevails north of fifty-three," it would seem that in automobile racing, at least, the law loses its grip when the game gets south of thirty-three. "Los Angeles Limited" The car trail of the west leaves today at 2:45 p. m. over the Salt Lake route. Solid train to Chicago. Ring up Main 352 and 465.

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 it. We are prepared to demonstrate this new arrival at any time. Call and see us. Southern California Motor Car Company AGENTS Home 3862 200 E. Ninth St. MAKE GOOD SCORES AT SHOOT Los Angeles Gun Club Members Participate in Semi-Annual Blue-rock Tournament It was bang! bang! bangy bang! at the Los Angeles Gun club's grounds yesterday, over fifty blue rock fowls being in attendance at the first day's shoot of the semi-annual event. Several exceptionally good scores were made, among them being a high run of 61 targets without a miss by Guy Lovelace of Los Angeles. E. Holling of San Francisco carried off the honors of the day with a total of 214 targets out of a possible 228. Holling is a professional, however, and only shot for the pleasure that it afforded him in making clouds of dust out of the swift sailing blue rocks. In the two-men championship event, R. H. Bungay of Long Beach and C. D. Hagerman of Los Angeles carried off the honors, in this event each man shot at twenty-five targets. Bungay broke 22 targets and Hagerman 24, giving them a total of 46. Twelve teams participated and several exceptionally good scores were made. The Tufts-Lyon medal, a 50-target event, was finally won by C. D. Hagerman, who tied with F. King of Long Beach, each breaking 46 out of 50 targets. In the shoot-off Hagerman broke 21 out of 25 and King broke 20. Those who participated in the whole program, shooting at 225 targets during the day, are as follows: E. Holling, San Francisco (pro.), 214; F. King, Long Beach, 206; D. W. King, San Francisco (pro.), 206; R. C. Reed, San Francisco (pro.), 206; Guy Lovelace, Los Angeles, 203; R. H. Bungay, Long Beach, 203; F. E. Mills, Santa Ana, 203; C. D. Hagerman, Los Angeles, 200; L. Holdscrow, Fresno, 200; C. Julian, San Diego, 199; J. E. Vaughn, Los Angeles (pro.), 198; C. Walker, Santa Ana, 197; H. McCullough, Santa Ana, 195; J. Gibson, Northridge, 192; Roy Vitman, Oxnard, 191; Gus Knight, San Bernardino, 189; Charles Van Valkenberg, Los Angeles, 188; H. Justins, Los Angeles (pro.), 188; W. H. Seaver, San Francisco (pro.), 181. It is expected that even a larger number of shooters will be present today. In addition to the regular events at 10 and 20 targets, a five-men team championship affair has been arranged at 25 targets, as well as an individual event at 50 targets.

REV. NORTHROP GOES NORTH Expects to Address the Pacific Baptist Congress in Portland Friday Night Rev. S. A. Northrop, pastor of the First Baptist church, will leave following the evening service tonight for Portland, Ore., where he will address the Baptist Pacific congress next Friday evening on "Baptist Ideals as Revealed by Their History." Dr. Northrop will preach next Sunday in San Francisco and return the early part of next week. HOTEL DEL CORONADO The Pacific squadron is now here and will remain ten days or more. Hotel del is again very lively. Admiral Goodrich and family are here, as are also many other officers. Dinners, luncheons, receptions and balls are most frequent. The Herald will sell you \$25 worth of records and GIVE you a six months' subscription to The Herald and a \$25 Talk-o-Phone absolutely free.

SPORTING GOODS THE HOEGEE CO. 428-442 SOUTH MAIN

Reo Motor Cars Sold only by LEON T. SHETTLER. Home Ex. 167. Sunset Ex. 633. 633 South Grand Avenue. PALE and Erlanger Schlitzy Bavarian Brew On Draught at Jos. Melcer & Co., 141-147 S. Main