

BUICK LEADER AT EHRENBERG

ITALIAN STOCK CAR SECOND IN ROAD RACE

FIVE MACHINES OUT OF DASH ACROSS DESERT

Columbia and Studebaker Safe at Colorado River—Elmore, Ford, Dorris, Apperson and Franklin Are Forced to Quit

(Continued from Page One) vania, 4 hours 42 minutes; Franklin, 4 hours 15 minutes; Studebaker E-M-F, 4 hours 47 minutes; Ford, 4 hours 32 minutes; Columbia, 4 hours 47 minutes; Buick, 4 hours 7 minutes, and Kisselkar 3 hours 43 minutes.

At Mecca, the last point in civilization on the run to the river, the race found three of the cars either missing or unable to proceed, the Franklin having broken the housing of her rear axle, the Dorris and Ford failing to make their appearance, and being between points from which no information was obtainable, it was not for some extended time that anything could be ascertained as to what had occurred to the Ford and Dorris.

Later it was learned that the Ford had lost its wheel at Whitewater, and that the Dorris was in the ditch at Palm Springs. The Franklin was withdrawn from the contest and later returned under her own power to this city, leaving Mecca at 4:45 p. m., and probably will reach Los Angeles this morning.

Long Desert Ride Begun At Mecca the route of the cars leads them away from the railroad and all connections with the world, for it is a lonely and long trip across an absolutely uninhabited and unrequented desert trail to Dos Palms and Chukawala Springs, where the trails that are made by the prospectors who have their claims in the mountains north of the desert.

During the evening of Sunday it became apparent that the churches of the city must have had many empty pews, for the main population of Los Angeles had apparently located their selves at convenient telephone booths with The Herald number at their hands seeking the positions of the cars at Ehrenberg.

Following is the time schedule of each of the five cars arriving at that point: Buick left Los Angeles at 12 midnight, arrived San Bernardino 2:30 a. m.; Mecca, 4:30 a. m.; Dos Palms, 7:30 a. m.; Chukawala Springs, 9:37 a. m., and Ehrenberg at 12:07 p. m. Time, 12 hours and 7 minutes.

Isotta Fraschini left Los Angeles 10 p. m., arrived San Bernardino 11:54 p. m.; Mecca, 8:45 a. m.; Dos Palms, 5:34 a. m.; Chukawala Springs, 8:20 a. m., and Ehrenberg at 10:47 a. m. Time, 12 hours and 47 minutes.

Pennsylvania left Los Angeles at 10:30 p. m., arrived San Bernardino 1:03 a. m.; Mecca, 4:20 a. m.; Dos Palms, 7:10 a. m.; Chukawala, 9:58 a. m., and Ehrenberg at 12:42 p. m. Time, 12 hours and 49 minutes.

Columbia left Los Angeles at 11:45 p. m., arrived San Bernardino at 1:30 a. m.; Mecca, 7:25 a. m.; Dos Palms, 8:55 a. m.; Chukawala Springs, 11:55 a. m., and Ehrenberg at 2:47 p. m. Time, 15 hours and 2 minutes.

Studebaker E-M-F "30" left Los Angeles at 11:15 p. m., arrived at San Bernardino at 1:09 a. m.; Mecca, 6:20 a. m.; Dos Palms, 7:50 a. m.; Chukawala Springs at 11:35 a. m., and Ehrenberg at 3:06 p. m. Time, 15 hours and 51 minutes.

Hard Luck for Elmore The popular little Elmore had a session of hard luck almost from the start. While jumping a break in the road between Los Angeles and San Bernardino, the car jolted loose every tool and all the machinery for emergency repairs the car was carrying. Not daunted by this misfortune Rose, Smith and Dake, in charge of the two-cycle machine, kept gamely to their work, and refused to be deterred by even this misfortune, and was plodding its way faithfully along the desert road regardless of being toolless and without hope of a bite to eat along the route. But a more serious misfortune was still to come to the Elmore, for, when eight miles from Chukawala Springs, she lost her transmissions, and her further progress was made impossible.

The little midget Ford was another to find herself crippled and unable to proceed, she having lost a wheel at Whitewater, the circumstances of the accident being unobtainable at this hour of going to press.

Up to midnight the facts concerning the fate that befell the Dorris could not be learned. The Herald's information being that this strong and substantial car, that made one of the most beautiful starts, was in the ditch at Palm Springs. More than this could not be learned, but Lee Carpenter of the firm of Bobysshell & Carpenter had arranged to leave at once with a searching car to ascertain, what if any assistance he could render his driving and fearless partner.

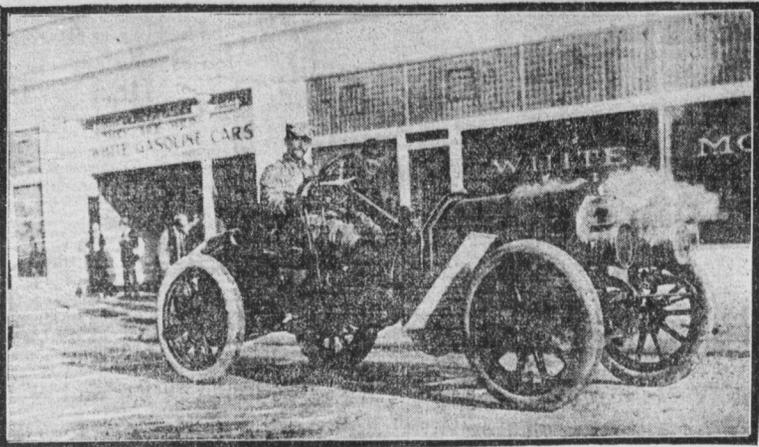
Ferried Across Colorado The big six cylinder Kisselkar driven by Harris Hanshue was digging into the sandy road at a terrific pace across the desert in the endeavor to make a record mark for the drive to the river, but when ten miles east of Chukawala Springs the Kissel came to grief with a broken steering knuckle. Just what Hanshue, who is one of the most experienced drivers on the coast, will do, or whether he may be able to make his repairs and enable him to proceed during the night to Ehrenberg, is not known.

Advices state that the five cars arriving at Ehrenberg were quickly ferried to the Arizona side of the Colorado and were in fine condition to continue the race commencing again at 5 o'clock this morning, for there are still 187 miles of all sorts and conditions of roads yet to be traveled, and as there may be many things happen in that distance, the arrival of the cars and the results of the race will be awaited with anxiety by thousands interested in the contest.

Twelve hours and seven minutes has been established as a record from Los Angeles to the Colorado and the schedules made from there to Phoenix have been made in a number of instances as fast as seven hours, which would cut the time down to Phoenix to close to nineteen hours and wipe out the old record of twenty-nine and a half hours made by Fred G. Fenner last year in the "Black Bess."

There have been a number of im-

Italian Racing Car, Isotta Fraschini, Owned by the Motor Car Import Co.



Max Poisman at the wheel of the famous racing car, and Marvey Herrick, driver of the San Francisco-Los Angeles record, who will ride with Poisman on the Isotta to Phoenix

FRANK FREE PROMPTLY ACCEPTS CARLSON'S CHALLENGE FOR RACE AGAINST HIM AND HIS WINTON

The daring boy's "sweeping challenge," issued Sunday morning by the agent of the Winton cars on behalf of William Carlson, owner of a big six Winton, has been promptly taken up by the particular driver to whom it was specifically addressed. Frank Free was a caller at the office of The Herald editor, The Herald a certified check for \$250 for a race in which he is to drive against the Winton and her owner, Mr. Carlson, and this amount awaits the coming of Mr. Carlson to cover the amount posted, which has been so promptly put up.

This is not "conversation," nor theatrical coin, but the real thing that buys clothes and real tickets and the necessities of life. The following self-explanatory letter from Frank Free will be read with interest: Los Angeles, Cal., Nov. 7, 1909. Automobile Editor, Los Angeles Herald. Dear Sir:

Noting a "sweeping challenge" purporting to be issued to the writer in a newspaper of this city, addressed specifically to me, I beg herewith to enclose certified check for \$250, to cover my deposit for an automobile race, in which William Carlson, owner of the Winton machine, offers to meet me on any track with his car, he to be the driver, and I in my car.

I gladly accept this challenge and will run Mr. Carlson and his Winton machine a race of one hundred miles, said race to take place on or before the tenth day of December, on a Sunday. I will give due notice of the track upon which said race is to be run and the name of the car I will drive. Let Mr. Carlson step up and cover the money deposited with you soon as possible. The time given in this letter will permit of Mr. Carlson having his car tuned to his pleasure. Please notify me when I am to meet Mr. Carlson for signing agreement alluded to.

Respectfully yours, FRANK FREE.

While there has been nothing authoritatively coming from Mr. Carlson personally about his anxiety to tackle Frank Free, the opportunity is now offered in a hurry, where a goodly purse may be taken in by him if he can outdrive Free, or his car outrun the car that Free will drive, besides such an event would more than likely bring to the winner of all gains receipts another large sum well worth looking at as prize money for a little tour around a mile track one hundred times.

In speaking of the "sweeping challenge" Free expressed himself as more than anxious to have such a race take place, and as early as possible, as no rotations now pending with Free for important matters may intervene later.

ported lessons given in the big event of the year 1909. The big and powerful racing car Isotta Fraschini has had her first baptism in western road racing and a hard test for an introductory race to the coast events in which she will undoubtedly participate during the future. The surprise of the car, too, has been the fast time made by the French pilot, Max Poisman, a new man to road racing in this section, and his performance has been one of great credit to himself and the car. Just ever heard from them, their time being to be seen, as Fenner is with the Isotta and Fenner is apt to give instructions to his driver to "open her up" for all she is worth for the balance of the journey.

Remarkable is the work of the Nicker brothers—Joe and Nick—on the Buick, and the manner in which these two accomplished drivers and mechanics to the coast events from Los Angeles to the river is already the gossip of automobile circles. Both men come from a family of mechanics skilled in their trade. Both men are among the coolest headed drivers that ever handled a wheel. It is even said that they should anything happen to either of them not a drop of blood would issue from their veins, but ice water instead would take the place of the red corpuscles usually found in the human veins—meaning that fear is no part of their makeup, and little is ever heard from them, their time being devoted to running and making their car count. Sixty-three events are to the credit of one of the brothers and fifty-three first prizes in the score of the sixty-three, in which he was entered.

Studebaker Astonishes Experts But the Columbia is another car that is attracting the attention, too, of automobile authorities. The Columbia held the record between San Francisco and Los Angeles for more than three years, driven at that time by the coming racing driver of the coast—Frank Free. The Columbia is making a wonderful showing in the Phoenix event of this year. Harold Stone, her driver, and Charley Hinesworth, his mechanic, notwithstanding an accident when but a short distance from Los Angeles Saturday night that laid them up for over an hour at San Bernardino, pluckily made their repairs and are safely within reach of the capital with but a slight advantage in time over them by the cars that are there.

But the amazing car of the lot is the Studebaker E. M. F. "30," a little low-

ELMORE CLOSE ON ISOTTA AT MECCA

D. B. ROSE TELLS STORY OF ROAD RACE

Driver Declares Glare of Searchlights on Spectators' Car Nearly Caused Fatal Crash at Etiwanda

It was a thrilling story of the whirlwind flight through the valley and over the San Geronimo pass told by D. B. Rose, the plucky driver of the equally plucky Elmore, when he arrived in Los Angeles last night after making a change of crew at Mecca.

At the desert railroad town Rose and Harlow Ryal, his machinist, surrendered the car to George Dake, driver, and C. F. Smith and Dick Erskine, machinist and helper. At 5:05 o'clock yesterday morning the trio in the almost totally dismantled Elmore shot away across the desert toward Ehrenberg hot on the trail of the Isotta, then the only car in the Elmore's lead.

"Here's how things stood at Mecca," said Driver Rose, adding that after he had satisfied curiosity about the positions of the cars he would tell how his own machine was nearly wrecked and himself and machinist nearly killed.

"The Isotta got away from Mecca at 3:55 o'clock this morning. The Elmore was the next car out, at 5:05. A minute after the Elmore left the Franklin limped into the town with a broken axle, plainly out of the running.

Many Breakdowns Occur "At 6:29 o'clock the Buick got away, and the Pennsylvania was after her, only three minutes in the rear. The E. M. F. was the next to leave at 6:30, and the Kisselkar made a getaway at 6:50. Later the Kisselkar was seen on the road by the engineer of our train. The car was stopped, and one of the men was under the car, evidently making repairs.

"At 7:30 o'clock the Columbia scurried out of Mecca and shot away toward the Colorado river.

"The Ford was seen at 9:30 a. m., stuck in the sand at Whitewater, and it looked as though the car was stuck hard. The Dorris was put out of the running for a time at least at Palm Springs, where the car ran into a tree. No one was hurt.

"Where we lost out and were nearly killed was at Etiwanda, where a short-cut road turns off the San Bernardino highway to Etiwanda. We were running about fifty miles an hour, but I knew the road, and I was on the lookout for a bad culvert there. Evidently some of the Riverside enthusiasts had cut the culvert out, and a big car was drawn up facing our road, on the Riverside highway.

Elmore Loses Everything "When the occupants of this car heard us coming they evidently scurried to the roadway to see us go by, and they held their big searchlights, which were going full blast, square in our eyes. We hit that culvert full tilt and we went up in the air at least forty feet. It was an awful jolt, and right there is where I am sure we lost everything besides ourselves that wasn't riveted to the machine.

"When we got into Mecca our car seat was gone. There wasn't an air bottle, a tire, an inner tube, a tool or a single duplicate part of the machine in the car. Our canvas was gone. Every single vestige of food had disappeared.

"You see what that means. If a single break occurs, that ends the race for the Elmore, for there is no possible way to duplicate a broken part. There is no canvas for sand holes. About the only thing the men had when they swung out of Mecca were the water bottles, and they were strapped on to the side of the front.

"Dake, Smith and Erskine were off on the long hike at a pace that looked as though they would eat things up, but they won't fare very well themselves. They didn't have even a sandwich to take with them.

"She's a game little car, that Elmore," added Rose, ruefully, "and if nothing breaks I believe she can make it even yet. But—one bust, and she's a gone coon."

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SIX THOUSAND SEE CYCLISTS SPEED IN RACE

DE ROSIER WINS TWO OUT OF THREE HEATS

TWO EVENTS BEAUTIFUL BURSTS OF SPEED AND FINISH

Accident to Mile-a-Minute Racers Results in No Injury to Riders, but the Sight Was Spectacular

A glorious day for just such events as the Coliseum presented yesterday at the great soccer track. And a magnificent attendance attended the popularity of the sport of having the opportunity to really get down and settle the dispute as to man and machine, the fickle goddess of good fortune appeared to have her fairly hand upon De Rosier, for he took two of the heats, the first two runners, resulting in one for each, and a prettier race has not been seen on any track than that of yesterday between De Rosier and Samuelson. The former won the first in rather slow time of 8:58 1-5; the second heat went to Samuelson, with the score of 8:41 1-5, and the final to De Rosier, who made the last ten miles in 8:38.

A more perfect race could not be well imagined. First one and then the other had the lead, but never for more than a length or two of the machine, and in both events the finish was less than two feet between loser and winner.

The amateur four-mile event was won by Irwin Knappe in 4:59 1-2. The amateur four-mile handicap went easily to little Hubert Kittle in 3:46.

The amateur six-mile single cylinder was one, two, three in line as follows: Charles Balke, winner in 4:28 3-5. M. J. Graves, second, and A. Ward third.

The amateur six-mile open race was uneventful for it was in this race that the cars were bunched nose and nose, when Blalock, who was hanging on to the coat tails of M. J. Graves, ran under the wheel of the car driven by De Rosier, and the latter, being at less than a mile a minute, were driven from their mounts and for a few minutes all that could be seen were four arms and legs and two bodies shodding along that fence they call a track. Fortunately, neither was hurt, and both appeared on the track, but the event for which they had been scheduled did not take place.

In the professional eight-mile open-air, Mitchell of New Orleans won in 7:38.

Following are the officials of the race: Referee, Charles Fuller Gates. Starter, George M. Adair, Los Angeles Athletic club.

Clerk of Course, F. B. Bruner, captain. A. M. Truitt, W. D. How. Judges and Scorers, Harry Canfield, O. Forsyth, Harry Lightcap, Clyde Hofer, Gus Fink, H. McCulloch, G. J. Swinerton.

Umpires, O. D. Stanton, L. A. M. C. C.; Fred N. Yale, L. A. M. C. Announcer, Paul J. C. Derkum.

AGED WOMAN IS FORCIBLY EJECTED FROM STREET CAR

Mrs. A. R. Herring Forced to Walk Two Miles to Home of Friends

Mrs. A. R. Herring, an aged woman, who resides with her daughters at the Crippen apartments, 1023 South Hope street, was ejected forcibly from a street car at 7 o'clock yesterday afternoon and forced to walk two miles or more through the fields west of the city to the home of friends in Manhattan street.

Her long walk was a most painful one for her 70 years and feeble body, and when she finally reached her friends' home she was at the point of complete exhaustion.

When Mrs. Herring boarded the car in Los Angeles she told the conductor she was unfamiliar with the streets and wished to be told when she reached Manhattan street. She says the conductor failed to tell her when Manhattan street was reached and she was carried to the end of the line in ignorance that her street had been passed. She protested to the conductor but he brusquely replied that he had called the streets and that it was her fault if she did not know when to get off the car.

On the return trip the conductor blustered about and abused Mrs. Herring until other passengers protested at the outrage. Mrs. Herring stood her ground and stoutly refused to get off the car, although she was well provided with money. She declared that it was the principle of the thing which caused her to refuse to pay an extra fare rather than the money itself.

After Mrs. Herring had refused to pay an extra fare the conductor took her roughly by the arm and half dragged her in the street, forcing her off the car in a bewildered state. She finally made her way to her friends' home.

Several passengers on the car at the time protested against the outrage against the aged woman and expressed a wish that a man with chivalry enough to teach the unmannerly and brutal official was present.

Mrs. Herring has consulted an attorney and is in search of witnesses who were on the car at the time the technical, if not actual, assault occurred. She will push the case against the railway, as she believes the principle involved is a right one.

PAPAL DELEGATE CALLS ON PONTEFF AT VATICAN

ROME, Nov. 7.—Monsignor Ambrose Agius, papal delegate to the Philippines, had a lengthy conference today with Pope Pius X and Cardinal Merry Del Val, papal secretary with reference to the situation in those islands.

Lozier Sales This Week Nash & Fenimore have this week sold the following cars: To John Scrifts of San Diego, a Big Six Briarcliffe; a similar car to H. F. Eichel of Los Angeles, and another to H. G. Galt of Los Angeles.

EQUITABLE SAVINGS BANK

The Equitable Method of Computing Interest on Deposits

4% Savings Accounts require presentation of pass books for withdrawals. Interest is computed MONTHLY on lowest balance, and compounded semi-annually.

3% Accounts may be checked against. Interest is computed MONTHLY on lowest balance, providing same is not less than \$300.00, and compounded semi-annually.

—Accounts may be closed at any time, and interest is paid up to the first of the current month. This practically does away with interest forfeitures.

—Deposits made the first three days of the month bear interest from the first.

—Under normal conditions NOTICE OF WITHDRAWAL IS NOT REQUIRED.

FIRST & SPRING STS.

LEAGUE OF JUSTICE TO FORM BRIGADE

College and High School Boys Will Be Used to Prevent Frauds at Next Wednesday's Primary Election

Haines W. Reed, secretary of the League of Justice, has issued a call for a mass meeting tonight of college men and high school students of Los Angeles for the purpose of forming a brigade which will prevent frauds at Wednesday's primary election.

The call follows: "Tonight at Symphony hall, in the Blanchard building, entrance at 222 South Hill street, a meeting will be held under the auspices of the League of Justice, for the purpose of organizing for the city of Los Angeles a Purify of Elections League, the purpose of which will be to guard the purity of the ballot and the prevent, so far as possible, election frauds.

"College men and students in other cities, notably New York, have done excellent work along these lines in behalf of no particular organization or candidate, but in order that all candidates may have a square deal and that grafters and machine politicians may not be able to subvert the elective franchise.

"We ask you to come to this meeting tonight and to help organize this Purify of Elections League in the interest of good citizenship. In a few years you will be voters. You can learn a good deal in regard to the operation of the election laws and the duties and responsibilities of citizenship by taking part in such a worthy movement as this, and if you help in this work you will have the satisfaction of knowing that you are doing a great public service. We urge you to come and bring your friends."

Anybody who would be able to find an address in the directory would be able to find our CLASSIFIED.

AUTOMOBILE GUIDE-POST.

Atlas Valveless Cars Inter-State The car for service, style and comfort. BUREY & YOUNG, 1231-33 S. Main at Home 11475; Broadway 1475.

Autocar Pleasure Cars, Delivery Wagon, Motor Freight Trucks, Temporary quarters 130 East Ninth st.

Chadwick WINTON SIX and TRUCKS, W. D. HOWARD MOTOR CAR CO. \$3600; Broadway 4180

Chandler & Lyon Hartford Fire Representatives, Automobile accessories, Manufacturers auto tops. 945-7-9 South Main st.

Columbia Gasoline and Electric. Price \$2750. Los Angeles. BIREY & YOUNG, 1231-33 S. Main at Home 11475; Broadway 1475.

Corbin High power and low fuel and oil consumption. Perpetual guarantee. Seven D. models. Medium price. See them now. THE CORBIN MOTOR CAR CO., 849 So. Broadway, Los Angeles.

Diamonds For Automobile, Bicycle, and all kinds of jewelry. All sizes and types. DIAMOND RUBBER CO., 1207-1209 S. Main st. Phone—77105; Main 1351.

Dorris BOBYSHELL-CARPENTER CO., Agents, 1236 South Olive street. Tel. Home 5535.

Durocar Let that be your choice and you make no mistake. DUROCAR MFG. CO., Factory and salesroom 335 S. Los Angeles st. Los Angeles.

Elmore Valveless 2-cycle 4-cylinder motor car. THE ELMORE MOTOR CAR CO., 742-746 South Olive street.

Ford and Velie Standard MOTOR CARS. Immediate delivery. RALPH C. HAMILTON, LIN, agent for Southern California. Twelfth and Olive. P1735; Main 404.

Franklin MOTOR CARS. Immediate delivery. RALPH C. HAMILTON, LIN, agent for Southern California. Twelfth and Olive. P1735; Main 404.

Goodyear Tires Everything in all kinds of tires. W. D. NEWER RUBBER CO., 949-951 So. Main street.

Halladay Complete line touring cars and runabouts. \$1200 to \$2650 in Los Angeles. MOTOR CAR IMPORT CO., 810 South Olive street.

Isotta Fraschini Motor Car Import Co. 810 So. Olive St.

White Garage Largest, best equipped and most modern garage in Los Angeles. Any make car stored and repaired. 806-816 SO. OLIVE ST.

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A Sample of the Large Amount of Business Being Done by Lord Motor Car Company



The tremendous business being done by the Lord Motor Car company is illustrated here with a shipment of forty-two cars received at the salesrooms of the company on South Olive at reat last Thursday morning. This is almost of weekly occurrence with this firm, and shows the popularity of the Studebaker cars, for which the Lords are the agents in Southern California. There is no delay in getting cars from this concern. They have the goods, sell them and you take away your car the moment you buy it, an advantage seldom in the automobile business.