BY D. W. SEMPLE

FRANKLIN SIX ALSO ENTERED

HAMLIN'S BIG CAR IN SHAPE, "FIT AS A FIDDLE"

Cadillac "30," Entered by D. M. Lee, Will Also Take Part in Saturday and Sunday Races at Ascot Park

For once the people of Los Angeles are to see some automobile races for two days, commencing Saturday and continuing Sunday next, which will be worth seeing. Some of the fastest cars in the country are to be turned loose with instructions to get to the pole first, and they will have drivers, too, who know what it means to obey orders in that line. This means that there will be some mighty fast work on Ascot park track on the two days mentioned, for there will be drivers on the cars who are making fame—have already established their ability as pilots second to but few on the racing track.

It is certain that at least eight cars, possibly ten, will be in at the start, and the greatest enthusiasm prevails among owners and drivers as to the merits of the several machines that are to participate. Entries were closed yesterday and today Manager Hempel will have his list completed and the announcement of these will be made in these columns tomorrow.

Immediately upon the return of Ralph C. Hamlin from his trip with the Greyhound Franklin big "six" the monster machine was turned over to his most expert machinists and has been put in the very finest of condition, and Mr. Hamlin stated to The Herald representative yesterday that his car was never in finer shape than now, and will appear on the track "fit as a fiddle." Guy Irwin has been selected by the wily Hamlin to drive the big Franklin, and Hamlin knows driving when he sees it and can handle a car that can run. The big air-cooled car against the fleet Isotta will be a match that will keep the tension of excitement at the top notch.

Another fresh entry of a most popular car, and which has not been seen on the racing track for a long time, is the Cadillac "30," which D. M. Lee entered yesterday. Just who is to handle the favorite little Cadillac is not officially determined, and while The Herald is not authorized to state the driver's name it has a full knowledge of his record, and the public will not be disappointed in the work of the "30" in his hands.

The track is to be open for practice work for the cars this afternoon and for the rest of the week.

Frank Siefert has the Palmer-Singer well advanced in her tuning and will make a few circles today or tomorrow around the track in his tryout.

Then there is a dark horse looming up in the huge eight-cylinder Cayote, entered by W. Gorham of Indianapolis, who says, "Less than a mile a minute will be marked up when the races are on at Ascot."

With Frank Free at the helm of the big Isotta; Al Livingstone guiding the little Corbin, which made such a clean-up in the last meet; Guy Irwin piloting the big Franklin; Frank Siefert steering the big Palmer-Singer, it may be believed that there will be some fast driving in the coming events.

It may be expected also that Charlie Soules, one of the most daring drivers of the country, will be seen on the Ascot track, although this has not been definitely determined. Soules has many friends here who will be glad to see this old veteran of the racing game once more in the running.

MOTORCYCLE MEET FOR THANKSGIVING

Ben Bresee and "Dare Devil" Derkum Will Be Seen Again on Racing Track at Ascot Park This Day

At a meeting held yesterday at the Los Angeles Motorcycle club the board of directors decided to give the next meet of the Los Angeles Motorcycle club at Ascot park November 25, Thanksgiving day. The following members were appointed to act as racing committee: S. L. Lyon, E. Schmalzried, G. J. Swinnerton, C. J. Derkum, A. Blalock. This committee has entered into an agreement with the Los Angeles Motor Racing association to handle the business end of this proposed meet and all indications point to one of the most successful meetings ever given by the local club. The fact that there will practically be no other attractions of class on the proposed date should see a record crowd at Ascot park. The race committee will cooperate with the Los Angeles Motor Racing association in handling the events.

The track will be placed in first class condition, and in view of the fact of the great amount of work done on Ascot park for the recent automobile meet the track should be faster than ever before.

One of the most important events to be decided at this meet is the five-mile national amateur championship which the F. A. M. has granted to the Los Angeles Motorcycle club and which will be one of the features of the program. Three F. A. M. medals will go to the winner, second and third in this event. The club is absolutely certain of the appearance of Ben Bresee, who will be in Los Angeles a week from today and will work out on the track every afternoon. In view of the fact that Bresee's appearance and the attendance of some noted eastern riders "Dare Devil" Derkum has reconsidered his decision and will once more be seen in the seat of a racing machine. The racing committee is working on an extensive program of events, which will include several races for professionals for good-sized cash prizes and probably a one-half hour race.

Entry blanks will be issued in a few days.

Arrival of Dorris Cars

Bosbyshell-Carpenter company is in receipt of a carload of the Dorris machines, consisting of a baby tonneau and two handsome touring cars. They are beautifully finished, handsome in lines and a classy car.

GRANT, PILOT ALCO, NEW STAR

EVEN TEMPERED, EVER SMILING IS COMING FAST DRIVER

Popular with Fellow Drivers and Always Ready to Help Others, Talks Little, Never Boasts and Man of Courage

In Harry F. Grant, pilot of the Alco car, which won the Vanderbilt cup race two weeks ago, a new star of charming refulgence appears to be mounting to the zenith of the racing sky. Although he has driven only stock cars of one make, he has a remarkable record of victories for the few contests in which he has engaged, and no mishaps. His luck with tires has been execrable, but whether her countenance be wry or beaming, he meets Dame Fortune with much the same quiet smile and proceeds toward his goal with apparently as much cheer and determination in adversity as in favor. It is this even-tempered disposition and the fact that he never boasts and talks little, that invests his personality with a genuine refulgence of spirit. It would be slander to say he is not popular, and yet to say that he is seems a slight to the fact. His goodfellowship and willingness to help everyone is of the sort that makes some men command not only liking, but respect and affection from their fellowmen. He is as well liked by his rival racing drivers as by all others who know him.

Grant has been driving a true stock car chassis in all his races, and not a special of which only ten or twenty-five have been made. His present car has a wheel base of 126 inches, which is much longer than that of any of the other cars, but the fact that he is a great driver is shown by the fact that he negotiates the turns as fast as any of the drivers with specially made cars.

BUICK MANAGER BACK FROM EAST; IS PLEASED

Charles S. Howard, President Howard Auto Company, Secures More Cars and Promises of Still Further Additions

Happy in having secured additional cars and had many of them shipped, Charles S. Howard returned to San Francisco Friday. The representative of the Buick and Oldsmobile has been absent at the eastern factories for several weeks, and he said yesterday that he believed it would not be necessary for him to go back again, the factories having promised to get cars off to him with all possible dispatch.

"I found all the eastern factories up to their ears in work in a strenuous endeavor to meet the demands of their agents throughout the country. The winter season with the easterners does not seem to be a handicap any longer in the sale of cars, and the eastern agents are clamoring for cars just as energetically as we are out here. Many of them, like myself, had come to the conclusion that the only way to get satisfaction was to stick around the factory in person, and consequently we were able to hold an informal convention of agents now and then and discuss the great problem of satisfying two customers with one car. However, we did manage to get a few extra ones out of the Buick factory, and I had the satisfaction of seeing them shipped away to my house here. I also secured the most sacred promises of more to follow with regularity."

THREE-QUARTER MILE TRACK RECORDS ALL BROKEN SUNDAY

SAN ANTONIO, Tex., Nov. 15.—Automobile records of a three-quarter mile track were swept away Sunday afternoon on the new fair grounds loop.

Barney Oldfield in a mile dash against time made the distance in 55 seconds, five seconds faster than any ever before made on a three-quarter mile loop.

In the ten-mile event the Burman car won and the Jackson, driven by Clark, was second. The time was 9:42 for the ten miles, which was another record.

Stearns Escapes from Phoenix

Roger Stearns made his escape from Phoenix all right for he was seen at his place of business happy as could be, notwithstanding his hard experience in reaching the city of generous hospitality, but because the little Fords have been making vigorous headway into the hearts of those who like a fine little car, inexpensive in upkeep and noiseless as a sewing machine. Stearns is thankful that he was permitted to get away with his breath from the hospitable bonifaces of the eastern metropolis, although his eyes suffer from the glare of electric lights after having the flare of a Rockefeller "dip" in his $4 a day bed in the servants' quarters of a Phoenix hostelry.

Franklins Coming in Droves

Ralph C. Hamlin, happy in having escaped the experiences of his fellow automobile owners in their recent visit to Phoenix, is more than pleased at the receipt yesterday of another carload of his air-cooled Franklins, among which is his first close-coupled car. Four carloads more of all the popular designs manufactured by the Franklin factory are on the way.

Since his return from Mecca Hamlin has sold two of the big six-cylinder Franklins similar to that used by President Taft when in Los Angeles.

Ducked Phoenix, but Got Ducks

Ralph C. Hamlin, with a party of ten friends, had a three-days' hunting trip the latter part of last week. Two big Franklins carried the shooters to a point north of San Diego, where the game was fine, for they brought home 200 or more quail and some 130 ducks, mostly of the rich and delicious canvasback species.

It's as easy to secure a bargain in a used automobile, through want advertising, as it used to be—and still is—to secure a horse and carriage.

REFEREE GIVES DECISION IN THE PHOENIX RACE

DECIDES PENNSYLVANIA WINS AND COLUMBIA DISALLOWED

LATTER, ANXIOUS TO HAVE DECISION, WILL APPEAL

Decision in Full by Referee Adams Ignores Rules Signed by Contestants and Gives Race to Pennsylvania

The recent track race at Phoenix, which resulted in the Pennsylvania making the time, the Columbia coming in second, is evidently attracting attention generally. The Columbia protested the Pennsylvania's winning and The Herald is in receipt of the following communication, showing the widespread interest taken in events and what The Herald is doing in the automobile field in this section at present:

San Bernardino, Cal. Nov. 14.
Automobile Editor Herald, Los Angeles, Cal:

I have been following closely the automobile news of The Herald every day and like the manner in which your automobile news is given, clearly and fearlessly, as witness the bluff called of the Winton agent of your city.

With others I am interested in the races of last week at Phoenix and regret to see the protest of the Columbia against the Pennsylvania, as O'Donnell, who drove the Keystone state car, is a friend of mine, and if he won the race he is entitled to the decision without any technicalities. There are wagers up here on the matter, and wish you would tell us where we stand in the question.

CARBURETER.

Fortunately, Mr. Carbureter, The Herald has the decision of the referee in the race at Phoenix, which came to this city yesterday, and as far as The Herald can do so will make plain to you the position of the contestants in the event over which the protest of the Columbia has arisen.

The contestants in the Los Angeles-Phoenix road race entered into and signed a series of articles governing the race, and these articles are binding upon each, and the race was run under the A. A. A. rules. In these articles it is plainly stated that in the track races at Phoenix there are to be no changes in gears made on the cars entered.

The facts seem to be that the Pennsylvania made the track winning time with the Columbia second in the race. On completion of the event, the driver of the Columbia at once entered his protest against the Pennsylvania, alleging in his complaint that the Pennsylvania had changed her wheels from 34 to 36 inches, the latter being the wheels she had used in crossing the desert en route to Phoenix.

There can be no doubt but what it was the intention of the signers of the articles that the cars entered in the track races should appear there in the same condition as crossing the desert, and, although they might have been clearly specific, they stand for what they are worth.

Passing aside the technicalities of the rules' verbiage, the Columbia entered her protest as follows on the completion of the race clearly in accordance with the A. A. A. rules:

Phoenix, Ariz., Nov. 12, 1909.
Mr. J. C. Adams, referee, Phoenix Automobile Races, city:

Dear Sir—I, Harold Stone, the driver of the Columbia car No. 8, hereby formally enter a protest against car No. 3, the Pennsylvania, in the fifty-mile race for cars costing $3000 and under, which was held yesterday at the fair grounds, November 11, 1909.

Protest based upon the fact that the rules stipulate that there shall be no change of gearing. Reference to rule No. 18 will plainly show that the whole and only purpose of this rule is and was to confine the cars to the same conditions of power ratio as that under which the desert was crossed.

Said change of gearing was made through the medium of using smaller wheels, about 34-inch instead of about 36-inch, the desert being crossed on the latter. This change enabled them to attain much higher speed on the turns of the track.

Said change is admitted by Walter Vail and the Pennsylvania's crew.

As required, we tender the sum of $10 as a fee upon the entry of the within protest.

Signed (copy) HAROLD STONE.

This done, there was but to await the decision of the referee, which officially is as follows:

Arizona Fair ommiCssion, Phoenix, Ariz., Nov. 13, 1909.—Bireley & Young, 1231-33 South Main street, Los Angeles, Cal.:

Gentlemen—I this day rendered the following opinion in the matter of the protest of the Columbia against the awarding of the prize to the Pennsylvania for the winning of the 50-mile race at Phoenix November 11, 1909, said race being for cars $3000 and under:

"That the Pennsylvania car was used in the race at the fair grounds practically in the same condition as said car was in when it raced from Los Angeles to Phoenix. I do not believe the placing of smaller wheels on this car in any way assisted the car to win the race, and after reading the special rules agreed upon by all contestants in the Los Angeles race I believe it would be unfair to so interpret the rules as to make the Pennsylvania car lose a well earned victory because of the reduction of the size of the wheels used. My decision is that the protest is without good foundation, and that the Pennsylvania car is the winner of the race, and have notified both contestants of my decision."

Unless I am notified as provided by the rules on or before November 20, 1909, that Bireley and Young have appealed from my decision to the contest board I shall pay over the prize, to wit, $500 to the Vail Motor Car company. Yours very truly, J. C. ADAMS, Referee.

The decision of Referee Adams is now before you, and he decides that the Columbia has no protest, and in so far as that is concerned he is the master of the situation unless the Columbia go farther.

The Herald has no prejudice whatever, further than the desire to see fairness and justice exercised, and as the protest of the Columbia will probably be carried to the higher court of the the A. A. A. contest committee it will be well to look at rule 22, page 9, of the contest rules of the A. A. A., which reads:

"Combination of Car and Driver—An entry shall consist of a combination of driver and car. No change of car shall be permitted after the date of closing of entries, nor of driver, except with the consent of referee."

The Pennsylvania is alleged to havt changed her wheels for the track race, and the Columbia protests that this was a violation of the rules, which was under A. A. A. sanction, and therefore their protest should stand; that by changing her wheels the Keystone state car change from any conditions that existed on the road race event which was contrary to the rules governing the race, and therefore she has no standing before the referee.

Of course the protest will be carried over the head of the Phoenix referee to the A. A. A. contest board, under the very first rule of the association rules, which is as follows:

"Powers of the Contest Board—The contest board of the A. A. A. shall have the right to make and construe rules for and render decisions concerning all forms of automobile contests; to grant, refuse or withdraw sanctions; to assign dates for and to promote contests; to veto the appointment of any official; to inquire into and deal with all matters relating to contests, subject to the rules; to disqualify, either temporarily or permanently, persons guilty of infraction of the rules; to reinstate persons so disqualified; to determine who are and who are not eligible to compete; to interpret these rules and to decide any issue not covered herein as it may consider advisable, and generally to do anything in connection with contests which in its judgment are conducive to their well-being and are not inconsistent with the rules."

Although not advised of what will be the position taken of the Columbia since they have been advised of the result of the referee's decision, that car will undoubtedly carry the matter to the higher court—the A. A. A. contest committee.

San Bernardino will therefore see that while the Pennsylvania won the race so far as the time is concerned and the decision of the referee is with the Pennsylvania there are good grounds for the protest of the Columbia upon the fact that the former changed her wheel to any different size than those worn on the road race, which was contrary to the articles agreed to in the Los Angeles-Phoenix road race.

SUGGESTION FOR MANAGEMENT AUTO RACING AT ASCOT

150 MILES TOO LONG AN EVENT FOR THE PUBLIC

100 Miles Should Be Dead Line; Seldom That—More 50-Mile Events, Novelty Races and Women's Contests Are Wanted

Probably no other avenue of publicity has been the medium of advancing the interest in automobiles, the racing feature of it, than the Los Angeles Herald for the past three months.. It believes in the straight legitimate racing features of the track, and furthers it with sincere belief that it is good for the people, good for the automobile dealers and establishes fraternal but keen rivalry that cannot but result in good all round.

To this end, it has never hesitated to commend those participating so long as these events are cleanly conducted. It will unhesitatingly and as severely criticise the least indication of other than clean sport.

It is therefore a pleasure to commend such events as are being placed before the public at Ascot park by the Los Angeles Motor Car Racing association, who are better qualified to promote such events than individuals generally. But The Herald has a suggestion to make to the management of that association.

One hundred and fifty mile races are entirely too long. Interest in such a race is lost in the time it takes to conclude them. If the competing cars make the race evenly at a mile a minute gait there is two and a half hours consumed for the winner to cross the home pole. If there are seconds and thirds they must finish, and there is always the element of accident to tires present which can never be foreseen, and if either of the second or third cars in the race are held up for any cause they must finish, and there is more time taken of the public in the grandstand.

Again there is nothing proved better in a 150-mile event than there is in a 100-mile race. One hundred miles will be satisfactory proof to almost any onlooker that a car traveling a gait of a mile a minute will be good enough for him to jog along with at forty miles per hour with his family in the tonneau. In fact it would be better still never to have any event exceed fifty miles, for that means nearly an hour. If the cars are evenly matched as to time, the race is exciting to those who pay to see it. If one cars meets with no bad luck and is making fast time, but the others for reasons are far in the rear, then the race is tiresome, the people lose interest in the next meet because they were tired out at the former event, and they stay away and simply read The Herald's account of it the following morning.

Let the management take up the matter of some novelty races for the public and they will have a full grandstand at every meet. There are a number of these they could introduce here, popular elsewhere and create a lively interest in such meets.

Why not get busy and make up a list of women drivers and entries? Los Angeles has some most accomplished automobile drivers who would welcome the opportunity to display the ability of their cars and their own capacity to handle the wheel of a car racing around the track, and there would be a vast interest taken in such an event. The Herald can furnish the name of one young woman who would make a majority of the stronger sex look like canal boat pushers alongside her ability to pilot a fast moving car, and the time she has made over certain well known courses would astonish some of the male cracks.

Then there are obstacle races, good sport, educational in the steering of cars, without danger at all and this would be another feature.

Perhaps nothing, too, would attract more than a race of electrics. This class of car is becoming more numerous on our streets every day and a race with electricity as the motive power would certainly please many, especially the women.

One hundred and fifty miles is too long a race, hard on tires, hard on drivers, hard on the public. Cut them down, and the public will be pleased.

Ohio Car Representative Here

W. C. Ewing, representing the "Ohio" automobile, is here and will establish an agency for this popular-priced car in this city. He is a visitor frequently to the offices of William Bosbyshell of the Dorris, having known the popular young hustler of the Dorris from childhood.

WRATH OF AUTO MEN TO PHOENIX KNOWS NO LIMIT

WARDS IN HOSPITALS GIVEN AWAY FOR $4 PER

ANOTHER AT $5 PER HAS NEW ROOM EACH NIGHT

Consensus of Opinion Is That 1909 Witnessed Last Run to Phoenix That Will Ever Be Made from Los Angeles

If the starter of the howls that are ascending skyward set the wheels of anger in motion, it was as nothing compared with the tempest that rages now among those unfortunates who visited the munificent, generous hospitable capital of Arizona territory, as owners, drivers or mechanics of automobiles upon which they had expended thousands of dollars to make ready for the entertainment of the people of the statehood-seeking borough to the east.

The fact that the victorious Nikrent brothers paid $37.50 for a bed for Monday, Tuesday, Wednesday and Thursday evenings without meals is considered as another friendly joke of the Arizonans extended by the bonifaces of Phoenix hotels.

A volume entitled "What I Think About Phoenix," by D. M. Lee, would be an exceedingly warm and thrilling book for the library, but its pages would have to be religiously guarded against falling into the hands of the very young. Lee was extended the hand of hospitality to the extent of $5 per day for the week he was there. But he enjoyed the novelty of having a different room each night, which was probably done to show him how much he could get for a "V" in the territory, as against one assigned room in such effete places as Los Angeles.

Bert Latham, too, handed over a goodly sized wad of the Lord Motor Car company's cash, which will take some time to regain in the sale of automobiles.

And the howls that are now to be heard—howls of real anger, too—are not confined to the automobile profession at all. Others who, unfortunately they claim, were induced to visit the city of the finish of the road race, are filled with genuine wrath, and this statement may be sincerely believed, that it is a dangerous matter to mention "next year's road races to Phoenix."

"Not for all the money in the world again," says one. "We could stand for the rough roads, for the damage to our machine, but never again for the manner in which we were treated by the hotels of Phoenix."

"To Phoenix next year!" says another. "Well, I should say not. We are willing enough to test car with car, but to be held up as we were; sent to hospital wards blocks away to sleep, with a tallow dip for our light; no water to use in performing the necessary morning ablutions, and then be sandbagged for four and five dollars a day! Well, guess not. Got that once. Never again!"

Another philosophical and argumentive soul, growing redder every moment as he spoke, analyzed Phoenix hospitality thus: "Well, why shouldn't they have throttled us? You see Phoenix is a horse-owning, horse-racing town. Since gambling has been closed by the territory, horse racing is one of the features of the gambling spirit of the place. The automobiles served the purpose of bringing the crowds to the city and the opportunity of going through the pockets of the visitors and placing the contents in the cash register. And the great American game of whist, played in Phoenix style, which consists mainly of five cards, pinched at the corners with 'squeezers' will be rejuvenated in the good old territorial capital with gustos of laughter, as the remembrances of the Los Angeles automobile victims are recalled shoveling over their coin, while the players call for 'two,' 'gim'me three' and 'I only need one,' leaving the other four or five 'whist' players to guess whether it is f ur of a kind or a bobtail flush."

Such are the prevailing opinions of a large number interviewed yesterday on their visit to the end of the road contest.

There is one really funny story told of another victim who humbly approached the cashier's window of the hotel and asked meekly for his bill, and who had already been informed of the "rates" that prevailed for visitors. The invoice for room and meals was handed him by the proprietor. He glanced at the total, then at the landlord.

"Guess again," said the guest.

"What's that?" replied the boniface.

"I said guess again," came back the responsive boarder, "you missed entirely; I have another $10 bill left."

The consensus of opinion is that 1909 has seen the last automobile road race that will be run from Los Angeles to Phoenix. There are other roads, not so dangerous to life and cars, quite as severe tests of endurance and where the hospitality of the city is not conveyed through extortionate hotel bills. Those going there this year are wrathy and dead sore.

ADVISES POOL ROOM MEN TO TAKE CASE TO COUNCIL

Commissioner Trask Declares Age Limit Fixed in Ordinance Is Too High

"You pool room men should go to the city council and ask them to reduce the age limit fixed in the city ordinance at which minors are prohibited from entering pool rooms to the limit fixed by the state law, and then you will not have so much trouble."

This was the advice Judge D. K. Trask, police commissioner, gave to C. E. Stephenson when he was before the police commission last night charged with having permitted minors under 21 years of age to play in his place at 438 South Spring street. The age limit fixed by the state law is 18 years, but in framing the pool room ordinance the council went three years higher. Judge Trask repeated his declaration of last Monday night that this limit is too high.

Stephenson was accused of having permitted a boy 20 years old and one 17 years old to play pool in his hall, but through his attorney, Joseph Scott, he pleaded guilty to the charge. But it was shown that he has always conducted a respectable place and has tried to keep minors out and the charges were dismissed.

King Manuel Sails for England

CHERBOURG, Nov. 15.—King Manuel of Portugal sailed for England today aboard King Edward's yacht Victoria and Albert. The yacht was escorted by four English cruisers and a French battleship.

HEAVY OUTPUT OF STUDEBAKER E-M-F

$30,000,000 INVESTED IN MANUFACTURE OF AUTOMOBILES

Next January a Little "20" Will Be Put on the Market, and More Than 1000 of Them Are Already Sold

More than $30,000,000 is involved in the Studebaker automobile organization, and the real significance of this fact with reference to the future of the industry is hardly appreciated unless one be a student of automobilia and a close observer of conditions that have built up financial strongholds of the greatest magnitude. When it is remembered that the $30,000,000 invested in the Studebaker Automobile company is merely what that organization has back of the automobile department, a faint idea may be had of the strength of this institution and what influence it will wield in the shaping of the future of automobiledom.

The wonderful growth of the Studebaker concern from a small cross roads blacksmith shop of sixty years ago to its present state, with not a civilized country in the world but what knows the name "Studebaker," is one of the financial romances of the age. Today there remains only one of the original five Studebaker brothers who operated the cross roads blacksmith shop to enjoy the fruits of their labors to the fullest extent—Colonel George M. Studebaker. While he has practically retired from all active interest in the management of the organization, it was he who safely guided it to its present strength after his four brothers had passed away.

Today there are many thousand Studebaker automobiles in use in the United States. What the future has in store for this automobile can easily be predicted.

Besides the electric pleasure and commercial vehicles the company has three tyues of gasoline cars, two of which are recognized as standard of their class. The first is the Studebaker-Garford "40," which ranks with the best foreign made cars on the market, and the second the popular little Studebaker E-M-F "30," which was "last year's sensational and this year's standard."

Next January the company will put on the market a little 20-horsepower car to be known as the Studebaker-Flanders "20." More than 1000 of these machines have already been sold in advance by the San Francisco branch of the Studebaker company. In design the machine probably will surpass anything heretofore attempted, and in workmanship, reliability and durability the Studebaker standard no doubt will prevail. More than 25,000 of these machines will be the factory's first year's output. This, together with the numbers of cars that will be marketed of the other two types, gives the Studebaker concern alone an output of nearly 50,000 machines in one year.

WOMAN ON TRIAL SAID TO BE MORPHINE USER

DENVER, Nov. 15.—The testimony in the case of Mrs. Allen Read, charged with assault and attempting to rob Mrs. Genevieve Chandler Phipps, today consited of expert testimony by doctors and nurses, who stated that Mrs. Read was a confirmed morphine fiend.

Judge Sheafor's ruling, which admitted the testimony of physicians regarding Mrs. Read's condition, was regarded as a decided victory for the defense.

OAKLAND BOND ISSUE CARRIES

$3,733,000 VOTED FOR MANY NEW IMPROVEMENTS

Water Front and City Hall Among the Projects for Which People of the Northern City Appropriate

OAKLAND, Cal., Nov. 15.—A bond issue for public improvements aggregating $3,733,000 was authorized by the voters of Oakland at a special election held today.

Of this amount $2,503,000 is for the improvement of the Oakland water front, $1,150,000 for a new city hall and $80,000 for new buildings for the police and fire department.

The bonds for the building of new docks, wharves and warehouses to accommodate the increased shipping in the harbor, is said to be the largest amount ever voted at one time for water front improvements by any city on the coast.

The bonds carried at the polls by a large majority, far above the required two-thirds vote.

PIONEER WOMAN DIES IN NEW YORK CITY, AGED 80

NEW YORK, Nov. 15.—Death has removed Mrs. Kate Nevin Motley, one of the oldest residents of this city. She was born eighty years ago in Battery place, where now stands a giant skyscraper.

Her father, Thornton M. Nevin, who for more than thirty years was a member of the New York assembly, and her grandfather of the same time were born in the same house.

The grandfather, who died when 101 years old, was then the oldest Free Mason in the United States.

ALLEGED COUNTERFEITER TO BE TAKEN TO NEVADA

STOCKTON, Cal., Nov. 15.—Walter L. Grant, alias F. A. Smith, was before United States Commissioner W. B. Webster this afternoon, charged with counterfeiting money. He waived examination and was committed to the Alameda county jail in default of $2500 bail. He will later be taken to Goldfield, Nevada, where the crime was committed.

LAND FRAUD INDICTMENTS ALL WILL BE DISMISSED

PORTLAND, Ore., Nov. 15.—It was announced today that Francis J. Heney would come to this city from San Francisco within the next few days, and pending land fraud indictments obtained by Mr. Heney several years ago in the federal district court either would be dismissed or the cases set for trial. It is believed here that of the thirteen old indictments still pending all will be dismissed, with the possible exception of one against ex-Congressman Binger Hermann, at one time commissioner of the general land office at Washington.

Calls Fruit Growers' Convention

SACRAMENTO, Nov. 15.—State Horticulturist Jeffrey has issued a call for the thirty-sixth California State Fruit Growers' convention, which will meet this year at Watsonville, beginning December 7 and continuing three days.

AUTOMOBILE GUIDE-POST.

Atlas Valveless Cars $1450 to $4000, according to model and finish. BEKINS-COREY MOTOR CAR CO., Pico and Flower sts. F3635

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

Chadwick WINTON SIX and FRAYER - MILLER TRUCKS. W. D. HOWARD MOTOR CAR CO. F5609; Bdway. 4180

Chanslor & Lyon Hartford Tire Representatives. Automobile accessories Manufacturers auto tops. 945-7-9 South Main st.

Columbia Gasoline and Electric. Price $2750 Los Angeles. BIRELEY & YOUNG, 1231-33 S. Main st. Home F1475; Broadway 1475.

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