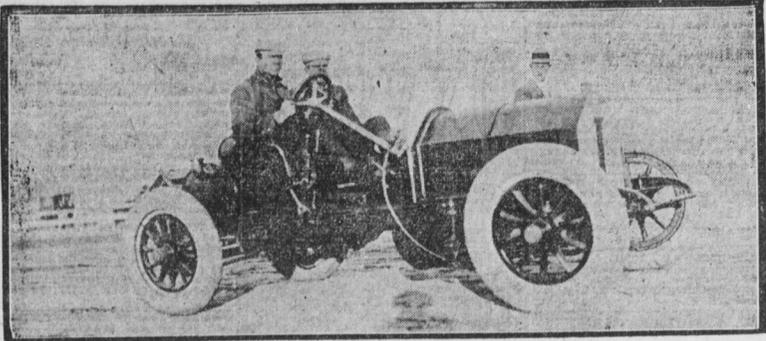


Big Italian Racing Car Isotta Entered in the Mile-High Hill Climb at Redlands



FRANK FREE, THE NERVY DRIVER OF MANY WINNING CARS IN MANY EVENTS, AT THE WHEEL, WHO WILL HANDLE THE ITALIAN CAR ON THURSDAY AT REDLANDS

WITH THE AUTOISTS

BY D. W. SEMPLE

HERE'S AN AUTO RACE FOR SURE

THREE BUSINESS MEN WAGER THEIR FORD CARS

RUN TO OXNARD AND RETURN SUNDAY NEXT

Winner to Take the Three Cars and Entrance Fees of \$75—Drive Own Cars, No Chance to Hedge

Talk about your Vanderbilt cup races! Talk about your Baldy races! Talk about your Phoenix races! They are not in it for a minute. There is a race scheduled for Sunday morning next that will cause more excitement than any that has occurred in this section of the country for many a day, and the first deposit was left with the automobile editor of the Los Angeles Herald last night as a guarantee that he means business.

There never was in all the history of automobile racing such a wager made as that pending in the aforementioned event. It is an interesting story for the proposed match came about.

Three business men, well known to the commercial circles of Greater Los Angeles, happened to meet yesterday in friendly conversation as many a time before. Each of these men owned a little Ford car, and a general discussion of the speed and ability of their respective cars came about with the result that a specific understanding was arrived at, and it all came about in this way.

Charles Grider, one of the best known real estate men of Los Angeles, happened to meet with his friends, H. J. Crawford and R. W. Potts, yesterday. Each of the three gentlemen is the owner of a popular little Ford car, and each began discussing the capabilities of his car, according to the following conversation:

One began to josh the others about the speed of his car, when Mr. Grider said: "Well, I have the fastest car in the city of its size, and there is no doubt about that proposition."

Up spoke Mr. Crawford, and he said: "Why, what are you talking about, how? I have a little Ford right there, too, and I am not afraid of any car putting the dust in my eyes."

R. W. Potts: "Well, when you fellows get all through talking fast machines I want to tell you I have the real thing when it comes to getting up hills."

"Get you couldn't go a block without breaking down," responded one, and then the gentle rally passed between these three gentlemen.

"Well," said Mr. Crawford, "any time the thought occurs to you that you've got a fast car, just bring her out and let us try it together."

"Why," said Potts, "you are both talking foolishly; my car can wipe the streets up with you fellows, and any time you don't think so, just put up or shut up."

out forfeiting the race, and no return of entrance fee. 5. The starting point shall officially be declared as the Los Angeles Herald, where each car shall be checked out. Arriving at Oxnard over the course above stated, the cars shall be checked in and out at the Oxnard garage, and the finish of the race shall be at the office of The Herald, where each car shall be checked in again.

6. A bill of sale of each of the three cars owned by the above mentioned owners shall be deposited with the Los Angeles Herald on or before Thursday noon, November 25, which bill of sale shall convey to the winner of this race the full title to the car losing said race.

7. The entry fee of \$25 shall also be awarded to the winner of the race along with the title to the cars.

8. The official stakeholder of the bill of sale of the three cars and the deposit of entrance fees of this race shall be the automobile editor of the Los Angeles Herald, who shall award the cars and money to the winner upon the order of the referee.

9. The official referee shall be Jack Knoch of Los Angeles, who shall be at the starting point of the cars and at the finish when the cars return.

Each owner of his car shall drive his car himself, no other driver being permitted to run the contesting cars other than the owner thereof.

10. Each car may carry one observer or man to ride with the driver thereof, but no more than that one person, and the driver shall drive the car the entire round trip from the Los Angeles Herald office to Oxnard and return to the starting point.

Last night Charles Grider called at the office of The Herald and deposited with the automobile editor the sum of \$25 as his entry fee, and this amount waits the coming of the remaining two contestants to cover the same, with their bills of sale for their cars at or before noon (12 o'clock) Thursday, November 25, 1909.

Here is a race that will make all the other races of recent date look like a soiled ducat in a brand new, clean deck. The winner of this race owning three cars will have a string of cars to his credit that will attract attention anywhere. All that is necessary to complete the deal is for the two gentlemen who doubt the ability of Grider's car to defeat them in this run to Oxnard is to call at this office and cover the water deposited here.

The distance to Oxnard is about 57 miles, which will make the course about 114 miles, and the end of the race should be at least about 10 o'clock, leaving The Herald office at 6 in the morning.

THE GREAT SUBJECT OF ECONOMICS

WHIRLWIND RACES OF MOTORCYCLISTS ON ASCOT TRACT

LOS ANGELES MOTORCYCLE CLUB GIVES BIG EVENTS

Annual Meet of the Club on Thanksgiving Day on Dirt Track Will Be an Occasion of Fast Driving

Ascot park will see the speedy riders of the Los Angeles Motorcycle club in action next Thursday afternoon. The occasion will be the annual meet of the Los Angeles Motorcycle club. The motorcycle club always draws large crowds to their contests as from ten to thirty riders start in each event and plenty of thrills are assured the speed-loving public.

What makes the coming meet of special interest is the fact that the Federation of American Motorcyclists has granted the five-mile championship to the local club for Thanksgiving day. This event is competed for only once every year and the winner is declared the American champion for this distance. The prizes consist of gold, silver and bronze medals, valued at \$100, and are donated by the national body.

Paul Derkum is in charge of the repairing crew and is spending all his time at Ascot park superintending the work on the track and incidentally working out himself and preparing for the professional events of which there will be two.

Beginning this afternoon all the contestants will be permitted to practice on the track to accustom themselves to the turns.

It is hoped that Ben Breesee, the Fresno crack, will be here. Repeated efforts have been made to induce the central California flyer to race against Derkum and the other professionals who are now here. The committee is making every effort to bring about a meeting between Daredevil Derkum and the Fresno flyer. Mitchell and Lingenfelter will be on deck and not counting the other well known professionals who have appeared at Prince's coliseum the professional events are certain to be well taken care of.

The races start at 2 p. m. sharp. The race committee of the Los Angeles Motorcycle club has full charge of the entries and preparing the program and the business end of the meet is handled by the Los Angeles Motor Racing association. The following is a full list of events:

Two miles—Private owners, novice; \$25 trophy. Three miles—Stock machines, fully equipped, 3 1/2 cubic inches; \$25 trophy. Five miles—Free for all, 3 1/2 cubic inches limit; \$15, \$7.50.

Five miles—F. A. M. championship; three F. A. M. prizes, gold silver and bronze. Five miles—Club members; club cup, value \$75. Ten miles—Professional; \$40, \$20. Ten miles—Free for all; \$20, \$15.

Match race—Trophy. Five miles—Professional; \$20, \$10. One-half hour—Free for all; \$50. Beunemann-Lipse cup, first 25 miles, \$20, \$10. Exhibition—Trophy.

THE GREAT SUBJECT OF ECONOMICS

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ELKS WILL HOLD LODGE OF SORROW DEPARTED BROTHERS WILL BE MEMORIALIZED DEC. 5

Eulogies Will Be Said by Paul J. McCormick and Webster Davis at the Majestic Theater

Departed Elks will be memorialized and eulogized at the annual exercises of lodge 99 B. P. O. E., to be held Sunday, December 5, in the Majestic theater.

ORDER OF EXERCISES. "Marche Heroique".....T. DuBois. William Edwin Strobridge, organist. Opening ceremonies.....Lodge Roll call of honored dead.....M. J. Conway, secretary. Quartet "Sweetly Soberm Thought".....Ambrose-Spicer. Opening ode.....Great Ruler of the universe. All-seeing and benign. Look down and bless our work. And be all glory thine.....Novin. Oh, hear our prayer for our honored dead. While bearing in our mind for bodies have been sought by hundreds of makers. Brass has been used in great quantities. So it has been in a dozen or more different lines. With the greater demand has come higher prices for the makers because there began to be a shortage of materials.

Motor makers had to get the things wherever they were available and pay whatever price was asked. But they kept the prices for cars at the same average. To complicate matters there were a number of concerns created, whose backers thought they saw millions in the motor industry, and insufficient capital began making cars.

They placed orders for stock, and after a brief existence went to the wall with a lot of good material tied up by litigation, so that it could not be used. Things like that did not help matters much. During the hard times a couple of years ago some of the makers were caught with more stock than they needed, but they held on to it and eventually it came in handy to help them later.

Then the marketing of cars is not such an easy problem. It means securing hustling agents in the big cities and campaigns of advertising, for the maker today who believes he can sell his machines without the aid of the newspapers has some what of an awakening before him. It is the publicity of the daily papers that has helped create the demand for cars by showing what they can do and how reliable they are under the most adverse conditions.

Santa Fe Makes Thanksgiving Day Rates

On November 24 and 25 the Santa Fe will sell round trip tickets reduced rates between all stations on its line where one way fare does not exceed ten dollars. Tickets will be limited to November 29, 1909, for final return.

STRENGTH FOR WEAK MEN



The basis of energy in the human body is electricity. Every function of the body and the health of the individual depend upon the electricity possessed by the nerves; and pain, weakness, despondency and loss of ambition denote a lack of it. If the stomach fails to digest the food, if the nerves are weak, kidneys inactive or any organ fails to do its work, it can be restored to perfect health by using ELECTRO-THERMO DILATORS. Nature's cure for Constipation, Piles, Lumbago, Nervous Debility, Sexual or Prostatic Trouble and many complicated ailments. Our appliances are sold under a positive guarantee. A trial will convince. Call at our office and examine these appliances, consultation strictly confidential. If you cannot call, write for free illustrated booklet.

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AUTOMOBILE GUIDE-POST

Atlas Valveless Cars. Inter-State. Locomobile. Lozier. Maxwell. Matheson. Mitchell. Oakland. Pennsylvania. Pope Hartford. Royal Tourist. Studebaker. Stoddard-Dayton. Thomas. Tourist. Waverly Electrics.

Autocor. Chadwick. Chanslor & Lyon. Columbia. Corbin. Diamonds. Dorris. Durocar. Elmore. Ford and Velie. Franklin. Goodyear Tires. Halladay. Isotta Fraschini. White Garage.

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