



D. W. SEMPLE

DARRACQ MAKES TRACK RECORD

KERSCHER AND HERALD'S AUTO MAN MAKE IT IN :52

Scraping Splinters from Fence on the Turns Going at 75-Mile Clip and 85 Miles on the Stretches

Although unfortunately the time cannot be made official, as the record was made only in preliminary practice, there was made at Ascot park yesterday the track record by Ben Kerschler, the wild Dutchman, in one of the three miles covered in that practice spin on the Darracq.

Just before the car was to take her place on the track for her number on the program Kerschler decided to take a run round the track to try her out, and, inviting The Herald, he was representative to ride with him, his seat was taken at the side of the gentleman with a specially brilliantly illuminated pair of red hose purchased for the occasion, who was to guide the driver.

The Herald has persistently claimed that the Darracq is a totally unknown quantity as to speed, and this fact was thoroughly made known yesterday in that three-mile run. Starting out the driver heaved the turns at terrific speed, and in the second mile leaned over and asked in his broken dialect, "How do you like the way she is going?" "Why, you're not going at all, is that the best you can do?" was the response. "No," said Kerschler, "I think she can do a leetle better, maybe," and, giving her another notch, the track shot into space at lightning speed, tearing into the stretches at eighty-five miles an hour, and the Dutchman never slackening up except a very little on the turns, never a speed less than seventy-five miles an hour on the curves, and crossed the tape in 52 seconds, the record time for Ascot park track.

It is impossible to describe a car's speed on a circular track going as fast as that car was on that mile, the others all being within the 55 mark; and to look at a whirling car turning the corners as Kerschler does does not in the least tell the onlooker the experience of sitting in the machine going wide open as fast as the Darracq can travel. At the far corner of the track it is very rough and cut up badly. To avoid this and to keep the machine from overturning he holds her close to the fence on the pole line; and to see that fellow trim the splinters from the rails and posts is a caution! He is the master of driving that track. Short as is her wheel base, she holds and squirms under her terrific power, while her pilot steers her rear wheels with his steering wheel and skids her about as a stone on the ice.

His nerve never leaves Kerschler. He smiles as his machine wiggles about the fence posts. As he clears into the stretch his good-natured face breaks into a smile and the machine comes into a pretty short turn to make going so fast and the track as rough as it is, ain't it?

Eighty-five miles an hour affords but a minute to witness what is going on about one of the cars. The grandstand heaves in sight and is passed before one can think, almost, and the fences look like a writhing snake as curves are made with but a few inches from the hubs.

Same Set of Goodyears

When an automobile is making miles under a minute or thereabouts, there are few who stop to give the most essential thing to a car—the tires—the consideration they deserve. The Buick for example used Goodyear tires in the six-hour race and previous to that time, too, her Goodyears had made the very hard trip to Phoenix when this same car won that race, and yesterday she went out in the fifty mile contest and made good again on the same set of tires without a hitch of any kind whatever.

The strain and wear on tires skidding the curves on a racing track is something terrific, so much so that many of the manufacturers of tires have refused to stand behind their wares if the cars entered the racing game. Not so with the Goodyears. In almost every race the Goodyears are in evidence and always make good. The Buick's performance shows that and it is such events as this that prove the sterling qualities of the stuff from which they are made and the manner in which they are manufactured.

SCREECHING OF PARROT FOILS ELOPEMENT PLANS

CHICAGO, Dec. 26.—The screeching of a parrot in the La Salle street station last night frustrated the plans of a runaway wife and later the bird was the means of effecting a reconciliation between the woman and her husband, Edward Zarnit. They were married a year ago at South Bend, Ind., and among their wedding gifts, was the parrot.

When the husband returned home from his work last evening he found his wife had gone, taking the talkative bird. Surmising that she had started back to her home, Zarnit hurried to the La Salle street station, but could not find his wife. As he was leaving the building he heard a parrot screech in the parcel room, and there he found the bird.

"Hello, papa! hello!" shouted the parrot. Zarnit sought police assistance, and just before a train left for South Bend Mrs. Zarnit appeared at the parcel room with a man and handed in a check for the parrot. As she received the bird her husband ran up and grabbed her by the arm and two detectives seized her escort.

"My wife's gone to the country," screamed the bird.

The husband and wife, her companion and the parrot were taken to the police station, where a reconciliation soon followed. Mrs. Zarnit denied that she was eloping, but said she was leaving her husband.

KNOX PROVEN IN A1 CLASS

BIG STOCK RACING CAR CLEARLY PROVES SUPERIORITY

A Perfect Machine Built by one of Five Oldest Firms in United States Shows Her Qualities

Another pronounced success of yesterday was the showing made by the big Knox racer owned by Barney Oldfield and driven by himself in the five-mile handicap, which he won with ease. It is to be regretted that its regular driver, Fred Shaw, could not be seen at the wheel of the Knox, for that yesterday although present on the track, he was unable to take his car, owing to the injuries he had received.

The Knox comes from one of five of the oldest automobile manufacturing establishments in the United States, and is one of the few factories that can make and complete its cars within its own establishment. Large additions in 1907, as well as over \$150,000 invested in new equipment, placed it as one of the best in the world for the manufacture of high grade automobiles exclusively. Recently more large additions have been built to meet the increasing demand for Knox cars.

A very important point in the production of high grade cars is the ability to secure high class mechanics. In this respect, it is a fact that nearly all the best machine tool and gun factories are located in New England, which is as a consequence a natural center for skilled mechanics.

That this car is constructed by the highest of skilled mechanics and of the highest and best of material was demonstrated yesterday when Oldfield shot the huge racing stock car around Ascot park and nailed the time of 4:47 to the record made by Noelting, which has worked more perfectly than the Knox. Her singing motor is a cheerful baritone sound, and every stroke of her engine may be heard coming down the track in perfect rhythm. Never a miss does she make. Never a hesitation in responding to the touch of her driver. Consistent in all the performances a car may be called to do, the Knox has made a host of friends in her work of the past two days.

It is the fact that the Knox, being a stock car purely, gives the public the evidence it asks for, and the variations between the real racing car like the Benz and the same perfection in detail as shown by the brown car which clipped off the miles on the racing track in about 56 seconds per mile. In keeping with the car is her driver, Fred Shaw, who is a master in knowledge of machines and of the racing track. Unassuming, intelligent and congenial, his friends will be numbered among the thousands before he completes the tour of Barney Oldfield, with which he is associated as his racing driver of the Knox.

ESTABLISHING AEROPLANE SCHOOLS FOR AEROPLANISTS

Interesting Details as to the Instruction of Pupils and How They Are Taught to Fly

Aeroplane schools are being established throughout France. When Henry Farman broke away from the Voisin brothers he pitched on the military camp at Mourmelon, near Chalons, as the future scene of his activities. A vast plain two hours from Paris by rail, but so far removed from villages as to be beyond the reach of crowds, was loaned to him by the military authorities. The adjoining land was bought, workshops were erected and the first aeroplane school was established in the champagne land.

There is a special aeroplane known as the "taxi" on which pupils are taught to fly. Its power is low and its plane so adjusted that it can only be got off the ground with a certain amount of difficulty. For the first lesson instructor Chateau mounts with the pupil by his side, and while alternately running over the ground and flying through the air explains the reports of his pupils.

Then comes the first flight alone. Starting from the door of the shed the machine runs up the rising ground without any particular effort of the pilot. After covering about a mile, however, the rising ground is again reached and as the power of the engine has not been sufficient to rise to a great altitude, the wheels touch and the machine once more runs over the surface.

When it is possible to fly around the course in this manner the pupil is sufficiently advanced to take his own machine, equipped with a more powerful motor and adjusted to rise from the sloping ground. Under this method of instruction very little time is lost in repairs. The "taxi" has covered several thousand kilometers, running over the ground and flying in the air in the hands of various pupils without a single breakage.

The time necessary to learn varies considerably, one pupil flying easily after two lessons, while another struggles for months. Instructor Chateau finds that the best pupils are automobilists who have had yachting experience. The automobile has made them familiar with high speed, while the gentle movements of the helm on a sailing vessel have prepared them for similar movements with the elevator rudder and warping planes of a flying machine.

Always Consistent The Missus—Norah, how many families have you ever worked for? The Maid—Wurruked, is it ma'am? I'll have you know, Mrs. Pa-acker, I've wurruked 'r every family I ever lived with!—Chicago Tribune.

FORESTS PROTECTED IN SWITZERLAND

ORDINANCE OF BERN ISSUED 600 YEARS AGO

Timber Output Carefully Regulated by Government and the Benefits of the Method Are Recognized

Switzerland recognized the benefits of forest protection and development 600 years ago, when the forest ordinance of Bern was issued. The Silvwald of Zurich, one of the most perfectly managed and most profitable forests in the world, has been handled under a working plan since 1680. The little Alpina republic has recently presented the forest work, and the American consul, writing from St. Gall, says:

"The government of Switzerland has carefully regulated the timber output so that it has never been permitted to exceed its natural growth. The thick growth of timber on the mountain sides, purposely allowed to become dense has perceptibly lessened the danger and frequency of avalanches and landslides, which in former times were so frightfully destructive. To control the spring floods in the rivers and streams, massive dams, fortified by thickly planted trees, have been erected at exposed places. In the extraordinary attention paid to its timber lands the government has taken the greatest care of the necessity for sheltering and pasturing cattle, the maintenance of the soil, the roads, and the natural springs, climate, and the control of mountain streams.

Are Not Diminished "The actual forest area of Switzerland comprises 2,205,508 acres, 2,148 per cent of the entire surface of the country, 77,004 acres of which belong to the state and 2,128,504 to the cantons, communes, municipalities, fortified corporations. Seven hundred and eighty-one acres of the state forest are set aside as a nursery. From this nursery in 1908 more than 22,000,000 young trees were taken and transplanted in the various forests.

"Swiss forests are classed as 'protected' and 'non-protected.' The former are those which are situated on mountain slopes where the imminence of wash-cuts, stone and ice chutes, landslides and avalanches calls for the constant exercise of extraordinary care and attention. The 'non-protected' are those on comparatively level ground, requiring only ordinary attention to keep them in good condition. Because of the character of the country, the great majority of the forests are protected.

"The law provides that the forest area shall not be diminished and that all forests shall be maintained in a fairly dense condition. Even in private forests close cutting or clearing up is strictly forbidden, especially in exposed places, without the consent of the federal authorities, and then only in small areas and when prompt reforestation is guaranteed. Trees for cutting are carefully selected by forestry experts.

Roads Are Excellent "Through the forests there are excellent roads, made largely by the cantonal authorities. The year 1908 was marked by such activity in road construction that the state, which bears a proportion of the expense, paid to the cantons the sum of \$46,634,000 on their account alone.

"Spruce is the most important tree in the Swiss forests, and then in order of their importance come the white fir, beech, larch, pine, cypress and a few other varieties. "The principal revenue derived from the Swiss forests is from the lumber output, there being no manufactures of resin, turpentine and similar by-products. To offset the cutting there were planted in 1908 23,096,225 trees of which 13,031,590 were conifer and 5,064,635 deciduous and no less than seven tons of seed were sown.

Returns Are Gratifying "Statistics of the receipts and expenditures of all forestry work in the country are not available, but a couple of cases may be cited which show gratifying returns. The total receipts from the sale of wood in 1908 from 2421 acres of state forests in the canton of St. Gall are given as \$24,457.37 and the expenditures as \$7,104.81, leaving a clear profit of \$17,352.56. In the forests of the town of Winterthur, amounting to 283 acres, the receipts were \$31,174.83 and the expenses \$21,634.50, leaving a net profit of \$9,540.33, or an average profit of about \$30.42 per acre.

"It is not to be presumed that the revenue from the entire Swiss forest area can be approximated by taking as a basis the earnings of the St. Gall or Winterthur forests, which have been for many years under most intelligent and excellent management, but the universal opinion among forestry officials is that the jealous care with which the Swiss timber lands have been guarded has vastly benefited both national and cantonal treasuries from the financial point of view."

CLEVER DEVICE OF THIEF DISCOVERED

Reports of Bank Note Losses Lead Police to Watch Until Mechanical Retriever Is Finally Detected

PARIS, Dec. 26.—Many complaints having been made of robberies of banknotes from bank officials here, detectives were specially instructed to keep watch at the banks. The other day they succeeded in capturing a man who gave the name of Golswoy, and said he came from Manchester. He was caught in the act of stealing a bundle of banknotes in a remarkable manner.

Taking his stand at the counter of a bank among others, he drew out a pencil and notebook and for some time appeared to be absorbed in calculations and figures. As the detectives watched him there was seen to project from the end of his heavy walking-stick, which he had placed upon the counter, a long thin piece of metal which gradually protruded until it reached a bundle of banknotes placed on the counter by a messenger who was awaiting payment. The metal arm had no sooner reached the bundle than it developed a hook, and attaching itself to the bundle, drew it carefully back toward the thief.

The man was about to leave with the bundle when the detectives caught him. At his room in a hotel \$4000 and two other sticks containing similar mechanism were discovered.

No Chance for Emphasis Belle—I want to send Tom a short message, but he'll never get it in time. Nell—Why not telegraphed, is it ma'am? Belle—'Don't do at all. I can't underline any of the words.—Cleveland Leader.

To the Automobile Buying Public

What Is a Licensed Car?

THE RECENT DECISION OF THE SELDEN PATENT CASE broadly sustained the Selden patent, which involves the basic principle under which all gasoline automobiles are built.

THIS DECISION IS SO COMPREHENSIVE that many of the leading anti-Selden manufacturers have, through best legal advice obtainable, recognized the validity of the Selden patents by joining the licensed association and paying all back royalties on all cars which they have previously manufactured for the protection of their dealers and purchasers.

THE ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS owns hundreds of the most vital patents, maintaining immense laboratories for the testing of materials, and is responsible for the present high standard of automobile construction.

A LICENSED CAR MEANS A STANDARDIZED AUTOMOBILE, built by the strongest factories, whose permanency is unquestioned and whose guarantee is a valuable asset. When you buy a licensed car you get the best materials, workmanship and brains, and you are absolutely free from the possibility of legal entanglements; and the hazard of owning a car, the makers of which are out of business and parts for which cannot be obtained.

TO THIS END THE LICENSED MOTOR CAR ASSOCIATION OF LOS ANGELES has been organized. It consists of those firms handling licensed cars. Just as the National Licensed Association has worked unceasingly for years to raise the standards of the manufacturing end, so we intend to work to raise the standards of the local situation.

LICENSED MOTOR CAR ASSOCIATION OF LOS ANGELES We are pleased to announce that the "Licensed Cars" handled by the members of the Licensed Motor Car Association of Los Angeles are as follows:

DIRECTORY OF LICENSED AUTOMOBILES AND DEALERS

Table listing various automobile brands and their dealers in Los Angeles, including Apperson, Babcock Electric, Baker Electric, Buick, Cadillac, Cartercar, Chalmers-Detroit, Columbia, Corbin, Courier, Elmore, Franklin, Haynes, Hudson, Jackson, Locomobile, Lozier, Matheson, Maxwell, Mercer, Mitchell, Oldsmobile, Overland, Packard, Palmer-Singer, Peerless, Pierce-Arrow, Pope-Hartford, Premier, Regal, Reo, Selden, Simplex, Stearns, Stevens-Duryea, Stoddard-Dayton, Studebaker, Thomas, Winton, and Woods Electric.

HUNG

By Their Own Rope

A combination of local automobile dealers are warning the public against buying "unlicensed" cars. The following dealers, members of the "Licensed Dealers' Association of Los Angeles," are today carrying in their salesrooms alongside of cars "licensed under the (alleged) Selden patent" and are offering for sale "unlicensed" automobiles made by manufacturers who they say in their advertisements "may soon be out of business."

Table listing names of dealers and "unlicensed" car brands, including Leon T. Shettler, Kisselkar, H. T. Brown Motor Car Co., Parry Arrow, Renton Motor Car Co., Great Smith, Woolwine Motor Car Co., Cartercar and Rapid, Schwabe-Atkinson Co., Randolph, C. C. Slaughter, Moon, Wilson & Buffington, Moline, and W. D. Howard Motor Car Co., Chadwick and Frayer-Miller.

Mr. Licensed Dealer, Can You Explain This?

Now, as to the Selden patent. It has taken six years to get this decision from the circuit court of New York, but our friends have forgotten to mention that this court decided strictly on technical law points and expressed its regret at being compelled to do so, as the claims of the patentee were contrary to common law and equity.

The Association of Licensed Automobile Manufacturers, fighting the matter for Selden, has not put a single independent manufacturer out of business in six years and certainly cannot do so now that the industry is more firmly established than ever.

The AMERICAN MOTOR CAR MANUFACTURERS' ASSOCIATION, the largest and most powerful organization connected with the automobile industry, will carry this fight to the highest courts of the United States. No final decision can possibly be reached before the patent expires, November, 1912 (22 months).

In the meantime the manufacturers we represent GUARANTEE YOU AGAINST LITIGATION, INJUNCTION OR FINANCIAL LOSS.

It is an inflexible law that free and open competition produces the best goods and at the lowest prices to the user. That, Mr. Buyer, is the basis on which we, the Independent Automobile Dealers of Los Angeles, sell you our motor cars.

Table listing various automobile brands and their dealers in Los Angeles, including American, American-Simplex, At'as, California, Dorris, Durocar, Empire, Ford, Great Western, Halladay, Hupmobile, Isotta-Fraschini, National, Paterson, Petrel, Pullman, Rambler, Sterling, Tourist, Velie, Continental, Rider-Lewis, and Badger.