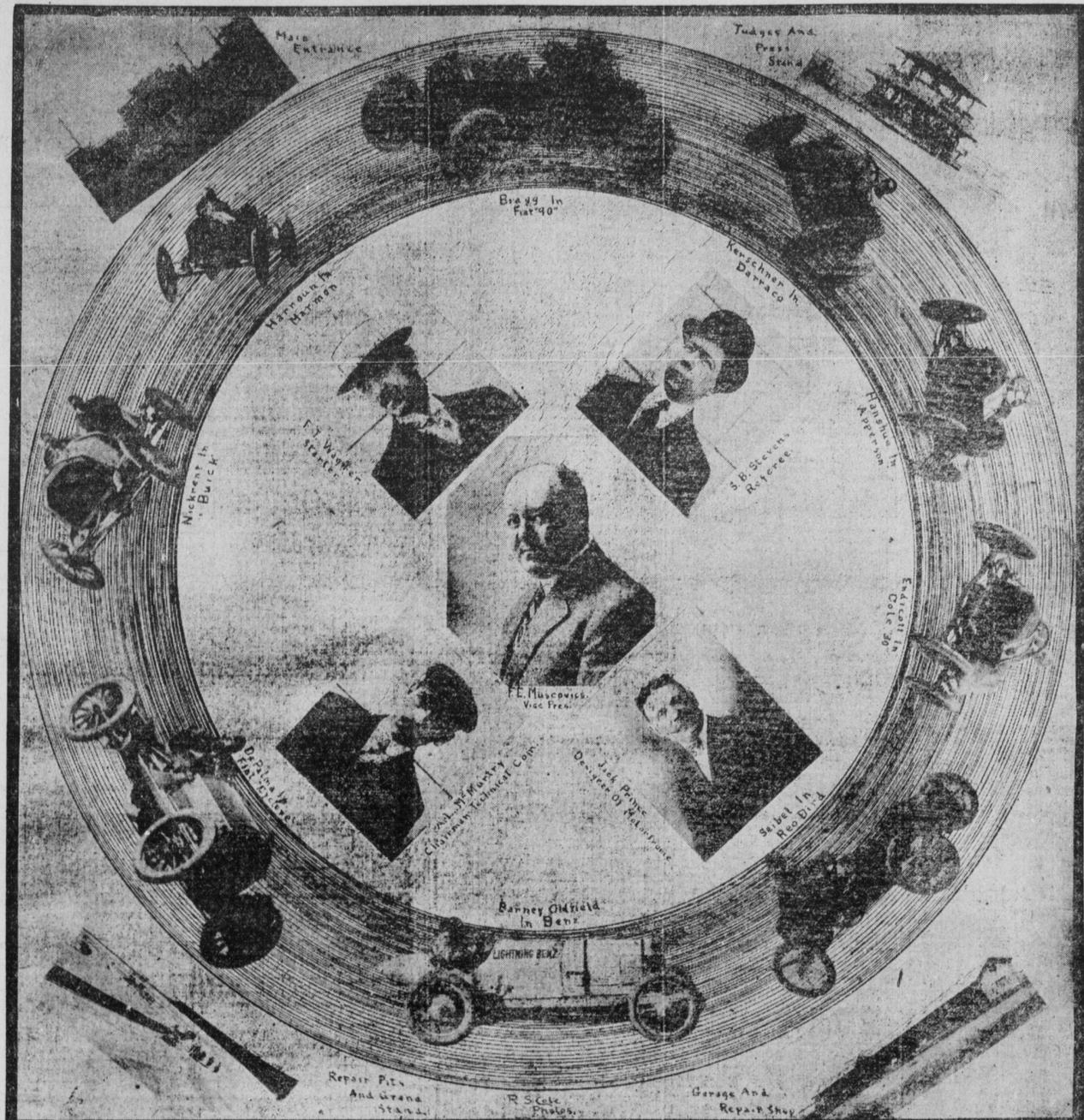


Los Angeles Motordrome, Officials and Some of the Speed Demons



The "pure food law" is designed by the government to protect the public from injurious ingredients in foods and drugs. It is beneficial both to the public and to the conscientious manufacturer. Ely's Cream Balm, a successful remedy for cold in the head and nasal catarrh, meets fully the requirements of the new law, and that fact is stated on every package. It contains none of the injurious drugs required by the law to be mentioned on the label. Price 50 cents.

MOVEMENTS OF STEAMERS
Steamers carrying passengers are due from northern ports via San Francisco and from southern ports direct as follows:
Steamer-From
Due
James S. Higgins, Fort Bragg.....April 8
Hanel, San Francisco.....April 9
Santa Rosa, San Francisco.....April 9
Norwood, Gray Harbor.....April 9
Klamath, Portland.....April 9
Santa Rosa, San Diego.....April 10
Roanoke, Portland.....April 11
Hanel, San Francisco.....April 12
President, Seattle.....April 12
Watson, Seattle.....April 13
President, San Diego.....April 14
Buckman, Seattle.....April 19
DEPART
Samo, Casper.....April 8
Admiral Sampson, Seattle.....April 9
James S. Higgins, Fort Bragg.....April 9
Santa Rosa, San Diego.....April 9
Hanel, San Francisco.....April 10
Roanoke, Portland.....April 11
President, San Diego.....April 12
President, Seattle.....April 14
Watson, Seattle.....April 15
Hanel, San Francisco.....April 15
Buckman, Seattle.....April 21

Tide Table for San Pedro
Thursday, April 7.....High, 7:35 a. m., 1:23 a. m., Low, 1:45 p. m., 7:45 p. m.
Friday, April 8.....High, 8:21 a. m., 2:02 a. m., Low, 2:21 p. m., 8:16 p. m.
Saturday, April 9.....High, 9:06 a. m., 2:45 a. m., Low, 3:02 p. m., 9:01 p. m.
Sunday, April 10.....High, 9:48 a. m., 3:19 a. m., Low, 3:38 p. m., 9:44 p. m.
Monday, April 11.....High, 10:35 a. m., 4:04 a. m., Low, 4:19 p. m., 10:31 p. m.
Tuesday, April 12.....High, 11:21 a. m., 4:53 a. m., Low, 5:08 p. m., 11:18 p. m.
Wednesday, April 13.....High, 12:11 a. m., 5:51 a. m., Low, 6:05 p. m., 12:14 p. m.

NEW YORK, April 7.—Sailed: La Lorraine, Havre.
Arrived—Princess Irene, Naples.
BOSTON, April 7.—Arrived: Cestrian, Liverpool; Ivernia, Liverpool and Queenstown.
ENGLAND, April 7.—Arrived: (Previously Cyclops, Liverpool via Jeddah for Tacoma; Keenun, Liverpool for Tacoma.)
YOKOHAMA, April 7.—Arrived: Minnesota, Seattle for Hong Kong.
QUEENSTOWN, April 7.—Sailed: Oceanic, New York.
SAN FRANCISCO, April 7.—Arrived: Steamer George W. Elder, San Pedro; steamer Francis H. Leggett, San Pedro; steamer Centralia, San Pedro; steamer Helen F. Drow, San Pedro.

No. of Bank 192, Incorporated Dec. 29, 1893.
REPORT OF CONDITION
Of the Trust Department of the Title Insurance and Trust Co. at Los Angeles, Cal., at the close of business on the 29th day of March, 1910.

RESOURCES
Loans.....\$1,141,652.30
Stocks, bonds and other securities.....212,820.00
Real estate owned.....10,000.00
Due from other than reserve banks.....3,616.03
Due from reserve banks.....117,188.42
Other assets.....33,432.42
Total.....\$1,518,520.20

LIABILITIES
Surplus.....\$258,342.82
Trust deposits.....1,244,181.31
Profit and loss.....18,015.97
Total.....\$1,518,520.20

State of California, County of Los Angeles—
William H. Allen, Jr., president; O. P. Clark, secretary, of the above named bank, being duly sworn, each for himself, says that the foregoing statement is true to the best of his knowledge and belief.
WILLIAM H. ALLEN, Jr., President.
O. P. CLARK, Secretary.
Severally subscribed and sworn to by both deponents the 7th day of April, 1910, before me.
F. H. GREENE, Notary Public.

HARRIS & FRANK
TROUSERS For Men
Our lines of Spring and Summer Trousers are now complete. Thousands of pairs here, in every wanted grade and style. The list below will give an idea of the extensiveness of our stock.
—Dress Trousers \$5 to \$12.
—Outing Trousers, \$2.50 to \$7.50.
—Work Trousers, \$2 to \$5.
—Khaki Trousers \$1.50 to \$2.50.
—Corduroy Trousers \$3 to \$5.
—Chambray Trousers for cooks' wear, \$1.00.
—Overalls, 85c to \$1.
We Fill Mail Orders
Harris & Frank
Outfitters for Men, Women, Boys and Girls
437-439-441-443 SOUTH SPRING

CANCER CURED
We cure external cancer in a few weeks without pain. Investigate our method. We will refer you to many of our former patients who have been absolutely cured. (Breast cancer a specialty.)
MRS. H. J. SMITH,
24 1/2 SOUTH BROADWAY, ROOM 2,
Hours 10 to 4. Phone Main 6622. Bank Building, Temple 401.



NICK NIKRENT DRIVING BUICK AL LIVINGSTON DRIVING CORBIN RAY HARROUN DRIVING MARMON HAL STONE DRIVING MOLINE BILL ENDICOTT DRIVING PALMER-SINGER

THOUSANDS EAGERLY AWAIT RACES AT OPENING OF NEW MOTORDROME
Fastest Cars in the World Being Groomed for Titanic Struggle That Will Eclipse All Auto Contests—It Is Estimated that at Least 150,000 Persons Will Attend Giant Speed Carnival.
Entire Motor World Will Have Its Eyes on the Initial Official Performances on Already Famous Course
The much-talked of motor car races will get their baptism at the new Motordrome racing track today. Everything is in readiness and there will not be a hitch in pulling the classic program off according to schedule. The Los Angeles-Pacific railway will do all in its power to carry the great crowds, and hundreds of extra cars have been provided. They will be run on a one-minute schedule from noon to the starting of the races at 2:30.
From the great interest that has been shown in this big undertaking, it is confidently believed that there will be a total attendance during the seven days of the meet of more than 150,000 people. Reservations for more than 26,000 seats were reported up to last night, and special train service will be run from all towns on the Los Angeles-Pacific railway.
PLAN MATCH RACE
The big match race between the "Mephistophiles" and "Lightning Benz" has not yet been completed as to its details, for while the contest will be the winning of two heats in three the distance to be covered and the days on which the separate heats will be run have not been definitely decided. The parties in interest are fighting for every individual advantage, for to each it means the most in his professional career.
Following is a list of entries for to-

most powerful cars on the track, and destined to get inside the money in races where entered. Robertson drove the Simplex fourteen miles in 9:08 2-5, which beats the world's speedway time of 7:01:94 for the distance, and but little lower than the ten-mile record on the Ormond straight-away with a flying start, which is 5:14 2-5. The Simplex's time for two miles was 1:18 4-5, against a speedway record of 1:21 1-2. And it is a moral certainty Mr. Robertson did not let his car out to the limit in these tryouts.
BIG FIAT ARRIVES
What the public will witness today in the matter of speed of motor cars will be a revelation to the whole world. The new Los Angeles track will take first place in motordrome as the best and safest track in the world.
The great 200-horse power Fiat Mephistophiles arrived by express Thursday and De Palma had the great car at the track about 4 o'clock. The car was brought from the city on its own power, and was given but one mile of the Motordrome, without an effort at time making, before it was taken to the track garage to have every part inspected.
As much depends on conformation in cars for racing purposes as in horses, and a casual inspection of the two big cars that will race for the world's supremacy inclines one to venture the opinion that the driver who wins will owe as much to the peculiar fitness of his car as to any personal merits for ability to pilot it. The car that can cut the big circle with the least skidding will save enough feet to cross the tape a winner.
World's record trials—Ralph De Palma, one mile; Ben Kercher, two miles; Barney Oldfield, five miles; George Robertson, ten miles; J. B. Marquis, one mile; Caleb S. Bragg, one mile, amateur.
Ten-mile, stock chassis, class C, division 2, 161-230 cubic inches displacement—Joe Nikrent, Buick; L. J. Hampton, Ford; Bill Endicott, Cole; Arthur Miller, Warren-Detroit; C. C. Linthwaite, Firestone-Columbus.
Ten miles, stock chassis, class C, division 6, 451-600 cubic inches displacement—Harris Hanshue, Apperson; Ralph De Palma, Fiat; J. B. Marquis, Isotta; Barney Oldfield, Knox; Al Livingston, Stoddard-Dayton; Peter Deseran, Great Western.
Ten mile, stock chassis, handicap, class E, for cars 600 cubic inches and under: Joe Nikrent, Buick; Harris Hanshue, Apperson; J. B. Marquis, Isotta; Barney Oldfield, Knox; Al Livingston, Stoddard-Dayton; Ray Harroun, Marmon; Frank Siefert, Dorris; L. J. Hampton, Ford; Bill Endicott, Cole.
Five mile, free for all, class D: C. S. Bragg, Fiat; George Robertson, Simplex; Bruno Siebel, Reo Bird; Ben Kercher, Darraco; Ralph De Palma, Fiat.
Twenty mile, free for all, handicap, class D: Frank Lescault, Palmer-Singer; J. B. Marquis, Isotta; Barney Oldfield, Knox; Ray Harroun, Marmon; Wade, Marmon; C. S. Kelly, Hupmobile; Peter Deseran, Great Western.
One hundred mile, stock chassis, class C, division 5, championship, 231-300 cubic inches displacement: Ray Harroun, Marmon; Al Livingston, Corbin; Frank Siefert, Dorris.

NEWS OF THE WATERFRONT
SAN PEDRO, April 7.—Arrived: Steam schooner Willapa, from Willapa Harbor; steamship Governor, from San Diego; steamship Admiral Sampson, from Seattle via San Francisco; steamer Hermosa, from San Francisco; U. S. torpedo boat destroyers Paul Jones and Goldsborough, from San Diego; steam schooner Dispatch, from Columbia river; power schooner May, from Guadalupe Island, Mexico; steam schooner Yellowstone, from Willapa Harbor via San Francisco; steam schooner Olympic, from Bellingham.
Sailed—Steamship Governor, for Seattle via San Francisco; steam schooner Hornet, for San Francisco for orders; barkentine John C. Myer, for Gray's Harbor in ballast; schooner Fearless, for Hoquiam in ballast; schooner Ludlow, for Aberdeen in ballast; schooner Winslow, for Puget Sound in ballast; U. S. collier Justin, for San Diego.
BRADY LEASES ISLAND
The power schooner May returned today from Guadalupe Island in command of her owner, Captain Marousen of Long Beach. Marousen held a lease from the Mexican government on the island with "Jap" Brady of Downey, to whom he has sold his concession. The island is about 200 miles southeast of Ensenada and is about eighteen miles long and five miles wide at the broadest point with an area about the same as Catalina. There are said to be at least 8,000 wild goats on the island. Brady plans to kill off the goats and restock the island with sheep.
ADMIRAL SAMPSON HERE
On her first trip under the new schedule the Alaskan-Pacific steamer Admiral Sampson, Captain Bartlett, arrived today from Seattle via San Francisco with passengers and about 400 tons of freight. The steamer Watson of the same line has sailed from Seattle on her first trip to this port, and will arrive next Tuesday. Under the new schedule the Watson and Buckman, making three steamers on this end of the line instead of one with sailings every six days. All three steamers will remain here two nights and a day. The Alaska-Pacific company now has an independent agency in Los Angeles, and the steamers will discharge cargo on both sides of the channel. In the past the Crescent Wharf and Warehouse company has handled the business on the Salt Lake side exclusively.
HEAVY TRAVEL NORTH
The steamer Governor, Captain Jebson, called this morning for passengers and freight, and continued on the return voyage to Seattle via Redondo Beach and San Francisco. She took 330 passengers for this season of the year. Most of these were tourists from the northwest, who are returning home after having passed the winter in the south. Since the Pacific Coast company put on the big liners President and Governor there has been a remarkable increase in this class of passengers by water. Formerly the railroads got practically all of the tourist business and little of it has been taken from the smaller steamers.
HERMOSA RETURNS FROM DRY DOCK
The panning steamer Hermosa returned today from San Francisco under command of Capt. Victor Johnson, one of the port pilots here. She has been in drydock at San Francisco, having her bottom cleaned preparatory to the rush of summer business between here and Catalina Island, when both the Hermosa and Cabrillo will be on the run.

AUTOMOBILE GUIDE-POST.
American Motor Car Agency, 1210-1212 South Olive
Amplex, Bekins Motor Car Co., 1026 So. Olive St.
Atlas (Formerly American-Simplex), Bekins Motor Car Co., 1026 So. Olive St.
California, California Automobile Co., Tenth and Main
Dorris, Bosbyshell-Carpenter Co., 1226-1228 South Olive
Durocar, Durocar Manufacturing Co., 929 South Los Angeles
Empire, Munns Auto Co., 1351 South Main
Ford, Standard Automobile Co., Twelfth and Olive
Great Western, H. O. Vogel, 1130-1132 South Olive
Halladay-Isotta, Motor Car Import Co., 810 South Olive
HAYNES \$2150 Fully Equipped 1211 SO. MAIN ST.
Hupmobile, Tri-State Automobile and Supply Co., M. C. Nason, Mgr., 600 South Olive St.
Lane Steamer, Lane Steam Car Co., 804 South Olive
Paterson, Pico Carriage Co., Pico and Main
Petrel, Williams Automobile Co., 1806 South Main
Rambler, W. K. Cowan, 1140-1142 South Hope
Sterling, A. N. Jung Motor Car Co., 1242-1244 South Flower
Tourist, California Automobile Co., Tenth and Main
Velie, Standard Automobile Co., Twelfth and Olive