

BIRTH RECEIVES LEAGUERS WARMLY

Wallace Returns and Describes Big Lincoln-Roosevelt Rallyes

CANDIDATES ARE ENCOURAGED

Welcome Even Warmer Than That Accorded in Southern California

A. J. Wallace, Lincoln-Roosevelt league candidate for lieutenant-governor, returned to Los Angeles yesterday morning fresh from a campaign through the northern part of the state with Hiram Johnson, candidate for governor, John D. Works, candidate for United States senator, and other Lincoln-Roosevelt campaigners. Wallace was enthusiastically received in the counties and in the north. He says the enthusiasm even exceeded that shown the campaigners in Southern California and that great crowds and assurances of success greeted them everywhere. Mr. Wallace will be here for a few days and will then rejoin his party at Grass Valley and take part in a hot campaign through that section.

"Our trip ranged itself around two centers," said Mr. Wallace, "one being San Francisco and the other, the north of the state, around Mt. Shasta. In the first week we were in the former section, holding meetings at Berkeley, Alameda, San Francisco, Niles, Palo Alto and San Jose. We filled big halls at these places, found our organization strong, confident and full of enthusiasm, and were actually surprised by the wonderful interest being taken by the people so early in the campaign. At Berkeley we had an attendance estimated to be 2000, and at San Jose, reputed to be a machine stronghold, the meeting was a revelation to even the old-time politicians. J. A. Hayes presided at the San Jose meeting."

"In the far north our campaign was similar. We began our campaign in Siskiyou county with a meeting at Yreka where the audience overflowed the theater. There were fine crowds to greet us at Fort Jones, Grand View, Elma Mills and other towns. One meeting was at Dunsmuir, a railroad town, and probably 400 persons attended, filling the theater to the doors."

"Johnson and Works made a splendid impression everywhere, as did Alexander Gordon of Sacramento, candidate for railroad commissioner, who was with us on our trip in the extreme north. The remainder of this week is being spent by the party at Red Bluff, Redding and Marysville. Next week we will go into the Grass Valley country, and wind up the week at Sacramento on Saturday, April 16."

FIREMAN DIES; EXPRESS IS WRECKED NEAR UTICA

UTICA, N. Y., April 8.—Central Hudson Western Express, No. 33, was wrecked a short distance west of Utica early today. Michael Baesest, a fireman, was killed. None of the passengers was seriously injured.

BUILDING PERMITS

Following are the permits issued since the last publication of the list and classified according to wards:

Permit	Value
First ward	\$1,500
Second ward	\$2,500
Third ward	\$2,000
Fourth ward	\$10,300
Fifth ward	\$5,500
Sixth ward	\$2,000
Seventh ward	\$2,000
Eighth ward	\$2,000
Ninth ward	\$2,000
Totals	\$32,800

Sixtieth street, 312 East—J. R. Hadcock, 415 South Hill street, owner; security Home Builders, builder; one-story, five-room residence, \$1500.

Bartlett street, 328 East—Donnelly, at lot owner; E. N. Wilson, builder; one-story, four-room residence, \$550.

Brooklyn avenue, 1533—G. A. Culbertson, 747 Lord street, owner and builder; one-story, one-room barber shop, \$300.

Twelfth street, 1108 East—Louis L. Baker, 1114 East Twelfth street, owner; M. F. Martin, builder; two-story, 19-room tenement house, \$4000.

Forty-seventh street, 1487 West—J. Bloom, 716 West Forty-seventh street, owner; builder; one-story, seven-room residence, \$1200.

Eighty-second street, 939 West—Laura M. Hall, 832 West Eighty-fourth street, owner; J. E. Hall, builder; one-story, five-room residence, \$1000.

Daly street, 451 South—H. Brewer, at lot owner and builder; alterations of residence, \$150.

Van Ness avenue, 3853—F. C. Knapp, 523 Pasadena avenue, owner and builder; one-story, six-room residence, \$2400.

Sixth street, 989 West—John W. Davis, 632 South Beaudry avenue, owner and builder; alterations of residence, \$1000.

Figueras street, 2018 South—H. W. Reed, at lot owner and builder; one-story, three-room residence, \$300.

Seward street and Melrose avenue—J. F. Keogh, 302 Broadway building, owner; Clark & Hayes, builders; one-story, six-room residence, \$1700.

Seward street and Melrose avenue—S. H. Higgins, owner; Clark & Hayes, builders; one-story, six-room residence, \$1700.

Seward street and Waring avenue—Same as above, \$125.

Benton way, 253 South—J. G. Marks, 1318 West Forty-fourth street, owner and builder; one-story, seven-room residence, \$2000.

Sixty-fifth street, 424 West—H. E. Taylor, 5877 Denver avenue, owner and builder; one-story, five-room residence, \$1500.

Ruth avenue, 742—Newman M. E. church, owner; Charles W. Walker, builder; two-story church, \$5800.

Broadway, 2800 North—L. A. Stahl, owner and builder; one-story four-room residence, \$1800.

Thirty-fourth street, 621 West—P. E. Owen, 637 West Thirty-fourth street, owner and builder; one-story, two-room residence, \$150.

Fifty-fourth street, 1044 West—R. A. Critchlow, 432 South Chicago street, owner; H. E. Beer, builder; one-story five-room residence, \$1500.

Plymouth street, 622—R. V. Hartley, 2106 Brooklyn avenue, owner; H. E. Beer, builder; one-and-one-half-story six-room residence, \$2500.

Eighty street, 1501 East—Pacific Electric Railway company, Sixth and Main streets, owners and builders; one-story building, \$500.

Group Famous Drivers at Motordrome Sporting Wheeler-Shebler Co.'s Colors



UPPER ROW, LEFT TO RIGHT—FRANK FREE (FORD), NICK NIKRENT (BUICK), LOUIS NIKRENT (BUICK), "SPEED KING" BARNEY OLDFIELD, H. HAMILTON (FIRESTONE-COLUMBUS), MOFFITT (BUICK), BRUNO SEIBEL (REO BIRD).
LOWER ROW, LEFT TO RIGHT—BILL ENDICOTT (COLE), M'DONALD PURCELL (SHEBLER), RAY HARRISON (MARMON), FRANK SEIFERT (DORRIS), J. B. MARQUIS (ISOTTA).

SHATTER RECORDS AT MOTORDROME

5000 at Opening of Huge Auto Track Thrilled by Cars' Speed

(Continued from Page One)

clothes, and ready assistance quickly got him from beneath the car. This race was finished at such a late hour that the two handicap races on the day's program were postponed to some other day during the meet. It was announced by the management that all other long races for light cars during the meet would be cut down to fifty miles or less, as it would otherwise be impossible to finish up any day's racing. It is recognized that the shorter races are more acceptable to the public.

The Motordrome management and Los Angeles-Pacific railway officials expressed themselves as well satisfied with the first day's reception by the public. All motorizing enthusiasts in Southern California will turn out en masse before the race meeting is concluded.

TODAY'S ENTRIES

Below is a program of today's events with a full list of cars and drivers:

World's record trials—Barney Oldfield, one mile; George Robertson, ten miles; Ralph De Palma, ten miles; C. S. Bragg, amateur records for one to five miles; Ben Kerschner, ten miles. Ten-mile stock chassis, class C, division 2, 231-300 cubic inches displacement—Ray Harroun, Marmion; Al Livingston, Corbin; Frank Seifert, Dorris.

Twenty-five-mile stock chassis, class C, division 2, 231-300 cubic inches displacement—Nick Nikrent, Buick; Ray Harroun, Marmion; Frank Free, Chalmers.

Five-mile stock chassis, class C, division 5, 451-600 cubic inches displacement—Hanshus Apperson; Ralph De Palma, Flat; J. B. Marquis, Isotta; Barney Oldfield, Knox; Al Livingston, Stoddard-Dayton; Peter Deserose, Greco-Western.

Ten miles, free-for-all, class D—C. S. Bragg, Flat; George Robertson, Simplex; Ben Kerschner, Darracq; Ralph De Palma, Flat.

Five-mile stock chassis, class C, division 2, 231-300 cubic inches displacement—Nick Nikrent, Buick; L. J. Hamilton, Ford; Bill Endicott, Cole; Arthur Miller, Warren-Detroit; O. L. Linthwaite, Firestone-Columbus.

At a meeting last night at motordrome headquarters between A. A. Alford and Oldfield De Palma and Bragg, it was agreed that De Palma is to drive the Flat Cyclone in all events over five miles, the Flat 190-horsepower De Palma will drive five miles and under, the 60 stock Flat in all events, and that Bragg, the amateur driver, may drive in all professional events, but is not to accept any of the money.

The motordrome management also announced that today at 11 o'clock Jake De Rosier will go for the 100-mile motorcycle world's record on the motordrome track.

AUTOISTS TO FIGHT DUEL

Barney Oldfield and Ralph De Palma will fight a duel at the motordrome this afternoon—a battle royal worthy of the sensational plank track. Each will go for the other's record. De Palma after Oldfield's mile and Oldfield after De Palma's five miles.

If De Palma lowers Barney's mile record appreciably he must go faster than 100 miles an hour. The experts look for a mile in thirty-five seconds before the meet is half over, and it is expected that De Palma will set a sensational number of seconds from the 36.22 seconds in which Oldfield steered the "Blitzen" Benz for one mile.

Today's program will be full of short races in which the sensational predominates. The fast small cars are on for an exciting match, and the handicaps will be productive of comparisons which will keep the crowd rooting. From beginning to end the program is a sensational one, and the decision of the management to run more short races will give each day's program more thrills.

COMPARISON OF RECORDS

Old and new American Speedway records: At Los Angeles: One mile—Oldfield, Knox, 36.22; old record, Strang, Flat, Atlanta, 0:37.71. Two miles—Kerschner, Darracq, 1:15.25; old record, Strang, Flat, Atlanta, 1:21.51. Five miles—De Palma, Flat, 3:15.62;

News of the Waterfront

SAN PEDRO, April 8.—Arrived: Steamship Santa Rosa, from San Francisco via Redondo; steam schooner Fulton from San Diego; steam schooner Carmel, from Grays Harbor; steam schooner James S. Higgins, from Port Bragg via San Francisco and Redondo; Norwegian steamer Homelin, from Autogastua, Chili, via Manzanillo, Mexico.

Sailed: Schooner A. M. Baxter, for Willapa Harbor in ballast, to load lumber for Hawaiian Islands; schooner Salem, for Puget sound in ballast; schooner Louise, for Umpqua river, in ballast.

WILL LAUNCH NEW DREDGER

The new dredger Greater Los Angeles, built for the Pacific Wharf and Storage company, will be launched tomorrow morning by the Fulton Marine Construction company at Terminal Island. The hull contains over 10,000 feet of lumber, and is the strongest ever built in the south. It is 114 feet long, 38 feet wide and 8 feet deep. It will be equipped with 70-horse power electric motors and twenty-inch pumps and will cost complete about \$70,000. The capacity will be the same as that of the government dredger San Pedro.

The dredger will be used on the concession of the Pacific Wharf and Storage company at East San Pedro, where work will begin in about six weeks on a slip 100 feet long, 250 feet wide and thirty-five feet deep. Before this is begun the rock jetty connecting Terminal Island with Desha's Island will have to be cut and an approach cut through the east side of the channel, which has never been dredged. The channel at this point is nearly 100 feet wide between the harbor lines, and when completely dredged out will provide a second turning basin.

MISCELLANEOUS NOTES

The steamer Fulton, Captain Maloney, arrived today from San Diego with 212,000 feet of lumber loaded at Mendocino for the Pacific Lumber company at Wilmington.

The steamer Carmel, Captain Hardwick, arrived today from Grays Harbor with 665,000 feet of lumber for various wholesalers.

The steamer James S. Higgins, Captain Higgins, arrived today from Port Bragg via San Francisco and Redondo Beach with a partial cargo of lumber for the E. K. Wood Lumber company.

The steamer Samoa, Captain Mader, called today for passengers on the way from San Diego to Casper via San Francisco.

The schooner Louise, Captain Johnson, sailed today in ballast to Umpqua river, to load lumber for the Kerkhoff-Cramer Lumber company.

The schooner A. M. Baxter, Captain Isaacson, sailed today for Willapa to reload lumber for the Hawaiian Islands.

The schooner John C. Meyers, Captain Murchison, sailed today for Grays Harbor to reload lumber for this port.

The steamer Santa Rosa, Captain Alexander, arrived tonight from San Francisco via Redondo Beach and Santa Barbara and will proceed down the coast to San Diego tomorrow.

The schooner W. F. Jewett has arrived at Astoria after a passage of twenty-one days and will reload a cargo for this port at St. Helena.

The steamer Klamath has cleared from Astoria.

old record, Oldfield, Benz, Indianapolis, 4:11.2.

Ten miles—Robertson, Simplex, 6:31.37; old record, Strang, Flat, Atlanta, 7:01.94.

One mile (amateur)—Bragg, Flat, 0:37.56.

160-230 class—Ten miles—Endicott, Cole, 9:03.22; old record, Chalmers, Flat, Atlanta, 9:49.46.

451-600 class—Ten miles—Oldfield, Knox, 7:49.40; old record, Robertson, Flat, Atlanta, 7:47.71.

231-300 class—Five miles—Seifert, Dorris, 4:22.42; old record, Strang, Buick, Indianapolis, 4:48.

Ten miles—Seifert, Dorris, 8:41.45; old record, Harroun, Marmion, Atlanta, 9:03.18.

Twenty-five miles—Harroun, Marmion, 21:26.54; old record, Strang, Buick, Indianapolis, 23:20.10.

Thirty miles—Harroun, Marmion, 25:37.35; old record, Harroun, Marmion, Atlanta, 26:54.32.

Forty miles—Harroun, Marmion, 33:56; old record, Harroun, Marmion, Atlanta, 35:49.32.

Fifty miles—Seifert, Dorris, 42:30.05; old record, Harroun, Marmion, Atlanta, 44:48.88.

Sixty miles—Seifert, Dorris, 50:59.93; old record, Harroun, Atlanta, 53:53.12.

Seventy miles—Harroun, Marmion, 59:35.13; old record, Harroun, Marmion, Atlanta, 1:03:01.23.

Seventy-five miles—Harroun, Marmion, 1:03:54.25; old record, Strang, Buick, 1:09:37.5.

Eighty miles—Harroun, Marmion, 1:08:08.97; old record, Harroun, Marmion, 1:12:08.43.

Ninety miles—Seifert, Dorris, 1:16:52.42; old record, Harroun, Marmion, 1:21:12.05.

One hundred miles—Harroun, Marmion, 1:25:22.77; old record, Harroun, Marmion, 1:48:26.34.

BIG GOLDFIELD MILL IS DESTROYED BY FLAMES

Burning of Plant Greatest Blow in Camp's History

GOLDFIELD, Nev., April 8.—The Consolidated Consolidated 300-ton mill was completely destroyed by fire last night. It is still burning fiercely. The cause is unknown. It will require nearly a year to rebuild and is the greatest blow in the camp's history.

CANNON SENDS THANKS TO MILWAUKEE WOMAN

Mrs. Kate Ridsdale Wins Gratitude of 'Uncle Joe' by Her Defense of Him

MILWAUKEE, April 8.—"I have always believed in the principles and policies of the Republican party, and expect so long as I live to keep the Republican faith. In my opinion, it is better to fight and fail—if fail we must—than to win at the sacrifice of those policies and principles and have victory, like Dead Sea fruit, turn to ashes on the lips."

This is the substance of a letter written by Speaker Cannon to Mrs. Kate Ridsdale of Milwaukee in acknowledgment of the pleasure given him by reading a report of Mrs. Ridsdale's current topic talk on Speaker Cannon and the recent fight in the house, which she gave recently at the Young Women's Christian association.

Giving an analysis of Mr. Cannon, Mrs. Ridsdale described him in this way:

"Just one nerve, composed of one part magnetism, two parts irascible dominance—a little tense, five-foot five, rapid-firing gun, with clear instead of a ramrod, always trained on the enemy, spitting bullets by the thousand, each one finding its billet and leaving a gash."

"And again: 'Be something,' is Speaker Cannon's slogan. He is no Tomlinson, whose lack of individuality barred him from right to a place either in heaven or hell. 'Uncle Joe's' supporters says he's all white, his foes declared him unrelieved black. He may be either, or both. But not even the most color blind could mistake him for a drab. He is an individual, a good friend, an unrelenting foe, and whether right or wrong, a 'first class fighting man'—74 years old and still in the ring."

200 FACE SMOKE DEATH AS RAIDED DEN BURNS

N. Y. Gamblers Attempt to Destroy Evidence by Fire

NEW YORK, April 8.—Two hundred poolroom players were nearly suffocated in a house on City Hall place by the efforts of the roomkeepers to destroy racing tickets and other evidence in a play when the place was raided by police this afternoon.

As soon as the proprietors heard the sound of axes at the door they threw all papers into a big sheet iron can, poured kerosene over the heap, and threw in a light match. The bonfire emitted volumes of suffocating smoke. Terrified at the thought of being trapped in a fire, the crowd fought and hammered at the door, while plain clothes men circulating among them to get evidence, tried in vain to restore order by a display of their revolvers.

A rush of fresh air from the street when the door was broken down and the sight of the police uniforms quieted the panic.

SMALLPOX ON LINER: PASSENGERS DETAINED

Pacific Mail Steamer Manchuria Quarantined at Honolulu

HONOLULU, April 8.—The Pacific Mail liner Manchuria, with a large list of passengers from the Orient, is being detained here on account of smallpox on board the vessel. The Manchuria left Yokohama on March 30 and was immediately placed in quarantine upon arrival here this afternoon.

The cabin passengers have been sent ashore and the ship probably will be thoroughly fumigated before it proceeds to San Francisco.

MAY HOLD MANCHURIA AT HONOLULU TEN DAYS

SAN FRANCISCO, April 8.—A. J. Frey, assistant general manager of the Pacific Mail Steamship company, stated tonight that he had not yet received any advices that the steamer Manchuria was being detained at Honolulu on account of smallpox on board. There were probably one or two cases among the Asiatics in the steerage, he said, but expressed the fear that it may result in the Manchuria being held at Honolulu by the quarantine authorities for nine or ten days.

BREAKS WRIGHT RECORD

CHALONS-SUR-MARNE, France, April 8.—Daniel Kinet, a Belgian, broke Orville Wright's world's record for a flight with a passenger today when with a companion he rose in an aeroplane and remained in the air for two hours and twenty minutes. Wright's record was one hour and thirty-five minutes.

\$3.50 Recipe Cures Weak Men—Free

Send Name and Address Today—You Can Have It Free and Be Strong and Vigorous

I have in my possession a prescription for nervous debility, lack of vigor, weakened manhood, failing memory and lame back, brought on by excesses, unnatural drains, or the follies of youth, that has cured so many young and nervous men right in their own homes. I have had many a copy of this one—that I think every man who wishes to regain his manly power and virility, quickly and quietly, should have a copy. So I have determined to send a copy of the prescription free of charge, in a plain, ordinary sealed envelope to any man who will write me for it.

This prescription comes from a physician who has made a special study of man and I am convinced it is the surest-acting combination for the cure of deficient manhood and vigor failure ever put together.

I think I owe it to my fellow men to send them a copy of confidence so that any man anywhere who is weak and discouraged with repeated failures may stop drugging himself with harmful patent medicines, secure what I believe is the quickest-acting restorative upbuilding, SPOT-TOUCHING remedy ever devised, and so cure himself at home quietly and quickly. Just drop me a line like this: Dr. A. E. Robinson, 4088 Luck building, Detroit, Mich., and I will send you a copy of this splendid recipe in a plain, ordinary sealed envelope free of charge. A great many doctors would charge \$5 to \$15 for merely writing out a prescription like this—but I send it entirely free.

When— The Stomach is Sick
The Liver Sluggish
The Bowels Clogged
The Blood Impure
The Skin Sallow

Then—It's Time to Take
That grand, old, time-tested remedy—
BEECHAM'S PILLS
In boxes with full directions, 10c. and 25c.

The California Limited
Exclusively First Class

This train has accommodated exclusively first-class travel for fifteen years—And is noted among transcontinental travelers as the finest and most luxurious—The dining car service is under Fred Harvey management—and Santa Fe employees have a national reputation for courtesy.

The Santa Fe operates three other trains to Kansas City, Denver and Chicago, on which all classes of tickets are honored.

Leave Los Angeles

Eastern Express	7:30 a. m.
Tourist Flyer	9:00 a. m.
California Limited	10:00 a. m.
Overland Express	8:00 p. m.

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Amplex	Bekins Motor Car Co., 1026 So. Olive St.
Atlas	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
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
Volio	Standard Automobile Co., Twelfth and Olive