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ASSASSIN SLAYS TWO LEADERS OF EASTERN CHURCH

Deaths Follow Declaration in the Pulpit of Willingness to Sacrifice

SLAYER GLOATS OVER DEAD

Posse Quickly Organized to Scour City for Madman, Who Is Known

[Associated Press]

PITTSBURG, April 10.—A sermon on martyrdom, in which Frank Skala, an editor and a prominent mission worker, had declared himself willing to lay down his life for the Christian faith, was followed today by his assassination in a highly sensational manner, and the shooting down also of a fellow church leader, John Gay.

Arm in arm the two missionaries were leaving the little Congregational church in Woods Run, a suburb, at the head of more than a hundred foreigners.

A raggedly dressed and collarless man poked his way through the crowd, and when he was only a step behind the leaders pressed a revolver to Skala's head and fired twice.

The bullets took effect in the jaw and temple, and in the midst of his followers Skala fell dead.

Gay, who threw up his right hand as if to ward off the weapon, was struck first in the thumb, and then a second bullet was buried in his head. He fell unconscious across the body of his colleague.

For some moments the assassin stood over his prey in a crazed contemplation of the deed, flourished his revolver, while the panic stricken crowd fled to shelter behind posts and doorways.

The madman was Jan Radowitch, a character known to most of the mission for his shiftless habits, slovenly dress and radical opinions. A moment before he had meekly read from juvenile leaflets in the Sunday school, led by Skala; previously he had sat in a back pew of the church during the regular sermon and at the commencement of the services Skala had shaken his hand in greeting. In all this Radowitch had given no warning of his murderous intent.

CROWD COWED

There were no police in sight when the murder was done, the church people were too frightened to seize the assassin and after a wild flourish of his weapon and stamping his feet on the bodies he made off and was soon lost to view.

A large armed posse of police, detectives and church people was soon in pursuit, but up to a late hour tonight had found no trace of him.

Gay is a colporteur for the Bible institute of Allegheny county and is well known for his extensive work among the foreigners.

None of the church workers believe there was any method in Radowitch's madness. He was a man who had lived at the Salvation Army barracks and as a charitable parasite elsewhere, but was always at variance with the teachings of his Christian leaders.

It is believed by some of the congregation that the sermon Skala preached with the emphatic declaration that "any moment God would want my life I am ready to lay my life down" had stirred the foreigner to test his Christian fidelity.

AUTO TOP SAVES AERONAUT'S LIFE

Plunge of 75 Feet Results in Only Slight Injuries to Two Persons

MEMPHIS, Tenn., April 10.—Losing control of a Curtiss biplane, which he was operating at a height of 75 feet, J. C. Mars plunged downward with terrific speed into the aviation field here late today, alighting on top of a touring car in which were seated three women and two children.

A canopy top over the touring car saved the lives of its occupants, only one of whom was slightly injured. The biplane smashed into bits and Mars was caught under the wreckage, but escaped with no injuries other than a badly wrenched knee and a slight cut on his chin.

In the automobile were Mrs. Edward Ritter, Miss Edna Ritter, Louis Ritter and Mrs. Wilmer Smit hand child, all of this city.

Mrs. Ritter was the only one to be injured, receiving a slight cut in the shoulder. Mr. Ritter was standing at the side of the car, having just finishing fastening up the canopy top. He was knocked down by one of the planes of the flying machine.

The accident brought to a thrilling close Memphis' first aviation meet. Thousands of people followed the aviator in his flight across the mile course, saw his machine caught in a strong gust of wind, spin around like a top and then plunge downward. Screams of terror were heard on all sides when it was seen that the biplane would land squarely on the automobile.

Its flight was too quick for the accupants of the car to jump and they huddled on the floor of the tonneau. The biplane struck squarely on the engine hood of the car, and then crumpled over on the canopy top. Mars had shut off his engine when the aeroplane started down and in a few minutes spectators were dragging the wreckage from the automobile, first taking out Mars and then the occupants of the car.

Mars' first public flight was made at the Memphis meet, and yesterday he carried off the honors by his high flights, skill and daring. He also succeeded in equaling Curtiss' quick start record of 5 4-5 seconds.

INDEX OF HERALD'S NEWS TODAY

FORECAST

For Los Angeles and vicinity—Rain Monday; brisk to high south wind. Maximum temperature yesterday 64 degrees; minimum 54 degrees.

LOS ANGELES

Twelve thousand persons witness records broken on Motordrome track. PAGE 7
Three hundred and fifty candidates initiated by the Druids. PAGE 3
Governor Gillett arrives in Los Angeles and says Republicans will hold conference to indorse candidates. PAGE 1
Dr. Brougher, in sermon "Value of Man," deplores waste of humanity while riches are being heaped up. PAGE 12
Woman's Press club arranges program for open meeting at the Alexandria. PAGE 12
Many suburban cities in Southern California will hold their local elections today. PAGE 5
Chinese at county jail thrown into wild frenzy of fear by joker's report that they were to be beheaded. PAGE 5
Sleuths corral seventeen accused gamblers. PAGE 3
Conaty rewards St. Vincent society president with gift. PAGE 12
Train loads of delegates to the national convention of hotel men will arrive in Los Angeles this evening. PAGE 3
Police are baffled by murder of Brooks. PAGE 12
Democrats want public present at conference. PAGE 2
Death of "Commodore" Berry causes postponement of prima donna's appearance here. PAGE 5
Vicious Mexican attacks officer having two prisoners in custody and is subdued after hard fight. PAGE 12
Bullets fly in Slav feud; riot call sounded. PAGE 5
Fear girl lured by youths to leave home. PAGE 5
Driver Hanshue slightly, and Mechanician King seriously injured, in accident at Motordrome. PAGE 1
Rise and fall of commercial centers. PAGE 4
Editorial and state press. PAGE 4
Classified advertising. PAGES 10 and 11
Sports. PAGE 6
Diamond notes. PAGE 5
City brevities. PAGE 5
Shipping. PAGE 5

SOUTH CALIFORNIA

Advance guard of delegates to hotel men's convention entertained in San Bernardino. PAGE 3
Man killed and four of his family injured when train hits auto at Santa Ana. PAGE 1
Pacific Electric official and Pasadena council members to confer today. PAGE 10
Long Beach voters may decide question of polytechnic high school site. PAGE 10
Two San Bernardino valley cities will decide liquor question at polls today. PAGE 10

COAST

Home dynamited near Portland and two women blown out of bed. PAGE 2
Fireman blamed for collision near Spokane. PAGE 2
Find body of Mrs. Shultz; thought lured, then shot. PAGE 2
Address by clever Colorado woman again fans enthusiasm for woman suffrage at Santa Barbara convention. PAGE 3

EASTERN

Seventy thousand census enumerators will start labors Friday at daybreak. PAGE 2
Aviator Mars plunges in biplane into auto top; women and children have narrow escape. PAGE 1
Iowa wants Deemer to be Justice Brewer's successor. PAGE 2
Assassin slays two leaders of Pittsburg church. PAGE 1
Former President Roosevelt will be strong champion of Gifford Pinchot on return from Europe. PAGE 1
John D. Rockefeller, putting up dollar for dollar with congregation, subscribes $162,000 to church fund. PAGE 1
Eight killed, three hurt in explosion at Novite, Texas. PAGE 1
Pullman company ordered to cut rates. PAGE 1

FOREIGN

Roosevelt opens boulevard named after him. PAGE 1

MINING AND OIL

Goldfield Consolidated mines earn $1,000,000 a month. PAGE 9
Gold Stone is name of new mining district, thirty-five miles north of Barstow. PAGE 9
Three new strikes are made at Gold Stone. PAGE 9
Stevens' noted copper handbook appears in ninth edition. PAGE 9

JOHN D. SUBSCRIBES $162,000 TO CHURCH

Offer to Put Up Dollar for Dollar with Congregation Results in Donations

(Special to The Herald.)

NEW YORK, April 10.—The congregation of the Fifth Avenue Baptist church, amid a scene of old-fashioned enthusiasm, in which rich and poor, pew holders and strangers, joined this morning, subscribed $324,000 in twenty-eight minutes toward the $500,000 fund for a new house of worship.

Of this amount Elder Rockefeller contributed one-half, he offering to give on dollar for every dollar contributed by anybody else up to $250,000. Of $162,000 pledged from the congregation $25,000 came from Edgar L. Marston, a banker and associate of Rockefeller on the general education board; $5000 from John D. jr.; $5000 from Mrs. E. Parmalee Prentice, daughter of Elder Rockefeller, and $1000 each from Mrs. John D. Rockefeller jr. and Mrs. John D. Rockefeller.

The congregation, excepting Marston and the Rockefellers, thus put up $125,000 in sums of from $2 to $10,000, most of the subscriptioins being small amounts. Te first dollar contributed in 1863 was by an old washerwoman, Widow Smith.

The wide range of subscriptions turned in for the new church was gratifying to Dr. Aked, pastor and member of the official board, who had expressed hope that the new building would not be a one rich man church, but a church built by the whole congregation, rich and poor alike, according to their means.

REDUCTION PLANT DESTROYED

SAN JOSE, April 10.—The plant of the San Jose Sanitary Reduction company was rendered valueless for some months to come by an incendiary fire which did $5000 damage this morning.

GILLETT ARRIVES; SAYS PARTY WILL HOLD CONFERENCE

Governor, in Los Angeles, Discusses Politics and Various Candidates

'CURRY HAS BIG ADVANTAGE'

Machine to Indorse Candidates. Doubts Stanton's Chances and Boosts Opponent

THE Republican party of California will hold a regular machine convention sometime during May, or early in June and indorse candidates whom the machine is to back for the different state offices, according to Governor James N. Gillett, who arrived in Los Angeles last evening and is the guest of General Sherman at the Westminster hotel.

The convention will be held somewhere in the northern part of the state—probably San Francisco—and it is expected it will be the greatest political gathering ever held by a party in California. A man will be named for each office and the machine will do all in its power to elect those indorsed.

That the machine should carry out the policy already adopted by the Democrats comes rather as a surprise, as many Republicans have been criticizing their opponents rather strongly for holding their conference, Governor Gillett explained, however, that the conference will be held for the purpose of letting the party have something to say as to who shall represent it in the race.

No matter who is elected, the party the next governor is affiliated with will be held responsible for his acts, says Governor Gillett. If a Republican is the choice of the people, the Republican party will be called on to answer for his actions, and it is not fair to the party to do this, says Governor Gillett, unless it has something to say as to who the party representative is. For this reason they will hold the convention.

REGULARS COUNTED ON

"I have not the slightest idea whom the conference will indorse for governor. I do not think there is anyone in the state who can answer that truthfully, and it is too delicate a question to hazard a guess on. Whoever it is will have the full and unqualified support of the regulars, however," said the governor.

"It is hard to say which portion of the state the next governor will come from. I believe if the Republicans hold a regular convention and nominated its candidates for the different offices, the gubernatorial candidate would be a Southern California man.

"The last two governors have been from the north and it is now the turn of Southern California. But with only indorsing powers delegated to the members of the convention it is impossible to say whether they will select a southern man or not.

"Personally it seems to me that a man already in office has the best chance of winning out under the primary law. An officeholder is known to the people and they know his past record. An unknown man—that is a man who is not known all over the state—has to go around and become acquainted before he even has a chance. By this the new man is handicaped and loses much time in going around letting people know what he stands for.

"Now Curry is an officehoulder and well known. He is working hard, having men out with his petitions in every county in the state and has an organization gathered around him which any man might be proud of.

STANTON LAUNCHED HIMSELF

"I understand that several others also are getting into the race early. Stanton has launched himself and is doing good work. He is well known in the northern part of the state and popular with the assemblymen at Sacramento. I would not say, however, what chance he has of winning out in the gubernatorial race.

"Stanton is running of his own accord and not on account of any previous understanding with the state politicians. He told me himself he was going to run and I honestly believe he is endeavoring to win the race and not simply to split up the Republican vote, as many seem to think."

In regard to Senator Flint's refusal to run for office again Governor Gillett said:

"I believed Senator Flint himself would be the Republican candidate for United States senator until yesterday, when the word came that he had decided not to run. It was a big surprise to me, as it was, I believe, to every machine man.

"So thoroughly convinced were we that he would reconsider and again enter the race that we had considered no other possible candidate.

WOULD HAVE NO TROUBLE

"I believe he is making a mistake—well, no, hardly that—but, anyway, I think Senator Flint would have no trouble in winning his seat in the senate again if he should run. He has made a fair senator, represented the whole state and is very popular in the north. We wanted him to go back for another term. Just who will be the Republican candidate to succeed him will probably be decided at the conference.

"I have heard the Democrats mention no one in the north but Theodore Bell as their candidate for governor. I have heard, however, since I came south that Tim Spellacy has been mentioned as a possible candidate."

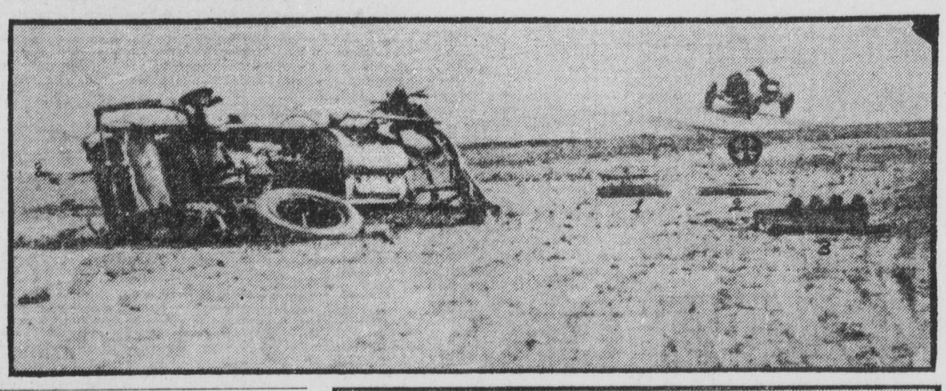
Governor Gillett addressed the State Federation of Women's clubs at its meeting in Santa Barbara Saturday and then came on to Los Angeles. This evening he will be the guest of the Sierra Madre club at a banquet in his honor.

While here he will confer with the local State Normal school authorities in regard to the sale of the site of the present normal school and the purchase of a new site.

Last year the legislature authorized

(Continued on Page Three)

Motordrome Wreck and Men Rescuing Machinist



CROSS IN UPPER PICTURE SHOWS WHERE APPERSON JACKRABBIT LEFT THE TRACK. FIGURES 1 AND 2 INDICATE BROKEN TIRES, AND FIGURE 3 SHOWS PART OF HOOD LOST IN SMASHUP. BELOW IS A PHOTOGRAPH OF THE CROWD LIFTING MECHANICIAN KING FROM UNDER DEBRIS.

T. R. OPENS STREET NAMED FOR HIM

Dignitaries of the Italian Town Shower Many Honors on 'Apostle of Peace'

PORTO MAURIZIO, April 10.—Former President Roosevelt this afternoon opened the new boulevard which has been named after him and accepted honorary citizenship of the ancient and historical city of Porto Maurizio amid a popular enthusiasm such as that which marked his arrival last night.

According to those who had long memories, never before have local, political, religious and all other differences been so completely obliterated as upon this occasion.

The carriage containing Mr. and Mrs. Roosevelt and the mayor was pelted with nosegays tied with ribbons, bearing the words, "Long live Roosevelt," until it was overflowing with flowers.

When they reached the foot of the terraced hill opposite the port where the cheering rent the air the ex-president and his wife were smiling and looking happy. A stone bearing the name of the street, "Vialle Theodore Roosevelt," was then unveiled and Mr. Roosevelt broke the flowered chain that was stretched across the driveway, and amid a new outburst of "vivas" led Mrs. Roosevelt up the drive to the hotel.

"APOSTLE OF PEACE"

There the mayor in a flattering speech told how proud the municipality was to confer citizenship upon the great "apostle of peace."

The city clerk, who wore a bedizened uniform and feathers in his cap, stepped forward and pressed the parchment in a silver case upon a cushion covered with the American flag.

Mr. Roosevelt replied in English, but the mayor experienced difficulty in translating the words, and Miss Carew, Mrs. Roosevelt's sister, amid much amusement, finally came to the rescue.

The reception, Mr. Roosevelt said, made him feel as if he were at home in his own country.

"I am especially touched," he continued, "at what you have said about my attitude toward peace and good will. I feel that a nation should behave toward other nations as an honest man toward his fellows. The same law of propriety and morality should apply among nations as among men."

Tonight the town breakwater is illuminated with Venetian lanterns with a band playing in the public square, and the residents continuing the celebration that marks the most important day in the history of Porto Maurizio since Augustus marched through with his army on the way to Gaul.

The mayor has cabled a message to President Taft expressing the pride felt by the people in the presence of Mr. Roosevelt here and at the same time transmitting the greeting of the municipality. Antonio Fogazzaro, the Italian author, one of whose books created a great stir and was placed on the index expurgatorius by the Vatican, was Mr. Roosevelt's guest at luncheon, and they found much in common to discuss, especially the relation of morals to society and politics.

With the exception of Gifford Pinchot, the former chief forester, who will visit him tomorrow, Mr. Roosevelt expects to receive no callers until he leaves for Venice on Wednesday. He hopes to enjoy two days of complete rest.

Neither Mrs. Roosevelt nor Miss Ethel will accompany him on his trip to Austria, but will remain here for several days and will then go direct to Paris. It has been arranged to make a twelve-hour stop at Venice in order to give Kermit, who accompanies his father, an opportunity to see the famous city built on the sea.

EXPLOSION KILLS 8, HURTS 3, IN TEXAS

NOVITE, Texas, April 10.—Eight men were instantly killed and three fatally injured by the premature explosion of a heavy charge of dynamite at a construction camp on the Texco extension of the Santa Fe railroad this afternoon.

Only three of the dead men have been identified, as the bodies of the men were torn almost into shreds by the explosion.

A relief train with doctors and nurses was sent from Coleman, twenty-five miles east of here.

The accident occurred shortly after the lunch hour at Suderman & Dolzen Construction company No. 5, where 100 men are working. The men were at work in a rocky cut and a heavy charge of dynamite had been arranged to be set off by electric batteries from the camp, which is some distance from the cut.

Through a mistake in signals the charge was set off while fifteen or twenty men were in the cut, and these were hurled skyward.

ORDERS PULLMAN CO. TO CUT RATES

Interstate Commerce Commission Decides Present Charges 'Unjust and Unreasonable'

[Associated Press]

WASHINGTON, April 10.—The interstate commerce commission, in a decision today, holds it to "be unjust and unreasonable" for the Pullman company to equally charge for upper and lower berths.

Differential charges are ordered in several instances and Pullman rates from Chicago to the Pacific coast are ordered reduced.

While this ruling of the commission orders reductions in rates which were specifically and formally complained of, it is recognized as the opening for a readjustment of sleeping car rates wherever they exceed the average the commission has found to be reasonable in these instances.

The Pullman company, it is stated, will carry the decision to the courts.

The commission ruled that the present Pullman rate of $12 from St. Paul to the Pacific coast was too high, and ordered it reduced to $10.

The present rate of $12 for an upper berth was ordered reduced to $8.50.

A short night's journey, the commission holds, should not carry a rate of more than $1.50 for a lower berth and $1.10 for an upper.

The rate of $2 which the company has maintained from St. Paul to Fargo, N. D., 242 miles, is ordered reduced accordingly.

The prevailing upper berth rate of $1.50 is reduced to $1.10 between St. Paul and Superior, Wis.

The upper berth rate between St. Paul and Grand Forks is reduced from $2 to $1.50. The prevailing rates are approved for lower berths.

The report, written by Commissioner Franklin K. Lane, is brief and does not disclose the exhaustive examination that was made of the Pullman affairs, but the record revealed annual dividends amounting nearly to $60,000,000 from 1899 to 1908, inclusive.

The investigation showed that the amount carried in surplus annually did not fall far short of the annual dividends of 8 per cent; that in 1898 a cash dividend of $7,200,000 was paid out of accumulated surplus; in 1899 a special stock dividend of 50 per cent, amounting to $18,000,000, was declared, and in 1907 another of 36 per cent, amounting to $26,015,256 was divided. During eleven years, $51,000,000 in special cash and stock dividends were paid in addition to the annual ones.

In 1898 the stock of the company was increased from $36,000,000 to $100,000,000, of which $20,000,000 is accounted for by the acquisition of the Wagner Palace Car company. The rest of the increase of $44,000,000, represents capitalization of surplus. The record shows that no additional capital was put in.

TWO CHINESE KILLED BY TONG GUN MEN

PHILADELPHIA, April 10.—Two Chinese, members of the Hip Sing tong, one of whom is Chu Nong, aged 62, a storekeeper, were murdered late tonight. The other has not been identified. A third Chinese, Jong Sing, was fatally injured.

BANDITS ROB SALOON

SACRAMENTO, April 10.—The saloon of Samuel Sero, at the edge of the city, was held up and robbed by three masked men tonight under conditions which lead to the belief that the men who figured in a series of holdups last week are still at large. They secured $35 and escaped

TRAIN HITS AUTO; 1 KILLED, 4 HURT

Demonstrator of Car Victim of a Fatal Accident at Santa Ana

[Associated Press]

SANTA ANA, April 10.—L. C. Travis, an automobile demonstrator for the Blodgett Implement company, was killed, and his wife, and two of her four children severly injured, when the automobile in which they were riding tonight was struck by the engine of a Southern Pacific train at the Stafford street crossing.

Mrs. Travis was badly bruised, but will recover. Myrtle, a 4-qear-old daughter, had her left leg broken, and Maud, 18 years of age, sustained a sprained ankle, and was bruised and cut. Guy, a son 15 years of age, escaped with slight cuts, and Edith, 12 years old, was not hurt.

The automobile was being driven by Travis, and was half way over the tracks when the engine struck it, throwing it thirty feet to one side. Travis' head was crushed when he struck the ground.

ROOSEVELT WILL SUPPORT PINCHOT

Former President Expected to Be Strong Champion of Deposed Chief Forester

[Special to The Herald.]

WASHINGTON, April 10. — That Theodore Roosevelt will be back of Gifford Pinchot squarely in the Ballinger-Pinchot controversy is the information reaching Washington from reliable sources within the last few days. The report, which has come here from one of the persons who have seen Roosevelt since he reached Europe, is that not only will the former president take Pinchot's side of the controversy, but will not be half-hearted about it. It is also asserted he will make his position clear within a short time after reaching the United States.

Roosevelt is not expected to say anything in Europe as to the conference with Pinchot. It is everywhere recognized that Roosevelt's attitude in this controversy is a matter of utmost political importance. It will have a large beoring on the coming congressional campaign, and its effects may reach into the next presidential campaign.

There is a feeling here that if Roosevelt indorses Pinchot nothing in the world can prevent the next house from being Democratic.

It is believed here that Roosevelt is likely to have a supporter in Francis J. Heney. Heney, who is about to go to Europe, has been in Washington of late. He will not admit he is going to see Roosevelt, but this is the interpretation put on his trip abroad in some quarters. Heney has been close to Glavis in the trouble now being investigated, and at one time it was said that he would appear as counsel on Pinchot's side.

KITCHENER AT YOSEMITE

BERENDA, Cal., April 10.—Field Marshal Lord Kitchener passed this morning in the famuos Mariposa grove of the Yosemite national park, returning to El Portal this afternoon on his way back to San Francisco.

TWO INJURED AT MOTORDROME AS AUTO IS WRECKED

Driver Hanshue and Mechanician King Victims of Spill on New Course

THE POLICE ARE CRITICISED

Crowd Groans as Car Leaves the Boards and Hurtles Through Air to the Infield

ONE man seriously and another painfully injured, and a powerful racing automobile reduced to a heap of worthless scrap iron was the result of the first serious accident at the new motordrome, which occurred yesterday afternoon, when one of the tires of the Apperson "Jackrabbit" blew up in the 50-mile stock car race and the machine plunged from the track to the field below. Hurtling through the air as if cast from the track by a giant hand, the car bounded end over end across the field, finally coming to rest a sorry looking wreck a short distance from the fence in the infield.

When the dust cloud raised by the plunge of the car from the track and its roll across the soft ground had cleared away, "Daredevil" Harris Hanshue, the driver of the machine, was seen stretched on the ground fifty feet from the wreck of the auto, where he had been hurled when the car turned over after it left the track. Cary King, Hanshue's mechanician, was lying tangled in the wreckage of the machine and it seemed to those nearest the scene of the smashup that both men must have been instantly killed. Before the officials of the meet had reached the wrecked car, however, Hanshue was seen to raise himself from the ground and a shout went up from the spectators when it was proved that the gritty driver was still alive. When the ambulance which was on the ground arrived Hanshue was able, with the assitance of friends, to stagger to the vehicle, but King was not so fortunate and the rumor soon gained circulation that he had been killed.

After an examination, however, the surgeons in attendance announced that Hanshue has escaped without serious injuries, and although King had not sustained any broken bones there were indications of internal injuries which may prove serious. After having been given temporary treatment at the emergency hospital on the grounds both men were removed to Los Angeles.

When the car first plunged from the track a shout of dismay went up from the crowd, which turned to a groan of horror as the machine turned over and over before it finally stopped.

Probably the most disgusting feature of the accident, from the viewpoint of the spectators, was the manner in which the alleged "police officers" of the motordrome lost their heads. These purported "officers," when the car left the track, rushed up and down the fence, yelling "keep back," although no one was trying to get over the high wire fence, and left the injured men lying where they had fallen from the wrecked car until the arrival of officials of the meet. Then, when criticised for losing their heads, they attempted to retrieve their mistake by trying to bully those who were rightfully within the inclosure next to the track.

STORY OF THE RACES

Before a crowd of 12,000 persons the "speed demons" entered in the various events at the motordrome Sunday tore great chunks out of the world's motorcar records for equal distances, and set the new marks so far in advance that with two possible exceptions, the Ormonde and Brooklands courses, all drivers and makes of cars will have to travel to Los Angeles to still lower these records, for it is an absolute certainty that no existing track elsewhere can offer the same possibilities. So fast and furious have been the new world's motorcar records set on the big "pie-pan" that the revised edition of the official "A. A. A." dope sheet could just as well be printed on Los Angeles stationery, and national headquarters transferred to this city.

The class of the track has inspired every driver to get the utmost speed out of his car, for barring any possible defects in the car itself and tire troubles that will arise anywhere at any time, the three days' steady racing has covered and controlled every contingency in so far as the track is concerned that could arise.

The 15-mile stock chassis event for small cars of 160 cubic inches and under was first on the program, and the three starters, Hupmobile (Kelly), Fiat 12-horse power (DePalma) and Isotta Voiturette (Marquis), was an easy victory for the Fiat, lapping the Isotta once and Hupmobile twice. Time for ten miles, 11:30:48; for the fifteen miles and race, 17:7:81.

BUICK SETS MARK

The five-mile stock chassis, 161-230 cubic inches displacement, was a contest centered between the Buick and Cole, for at any time a blanket would have covered both cars, the Buick with its nose a trifle in front and winner of the event in the fast time of 4:23:21, a new world's record for this car.

A mark of 3.55.97 was the new world's record established in the five-mile stock race for 231-300 cubic inches displacement cars, the two starters being the Marmon (Harroun), and Dorris (Siefert), the Marmon winning by a safe distance.

The Chanslor and Lyon handicap was officially set Sunday for the five-mile distance, and had the largest number of contestants of the day's events. The good handicapping judgment by which the little Hupmobile with a two-minute handicap finished in fourth position is worthy of comment, but the Palmer-Singer (Lescault) was the accepted winner from the start, for it will be remembered this same event was declared "no race" on Saturday after Lescault had finished in the lead at both five and ten miles. The gamey driver was commended for his sportsmanship in not putting up a howl because of the unfortunate circumstances on Saturday and not a man grudged him his Sunday victory. Time for the race 3.23.13.

The wonderful driving of Bragg in

(Continued on Page Seven)