

Speedway

Dates Set for T
Meeting for

SELECT DATES FOR AEROPLANE RACES

Speedway Managers Decide on
Oct. 14, 15 and 16 for Aero-
nautical Carnival.

MAY BAR JACKSON MOTORS

E. A. Moross, Auto Race Pro-
moter, Says 300-Mile Contest-
ants Broke Rules.

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Another Sea Chief Is on Retired List



REAR ADMIRAL C. S. SPERRY.

WASHINGTON, Sept. 8. — Having reached the age of 62 years, Rear Admiral C. S. Sperry was placed on the retired list of the navy today.

The admiral's last important sea command was that of the Atlantic fleet, which he brought from San Francisco by way of the Pacific Ocean and the Suez Canal to Hampton Roads.

immediately put up bond of \$10,000 for the safety of the cup.

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Three days will be required to execute the extensive program. There will be long distance flights, endurance flights to see who can hover over the grounds within a certain space the longest, and speed races around the track. Spectators can witness the races from the automobile grand stands, as the aeroplanes will fly near the earth while going against time. They will follow the track and four large balloons will be anchored at separate intervals, forming guide posts for the contestants.

The automobile races will not be held in connection with the balloon events as was first scheduled. They will be held during a separate meet later in the autumn.

May Bar Jackson Cars.

According to reports from persons connected with the Motor Speedway of this city the Jackson Automobile Company may be ousted from the sanctioned racing circles as outlaws.

E. A. Moross, promoter of the recent dedicatory Speedway motor races, said last night that he has written to F. B. Hower, chairman of the A. A. A. contest board, to ascertain whether the Jackson people have complied with the rules in entering a protest for the valuable Wheeler-Schebler Trophy.

This is the prize which was offered for the winner of the 300-mile race of Saturday, and which was not awarded because the race was stopped by the referee on account of the increasing number of accidents. The Jackson people have taken the matter into court and have filed suit against the Speedway management. An officer was sent to Moross's office with a writ of replevin in order to obtain possession of the \$10,000 trophy, but Moross

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This handsome prize, reputed to be the greatest ever offered for any sporting event, was on exhibition in the L. S. Ayers show window during the races, and on Saturday, while the 300-mile event was in progress, was placed on an electric truck and was on its way to the Speedway. It was the intention to have a big ceremony at the grounds, where the cup would be presented to the winner. The stop of the races changed the management's plans and the cup was taken for safety to the Fisher garage and placed on the third story.

Moross said he would defer action until he hears from Hower, who is now at Lowell, Mass. He said, however, that he does not think the entry was made in a legal manner, nor the complaint entered in accordance with the rules, either of which mistake, he says, is enough to bar them from sanctioned races hereafter.

According to Moross and the date of the entry fee check the Jackson car was not entered twenty-four hours before the races. Ordinarily this would place responsibility on the promoter—in this case, Moross—but he left the matter to the referee, who obtained a signed consent from all the other contestants saying they were willing to let the Jackson enter, thus relieving Moross from danger of violating the A. A. A. rules.

Another rule which Moross alleges has been broken is that the person making the protest must deposit \$10 in the hands of the referee, which is to be forfeited to the promoter unless the protest is sustained. Moross also questions whether the company has fulfilled other requirements in its charges against the Speedway and demands for the cup, among them the rule which requires a fee of \$50 to be sent with the appeal to the A. A. A. contest board.

RECEIVER FOR FIGHT CLUB.