

# SAYS TONIC

Day's Illness  
Exercise.

known a day's  
attribute this to  
of exercise, es-  
at least three  
matter how in-  
may be. And on  
usually walk five

h the majority of  
complain, and who  
they lace too tight.  
If they would  
day, giving those  
muscles a rest,  
walk several miles  
ld soon forget all  
d get some real  
Fresh air is the  
world.

estling. I weighed  
only been three  
weigh 135 pounds,  
e of surplus flesh  
that wrestling has  
do the same for  
e will but try it.  
the physical cul-  
Square Garden,  
ast fifty women  
opolis have added  
s athletic courses.  
er at Hammer-  
d after the first  
t I was literally  
-society women,  
them a course of  
is a fascination  
ke it immensely."

# TO FRONT

# IN BOWLING

LOSES ENTIRE  
ERS OF TENTH  
QUE ON

# THREE CITIES NOW SEEK AERIAL MEET

Indianapolis, Washington and St.  
Louis Are Left in Race for In-  
ternational Events.

# RULES BAR OTHER RIVALS

Requirements for Contests Show  
That Large Grounds Is One  
Main Argument.

"At the present time the all-important subject to the sport lover is international balloon championship and the international aviation meets. This will be the first holding of the international aviation meet in this country and just what it signifies with the air full of bids and prospective sites for the holding of the meet is keeping the country guessing," said E. A. Moross last night.

At the recent meeting of the Federated Aero Clubs at St. Louis this matter was discussed with a great deal of interest, with only three cities in line for the attraction as active bidders, though the date set for the reopening of bids, April 1, 1910, will without doubt bring a long list of bidders to the front.

The three cities which took such active interest in the bidding at the meeting were St. Louis, Mo.; Washington, D. C., and Indianapolis.

Indianapolis, with its great Speedway, an ideal aviation grounds, in fact the only perfectly fenced aviation grounds in the world, put up the strongest argument and backed its talk by the most real money.

Carl G. Fisher, president of the Aero Club of Indianapolis, and of the Indian-apolis Motor Speedway, and E. A. Moross,

# TOPS BECOME NECES

# MAKE MOTOR CARS COMI

LOCAL MANUFACTURER TELLS  
VANTAGES OF COVERINGS T  
ADD PLEASURE AND COMFO  
TO TOURING TRIPS.

It does not require a very long to hark back to the days when the very few good-sized automobiles tops. But times have changed and one of the most important features from the standpoint of both appearance and utility is the well-made top. The car seems incomplete in the absence of the top, which in a great measure keeps out the dust and dirt, not to mention the sudden shower, thereby adding largely to the pleasure of touring and increasing the use of cars from one year to the other.

There is more to this top problem than one would think who merely looks at a machine with a well-constructed top or who stands on the sidewalk and admires the clean-cut lines of the touring cars. R. J. Irvin, president of the J. Irvin Manufacturing Company, has a concern in three years' time has grown two factories engaged in the production of automobile tops and has this to say about the industry.

"Many a cheap and modest price has been made salable by the addition of a well-made, graceful-looking top, while on the other hand the high-priced car is often caused to take on a shabby appearance by reason of an inferior top being placed upon it. There is a valid reason for these conditions, and that is the competition in the automobile top industry. The well-made top is well apace with that of the advanced car in the manufacture of the top by themselves.

## Gives Owner Pleasure.

"It is doubtful if there is any other feature of a well-equipped automobile that gives the owner more pleasure than a finished, graceful-looking top of good material. He suffers a corresponding degree of dissatisfaction

**STANDING.**

Won.	Lost.	Pct.
32	4	.889
31	5	.861
28	13	.680
21	15	.583
17	19	.472
17	19	.472
17	19	.472
15	21	.417
14	22	.389
14	22	.389
14	22	.389
12	24	.333
7	29	.194

lead in the Tenth  
ague, winning the  
st week by blank-  
outlet.

was able to get  
ne M's and the L's  
The C's won the  
I's and the L's  
nes to the G's.

**Whitewash.**

their clash with the  
vo to the L's. The  
wash to the H's in

week will be very  
s and the Band,  
d for lead through-  
meet on Monday  
e of the contests is  
the soldier pin

**ALLEYS.**

Company E.	Won.	Lost.	Pct.
Anderson..	129	152	216
Byar....	102	...	...
Well....	...	128	123
Hilson...	157	119	141
Johnson..	121	135	181
Conley....	167	154	190
Totals...	676	688	801

Company A.	Won.	Lost.	Pct.
Brinstmkr	146	136	173
Stinsond.	155	100	156
Thrrham..	147	145	123
Wden....	179	144	200
Witt....	93	120	129
Totals...	720	645	781

Company F.	Won.	Lost.	Pct.
Brien...	137	214	126
Errell...	188	166	114
Ernett...	131	147	138
Swab...	156	156	144
Person...	166	138	132

and backed its talk by the most real money.

Carl G. Fisher, president of the Aero Club of Indianapolis, and of the Indianapolis Motor Speedway, and E. A. Moross, director of contests for the Speedway, made a bid of real significance.

The Speedway offered a guarantee of \$50,000, also a prize list of \$25,000 and a percentage of the gate receipts, which really looked better than the \$100,000 bid of Washington, D. C.

**Holds Date Open.**

It was then decided to reject all bids and hold the date open for receiving them up to April 1, because of the fact that many of the clubs and cities that were present did not realize fully just what the requirements were for the holding of this event.

The rules, which are at this time in French, on account of the two previous meets being held at Rheims and Pau, will be translated and submitted to the various affiliated clubs, so that they can bid intelligently and know just what their grounds' requirements must be.

Fair grounds, baseball parks and mile race tracks have no chance in this contest bidding for the reason that the principal contest for the Gordon Bennett Cup must be contested over an oval course five kilometers in circumference. It is further stipulated that the machines must be able to land on that particular spot desired within this vast circumference. This would necessitate a course several times as large as the course used at the recent Los Angeles local meet, and the only course which comes near these requirements is the Indianapolis Motor Speedway, while even this course must go through special preparation before the bid submitted by Indianapolis could be accepted. It was really this matter, coupled with other details, that postponed the date for receiving bids.

On April 1 all bids for the international aviation meet will be in the hands of the committee, after which a committee will examine the courses over which the contests are to be held, and that which most favorably complies with the rules, consistent with the money offered, will be awarded the event.

**Changes Time Limit.**

Another feature worthy of note relative to the awarding of the international contests is the fact that the meet for 1910 will be for four days only instead of ten days as at Rheims and Pau.

The total period allowed for the holding of the meet will be from Oct. 18 to Nov. 2, 1910. This time has been set aside for this purpose by the Federation of International Clubs.

Preceding the international aviation meet, the national aviation meet will be held. This meet will be held for the purpose of deciding which contestants will be

of a well-equipped automobile give the owner more pleasure than finished, graceful-looking top good material. He suffers a considerable degree of dissatisfaction a pointment when, after a few service in rough weather, his new trays signs of sagging between by reason of an inferior grade badly set bows and sockets, or from cut from cheap and unseasoned. The chief fault generally lies in the wood which is oftentimes totally lacking in qualities necessary to afford you the protection you seek.

"When new and first shown to the chaser of the top the inferiority is not easy to detect, therefore to post one's self according to the reputation of a reliable top manufacturer. Several points for the purchaser to observe before buying a top, but, before the first should be to see the fabric. Secondly, he should demand a first-class, perfectly seasoned top, used, preferably oak or ash. Perfectly all sockets used are of steel, and should be of double strength. The buyer should be guaranteed all these things, and that his purchase should be the work of experienced mechanics."

The R. J. Irvin Company has increased its capital stock and is well under way for making additional plant at Capitol avenue and Broadway street that will double the output of tops and bodies. The proposed new plant is shown by the illustration on this page. With this additional capacity it will be able to catch up with the orders pending for future delivery and to be able to fulfill contracts that the company has been compelled to refuse on account of lack of facilities.

The officers of the company are: R. J. Irvin, president; Edwin Sourk, vice president; Frank L. Glover, secretary; and Charles H. Irvin, treasurer.

**BOWLING.**

**C. B. L. STANDING.**

	Won.	Lost.
Central Unions.....	44	10
Kingans .....	33	21
Water Company....	32	22
Piel Bros.....	32	22
Marotts .....	32	22
Liebers .....	30	24
Ballards .....	25	29
Adams Express .....	22	32
Levey Bros.....	15	39
Taylors .....	5	49

**COMMERCIAL LEAGUE.**

Player and Club.  
Brinkmeyer Water Co's

s to the G's.  
 ltowash.  
 their clash with the  
 o to the L's. The  
 ash to the H's in  
 ek will be very  
 s and the Band,  
 for lead through-  
 meet on Monday  
 of the contests is  
 the soldier pin

**ALLEYS.**

Company B.		
Adron..	129	152 216
ar....	102	...
well....	128	123
son....	157	119 141
son....	121	135 131
ley....	167	154 190
Totals...	676	683 801

Company A.		
astnkr	146	136 173
mond.	155	100 156
ham..	147	145 123
aden...	179	144 200
witt...	93	120 129
Totals...	720	646 781

Company F.		
Brien..	137	214 126
rell...	188	166 114
nett...	131	147 138
wab...	156	156 144
son...	166	138 132
Totals...	778	821 654

Company L.		
un.....	121	147 154
ry....	161	190 169
ridan..	172	135 111
oeffel..	141	108 139
orne...	168	136 134
Totals...	763	716 707

Company M.		
pes...	153	190 142
ton....	133	160 167
ools....	149	140 158
nn....	156	178 158
wis....	166	139 167
Totals...	762	807 743

Company L.		
un....	150	155 188
rry....	125	124 188
oeffel..	155	167 132
eridan..	142	162 165
orne...	149	123 157
Totals...	721	731 800

Company I.		
rrow...	85	175 130
own...	124	127 136
ssety...	152	156 148
nlap...	143	165 116
osser...	144	135 129
Totals...	648	758 659

must be contested over an oval course five kilometers in circumference. It is further stipulated that the machines must be able to land on any particular spot desired within this vast circumference. This would necessitate a course several times as large as the course used at the recent Los Angeles local meet, and the only course which comes near these requirements is the Indianapolis Motor Speedway, while even this course must go through special preparation before the bid submitted by Indianapolis could be accepted. It was really this matter, coupled with other details, that postponed the date for receiving bids.

On April 1 all bids for the international aviation meet will be in the hands of the committee, after which a committee will examine the courses over which the contests are to be held, and that which most favorably complies with the rules, consistent with the money offered, will be awarded the event.

**Changes Time Limit.**

Another feature worthy of note relative to the awarding of the international contests is the fact that the meet for 1910 will be for four days only instead of ten days as at Rhelms and Pau.

The total period allowed for the holding of the meet will be from Oct. 18 to Nov. 2, 1910. This time has been set aside for this purpose by the Federation of International Clubs.

Preceding the international aviation meet, the national aviation meet will be held. This meet will be held for the purpose of deciding which contestants will be eligible to fly at the international meet, as only three representatives from each country will be allowed to compete. In a like manner the contestants for the international balloon meet, which also takes place in the United States, must also take part in a national meet of elimination, so that for the first time in the history of the world of sport two international meets will be held in the United States this year.

Bids for the aero meets must be in the hands of the committee before March 1, and the date and place for these events will be decided between the dates of March 1 and March 15, 1910.

The contest committee for national aerial events is composed of Carl G. Fisher, of Indianapolis, president of the Indiana Aero Club; Albert Bond Lambert of St. Louis, Mo., president of the St. Louis Aero Club; Allen R. Hawley of New York of the Aero Club of America.

**CHARLIE HARGRAVE WINS HANDICAP RACE AT JUAREZ**

Backed From 5 to 1<sup>o</sup> Down to 3 to 1,  
 New York Horse Is Medium  
 of Big Killing.

plant at Capitol avenue and street that will double the output and bodies. The proposed new is shown by the illustration. With this additional capacity it to catch up with the orders of future delivery and to be able to contracts that the company has been compelled to refuse on account of facilities.

The officers of the company are Irvin, president; Edwin Sourb president; Frank L. Glover, secretary; superintendent, and Charles treasurer.

**BOWLING**

**C. B. L. STANDING.**

	Won.	Lost
Central Unions.....	44	10
Kingans .....	33	21
Water Company.....	32	22
Piel Bros.....	32	22
Marotts .....	32	22
Liebers .....	30	24
Ballards .....	25	29
Adams Express .....	22	32
Levey Bros.....	15	39
Taylor's .....	6	49

**COMMERCIAL LEAGUE**

Player and Club.

Brinkmyer, Water Co's .....	G
Atwood, Central Unions .....	
Johnson, Central Unions .....	
H. Sellken, Liebers .....	
Decker, Water Co's .....	
Armstrong, Marotts .....	
Rickenback, Central Unions .....	
Willey, Central Unions .....	
Field, Ballards .....	
Coval, Adams Express .....	
Kirkwood, Kingans .....	
Kater, Liebers .....	
Miller, Kingans .....	
Koelling, Piel .....	
Donaldson, Central Unions .....	
Cray, Water Co's .....	
Wischnmeier, Water Co's .....	
Cobler, Marotts .....	
Kelly, Central Unions .....	
Brook, Adams Express .....	
Kantsky, Liebers .....	
Johnson, Water Co's .....	
Papenbrock, Marotts .....	
A. Piel, Piel Bros. ....	
Schneider, Liebers .....	
Smitha, Taylor's .....	
Berg, Taylor's .....	
Morgan, Central Unions .....	
Lyons, Ballards .....	
W. Piel, Piel Bros. ....	
H. Piel, Piel Bros. ....	
Londen, Central Unions .....	
Farmer, Central Unions .....	
Jordan, Kingans .....	
Kingman, Central Unions .....	
Smith, Ballards .....	