

club rooms. The invitation had to be declined, but we left Erie with a good description of the roads to be traversed in the next 100 miles, the members of the Erie club being ardent tourists and having driven over the country for many miles around their homes. A hearty reception by automobilists awaited us at Cleveland, where a number called to see us at the Hollenden and gave us further road directions. All automobilists in that section seem greatly interested in the coming St. Louis tour, and there is little doubt that the New York and Boston party will be augmented by many tourists at Cleveland.

Colonel Sprague, of Norwalk, Ohio, is looking after dinner arrangements for the coming horde, Norwalk being scheduled for the noonday stop August 3. Three hotels and a number of good restaurants will satisfy the ravenous appetites which will be developed on the road. Any tourists who cannot find all they want there will be taken care of at Bellevue and Clyde, both of which towns have good hotels.

From Monroeville to Bellevue there are two roads. The one known as the Prairie road is a clay road and is the better in dry weather. In wet weather the other road, which is of sand, is preferable. They are of about the same length.

Ample supplies of gasoline can be procured in Clyde, at the factory of the Elmore Manufacturing Company, which has a complete repair shop connected with its factory, where the most difficult repairing can be done quickly. The Elmore cars participating in the run will receive a good looking over here and all tourists are cordially invited to visit the factory and make a thorough inspection of the beautiful home of the Elmore.

#### SETTLED WITH A BACK KICK.

The colored porter at one of the hotels at which we stopped was so anxious to be of service that he soon became annoying. Upon seeing one of our party getting ready to turn the starting crank, he hurried over to that side of the car and insisted that he turn it for us. Thinking this a good opportunity to teach him to let automobiles alone, we allowed him to turn, at the same time advancing the spark so far that a "back explosion" was certain to occur. It came and Mr. Ethiopia, after turning a somersault or two and alighting on his back two yards away, remarked: "No more of dat for dis child. I's trough wid automobubbles. You can twist your own handles; dis child won't. Most broke ma arm, dat's wat it done fur shure," and our obsequious annoyner ceased his attentions.

(To be Continued)

THE Emperor of Germany has publicly expressed himself as favoring automobile ambulances for the army. The War Department recently held an automobile examination at Berlin, with a view of selecting different kinds of machines for military use.

## TRACK RACING AT INDIANAPOLIS.

More than 4,000 Persons See Good Sport at Postponed Meeting—Fisher Defeats Kiser in Mohawk Racer—Comet Runs Away from Pirate—Webb Jay Wins Invitation Race.

#### Special Correspondence.

INDIANAPOLIS, June 11.—The first automobile races of the season in this city today were a success in every way, although no records were broken. A crowd of between 4,000 and 5,000 spectators assembled at the Fair Grounds to see the seven events and everybody felt repaid for going. The affair was much like a society event, a number of the most prominent women in the city being in attendance in gorgeous summer attire, which offset the dust-covered clothing of the drivers in the races.

The nearest approach to a record was when Carl Fisher drove his Mohawk racer one mile in 1.01 2-5 in the deciding heat of the professional heat in which he contested with Earl Kiser, of Dayton. The first two heats were for five miles each, and each driver won a heat. The deciding heat, which was for one mile, was won by Fisher, Kiser finishing in 1.02, only 3-5 of a second slower than the winner's time.

The Olds *Pirate*, driven by W. C. Hay-

wood, of Detroit, together with the Premier *Comet*, with George Weidley, of this city, driving, ran a special race of five miles, the *Comet* winning easily. Owing to the short time that the *Comet* has been finished, the owners of the machine decided not to let it out to its limit of speed, but Weidley finished the five miles in 5.43 flat.

Many pretty brushes took place in the amateur events, the best race occurring in the five-mile special invitation event, when Webb Jay, of Cleveland, driving a White steamer, and A. C. Webb, of Toledo, in a Pope-Toledo, fought for first place, Jay winning by a burst of speed at the finish of the last mile.

With a handicap of 1.10, Edgar Apperson, of Kokomo, in an Apperson, won the five-mile handicap race, with A. C. Webb (30 seconds' handicap) second. Webb Jay, who started at scratch, made a game effort to finish inside the money, but was shut out of third place by Henry Severin, of Indianapolis, who had a 1.30 handicap.

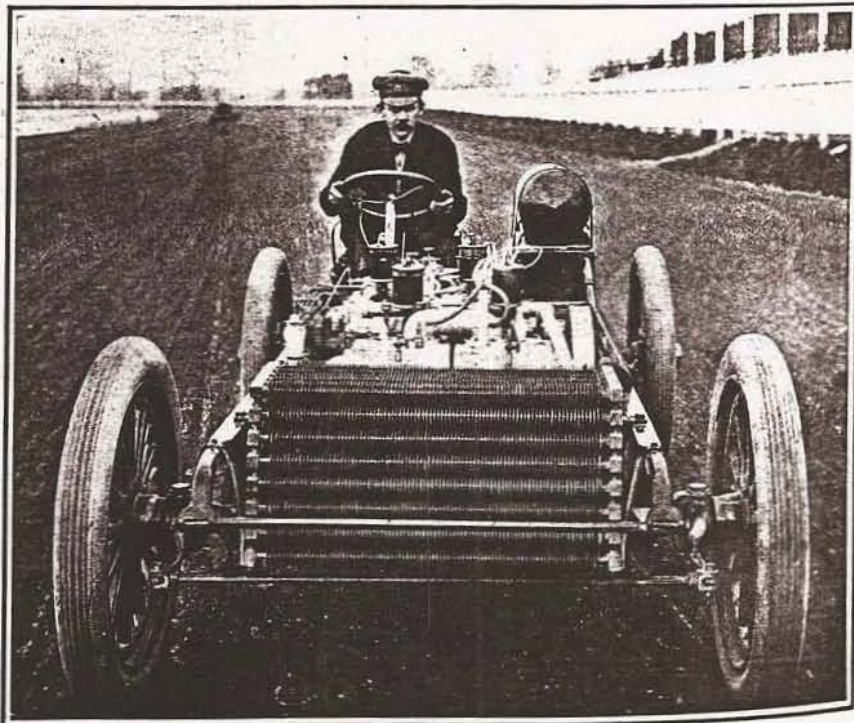
Only two finished out of four starters in the five-mile open amateur race. A. C. Webb won hands down from Edgar Apperson. Jay's car failed to work properly.

Handsome silver cups were given the first and second winners in the amateur races.

#### SUMMARY OF THE RACES.

The summary follows:

Five-mile open, professional: First heat—



CARL FISHER'S REMODELED MOHAWK RACING CAR, A WINNER IN THE INDIANAPOLIS RACES.

The above machine is a duplicate of the one owned and driven by Earl Kiser, of Dayton, who had a bad accident with it at Zanesville last year, in which he ran through the fence and fatally injured a spectator. The twin cars made but few appearances on the track last season, but developed great speed and promise to be important factors in this season's racing. They are fitted with quadruple opposed engines set longitudinally at the front, the cylinders being of seven inches bore. The cars are geared to make one turn of the wheels for each revolution of the flywheel, and should develop about a mile-a-minute speed. Both of these cars have been sold to Glenn D. Stuart.