

in 1:02-5. He also beat the previous five-mile record held by Winton, as he covered the distance in the first heat in 5:24 and in the second in 5:18. He remarked a few days ago that Oldfield would have to break the world's record to beat him.

FISHER WINS TRIANGULAR RACE.

Interest in the other races centered in the five-mile race between Maurice Darango, of New York, on his Peerless; Elmer Apperson, of Kokomo, on his Apperson; and Earl Fisher, of Indianapolis, with the Winton. The race was won by Fisher, with Apperson second, and Darango third. Darango led in the first mile with Apperson second, and Fisher third. Gradually Fisher crept on his rivals and finally rounded them all. The fight then was between Darango and Apperson, and a prettier contest has seldom been seen. It was Darango at the quarter, Apperson at the half, Darango at the three-quarters and Apperson home in the lead. The result was in doubt until the end, when the two dashed under the wire scarcely a length apart.

KISER WINS FIRST RACE.

There were several other interesting races, but they faded into insignificance compared with the big match race and the close contest in the five-mile race just mentioned. The first race was between Earl Kiser, of Dayton, in a General racing car; Frank Moore, in his Oldsmobile; and Joe Moore, in his Winton. Kiser won easily in 8:41. On the fourth lap, the flag was hoisted and Kiser, who was in the lead, pulled up, preparing to stop. The Olds machine shot past him before he realized that he was only on the fourth mile. He then opened up again and as the machines came down the stretch he was on even terms with his competitor. Then he forged ahead and won by about twenty yards.

MOTOR CYCLE RACE.

The second event was a three-mile motor cycle race. It was won by Bert Corbett, a local boy, who had a quarter-mile handicap, and won easily in 5:06 1-5. Henry Brandt, the scratch man, finished second, and Harry Howe, third.

FRIDAY RACES ON WET TRACK.

Rain interfered with Friday's races, and although a good crowd had faced the driving storm, they were greatly disappointed at finding the track so slippery that the big cars coming down the track at high speed almost reversed themselves as they skidded from one side to the other.

The feature of Friday's events was the third race, in which Earl Fisher, in Dr. Hodge's Winton; Elmer Apperson, in his Apperson, and Maurice Darango, of New York, in Dr. Jameson's Peerless, took part. Fisher won the race easily. He got at least thirty seconds the worst of the start, and in making the turn lost ground, but when the back stretch was reached, began to gain, and was soon abreast of the other cars. Fisher's time for the five miles was

7:29 3-5. Apperson finished in 7:39 1-5, and Darango brought up the rear in 7:55.

In the first race Earl Kiser's "Pirate" got the decision over Dixon's "Little Scow" by two-fifths of a second in a hair raising finish. Kiser did not drive, but allowed Frank Wood, a local man, to handle the machine.

NO MORE RACES ON FAIR GROUNDS.

Charles Downing, Secretary of the State Board of Agriculture, announced Saturday night, that there will be no more automobile races at the fair grounds, which means no more in this city. His reason is that the tremendous noise made by the machines "frightens the horses to death." There are several thoroughbreds quartered at the track, and he says that the animals positively refuse to eat anything on account of their fright. It is hoped that Mr. Downing can be prevailed upon to change his mind in this regard.

SUMMARY OF SATURDAY'S RESULTS.

The results of the two days' racing were as follows:

Five-mile open race for gasoline machines in the 1,500-pound class—Earl Kiser (General) first; Frank Moore (Olds) second; Joe Moore (Winton) third. Time, 8:41.

Three-mile motor cycle handicap—Bert Corbett, $\frac{1}{4}$ -mile handicap, first; Henry Brandt, scratch, second; Henry Howe, third. Time, 5:06 1-5.

Five mile race for heavy gasoline cars—Earl Fisher (Winton) first; Elmer Apperson (Apperson) second; Maurice Darango (Peerless) third. Time, 7:45 2-5.

Five-mile match race, first heat—Barney Oldfield (Ford-Cooper racing car) first; Tom Cooper (Ford-Cooper racing car) second. Time, 5:17 2-5. By miles—first, Cooper, 1:04, Oldfield, 1:06; second, Oldfield, 1:02 2-5, Cooper, 1:04 3-5; third, Oldfield, 1:02 2-5, Cooper, 1:04 $\frac{1}{2}$; fourth, Oldfield, 1:02 3-5, Cooper, 1:04 3-5; fifth, Oldfield, 1:04, Cooper, 1:06 3-5. Cooper's total time, 5:24.

Five-mile match, second heat—Oldfield won. Time, 5:04 3-5. Times by miles—first, Oldfield, 0:59 3-5, Cooper, 1:04; second, Oldfield, 1:00 4-5, Cooper, 1:04 $\frac{1}{2}$; third, Oldfield, 1:01 3-5, Cooper, 1:03 $\frac{1}{2}$; fourth, Oldfield, 1:01 4-5, Cooper, 1:02 $\frac{1}{2}$; fifth, Oldfield, 1:00 4-5, Cooper, 1:03 $\frac{1}{2}$. Cooper's total time, 5:18.

Five-mile open handicap—Elmer Apperson (Apperson) 30 sec., first; Earl Kiser (General) 50 sec., second; Maurice Darango (Peerless) 40 sec., third; Earl Fisher (Winton) scratch, fourth. Time, 7:18 3-5.

SUMMARY OF FRIDAY'S EVENTS.

Five-mile race for gasoline machines weighing less than 1,200 pounds—Frank Moore (Olds Pirate II.), first; H. V. Dixon (General) second; Horace Wilcox, third. Time, 9:16.

Two-mile motor cycle race, 1:50 class—Harry Weller, first; Harry Miles, second. Time, 4:10.

Five-mile race for gasoline machines of 25 horse power or less—Earl Fisher (Winton) first; Elmer Apperson (Apperson) second; Maurice Darango (Peerless) third. Time, 7:28 2-5.

The Long Island Automobile Club has decided not to run its contemplated race meet at Brighton Beach until October, when all the owners of fast-machines will have returned home.

GROWING USE OF AUTOS THREATENS CLEVELAND'S LIBERAL LAW.

Special Correspondence.

CLEVELAND, June 22.—If Cleveland dealers keep on selling automobiles at the rate they have been doing during the past few weeks, the city license clerk will soon be dealing out four-figure numbers for each automobile instead of three, as at present. Number 900 was placed on a new machine a few days ago, indicating that that number of tags have been issued since Alexander Winton drew No. 1. There are probably more than 900 automobiles in use in the city, for several persons have two or more machines and change the license number from one to another. This practise is common with dealers and manufacturers who try out new machines. There are still a few people who have failed to take out licenses, but it is dangerous delay, as the police are vigilant for those who violate the automobile ordinance.

There is considerable talk that the council may decide to change the present automobile ordinance as regards the matter of speed in the residence districts of the city. At present a speed of eighteen miles an hour is permissible, except in the downtown business district, where the limit is eight miles. Eighteen miles an hour is thought by many to be too fast a clip for a 2,000-pound car. As the tendency very frequently is to exceed this limit, there is grave danger that unless great care is exercised by all operators, this limit may be cut down. Cleveland probably has the most liberal ordinance of any large city in the country, despite the fact that there are more automobiles in proportion to the population than in any other center.

✦ Kiser and Fisher Racers Ready July 1.

The two monster racing machines that are being built for Carl Fischer and Earl Kiser by the Mohawk Cycle Co., in Indianapolis will be completed about July 1. It is believed they will be the most powerful cars ever built in the United States. Each has four horizontal cylinders of seven inches bore. They have two forward speeds and one reverse gear, but the mechanism is so arranged that when it is desired to go against time the slow forward speed gear and the reverse gear can be removed to save weight. They are fitted with compensating gears and will have mufflers attached so that they can be driven safely through the streets under their own power to the tracks. Although built after the same general design, they differ in many minor details and will be raced in competition.

The city council of Leipzig, Germany, at a recent meeting, passed an ordinance prohibiting the use of automobiles in most of the streets of the inner city, and in other parts allowing them to be driven only along those streets which are traversed by electric cars.