

August 17, 1905.

National Circuit Meet at Cleveland.

Rain Causes Day's Postponement—Kiser's Serious Accident
Mars Day's Sport—Unusual Attendance.

Special Correspondence.

CLEVELAND, Aug. 12.—The opening day's races of the grand circuit meet given by the Cleveland Automobile Club at Glenville track was marred by a serious accident which resulted in Earl Kiser, the well-known driver of the Winton *Bullet*, being maimed for life. A heavy rain Thursday night necessitated the postponing of the opening races to Saturday. The attendance was the largest ever seen at Glenville, and the presence of a number of well-known drivers, together with the fact that the track was reported to be fast, foreboded record-breaking sport, but the terrible accident at the start cast a damper on the day's programme. Drivers as well as spectators were plainly depressed, and the former showed no inclination to go after records.

A few minutes before the hour for the opening race Earl Kiser with the *Bullet* came out for a warming up. He made one circuit at moderate speed and received a great ovation as he passed the stand. The spectators were listening to the musical selection being rendered, and Kiser was making his second round when, at about the center of the lower turn, the car was seen to swerve slightly from its course, and a second later it crashed through the fence on the inside. Jardine and McLaughlin in a Royal were not far behind, and quickly went to the scene of the accident. The *Bullet* had torn down more than seventy feet of fence and turned partially around, and the front wheels were buried to the hubs in the soft mud. Immediately the gasoline tank was crushed and the car became a mass of flames. Kiser was evidently struck by a post or cross piece of the fence, and the car going down the slight depression and stopping suddenly in the mud caused him to be thrown some ten feet from the car. Hundreds of persons hurried to his rescue, while others turned their efforts to extinguishing the flames in the burning car. A runabout brought two physicians to the scene and ambulances were called. Earl's left leg was found to be crushed to a pulp, and he was bleeding from a score of other injuries.

Among the first to reach the injured driver was Pat Hussey, Kiser's trainer in the old bicycle days. He did much to aid the physicians. It seemed an age before the ambulance arrived, and every now and then Kiser tried to sit up, saying he wanted to see his injured leg. Hussey held him down by main force, repeating several times, "It's all right, Earl; you have been hurt worse than this a number of times in the bicycle days."

He was hurried to the nearest hospital,

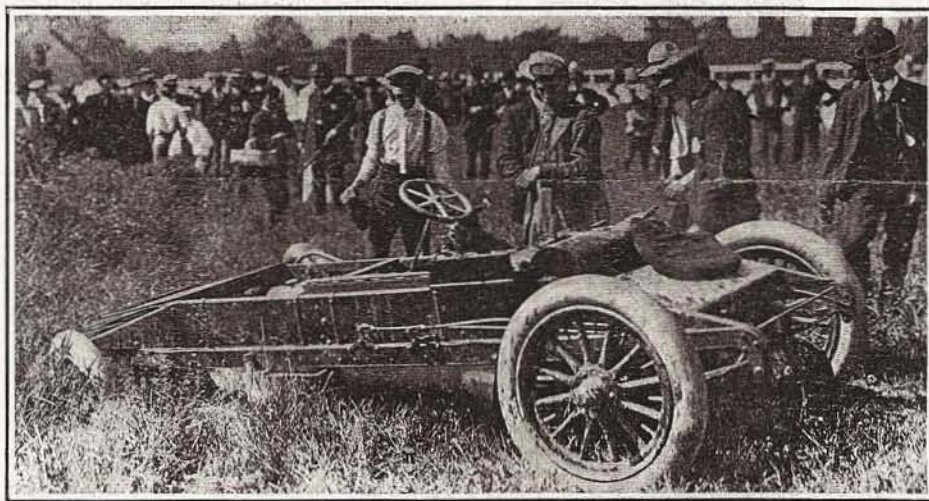
and word was soon brought back to the anxious crowd that it had been found necessary to amputate the leg above the knee. His right shoulder was dislocated, and an arm broken, and he had received numerous wounds on his head and body.

After the wreckage had been cleared away it was decided to proceed with the races, and while some of the performances were interesting, all enjoyment had been swept away, not only by reason of Kiser's accident but also from the fact that there would be no chance for even competition in the big races, Kiser being considered the only one present who could compete evenly with Webb Jay and his White steamer.

Jay, of course, had things his own way in the heavy classes, but Herbert Lytle

every one Burman got a better start than Jay and opened up a wide gap. Burman seemed to be making the turns better, while Jay made gains on the straights. The duel down the stretch on the finishing mile was the most interesting event of the day. Jay won in 5:16.

There was considerable delay in starting the race for stripped touring cars. Burman, the Peerless driver, protested that Lytle's new Pope-Toledo was a racer and not a touring car. The Pope-Toledo people exhibited drawings of a touring car fitted with this same frame and mechanism, but that did not satisfy Burman. Referee George L. Weiss insisted that Burman should drive, stating that he would consider the protest later, to which Burman finally agreed. Lytle and Burman led the others from the start, the latter having the advantage for the first mile. Just after passing the stands on the second mile, Lytle shot in as they were making the turn, gaining the pole. The rules say that no driver shall take the pole from another unless he is two lengths ahead, and accordingly Burman entered an-



WINTON BULLET AFTER ACCIDENT IN CLEVELAND IN WHICH EARL KISER LOST A LEG.

with the new medium-weight Pope-Toledo, and Charles Burman, with a stripped Peerless, afforded good sport.

The curtain raiser was for cars weighing 1,432 pounds, or less. There were but two entries—Lytle, Pope-Toledo, and Dan Wurgis, *Reo Bird*. Lytle took the lead from the start, and finished a quarter of a mile to the good. Time, 5:18 2-5.

In the five-mile race for stock touring cars there were three starters. W. L. Marr, Buick, led the first few miles, and then he was passed by R. E. Hawkins, Gaeth. Marr came up strong down the stretch and won by three lengths. Time, 7:25 3-5.

Next was the most exciting race of the day—the free-for-all for the Diamond cup. There were but three starters—Jay, Burman and Lytle, the latter appearing in a touring car in consequence of a slight accident to his racer. Lytle was, of course, left behind at the start, but to the surprise of

other protest, claiming Lytle was not the required distance ahead. On the fourth mile Burman's car went bad, and Lytle won easily. Robert Jardine, with a Royal, was second. Time, 4:59 4-5.

C. C. Ferguson won the club championship in a Pope-Toledo from M. B. Grover, in a Royal. Time, 6:27 3-5.

The first heat of the \$500 Cleveland Club Derby was easily won by Webb Jay, who ran away from Lytle in a Pope-Toledo, the latter quitting in the fourth mile. In this event Jay made the third mile in 57 seconds, the fastest mile of the day. Time, 4:46 1-5.

The second heat of the Derby brought out only Burman and Wurgis. Wurgis set the pace for four and a half miles, and then Burman won. Time, 5:23.

As a special event, Lytle with his Pope-Toledo went after the five-mile record for cars of the 1,450-pound class, and succeeded in making it 4:57 3-5.

Monday's Events at Cleveland.

Special Correspondence.

CLEVELAND, Aug. 14.—About 2,500 attended the races Monday. Rain interfered with the pleasure of the day, keeping many away and stopping the races about the middle of the program. There were three quite exciting events. Four cars started in the five miles for touring cars with tonneaus and three passengers. Charles Soules, Pope-Toledo, and Robert Jardine, Royal, put up a pretty race for four miles, Soules leading nearly all the way but losing ground at every turn, only to gain it on the stretches. On the last mile Soules' car



Ned Broadwell, "Rain Maker," Who Has Spoiled Race Meets at Many Tracks and Whose Non-Attendance Cleveland Promoters Tried to Buy.

commenced missing fire, and Jardine passed him, winning by about 200 yards. Time, 6:05 1-5.

In the five-mile national championship there were four starters—Jay, Lytle, Wurgis and Burman. Wurgis had the pole. As usual, Jay got off fast, gaining about two hundred yards in the first quarter, with Lytle second and Burman trailing in the rear, his machine running badly. After a mile, however, he picked up in fine shape. On the third mile the steamer went bad and finally came to a stop, Lytle gaining a good lead over Burman, who had passed Wurgis. On the fourth mile Lytle's car commenced missing fire, causing him to lose speed, Burman overhauling and passing him. Burman continued to gain, and won in 5:15 4-5.

Barney Oldfield and the *Green Dragon* were greeted with rounds of applause when

he came out for the five-mile exhibition for Kiser's benefit. With his head bandaged and a broken bone in his shoulder, which he had declined to have set until he could give this exhibition, Barney was in no shape for record-breaking work. He scored the fastest five miles of the meet, though he did not come near the record. Time, 4:45 3-5.

Two events were omitted, and the final of the ten-mile Cleveland Derby was made five miles, as it had started to sprinkle. In order to make it interesting, there being but two starters, Jay simply toyed with Burman, allowing him to gain and then running away from him as he pleased. A few seconds after this race was completed it commenced to pour, and the remaining events were called off.

This afternoon it was announced that Kiser's wounds were healing as well as could be expected, and that he would probably be able to leave the hospital in two or three weeks.

A number of prominent automobilists met here this morning to arrange for the benefit meet which Oldfield offered to hold for Kiser. The meet will be held at Dayton, Kiser's home city, either August 26 or September 2. A number of prominent drivers have agreed to compete, giving their services for the benefit of their friend, among them being Webb Jay, Charles Burman, H. H. Lytle, Carl Fisher and Robert Jardine.

Buying Good Roads with Drinks in Kansas.

Special Correspondence.

KANSAS CITY, Aug. 11.—Every time you take a drink in Kansas City you help the cause of good roads. Zeal for good roads should not be an excuse for increasing the patronage of the 600 odd saloons in the city. But the fact that Jackson county, in which Kansas City lies, either has a population anxious for good roads or that its climate is very conducive to thirst is shown by the amount of money spent on macadam roads alone in the last ten years. This aggregates the considerable sum of \$1,569,000, and the saloons pay the bill.

Since the present "dramshop law" was enacted, Jackson county has built approximately 400 miles of good macadam roads, at an average cost of \$4,000 a mile. This means an expenditure of \$1,600,000 drawn from a community whose population does not exceed 300,000.

If one looks at the map of the county, it will be seen that the roads radiate to all points and touch all of the more important towns. Often they make "jogs" for unapparent reasons. The roads have, nevertheless, been built with a definite system in mind, despite a certain kind of "grafting," and eventually all roads in the immediate vicinity of the city will be macadamized, so that the country will be more like the cities. Further away the plan is to build and con-

nect long arteries, which the farmer, bound for market, can reach after a short drive over the ordinary earth roads.

Each dramshop in Jackson county pays a county license of \$500 a year, in addition to the city license. Two-thirds of the county tax goes into the special road fund, from which is drawn the money to build macadam roads. Every saloon, therefore, contributes \$333.33 each year to make travel easier for conveyances, even if it may not have the same effect on the individual.

The amounts spent on macadam roads each year since 1895 are as follows: 1895, \$90,000; 1896, \$146,000; 1897, \$129,000; 1898, \$126,000; 1899, \$177,000; 1900, \$139,000; 1901, \$139,000; 1902, \$157,000; 1903, \$182,000; 1904, \$190,000; 1905 (to date), \$94,000.

In addition to this amount, the general road tax of 15 cents on the \$100 valuation is spent in improving the highways. This latter fund, however, is used exclusively for dirt roads, and hence is not included in the totals given above. This tax for 1903 amounted to \$28,641.02, and has been in the neighborhood of \$25,000 for five years or more.

The working of the dirt roads, while hardly so satisfactory as it might be, still compares favorably with similar work in other states. The money is spent under the direction of road overseers, who take considerable pride in their districts. As a result the dirt roads are generally passable, and if they are not kept in good condition complaint is made at once, for the farmers realize that they are paying for good roads and they intend to have them.

One great help to the tourist, and to anyone who finds bridges or their approaches in bad condition, is the fact that all these structures are numbered. If one is in bad repair it can be reported to the county court by number. This method is very simple, and does away with much red tape in connection with the maintenance of the roads and bridges.

Its roads are a source of pride to Jackson county. The fight may have been somewhat hard at first, but the absolute success of the "rock road" has turned every inhabitant of the county into a good roads advocate.

In long white lines, radiating from almost every town, these macadam roads cross and recross the county. They are not wide; the standard gauge is but sixteen feet, except on curves and dangerous places, where sufficient room is given to provide for possible accidents. But as a general thing there is just room enough on the roads for two vehicles to pass comfortably. Usually there is a grassy slope on each side, which acts as the best possible kind of drainage ditch, preventing water from washing away the sides of the road surface.

In other places dirt roads flank the macadam, so that the tired trotters can rest their feet on the soft soil. Such places have, of course, no particular interest for the motorist, but they double the width of the road in dry weather.

Miles for president. Hyde, who is sheriff's counsel over in Kings county and somewhat of a politician over there in Brooklyn, was placed in nomination against Miles, proved the better campaigner and by getting a larger number of his political and personal friends to authorize him to pay their fees, which were but \$5, and made of them members, won out by a considerable margin. Miles was made vice-president and Smith secretary, for the sake of peace.

The club had attained a membership of 160, including many men prominent in the trade and sport. It had showed its ability to originate and carry out good ideas and gave promise of filling a niche, all its own, in the metropolitan automobile world. Hyde is blamed for the innocuous desuetude which followed Orphans' day. Whether peace can be made and activity revived or whether Hyde and his associates will be left to flock by themselves, and by good works as evidence of the sincerity of their repentance, keep the club alive, remains to be seen.

JAY'S PROTEST TURNED DOWN

St. Paul, Minn., July 17—Webb Jay's protest of the \$2,500 race at St. Paul last week, which was won by Kiser, with Oldfield second, has been turned down by Referee Sidney S. Gorham of Chicago. Officers of the St. Paul club today received word that the protest could not be allowed, as it was based upon a trivial technicality, which did not justify the throwing out of the results of the race. Jay protested the race, first, on the grounds that Kiser's Bullet and Oldfield's Green Dragon did not carry reverse gears, required by the rules which went into effect July 1. Referee Gorham states that this rule had been extended to July 9, to cover the St. Paul meet. Rain postponed one day's racing at St. Paul, so that the \$2,500 race was held on July 10. The referee will not consider this technicality, however, as disqualifying the two other contestants. Jay further protested on the ground that he, and not Oldfield, finished second in the race. The referee has not yet acted upon this claim, but is awaiting the full reports from the judges and timers of the meet.

LAUNCH SHOWS RECORD SPEED

Cleveland, O., July 17—The Winton racing launch was given a preliminary trial off Rocky river last week, Mr. Winton having the wheel, while Harold Anderson, mechanical engineer for the company, had the handling of the battery of engines. No accurate timing could be made because of a lack of timing facilities, but it is claimed that the boat made close to 35 miles an hour on several occasions. The record for a boat of this class is 28.9 miles in an hour. Mr. Winton is confident his boat can beat this. The work greatly surprised its builder because it is claimed that it will show up much better in salt water, which being denser than fresh water, will support the boat better and offer greater resistance to the propeller. The Winton has been fitted with a new rudder since its accident.

CALLS EARL KISER KING

Statistician Mears Figures Superiority of Winton Bullet Driver Over His Rivals

Cleveland, O., July 18—The facts that the three of the big racing men of the game hail from Cleveland, that they drive Cleveland-built cars and that they were all in the city last week, has occasioned a lot of discussion about the merits of the various cars and drivers. Kiser, Oldfield and Jay each has his adherents and their work thus far this season has been watched with great interest by Clevelanders.

Charles W. Meads of the Winton company, naturally sides with Kiser and his opinions are apt to be biased, but a compilation he has prepared is none the less interesting and so far as can be determined it is accurate. He says:

"Earl Kiser's seven victories in 2 days on the Winton Bullet II at St. Paul has only a single precedent in the history of the American automobile racing game; singularly enough when Barney Oldfield set the record of seven victories in 2 days at Cleveland in September, 1903, he also drove a Winton Bullet—the four-cylinder III.

"Kiser's work at St. Paul puts him ahead of

or the early part of September and the report has it that Oldfield, Jay and Kiser will compete. There is also talk that the Peerless company is desirous of sending either Oldfield or Wridgway after the 1000-mile and 24-hour records formerly held by Wridgway, and that Glenville track will be selected, if the horse-men can be induced to give them time to put the course in condition.

Both Oldfield and Webb Jay deny that there was any truth in the report that the big race at St. Paul was fixed as reported in some of the daily papers. The White Sewing Machine Co. has issued a formal statement that Webb Jay never charged that the race was fixed, but that his complaint was that the distance for the competition was not made plain and that he quit after 5 miles, at which time he was leading.

Both Oldfield and Jay were in town all this week having their cars overhauled for the Detroit meet. Oldfield will probably have a new Green Dragon of larger power for that meet, while Jay's car will be altered by the installation of an engine of slightly greater power.

CHRISTIE AFTER WORLD'S MILE

Philadelphia, July 17—At a meeting of the Cape May Automobile Club, held last week at the Bellevue-Stratford, State Senator Lewis M. Cresse, of Cape May county, New Jersey, was unanimously elected president and A. H. Chadbourne, of

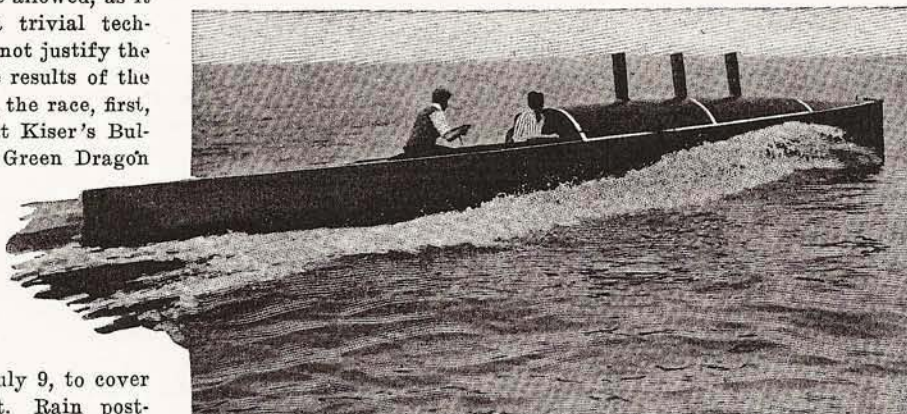
this city, vice-president. J. A. Depew was selected for the office of treasurer. The board of governors is made up of Thomas W. Millett, mayor of Cape May City; J. N. Wilkins, Jr., J. A. Depew, Isaac Starr, Jr., president of the Automobile Club of Philadelphia; Charles J. Swain, Fred Betz, III; Lawrence McCormick, F. M. Johnson and Courtland D. Cramp. The majority of the board is affiliated with the A. C. of P. Secretary Hiscock reported that sanctions for racing on the new beach course had been secured for the 22d and 29th

of the present month, and elaborate preparations are making for the opener next Saturday, when the bulk of the local automobile contingent will be on hand to see the sport. The feature of the day will be the attempt of Walter Christie on the world's mile and kilometer records. His Blue Flyer, which, when he made his 40-second mile at Ormonde last winter, rated 90 horsepower only, has been rebuilt and can now develop 180 horsepower in emergencies.

STIRRED BY SARVER CASE

Philadelphia, Pa., July 12—The coroner's jury which considered the case of young Eldon Sarver, who was recently killed here by an automobile operated by William G. Meyers, scathingly denounced the chauffeur in its verdict, and Coroner Dugan went so far as to give it as his opinion that it should be made a criminal act for an automobile operator to drink intoxicating liquors while out with his car.

One result of the Sarver tragedy is the activity of the police in apprehending scorchers, and in that respect the unfortunate occurrence can be said to have directed official attention to an evil that has been daily growing more and more of a nuisance.



WINTON MOTOR BOAT ON TRIAL TRIP

all competitors in victories scored. Since acquiring the Winton Bullet he has started ten times, losing only twice, both of these victories going to Oldfield. He has defeated Chevrolet three times, Oldfield three times and Jay twice, giving him a winning percentage of 800. The next best percentage is 562 credited to Chevrolet. Jay has won and lost five times each, while Oldfield has scored only three victories in fourteen starts.

"The following tabulation shows the victories credited to each of the big four as well as the defeats charged against them as prepared by Mears. Time trials and handicap races are not included in the tabulation, neither are contests in which less than two of the big four appeared. The reason for this is that it is the purpose of the tabulation to show the strength of these four men and their four cars when pitted against each other and not when engaged in pot hunts. The tabulation follows:

Drivers	Kiser	Chevrolet	Jay	Oldfield	Won	Per cent
Kiser	x	3	2	3	8	800
Chevrolet . .	0	x	3	6	9	562
Jay	0	3	x	2	5	500
Oldfield . . .	2	1	0	x	3	214
Lost	2	7	5	11	—	—

There is talk of a 1000-mile race to be held on Glenville track the latter part of August