

Such drivers themselves in a critical machine, and in extreme difficulty, run into people are constantly and cause perhaps of the automobile on strians. The careless as the vicious one, as culpable.

### Over Is Menace.

There is a continual menacing a crossing and a as positively to disreputers. He takes pleasure near he can come to out doing so. Such a laughing at the fright narrowly escaped be- and such conduct of prejudice against au-

They are not owners of to be presumed that employers, their conse their employers them in their service, of the utmost importance employer should satisfy Over is as careful, or alone with a ma- with the owner.

Officers or owners are the ordinance relative turning corner or streets. It is six it is important that ed to, for many these crossings on ac- cord of this ordinance.

### Urgent Care.

They are not of proper age, physically or mentally add to the dangers tutoring. As a class, les are careful and driving. There are, and who are speeders, and who are reckless. y be reached through is entrusted the safe-

They are apt to add to the filling by their super- in violations of

Arrested for speeding, d of leaving him to ulties, will do what m, and will usually give credence to the disregard the police matter. Officers cer- on for arresting par- ating the law and as It will greatly lessen nobling if employers r chauffeur in the ding law.

### GARA FALLS.

# ASSURES ANOTHER COBE

## CHICAGO CLUB IS CERTAIN

### PROMOTERS OF RECENT CROWNPOINT ROAD RACES PROMISE TO REPEAT EVENTS NEXT YEAR.

Again the automobile spotlight turns toward the Hoosier state. This time, instead of resting on the upper portion, at the Crownpoint road course, it turns to the capital city, Indianapolis. The Speedway is now resounding with the roar of exhaust pipe, the hum of wheels and the noise of motors.

This is the second main chapter in the 1909 Hoosier racing logbook. When the Chicago Automobile Club wrote to local devotees and invited them to attend the Cobe Trophy events the Indianapolis people turned out by the hundreds. The invitation is now reversed and the Chicago people have promised to invade this city the early part of this week several hundred strong. They are coming in an organized body, led by a path-finding and confetti car, making a regular endurance run of the pleasure jaunt.

Naturally, the question arises, will the Cobe races be repeated next year, not alone so the local motorists can repay the interest shown by these persons in the local races, but from the interested man's standpoint who wants to see the good motor ball keep rolling? The answer comes back immediately and strong, "Yes." The Chicago Automobile Club is determined to repeat this event, even if it again entails big debts.

When Louis Chevrolet, oil-soaked and dirt-grimed, relaxed his grip for the first time in more than eight hours on that blistering afternoon of June 19, and heard the gladsome tidings that the Cobe Trophy was his, he smiled contentedly and felt that he had earned his day's wages full well. For him it was a cold-blooded bread-and-butter proposition, though a rich coating of sweets was not lacking in the shape of the bonus, cash prizes and sundry other emoluments, which were later awarded him. Theoretically, at least, it was but a day's work for the nervy driver.

But for the multitude—the fact that the

# Vanderbilt

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But for the multitude—the fact that the Cobe race had been run and that on the previous day Joe Matson, clinging steadily to his Chalmers-Detroit Bluebird through ten of the evenest laps ever run on an American track had captured the Indiana Trophy, meant much more. It meant that under the auspices of the Chicago Automobile Club the West had learned for the first time what big-scale motor racing means.

There might have been some tendency to question how much the West appreciated this knowledge if the thousands of empty seats in the huge grand stand

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were to be taken as a sole criterion. But even though there was no overwhelming rush for the seats, the general public interest displayed in the speed battles has probably never been exceeded except by a world's championship baseball series.

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There is little doubt that the Chicago Automobile Club will promote a second big motoring event next year. This much was informally determined upon at a meeting of the board of directors recently. The details as to its character, the course and the date are yet to be decided upon.

Of course the club officials have profited by their experiences both sweet and bitter. In the main, however, the Indiana races established a new record for perfection of technical organization and

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Early in this log Mr. Vanderbilt complains again on the money score. His mechanic wanted more money (\$100 per month and expenses) while touring with Mr. Vanderbilt and his wife.

"It may be that this strike for more money had something to do with Mr. Vanderbilt's indigestion.

"He describes an incident which landed him temporarily in jail. He was on his way from Florence, Italy, to Pisa when he hit a small Italian boy. The child was not injured, but the villagers were very angry, so Mr. Vanderbilt says, and set upon him and beat him terribly. His wife escaped with the chauffeur, one who succeeded the man who had the nerve to ask his millionaire employer \$100 per month and touring expenses.

"Later Mr. Vanderbilt reached a small building, where he hid in a closet for a time and then made his way to the back street, fearing that Mrs. Vanderbilt and the chauffeur had met with rough treatment at the hands of the mob. The chief of police had to address the crowd and plead for Mr. Vanderbilt's life. This is one of the most thrilling pieces of work in the log. Unfortunately, Mr. Vanderbilt does not give his readers the benefit of the chief's oration. At length he was safely within the Police Station, where he was held. By telegraph he managed to get acquaintances in Florence busy and they wired orders to the police to 'Release Mr. Vanderbilt at once.' That was very nice of them, was it not? Yes it was."

the safeguarding of the lives of drivers and spectators. No race was ever run off which gave the public less opportunity to cavil.

Strangely enough, the Indiana Trophy race proved the more speedy event, although restricted to light cars. Matson, in his Chalmers-Detroit, ground out an average of 51.4 miles an hour, his time for the 232.75 miles ten laps around the 23.27 miles course, was 4:31:21. George Robertson, who carried off second honors in the locomobile, averaged fifty miles and finished seven minutes and forty-two seconds back of Matson.

Of the sixteen starters six remained in the race from start to finish, a new record for American road races, as the crowds have invariably swarmed on the track after the winners have made their appearance, forcing laggard cars to abandon the contest.

## A. A. A. MAKES DISTINCTIONS.

### Decides What Is Meant by Stock Car and Chassis.

Before the Speedway managers could issue their entry blanks for their motor races of this week it was necessary