

DIANS
IN FLAG

CROWN POINT RACES LOSE BACKERS \$25,000

AGED BY
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CHICAGO AUTOMOBILE CLUB
MAY DROP 1910 EVENTS.

SPIRIT LACK OF INTEREST PUZZLES

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CHICAGO, June 21.—After the excitement attending the Crown Point-Lowell automobile races, the officials of the Chicago Automobile Club have turned their attention toward the finances of the meet, which is understood to have incurred a deficit to the extent of \$25,000.

Reasons for the loss have been plenty. Of course, the main one is that the Chicago public had not been enough interested in course racing and would rather spend its money in park meets or track meets. Another theory is that the qualifications for the entries were so stringent that few cars were entered.

From statements made by prominent club men chances are the races, if staged in 1910, will be conducted on a vastly different basis from that governing the Crown Point events.

It is almost certain the Crown Point course will be thrown into the discard for the next carnival. The circuit was none too fast for the light cars and the most heroic efforts failed to convert the roads into even fair shaps for the Cobe races of the second day. An one member of the club put it: "We have learned a world of things that will prove mighty useful if another race is arranged."

A member of the club said yesterday that the deficit would be paid by John Farson and Ira M. Cobe, as they have been quoted as saying that they would agree to pay any possible deficit, but this was not confirmed.

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Farson Talks of Shortage.

"I can not say who will pay the loss,"
said Ira M. Cobe yesterday, "but what-
ever the loss is, the amount will be
promptly met by the association and
whoever makes up the deficit will not
want his name mentioned in the matter.
Further than that I can not say.

"Looking at the deficit in any way,
it is really not a loss in the end, as our
membership has increased wonderfully
since the first arrangements were made,
three months ago, and that is certainly
some benefit we got out of the races,
even if the events were not a financial
success.

"The races will increase the number of
automobile sales, and also the interest in
machines and future races if we have a
meet next year. If our grandstand had
been filled at the price charged, \$5, it
would have paid the cost of the race
meet, \$50,000. As it was, the first day
we had 4,000 and the second day 5,000 in
the stand.

"The exact amount of the loss will not
be known for a month, and then the
question of deficit will be taken up. I am
sorry that the races were not as suc-
cessful financially as they were success-
ful in other respects."

200,000 Witness the Races.

In the latter part of October, 1908, at
the Harlem park race meet of the Chi-
cago Automobile Club, a small sum of
money was lost, which was quickly made
up by members of the club.

The Crown Point races were said to be
the first actual stock car races ever held
in America, on account of no car being
entered except after an examination for
the purposes of seeing that actual stock
cars were used and that no extra features
had been added. These qualifications
would not be made by several of the
large automobile firms, and for that rea-
son they did not enter the races.

The total number of persons who wit-
nessed the races is estimated to be 75,000
for the first day and 125,000 for the second
day. The majority came from Chicago.

**JOHN DOVEY SUC-
WORRIES LEFT**

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PITTSBURG, June 21.—

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The total number of persons who witnessed the races is estimated to be 75,000 for the first day and 125,000 for the second day. The majority came from Chicago. The railroad companies report the passengers carried for Friday were 20,000 and Saturday 35,000, practically all to Crown Point and Cedar Lake, while the majority of the southern Indiana people went to Lowell.

Cost of Preventing Accidents Large.

Few races have been held with as few serious accidents. No person was killed by the racing cars or on the course. This was due to the precaution of having the Illinois militia guarding the entire course and to the wire fencing. The wire was bought by the Automobile Club and put up by the farmers, with the understanding that it would become their property after the races were over. The Illinois militia volunteered its services, with the provision that all its expenses would be paid, transportation and rations. This was a large expense to the Automobile Club.

Drivers of the different machines were paid \$1,000, although it is understood that two of the men received much higher salaries, which were paid by the entering automobile companies. With a little repair the cars can be used again, but probably will be sold as second-hand machines.

The question of having the grand stand at Lowell, if the races are held next year was said to be out of the question by officials of the automobile association on account of the limited railroad facilities, although citizens of Lowell claim the promise was made this season that if property rights to the course were signed this year they would have the grand

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G. A. H. MARK AT CHICAGO

OPENING OF CLAS SHOOTING

FINE SCORES

CHICAGO, June 21.
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