

THE MOTOR RACE COURSE IN LAKE COUNTY DISCOVERED BY CHICAGO AUTOMOBILE CLUB IN NETWORK OF RAILROADS

It Fills All the Requirements and Expert Drivers Think Records Will Be Broken at Events Which Are Scheduled for Next Week.

[From a Staff Correspondent.]
LOWELL, Ind., June 11.—Indiana is basking in the speed spotlight. A week ago thousands of eyes followed nine balloons that started from the speedway, Indianapolis, in a race across the sky. Now the light turns on Lake county, Indiana, which, on June 18 and 19, is to be the scene of one of the greatest motor race meets ever recorded. On a course, remarkable in many features, thirty cars of both American and European design will compete for trophies offered by the Chicago Automobile Club. The event is now styled "the western Vanderbilt" by the motor race journals.

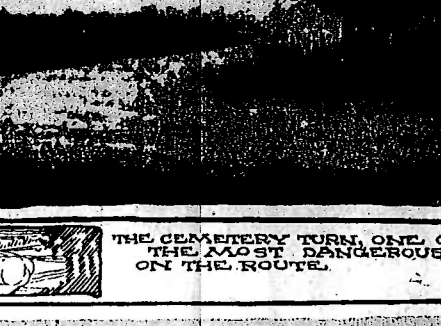


SORPASSING THE COURSE BETWEEN CEDAR LAKE AND LOWELL

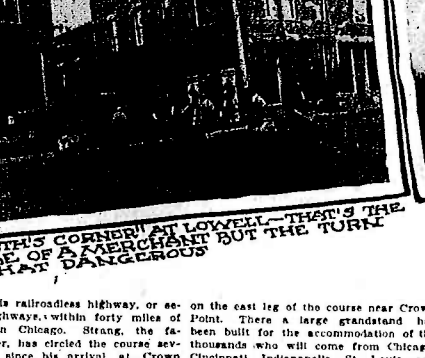
ONE OF THE STRAIGHTAWAYS



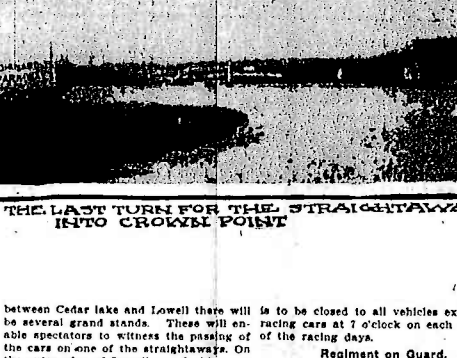
REVERSE CURVE BETWEEN CROWN POINT AND CEDAR LAKE



THE CEMETERY TURN, ONE OF THE MOST DANGEROUS ON THE ROUTE.



DEATH'S CORNER AT LOWELL—THAT'S THE HEAD OF A MAELSTROM BUT THE TURN IS THAT DANGEROUS



THE LAST TURN FOR THE STRAIGHTAWAY INTO CROWN POINT

"Death's Corner," at G. M. Death's Hardware Store, and "Cemetery Turn" Are Two of Most Difficult on Twenty-three-Mile Speedway.

The railroads are making large preparations for the event. Although not a railroad crosses the highway, there are three that are neighbors to it. The Erie and the Pennsylvania enter Crown Point. The Monon parallels the course between Cedar Lake and Lowell. At the latter place the station is within two squares of the course.

Smooth as Lake Shore Drive. An army of workmen is now giving the track its finishing touches. The Chicago Automobile club found that it had much to do to get the route in shape for high speed racing. The Lake county highway to be traversed, were of macadam base, but were exceedingly rough. It was decided to spend as much money as was necessary to make the way as smooth as the Lake Shore drive in Chicago. To accomplish this the club let contracts for surfacing the entire course with taroid, a tarlike preparation, into which is sprinkled a heavy coating of finely crushed stone. This surface is being made fourteen feet wide on the straightaways and from thirty to fifty feet wide on the turns. Four heavy steam road rollers are going over the track. The result is that the course is now nearing a state of perfection that will make it one of the finest motor speedways in America.

The route lies through South street, Crown Point, southwestward toward Cedar lake. Between Crown Point and Cedar lake there are several heavy hills and a reverse curve that will test the skill of the drivers. At Cedar lake there is a sharp turn that, unless skilfully made, may land the men and the machines in the lake. Leaving the lake the course runs straight to the south. There is one six-mile straightaway on this, the west leg of the course, that will enable the flyers to burn the air.

"Death's Corner." In Lowell there are two turns that have names which it is hoped will not be ominous. The first turn into Lowell is known as "Death's Corner." It looks the part. The cars enter the town via Commercial avenue and when they reach the principal business street they make a sharp turn to the east. If they don't take this turn they will crash into business houses. The corner is known in Lowell as "Death's Corner," not because of any tragedy enacted there, but for the reason that G. M. Death, the hardware man, has his store at that corner.

A short distance east of "Death's Corner" the cars encounter a double turn that strongly pronounces the most difficult of the route. This is known as the "Cemetery Turn." From running directly east the cars turn sharply to the south, run about two hundred feet and turn east again. Then the way lies due east about two miles, when the last turn is made. After the cars have whizzed around this last turn they get a straight run into Crown Point, nine miles to the north.

Taste of High Speed Motoring. Crown Point and Lowell are already getting a taste of high speed motoring. Early each morning, before the workmen arrive at the track, the drivers have their cars out for practice runs and there are all kinds of stories about the circuit being covered in less than a mile a minute. This, too, over a track that is not yet in full racing shape. The him of the flyers awakens Lowell every morning, the cars whizzing down Commercial avenue at a rate that strongly pronounces the most numerous in both Lowell and Crown Point as the result of these speed tests. The rail birds talk motor with all of the wisdom heretofore known only to the motorists. Both Lowell and Crown Point are making big preparations for the event. Business men of Lowell have formed an organization to provide visitors with all of the comforts of home. Crown Point, too, is putting on its best front and will have the thorough welcome flags that have not fluttered in years are to flutter in Lake county next week, for the citizens are rallying on a Sunday afternoon to see to a show of no small caliber.

W. M. HERRICK.

How It Was Discovered. One Sunday a member of the club, a former resident of Crown Point, the seat of Lake county, drove out of Chicago for a day at his old home. When he reached Crown Point he met some of his old friends and took them for a ride. One of them suggested that they run out toward Cedar lake, then south through Lowell, and back by a road east of Lowell. The Chicagoist had heard much talk around the club about the lack of a speed course. When he got back to Crown Point he realized that he had found the long desired speedway. He went to Chicago and told the club about it. The club decided to investigate, and the result was an enthusiastic report that marked the beginning of next week's race project.

The committee got into communication with the commissioners of Lake county at once. There was an exchange of proposals regarding the use of Lake county highways. It was finally agreed that if the club would pay all damages to abutting property and also put the roads in good repair it would be permitted to close the course during certain hours of the day for the purpose of racing. The Chicago Automobile Club agreed to spend \$20,000 in improving the surface of the twenty-three-mile course.

Club President Offers Cup. To stimulate interest in the racing show, J. M. Cobe, president of the Chicago Automobile Club, announced that he would give a cup to the winner of a stock chassis race. The cup became known as the Cobe trophy, and stipulations were offered to compete for it. The requirements for competition in this event are that the entry shall have not in excess of 25 cubic inches of piston displacement and weigh not in excess of 200 pounds. There was considerable dissatisfaction over these restrictions among certain car builders, but it was held by the club that it would admit all cars of average piston displacement of 20 cubic inches. This perfunctory list of eighteen of the best cars built by American and European automobile manufacturers. The restrictions barred several of the larger cars, particularly those of 30 cubic inches displacement.

A cup known as the Indiana trophy was announced as the prize for the winner of a small car event. The light cars were to have a piston displacement not in excess of 100 cubic inches. This brought out an entry list of 20 cars. The next small car event is to be run on next Friday, June 18. The next day will witness the race for the Cobe cup. The greatest interest in the motor racing game are to be seen in these events.

The remarkable feature of the whole show is this railroadless highway, or series of highways, within forty miles of track-woven Chicago. Strangely, the famous driver, has circled the course several times since his arrival at Crown Point to prepare for participation in the races. He has prophesied freely that records will be broken on this Indiana speedway. It has turns and reverse curves, hills and straightaways, all necessary in the making of a track that will test a driver's efficiency and try the skill of the driver. Strangely declares that the two straightaways, one between Cedar lake and Lowell, on the west leg, six miles long; the other between Lowell and Crown Point, on the east leg, and a little over nine miles long, will be the scene of some of the greatest speed ever attained by an automobile.

on the east leg of the course near Crown Point. There a large grandstand has been built for the accommodation of the thousands who will come from Chicago, Cincinnati, Indianapolis, St. Louis and other cities to see the races. This grandstand is the property of the Chicago Automobile Club. In front of it will be the repair pits, an interesting feature of all announce the progress of the different cars, naming the time in which they have covered the course after each lap. For the Cobe trophy, or heavy car event, the winner will be required to cover the course, which is 22.711 miles long, seventeen times, or a total distance of 266.6 miles. The small car racers will go the route ten times for a total of 227.14 miles. Preparations are being made to make everybody comfortable. Along the course

is to be closed to all vehicles except the racing cars at 7 o'clock on each morning of the racing days.

Regiment on Guard. Every precaution is to be taken by the Chicago Automobile Club to prevent accidents. By an arrangement with Governor Deussen, of Illinois, and Governor Marshall, of Indiana, the club has found it possible to have the First Illinois Regiment of Chicago, commanded by Col. J. H. Sanborn, police the course and keep the crowds back from danger's way. Colonel Sanborn has divided the route into zones, each zone to be in charge of a major. The regiment will be distributed over the course, particular caution to be exercised where the crowds are largest. Every avenue of entrance to the course will be cut off during the races so that all danger of collision will be avoided.

THE NEW ABOLITION—BY THE COUNTRY CONTRIBUTOR

\$15,000 HOUSE BUILT BY TWO STONE CUTTERS IN SPARE HOURS

Several things I would abolish if I had my way. Among them are houses as we know them, society as fashionable folk know it, not to mention church work and "profits" on investments. The domestic problem as we know it is the most serious problem we have to face and it is like us, plucked creatures that we are, to try to make a joke of it. Home is suffering today because of its malaise and we are all languishing for the necessities of soul like which peace and quietude at home alone bring. Within a stone's throw of where I am writing a woman is lying sick. Her children are roaming the streets, her husband distracted, and all because neither love nor money nor common humanity can induce any person to go in and do the work for that household that totally unites me with a pillar, and it may be this same timorous society that makes me shrink from those of my sex who have, consciously, a structure of some sort to uphold. Sometimes it is family. I have seen many an unimpressing female, not personally gifted in any way, upholding a structure of family pride that should be 'I am sure I should die if I had to be as nice all the time as some city women I have met. Would it not be dreadful to be a pillar and to know it? I have an inborn dread of responsibility

much above their neighbors in point of family that they were, as we may say, out of sight. One day their house got into their assistance, and they were very much to be welcome under any circumstances, even such as promised a fair degree of warmth. One of the neighbors, however, ran to the front door and found a daughter of the house standing fiercely across the threshold. "Why are you here," she asked. "Why are you not

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To be sure society people are not all dull, and many of them do lots of lovely and pleasant things. There is many a luncheon at fashionable places which is the real thing quite as much as an impromptu gathering of actual friends in a country dooryard on a Sunday afternoon. There are little trips in automobiles out

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