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FOR SUPREMACY

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How to Reach Site of Automobile Races

This week there will be thousands of visitors in Indianapolis. All will be asking, "Show me the way to the Speedway."

The Speedway is located four miles northwest of the Monument and one and one-half miles west of Riverside Park Arch Bridge, or Emrichville Bridge, on Crawfordville road. Automobiles and vehicles from the city can reach the grounds by two perfect roads.

The most desirable road for the \$1 admission gate is via Washington street to the asylum, then by way of Big Eagle Creek gravel road to the main entrance.

Automobiles and vehicles for the 50-cent entrance are best accommodated by taking Indiana avenue to the Crawfordville road, then direct to the grounds. This route particularly advisable when road is congested.

For train and car service. Big Four trains leave depot every twenty minutes up to forty-five minutes of the time when races will start, when additional service will be used to accommodate the largest crowds.

Interurban cars leave interurban station every twenty minutes until one hour before races, when additional service will be added.

The first automobile race meet at the Speedway will take place Aug. 19, 20, and 21, when the fastest cars and the most skillful drivers in the world will compete in keen and close competition. There will be events each day for every class of racing cars and stock chassis, in short distance and long distance races.

Automobiles and vehicles desiring to park on the inside of the race course must secure their positions before the start of the races.

The most desirable parking space is on the inside of the main track. Automobiles will be allowed to cross the track up to the start of events at 12 o'clock, sharp. Otherwise they must occupy the less desirable location along the outside of the race course or parking space, although inside of grounds.

tary and artistic in appearance, the automobile factories of Indianapolis are well in accord with the industrious, intelligent

hicle construction, giving it its first great impetus.

Dallmer, who was manager of the Auto Gas Engine Works at Deutz, fitted a small, air-cooled motor in a bicycle by placing it vertically between front and the rear wheels, the rear wheels being driven by means of a belt. In 1889 he constructed a two-cylinder engine which attracted the attention of Messrs. Panhard and Levassor of Paris, who acquired the necessary right, and immediately began the construction of the essentially modern car, the first of which was brought out in 1891. This was the birth of the industry in France.

With more than one hundred factories making well-known automobiles and probably one hundred and fifty building cars not so famous, all with a view of turning out a total of 75,000 cars, the year 1909 promises to be a record one in the automobile industry. It is a fitting condition to join with the eleventh birthday of the car to be celebrated in the carnival of the New York Automobile Trade Association.

Figures from the office of the American Motor Car Manufacturers' Association point to the making of 75,000 cars in America before the snow flies, at a total valuation of not less than \$125,000,000.

Of the 253 factories in this country there are at least 100 concerns turning out cars that are well known and factors in the market. So necessary has the automobile become that last year there was little or no falling off in the trade, while this year it is better than ever, despite the fact that all other lines are doing a considerably smaller percentage of business than at any time during the last six years.

Demand Continually Grows.

While there is a continually increasing demand for commercial vehicles, there is no indication of any slackening in the call for pleasure cars. This not only applies to the big, luxurious cars of great power, but also to what is known as the moderate-priced car, selling at from \$500 to \$2,000. A considerable proportion of the cars this year will be of the buggy type, which farmers are purchasing and using in increasing numbers.

Then there is the taxicab business opening up an almost entirely new field. In New York alone there are about 1,100 cabs in operation, with other cities taking it up fast. All this has greatly increased business for vehicle builders.

Eleven years ago the automobile was in its infancy, so that all the improvements in this great industry are the result of eleven years' work. While cars were many years ago, the modern type was hardly in evidence until 1898.

Eleven years have seen such a tremendous growth that a brief history of the business reads like a romance. It can be compared with no other line of trade, not even the bicycle business, for the automobile trade is founded on a much more substantial basis and involves vastly more money, to say nothing of having an ever-increasing field of usefulness.

In the year 1898 there were about twenty-five concerns making cars in this country, which number has increased to 253. The capital invested in the automobile business then was not more than