

# TRACK PRONOUNCED IN GOOD CONDITION

## A. A. A. Officials Make Inspection, Order Changes, Then Sanction Races.

# CHARLEY MERZ'S VICTORY

## Indianapolis Boy Wins Ten-Mile Race with Chevrolet as a Competitor— Oldfield Falls to Lower Record.

**INDIANAPOLIS MOTOR SPEEDWAY.**  
August 20.—The officials of the American Automobile Association, under the sanction of which the speedway races are being conducted, made an inspection of the track today and pronounced it in fit condition for racing. It was reported that today's races might be disapproved on account of the condition of the track, the latter having been held responsible by some for the fatal accident of yesterday.

The A. A. A. ordered that the track be filled and that the ditch at the head of the home stretch be covered. This was done and sanction of the races was given.

The longer races on the program, including the one-hundred-mile event, will be the events today and the three-

## NEWS AUTOMOBILE

Review of the first  
and second general  
Association rules. The  
first page will contain  
most of the rules of the  
new as the new  
there is a great  
of the old  
may also be found

# BIG LEATHER COM WILL BE CONSO

**\$80,000,000 CONCESSION  
TO CHARTER**

## ARTICLES FIXED AT 1

TRADITION. In a speech at  
the London Conference a  
representative of the Bank of  
England, called this as  
an example of where certain  
people's wishes could  
largely affect the economy  
and to illustrate what was  
meant by the general  
concentration of  
control and power.

# TRACK PRONOUNCED IN GOOD CONDITION

## A. A. A. Officials Make Inspection, Order Changes, Then Sanction Races.

**CHARLEY MERZ'S VICTORY**

## **Indianapolis Boy Wins Ten-Mile Run with Chevrolet as a Competitor— Oldfield Falls to Lower Record.**

INDIANAPOLIS MOTOR SPEEDWAY, Ind.,  
August 20.—The officials of the American  
Automobile Association, under the pres-  
tation of which the speedway meets are con-  
ducted, made an inspection of the  
track today and pronounced it in fit  
condition for racing. It was reported that to-  
day's races might be discontinued on ac-  
count of the condition of the track, the  
latter having been held responsible by  
some for the fatal accident of yesterday.  
The A. A. A. ordered that the races be

The A. A. A. ordered that the flags be tolled and that the ditch at the head of the home stretch be covered. This was done and sanction of the races was given.

# TRACK PRONOUNCED IN GOOD CONDITION

A. A. A. Officials Make Inspection, Order Changes, Then Sanction Races.

## CHARLEY MERZ'S VICTORY

Indyapolis Boy Wins Ten-Mile Race with Chevrolet as a Competitor—Olmsted Falls to Lower Record.

**INDIANAPOLIS MOTOR SPEEDWAY.** August 28.—The officials of the American Automobile Association, under the sanction of which the speedway races are being conducted, made an inspection of the track today and pronounced it in fit condition for racing. It was reported that today's race might be disapproved on account of the condition of the track, the driver having been held responsible by some for the fatal accident of yesterday.

The A. A. A. ordered that the track be graded so that the ditch at the head of the long stretch be covered. This was done and sanction of the races was given.

## NEWS AUTOMOBILE

In view of the fact that no baseball game in the Association today, The N. Y. ball extra this evening will until the close of the races at the motor speedway there is another audience at the speedway an extra may also be issued.

## BIG LEATHER COMB WILL BE CONSOLIDATED

\$80,000,000 CONCERN EXERCISES ITS CHARTER POWERS

## ARTICLES FILED AT THE

**TRENTON, N. J., August 29.** Central Leather Company, a corporation with an authorized capital of \$80,000,000, today filed with the secretary of state evidence of its company's charter powers. This enlarged powers the company had to acquire stock and belonging to other corporations, is said to be intended to consolidate of the Central Leather Company and the United Leather Company.

was quiet and pronounced it in fit condition for racing. It was reported that today's races might be disapproved on account of the condition of the track, the driver having been held responsible by some for the fatal accident of yesterday.

The A. A. ordered that the track be graded and that the ditch at the head of the home stretch be covered. This was done and sanction of the races was given. The longer races on the program, including the one-hundred-mile event that made up the events today and the three-hundred-mile race scheduled tomorrow, will be run at a shorter distance as a result of that. If that is done other races will be added to tomorrow's card.

### Larue Crowd Present.

There was no decrease in the public interest shown in events this afternoon, on the second day of the opening race meeting. The crowd was considerably larger than on the first day.

The grand stand was completely packed, all sections were filled and several hundred people were on the grounds. Dozens of automobiles, filled with spectators, lined the course. The double fatality of the opening day apparently did not lessen the interest in the automobile racing games.

The death of driver William Borque and his mechanician, Harry Holcomb, however, did cause the drivers of the racing cars to exercise more care. Several drivers flew around the 2½-mile track at 200 miles per hour, borne by the wings of the gale wind.

### Fails to Lower Mark.

The afternoon program was revised at the start and the first event consisted of attempts to cover the mile record. Barney Oldfield, in his Benz, made the first attempt and drove a mile in :43 1-5, one-tenth of a second slower than the new world's record he established yesterday. Second in his Big Six Chadwick, followed with a mile in :49 3-10. De Palma then drove a stock car a mile in :48 6-10. Two other two Marions, driven by Morris and Linker, and two Buicks, driven by Bryant and Chevrolet—started in the first race of the afternoon, a five-mile event, or cars of 251 to 300 cubic inches piston displacement. Strang, riding a Buick, was an easy winner by an

of \$80,000,000, today filed a secretary of state notice of the company's charter power. It enlarged powers the corporation is authorized to acquire stock and a loaning to other corporations. It is said to be intended a consolidation of the Motor Company and the Locomobile Company.

## ATTEMPT TO BLO<sup>B</sup> FOR ELECTION

### INCIDENT OF CONTEST COURT JUDGEMENT

## PLAN TO PREVENT

(Continued from the previous page)

PARIS, III.—An attempt was made last night to burn the sheriff's office, containing the Marshall-Milligan joint contest. Under an order of the court, the ballots of the five counties over to the custody of Winn, preparatory to the trial, is set for September 4. The building was securely sealed and placed in his office, of which he is in charge.

The attempt of last night was the hand of an expert. A hole beside the combination door was constructed a ring made of cotton.

Several boxes with dynamite caps had been prepared and were ready for instant use.

track today and pronounced it in fit condition for racing. It was reported that today's races might be disapproved on account of the condition of the track, the latter having been held responsible by some for the fatal accident of yesterday.

The A. A. A. ordered that the track be oiled and that the ditch at the head of the home stretch be covered. This was done and sanction of the races was given.

The longer races on the program, including the one-hundred-mile event that winds up the events today and the three-hundred-mile race scheduled tomorrow, may be cut to shorter distance as a result. If that is done other races will be added to tomorrow's card.

### Large Crowd Present.

There was no decrease in the public interest shown in events this afternoon, on the second day of the opening race meeting. The crowd was considerably larger than on the first day.

The grand stand was completely packed, the bleachers were filled and several thousand people were on the grounds. Hundreds of automobiles, filled with spectators, lined the course. The double fatality of the opening day apparently did not diminish the interest in the automobile racing game.

The deaths of driver William Burgess and his mechanician, Harry Heimann, however, did cause the drivers of the various racing cars to exercise more care. Nevertheless they flew around the one-mile track as if borne by the wings of the swiftest wind.

### Fails to Lower Mark.

The afternoon program was opened at the start and the first event consisted of attempts to lower the mile record. Harry Oldfield, in his Benz, made the first attempt and drove a mile in 42 1-4, one-tenth of a second slower than the new world's record he established yesterday. Zenzel, in his Big Six Chadwick, followed with a mile in 49 3-10. De Palma then drove a Fiat stock car a mile in 41 6-30.

Four starters—two Marions driven by Morrison and Tinker, and two Buicks driven by Sprang and Chevrolet—started in the first race of the afternoon, a five-mile event for cars of 281 to 300 cubic inches piston displacement. Sprang, driving alone, was an easy winner by an

of points, while the accuracy of most of the pasture owner drivers largely proved the need to shorten the race. It will be the opinion of the management of the Company and the Club Chairman

## ATTEMPT TO BLOW FOR ELECTION

INCIDENT OF CONTEST  
GIVES JEROME

## PLAN TO PREVENT

WILLIAM H. DE PALMA, JR., A MEMBER OF THE STAFF OF THE NEW YORK TIMES, MADE AN ATTEMPT ON FRIDAY AFTERNOON TO LOWER THE RECORD SET UP BY HARRY OLDFIELD IN HIS BENZ AUTOMOBILE. DE PALMA'S ATTEMPT WAS UNFOUNDED AS HE WAS DRIVING A STOCK CAR WHICH COULD NOT POSSIBLY SET UP THE RECORD SET UP BY OLDFIELD.

The attempt of the young man to beat his record in a stock car was unsuccessful as the record was maintained by the oldster.

However, De Palma's attempt was made for the purpose of

short distance, they flew around the 2½-mile track as if borne by the wings of the greatest wind.

### Fails to Lower Mark.

The afternoon program was revised at the start and the first event consisted of attempts to cover the mile record. Harry Olds, in his Benz, made the first attempt and drove a mile in :43 1-6, one-tenth of a second slower than the new world's record he established yesterday. Koenig, in his Big Six Chadwick, followed with a mile in :49 3-10. De Palma then drove a Fiat stock car a mile in :48 6-10. The starters—two Marions, driven by Monson and Tindler, and two Buicks, driven by Strang and Chevrolet—started in the first race of the afternoon, a five-mile event for cars of 251 to 300 cubic inches piston displacement. Strang, riding alone, was an easy winner by an eighth of a mile. Chevrolet was second. Koenig was third, and Monson was fourth. Both had to back. The time was 4:48.

### Indianapolis Boy Wins.

Four cars got away in the second race, in which a Jackson was left and a National appeared on the track too late to start. It was a ten-mile race for cars of 301 to 450 cubic inches piston displacement. The starters were Mers, in a National; De Hymel, in a Stoddard-Dayton; Chevrolet, in a Buick, and Clemmons, in a Stoddard-Dayton. Clemmons had trouble with his car, and withdrew after the first lap.

One of the most popular victories of the two days, judging by the ovation from the spectators, was that of young Charley Mers, with his National, in this event. It was an Indianapolis boy and an Indiana car, and the victory pleased the crowd. Mers led all the way, with Chevrolet second. The noted French driver used all his skill in an effort to catch his younger rival, but his efforts were futile, as the winner increased his lead on the last two laps. The time was 9:16 2-10.

The drivers finished as follows: National (Mers), first; Buick (Chevrolet), second; Stoddard-Dayton (De Hymel), third.

### Third Race Interesting.

The third race, ten miles, was one of the most interesting of the meeting, for the reason that it brought out a field of

PARK. A note was made just prior to the race that the sheriff's office, consisting of the Marshall, the constable, and the constable, had been given over to the custody of the Winstrop preparatory to the race. He is an old fashioned, a curly-headed and good-humored fellow, of whom he was cognizant.

The action of the race was just what was expected. A hard battle for the middle ground was fought, a very close contest.

Several times with drivers' caps off, men, drivers, and passengers were sent to the hospital, but the race was won by the same man who had won the previous race.

There was a remarkable exhibition of driving skill, with drivers' caps off, and the spectators, who were numerous, were struck by the skill and the lack of nerve shown by the drivers. The race was won by the same man who had won the previous race.

## TAGGART JOLLIES IN THE DENISON

BUBBLING OVER WITH  
MOR. HE COMES TO

HAS TALK WITH

Nevertheless they flew about the mile track as if borne by the wings of the swiftest wind.

#### Failure to Lower Mort.

The afternoon program was opened at the start and the first event consisted of attempts to lower the mile record. Harry Oldfield, in his Benz, made the first attempt and drove a mile in 41.3-4, which of a second slower than the auto world's record he established yesterday. Zengel, in his Big Six Chardwick, followed with a mile in 49.3-10. De Palma then drove a Fiat stock car a mile in 46.6. Four starters—two Marmon, driven by Monson and Tinkler, and two Buicks driven by Strang and Chevrolet—entered in the first race of the afternoon, a one-mile event for cars of 2½ to 3½ cubic inches piston displacement. Strang, running alone, was an easy winner by a eighth of a mile. Chevrolet was second; Monson was third, and Tinkler was fourth, both being far back. The time was 40.

Indianapolis' Boy Wine

FOUR cars got away in the running race in which a Jackson was left and a National appeared on the track too late to start. It was a ten-mile race over a path of 301 to 450 cable inches giving a displacement. The starters were Moore in a National, De Hyatt in a Stoddard-Dayton, Chevrolet, in a Buick, and Clemens, in a Stoddard-Detroit. Clemens had trouble with his car, and withdrew after the first lap.

One of the most popular veterans of the two days, judging by the cheering from the spectators, was that of young Harry Merv, with his National. In this event, Merv was an Indianapolis boy and on Indianapolis car and the victory pleased the crowd. Merv led all the way, with Chevrolet second. The noted Frenchman used all his skill in an effort to catch his younger rival, but his efforts were vain as the winner increased his lead in the last two laps. The time was 8 m.

The drivers finished as follows: International (Mass.), first; White second; Stoddard-Dayton (Ind.) third.

#### **Third Race Interesting.**

The third race, ten miles, was one of the most interesting of the meeting, the reason that it brought out a large

that the author has done his best to make the book as interesting as possible. The author's personal experiences have been used to illustrate the various stages of the life cycle of the mosquito. The author's personal experiences have been used to illustrate the various stages of the life cycle of the mosquito.

The author is very  
grateful to the members  
of his research group  
who have helped him.

the first time in the history of the world, the people of the United States have been called upon to decide whether they will submit to the law of force, or the law of the Constitution.

1000-10000

19. *Leucosia* (Leucosia) *leucostoma* (Fabricius) (Fig. 19)

# TAGGABLE ATTRIBUTES IN THE DOM

**BRUNNEN** George Goulden  
with his son and wife

**ANSWER**

some racing cars to exercise more care. However, they flew around the  $2\frac{1}{2}$ -mile track and borne by the wings of the wind.

### Fails to Lower Mark.

The afternoon program was revised at the start and the first event consisted of attempts to lower the mile record. Harry Gossel in his Benz, made the first attempt and drove a mile in :43 1-5, one-tenth of a second slower than the new world's record he established yesterday. Second in the Big Six Chadwick, followed with a mile in :49 3-16. De Palma then drove a Fiat motor car a mile in :48 6-10. The start of two Marions, driven by Strang and Treador, and two Buicks, driven by Strange and Chevrolet—started in the first race of the afternoon, a five-mile event for cars of 231 to 300 cubic inches piston displacement. Strang, riding in a Buick, was an easy winner by an interval of a mile. Chevrolet was second. Strange was third and Monson was fourth. The time was :48.

### Indianapolis Boy Wins.

There were got away in the second race in which W. Jackson was left and W. National appeared on the track too late to start. It was a ten-mile race for cars of 270 to 400 cubic inches piston displacement. The starters were Marx, in a National, De Hymel, in a Stoddard-Dayton, Clegg, in a Buick, and Stoddard-Dayton. Clemmons had trouble with his car, and withdrew after the first lap.

One of the most popular victories of the day, judging by the ovation from the spectators, was that of young Charley Moore, with his National, in this event. It was an Indianapolis boy, and an Indianapolis car, and the victory pleased the crowd all the way, with Chevrolet second. The noted French driver used all his skill in an effort to catch his younger rival, but his efforts were futile, as the winner increased his lead on the last lap. The time was 8:16 3-10. The drivers finished as follows: National (Charley Moore), Buick (Chevrolet), Stoddard-Dayton (De Hymel).

### Third Race Interesting.

The third race, ten miles, was one of the most interesting of the meeting, for the reason that it brought out a side-

PARIS, Ill., August 26.—An made last night to show the sheriff's office, containing all the Marshall-Schubert judicial contest. Under an order of ballots of the five counties over to the custody of Mr. Winn, preparatory to the trial, is set for September 4. The securely sealed and placed in his office, of which he also combination.

The attempt of last night hand of an expert. A hole beside the combination dial, was constructed a cup made cotton.

Several times with dynamite caps had been prepared, and was ready for insertion. Beingotton to fill the hole in the ounce bottle, about one-third glycerin, was found the result apparently being prepared for insertion.

Marshall's evidence, which crumbled away when he protested to this stage, and with the exception of the left behind in the hotel destruction of theft of a few lots would have been taken of John W. Marshall, Charley Moore, who succeeded of William R. Marshall, in the circuit.

## TAGGART JOLLIES IN THE DENISON

BUBBLING OVER WITH  
MOR. HE COMES TO

HAS TALK WITH

last two laps. The time was 8:39.14. The drivers finished as follows: National (Mack), first; Buick (Clegg), second; Stoddard-Dayton (De Palma), third.

### Third Race Interesting.

The third race, ten miles, was one of the most interesting of the meeting, for the reason that it brought out a host of celebrated drivers. Included was Louis, in an Apperson; De Palma, in a Fiat, and Oldfield, in his National Old Glory. There were eight starters, the others being Mulford, in a Lozier; Aitken and Knudsen, in Nationals, and two Stoddards, drivers the Clemens and De Hymel.

Oldfield did not finish the first lap, having trouble with his car and withdrawing before completing the circuit.

Aitken was the winner, though he finished last on the first lap. Louis was second; Mulford, third, and Aitken fourth. The time was 9:26.6-25. (Knudsen led on the third lap, but was passed by Aitken on the first turn.)

### Fifty-Mile Race.

The next race was a fifty-mile, which brought out five starters, including Wright and Schwitzer in Mercedes-Daytons, De Witt and Fyall in Stevens and Merritt in a Velle. Fifty miles requires twenty laps, and as only high-powered cars of 161 to 200 cubic inches piston displacement were eligible, fifteen minutes an hour was required to run this race. Wright and Schwitzer led at the end of twenty miles, with De Witt and Fyall following. The time for twenty miles was 21:03. Merritt quit the race at the seventh lap. At the end of twenty-five miles Wright led, but De Witt had passed Schwitzer. In second place Schwitzer was third and Fyall fourth. The time was 29:12.

### Crowd Begins Arriving Early.

Probably five thousand people were on the grounds before noon. A strong northerly wind was expected to give a handicap to the riders during the afternoon's racing. Additional rain sprinkled on the course later, but the clouds of dust of the opening day were pleasantly missed.

Night events were on the card, including a five-mile race, a two-mile race, a series of efforts to break records,

BUBBLING OVER WITH  
MOR, HE COMES TO

## HAS TALK WITH

Thomas Taggart, of Springs, came up to Indianola to attend the automobile races. He came this morning to meet his old friends at the Denison hotel and shake hands. Mr. Taggart was in a jolly mood.

"I saw one of your old friends this morning," said he as he approached a group of men in the Denison lobby composed of members of the Marion County Chairman Moore, a man and several others. "He is looking well and is still sparkling in the sun," said Taggart, approaching and shaking like a small paper fan. "He is the Irvington smile just the same as ever. He is the same man in his palmy days."

"I know it," interrupted a man in the group. "It was Charles A. Geuse." "Right," said Mr. Taggart.

**Have a Little Talk**  
Later Moore had a little talk with Mr. Taggart. Moore said there was no doubt about Taggart's being elected mayor. Moore declared also that he was in full agreement with Taggart. There is no doubt about Geuse's being elected mayor. A harmonious campaign will be conducted.

"The campaign will start on September 1st," said Moore. "Until then we shall take the fifty-day period for the road speaking campaign and then continue until about four weeks before election."

Charles A. Geuse has registered to speak at Columbus on Wednesday on behalf of John C. Moore, one of the six Democratic candidates for mayor. He was invited by the Democrats of Columbus because he had volunteered the ring nomination for mayor in just a few days after the election.

### Third Race Interesting.

The third race, ten miles, was one of the most interesting of the meeting, for the reason that it brought out a field of experienced drivers. Included was Lytle, in an Almon; De Palma in a Fiat, and Clemens, in his National Old Glory. There were eight starters, the others being Muller, in a Riley; Aitken and Kincaid, in Stevens, and two Stoddards, driven by Schmitz and De Hynes.

De Palma did not finish the first lap, having broken with his car and withdrawing from the circuit.

Clemens was the winner, though he finished last on the first lap. Lytle was second, Muller third, and Kincaid fourth. The time was 9:26 4-10. Clemens led on the third lap, but was passed by Muller on the first turn.

### Fifty-Mile Race.

The next race was a fifty-mile event which sent out five starters, including Muller and Schwitzer in Stoddard-Stevens, De Witt and Ryall in Buicks and Muller in a Velle. Fifty miles require twenty laps, and as only low-compression cars of 30 to 50 cubic inches piston displacement were eligible, about 1000 horsepower was required to run this race. Muller and Schwitzer led at the end of twenty miles, with De Witt and Ryall following. The time for twenty miles was 10:15 4-10. Muller quit the race in the middle of the race. At the end of twenty-five miles Muller led, but De Witt had superseded him. Muller was in second place. Muller was third and Ryall fourth. The time was 10:22.

### Crowd Begins Arriving Early.

Probably five thousand people were on the grounds before noon. A strong northwesterly wind was expected to prove a hindrance to the riders during the afternoon's racing. Additional oil was sprayed on the course last night, and the possibility of dust of the opening day was eliminated.

Two events were on the card today, consisting of a five-mile race, and a ten-mile race, a series of efforts to lower world's records.

met two laps. The time was 9:18 1-10.

The drivers finished as follows: National (Meiss), first; Buick (Chevrolet), second; Stoddard-Dayton (De Hymel), third.

### Third Race Interesting.

The third race, ten miles, was one of the most interesting of the meeting, for the reason that it brought out a field of celebrated drivers. Included was Lytle, in an Apperson; De Palma, in a Fiat, and Oldfield, in his National Old Glory. There were eight starters, the others being Mulford, in a Lozier; Aitken and Kincaid, in Nationals, and two Stoddards, driven by Clemens and De Hymel.

Oldfield did not finish the first lap, having trouble with his car and withdrawing before completing the circuit.

Aitken was the winner, though he finished last on the first lap. Lytle was second; Mulford third, and Kincaid fourth. The time was 9:26 6-10. Clemens led on the third lap, but was passed by Aitken on the first turn.

### Fifty-Mile Race.

The next race was a fifty-mile event that brought out five starters, including Wright and Schwitzer in Standard Daytonas, De Witt and Ryall in Fultons and Merritt in a Velle. Fifty miles requires twenty laps, and as only low-powered cars of 161 to 230 cubic inches piston displacement were eligible, about an hour was required to run this race.

Wright and Schwitzer led at the end of twenty miles, with De Witt and Ryall following. The time for twenty miles was 31:30. Merritt quit the race in the seventh lap. At the end of twenty-five miles Wright led, but De Witt had usurped Schwitzer in second place. Schwitzer was third and Ryall fourth. The time was 30:2:2.

### Crowd Begins Arriving Early.

Probably five thousand people were on the grounds before noon. A strong northerly wind was expected to prove a handicap to the riders during the afternoon's racing. Additional oil was sprinkled on the course last night, and the clouds of dust of the opening day were pleasantly missed.

Eight events were on the card today, including a five-mile race, a ten-mile race, a series of efforts to lower world's

records over the MDR, the coming to

## HAS TALK WITH

Tragedy. Chicago  
Highway Safety Act  
and the accident  
law has been  
in the Chicago area  
for years.

"The law is a good idea  
and it is important to  
have safety laws.  
The accident rate  
has been going down  
in recent years,  
but there is still  
a lot of work to be  
done."

Chicago's safety  
law has been  
advised. Chicago's safety  
law is good and can  
be helpful.

The Chicago  
Safety Law  
should be good to help  
the city to do its  
part in preventing  
accidents.

Having a car  
service, a  
Washinton or  
edge of the city  
area. The  
Chicago  
is not  
as  
far as  
possible.

skilled drivers. Included was Lytle, in an Apperson; De Palma, in a Fiat, and Oldfield, in his National Old Glory. There were eight starters, the others being Mulford, in a Foster; Aitken and Kincaid, in Nationals, and two Stoddards, driven by Clemens and De Hymel.

Oldfield did not finish the first lap, having trouble with his car and withdrawing before completing the circuit.

Aitken was the winner, though he finished last on the first lap. Lytle was second, Mulford third, and Kincaid fourth. The time was 9:26 6-10. Clemens was on the third lap, but was passed by Aitken on the first turn.

### Fifty-Mile Race.

The next race was a fifty-mile event that brought out five starters, including Wright and Schwitzer in Stoddard-Davisons, De Witt and Ryall in Butchers and Morris in a Velle. Fifty miles required twenty laps, and as only four-cylinder cars of 161 to 250 cubic inches piston displacement were eligible, about an hour was required to run this race.

Wright and Schwitzer led at the end of twenty miles, with De Witt and Ryall following. The time for twenty miles was 20:12. De Witt quit the race in the twentieth lap. At the end of twenty-five miles Wright led but De Witt had surpassed Schwitzer in second place. Schwitzer was third and Ryall fourth. The time was 20:22.

### Crowd Begins Arriving Early.

Probably five thousand people were on the grounds before noon. A strong northerly wind was expected to prove a handicap to the riders during the afternoon's racing. Additional oil was sprayed on the course last night, and the clouds of dust of the opening day were definitely missed.

Four events were on the card today, including a five-mile race, a ten-mile race, a series of efforts to lower world's records for the kilometer and mile, a ten-mile event, fifty-mile race, another ten-mile race, a five-mile free-for-all handicap, and the one-hundred-mile race for the C & J trophy, valued at \$100.

Thomas Thompson, of Springs, came up to lead the exhibition time trials Saturday to much success at the Western road and glided home. Mr. Thompson won for points.

"I am one of your old men," said as he announced a Division 1000 exhibition time trial. "I have been racing since 1903, and I have won three exhibitions in the 1000 class. I will do my best to help you all get along." "I am a 1000 man,"

## STRIKE GHOST REAPPEARS.

Chicago Street Car Employees Re-

LIGHT ON PREMIER

celebrated drivers. Included was Lotter, in an Apperson; De Palma, in a Fiat, and Oldfield, in his National Old Glory. There were eight starters, the others being Mather, in a Lozier; Aitken and Kincaid, in Nationals, and two Stoddards, driven by Clappens and De Hymel.

Oldfield did not finish the first lap, having trouble with his car and withdrawning before completing the circuit.

Aitken was the winner, though he finished last on the first lap. Letts was second, Mulford third, and Kinnard fourth. The time was 9:26 6-10. Chapman third lap, but was passed by Aitken on the first turn.

## Fifty-Mile Race.

The next race was a fifty-mile event that brought out five starters, including Wright and Schwitzer in Standard Dayton, De Witt and Fyall in DeVille and Merritt in a Velle. Fifty miles requires twenty laps, and as only low-powered cars of 161 to 230 cubic inches piston displacement were eligible, an hour was required to run this race.

Wright and Schwitzer led at the end of twenty miles, with De Witt and Ryall following. The time for twenty miles was 29:2. Merritt quit the race at the seventh lap. At the end of twenty-one miles Wright led, but De Witt had overtaken Schwitzer in second place. Schwitzer was third and Ryall fourth. The time was 29:2.2.

#### **Crowd Begins Arriving Early**

Probably five thousand people were on the grounds before noon. A strong northerly wind was expected to prove a handicap to the riders during the afternoon's racing. Additional rain sprinkled on the course last night, and the clouds of dust of the opening day were pleasantly missed.

Eight events were on the card today, including a five-mile race, a ten-mile race, a series of efforts to break world records for the kilometer and mile, a ten-mile event, fifty-mile race, open-air ten-mile race, a five-mile free-for-all handicap, and the one-hundred-mile race for the G & J trophy, valued at \$1,000.

# **STRIKE GHOST REAPPEARS.**

**Chicago Journal Case Report**

and several others. Included was Lytle, in an Agnes; De Palma, in a Fiat, and Clegg, in the National Old Glory. There were eight starters, the others being Muller in a Safety; Aitken and Kincaid, in Stevens, and two Stoddards, driven by ~~De Mynne~~ and ~~De Mynne~~.

De Mynne did not finish the first lap, having broken with his car and withdrawing from continuing the circuit.

Lytle was the winner, though he finished last on the first lap. Lytle was followed by Stoddard third, and Kincaid fourth. The time was 9:28 6-10. Clemens quit the third lap, but was passed by Muller on the first turn.

### Fifty-Mile Race.

The next race was a fifty-mile event which brought out five starters, including Muller and Schwitzer in Stoddard-Sixes, De Witt and Ryall in Buckeyes and Muller in a Velle. Fifty miles require twenty laps, and as only low-combined cars of 16 to 20 cubic inches displacement were eligible, about a mile was required to run this race.

Muller and Schwitzer led at the end of twenty miles, with De Witt and Ryall following. The time for twenty miles was 1:52. De Witt quit the race before the twenty-five mark, but De Witt had superseded Schwitzer in second place. Muller was third and Ryall fourth. The time was 3:12.

### Crowd Begins Arriving Early.

Probably five thousand people were on the grounds before noon. A strong southwest wind was expected to prove a hindrance to the riders during the afternoon's racing. Additional oil was scattered on the course last night, and the clouds of dust of the opening day were apparently missed.

Other events were on the card today, including a five-mile race, a ten-mile race, a series of efforts to lower world's records for the kilometer and mile, a double event, fifty-mile race, another double race, a five-mile free-for-all and the one-hundred-mile race for the "A" trophy, valued at \$1,000.

## STRIKE GHOST REAPPEARS.

Street Car Employees Demand

Thomas Taggart, of P. Springs, came up to Indianapolis to attend the automobile races. He came this morning to meet him at the Denison hotel and shake his glad hand. Mr. Taggart was here for joking.

"I saw one of your old friends," said he, as he approached a group in the Denison lobby composed of Marion County Chairman Moore, H. C. L. and several others. The man was sparkling in the sun, diamond-like, approaching and standing like a tall poplar in the sun, the Irvington smile just like the man in his palmiest days.

"I guess it," interrupted a group. "It was Charles A. Gause."

"Right," said Mr. Taggart.

### Have a Little Talk.

Later Moore had a little talk with Taggart. Moore said there was about Taggart's being the Democratic candidate for mayor. Moore declares also that there is no doubt about Gause's being the Democratic candidate.

"The campaign will start on September 1," said Moore, "until September 1 we shall not open in earnest. We shall take the sixty days preceding the road speaking campaign until about four weeks before election."

Charles A. Gause has received an invitation to speak at Columbus on Wednesday on behalf of John Jennings, one of the six Democratic candidates for mayor. He was invited because the Democrats of Columbus believe he had defeated the ring council nomination for mayor. In addition he is expected to talk along anti-bossism.

While the invitation has been sent at Mr. Gause's home, it is understood he will accept it after the trip to Jennings' county taking a reported boat tomorrow, which follows the Columbus trip.

### LIGHT ON PRIMARY.