



PAULHAM BREAKS WORLD'S RECORD FOR EIGHT. IN AN AEROPLANE



SCHOBER LOSES MATCH WITH CUTLANO, USING STRANGLE HOLD



# SPEEDWAY RECEIVES A. A. A. RACE PLUMS

Procures Sanctions for Motor Car Events on Local Course Despite Opposition.

## LAUNCH NATIONAL CLASSIC

Officials Will Hold Track Contest Here—Also Organize New Speed Circuit.

BY P. P. WILLIS.

When E. A. Moross, director of the Indianapolis Motor Speedway contests; Carl Fisher, president, and James Allison, secretary, got hold of the American Automobile Association plum tree at New York and began to shake it every plum they wanted fell into their hands except one.

These plums are sanctions for racing meets to be held here this season. Mr. Moross spent two weeks in Gotham and had things "all lined up" when Mr. Fisher and Mr. Allison appeared on the scene to help with the grand finale. The trio of triumphant motorists returned last night jubilant over their success.

When it is considered that there were more than fifty applications from over the broad land for every date asked for by the Indianapolis promoters, and when it is noticed that the A. A. A. has entirely changed its system of granting sanctions, limiting the entire number to only 100, it is seen what an unheard of feat Mr. Moross has performed in the interests of the famous Indiana course. For without sanctions the local track would, under the



AT IT AGAIN

# RETAIN BIG SQUAD

## SEVEN ON THE ROSTER

### R DUFFY WILL HAVE BIG N CHOOSING BETWEEN VET- ANS AND YOUNGSTERS ON THE LIST.

GO, Jan. 15.—(Special)—Of the  
n varieties of ball players owing  
e to Charles A. Comiskey last fall,  
an are left on the White Sox  
ecording to the official list is  
the "Old Roman" today, along  
announcement that the remain-  
rs would make the training trip  
rnia next month. It is evident  
magnate believes the sixty list  
k within the next few weeks by  
rocess to the limit of thirty-six,  
fixed as the capacity of the ac-  
tions to be provided for the play-

- Sox roster for season of 1910:
- W. J. Sullivan, Fred Payne,
  - wens, James Block, Raymond
  - gh McMurray, Art Krueger, R. U.
  - Frank Smith, Edward Walsh,
  - lte, James Scott, William Burns,
  - Irving Young, Fred Olmstead,
  - Victor Holm, Emil Richter,
  - ven, C. Gilbert.
  - Frank Isbell, George Davis,
  - zer, Jakey Atz, Barney Reilly,
  - Purtell, Lee Tannehill, Charles
  - arren Gill, Arnold Gandil, Rollo
  - ussell Blackburn, John Collins,
  - w. J. Burg, W. Raffis.
  - Fred Parent, Willis Cole, Pat
  - Edgar Hahn, Charles Messenger,
  - on, Walter Mattick, Roland Bar-
  - n Beall, Chester White.

### Big Task for Duffy.

Duffy will be confronted by a  
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... what an unheard of feat. Moross has performed in the interests of the famous Indiana course. For without sanctions the local track would, under the new system, never attract the daring pilots, but with them Indianapolis has now been placed far in the lead of the 1910 motor car racing cities.

Following are the several dates pro-  
cured after several days of conference  
and opposition: May 27, 28 and 30; July 1,  
2 and 4; Aug. 12 and 14, when a twenty-  
four-hour race will be held.

Application was made for Sept. 2, 3  
and 5, but the Lowell promoters raised  
such a hue and cry that the Labor day  
sanction was taken under further consid-  
eration. If the Lowell people run a na-  
tional meet they will probably get these  
dates, but if not, and they try to con-  
duct purely a local affair, these dates  
will also join the large Indianapolis clus-  
ter. This question will be settled at the  
Chicago automobile show.

The fight for these sanctions was keen  
from start to finish, as several cities from  
coast to coast had representatives on the  
battle field championing their interests.  
Indianapolis had the jump on them all,  
however, because, instead of having a  
speedway only on paper, backed with a  
limitless supply of talk, it has the real  
article that cost several thousands of dol-  
lars and has proven to be the fastest in  
the land. As a result 1910 will see all  
the manufacturers of motor racing cars  
pitching their racing camps at the Hoos-  
ier capital.

A blow direct at the belt of the barn-  
stormers was struck by the A. A. A.  
when it launched the national racing cir-  
cuit. From now on races that are not  
held in this sanctioned circuit will not be  
recognized and will not be given official  
records.

The purpose of this was to stop big  
manufacturers from going into a city and  
pulling off a meet where only their own  
make competed. Such meets hereafter  
will be given the cold shoulder and com-  
pletely ignored so far as records are con-  
cerned.

The new national circuit will open at  
Los Angeles April 10 on a mile board  
track. From there the sanctioning eye  
of the A. A. A. will focus on Atlanta,  
where sanctions for May 5, 6 and 7 were  
granted.

In this connection it is worthy to notice  
that Asa Candler, principal owner of the  
Atlanta Speedway, requested E. A.  
Moross to procure the sanctions for his  
track. Mr. Moross procured the May  
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These are all the dates that the South-  
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"No use to be little about such things"

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**ON DOWNS ANDERSON.**

**School Basket Ball Team Wins Rough Game.**

DN, Ind., Jan. 15.—In a rough racterized by much fouling, Leb- a School's basket ball team tonight anderson High School by a score of Lineup and summary:

(30). Anderson (6).  
 .... Forward ..... Joevba  
 Dale ..... Vasbinder  
 .... Center ..... Nichols  
 .... Guard ..... Whittaker  
 .... Guard ..... Bercau  
 als—Little 4, O. Berry 4, Darnell or, Vasbinder. Poul goals—Dar- it of 15; Joevba, 4 out of 11, Ref- nton. Umpire—Zechel.

**R GAME CALLED OFF.**

**tutes Available for Y. M. C. A. Easterns Contest.**

do cloud settled again over the ket ball camp and caused a drop which greatly discouraged the dy. Of the fourteen men who r- practice on Tuesday of last week, ad seven continued to report for ad after the injury to two of the the last practice. Coach Gine

cerned.

The new national circuit will open at Los Angeles April 10 on a mile board track. From there the sanctioning eye of the A. A. A. will focus on Atlanta, where sanctions for May 5, 6 and 7 were granted.

In this connection it is worthy to notice that Asa Candler, principal owner of the Atlanta Speedway, requested E. A. Moross to procure the sanctions for his track. Mr. Moross procured the May dates and also a meet for October, but these exact dates are not determined.

These are all the dates that the Southern races received from the A. A. A. body and they were obtained through Indianapolis authorities.

"No use to be little about such things," said Mr. Moross. "After I had obtained all I was after for Indianapolis why I was willing to help our rivals."

From the May Atlanta meet the record making right is transferred to Indianapolis. The rest of the circuit has not been formed.

Another big victory procured by the local people, and one that will stand out on the motor racing calendar in big red letters, even as stands the Vanderbilt event, is the national A. A. A. track meet to be conducted here on May 30.

This is the first time in the history of the sport that the A. A. A. has conducted such a meet. These officers, who are the controlling body for all American motor car events of every kind, will make out the entries for this race, will be the officials and, in fact, will have entire control of the contests.

This fact alone assures that it will be the greatest track meet ever held, as all the heroes of the daring sport will be only too eager to get in the ranks. The Vanderbilt has been made what it is by the fact that the A. A. A. has been back of it and now, all hail, the Indianapolis-track-Vanderbilt! Not that the Vanderbilts will have anything to do with it, other than that W. K. Vanderbilt Jr. will be one of the judges, but because it takes the same rank as this famous classic, except that it will be on a track instead of a road.

The next important result of the many meetings of these motor captains is the changing of the meaning of a stock car. A sliding scale was adopted by the Manufacturers' Contest Association and submitted to the A. A. A. It was adopted.

E. A. Moross was the only one attending this meeting, where these rules were made, who is not a builder. He offered many amendments and was of valuable service because of his wide experience and knowledge of the racing sport.

**FISHER TO BUY RACER.**

... Young, Fred Tomstead,  
 Victor Holm, Emil Richter,  
 Gilbert  
 Frank Labell, George Davis,  
 Jakey Atz, Barney Reilly,  
 Bartell, Leo Tannehill, Charles  
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