

AR.

PRICE TWO CENTS.

le Caravan.

MOTOR MUSKETRY OPENS FIRE TODAY

Dare Devil Soldiers of Speed
Await Start Signal for Speed-
way Auto Races.

THOUSANDS INVADE CAPITAL

Chicago a la Glidden Tourists
and Others Gather for Big
Opening of Track.



FINDER.

SUMMARY OF

ANAPOLIS STAR

The day has dawned for the motor battle at the Indianapolis Speedway. Sixty-five cannons of gasoline were carefully loaded and placed under guard at the famous race site early last night. Experts gave the cars a last grooming after the practice yesterday and rubbed them down, oiled, tightened nuts and otherwise placed in perfect condition the monsters that are expected to soon spell a new era in automobile racing.

The drivers were also tucked away early and team managers only stayed up late, talking in excited groups about the great conflict to be waged today. It is a tense moment in the motor world, because the country's greatest drivers will soon be pitted against one another in the speed arena, while the thousands cheer from

MARY OF

NAPOLIS STAR

DAY, AUG. 19.

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pitted against one another in the speed
arena, while the thousands cheer from
the grand stands, surpassing anything that
the Roman tourneys ever presented.

More than 200 motorists from Chicago
invaded the city yesterday. They came
a la Glidden from the Windy City in
fifty-five machines. The pathfinders ar-
rived about 12:30 o'clock after blazing
the trail with 200 pounds of white and
pink confetti. Charles P. Root and Frank
Trego were the pathmakers and rode in
a big National machine. The followers
rolled in all afternoon until evening, going
direct to the Claypool, which is the head-
quarters for the Chicago Motor Club.
Luncheon was enjoyed at Lafayette. The
pathfinder left Chicago at 4 o'clock and
the trail of honking followers left about
two hours later.

Route of Caravan.

The tour passed through Hammond, 21
miles; Crownpoint, 44 miles; Orchard
Grove, 55 miles; Shelby, 60 miles; Thayer,
63 miles; Burgle, 76 miles; Aix, 83 miles;
Rensselaer, 90 miles; Collegeville, 92
miles; Remington, 102 miles; Wolcott,
107½ miles; Montmorenci, 128 miles, to
Lafayette, 135 miles, where a stop was
made for luncheon. Then the trail con-
tinued through Dayton, 143½ miles; Mul-
berry, 149½ miles; Jefferson, 157½ miles;
Frankfort, 161 miles; Kirklín, 171½ miles,
to Indianapolis, 202½ miles.

In addition, many came by train.
Every train brought in representatives
from every direction. Among those
more prominent in motor circles who ar-
rived last night are: William Poertner,
New York; William Thorne, Chicago;
James Stack, Chicago; Charles Ackerson,
Syracuse; E. H. Broadwell, New York;
A. L. Riker, Bridgeport, Conn.; John
Prince, New York; E. E. Schwartzkopf,
New York; Fred J. Wagner, New York;
Norman Church, Los Angeles; S. B.
Stevens, Rome, N. Y.; C. G. Stoddard,
Dayton, O., and A. R. Pardington, Buf-
falo. The first party of Chicago tourists
to arrive consisted of H. P. Branstetter,
Detroit; Tom Hay, Jack Banter, Frank
Case and wife, Joseph Lithdrop and wife,
John Hayden, Charles Gregory, C. F.
Price, Luis Gayler, A. M. Robbins,
James Levy, Webb Jay, Cliff Taylor, J.
V. Lawrence, A. J. Banta, R. A. Creek,
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Prince, New York; E. E. Schwartzkopf,
New York; Fred J. Wagner, New York;
Norman Church, Los Angeles; S. B.
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All doubt has now been erased, for Bar-
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 of 1:58 yesterday, setting a new record
 for the track. This averages a mile in
 :46 1-5, and is at the rate of 76.26 miles
 an hour. His nearest competitor is Zeln-
 gal in his Chadwick, who made the circuit
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An oil-soaked, dirt-grimed man, whose
 eyes saw nothing but the stretches of
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 answered to the name of Barney Oldfield,
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Practice was short yesterday. It was
 just a last trial before the real issue.
 The main work accomplished was the
 work of team managers giving the driv-
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 cars a last rubdown, like big athletes be-
 fore a championship deciding contest.

The officials went over the course late
 yesterday and mapped out their blue print
 of system, insuring that the races will
 be started tomorrow like clockwork. Guns
 will not be used to give the start signal
 because they would be entirely useless
 amid the thundering noise of the many
 cars. Fred Wagner, starter, of New York,
 who is a veteran in such positions, will
 lean far over and shout into the ear of
 every driver the seconds as they pass
 until time to start.

Hundreds of persons witnessed the
 short, fierce practices yesterday.

Cars Kick Up Heels.

Bang. Bang. — Bang! Crash, Crack,
 C-r-a-c-k. A sudden cannonading came
 from a dozen garages, heralded the start
 of the final practices. Crackle, Crackle,
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Page 14

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Page 14

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 Page 8
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 Page 8
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 Page 9
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 Page 9

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 Page 11
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 Page 11
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 Page 11

MENTS.
 Society 7
 Home hints 7

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The team managers stood by the track nervously holding watches and straining their eyes down the track to catch the first glimpse of their charges. The final practice was chuck full of meaning to those whose interests were at stake. It was the last call, and drivers and managers concealed their personal fears and hopes as the machines spun off the miles of track.

The long-distance races test cars as no other form of tests can. It is the cross-examination for drivers and machinery. It places the cars in competition under conditions for which they were designed.

Few people realize the strain placed upon the racing car. There are many machines which could be driven across the continent and back successfully, yet could not possibly endure the racking that a swift race of several hundred miles calls forth. If weaknesses exist they are sure to be brought out by the furious and sustained gait.

One of the weaknesses of the early American cars was the steel of which they were constructed. In 1901 the best alloy automobile steels could not be bought in the United States but were imported for certain racing cars. Ordinary steel might do for ordinary work, but for racing the steel was some far ahead. Some the best steel was made and made the alloy as necessary in high-grade automobile construction. Since the manufacturers began to use the same high-grade material for all cars, no matter how large or small, the same steel is used for the chassis and the body. The same steel is used for the chassis and the body. The same steel is used for the chassis and the body.

Page 8
 Page 9
 Page 10
 Page 11
 Page 12
 Page 13
 Page 14
 Page 15
 Page 16
 Page 17
 Page 18
 Page 19
 Page 20
 Page 21
 Page 22
 Page 23
 Page 24
 Page 25
 Page 26
 Page 27
 Page 28
 Page 29
 Page 30
 Page 31
 Page 32
 Page 33
 Page 34
 Page 35
 Page 36
 Page 37
 Page 38
 Page 39
 Page 40
 Page 41
 Page 42
 Page 43
 Page 44
 Page 45
 Page 46
 Page 47
 Page 48
 Page 49
 Page 50
 Page 51
 Page 52
 Page 53
 Page 54
 Page 55
 Page 56
 Page 57
 Page 58
 Page 59
 Page 60
 Page 61
 Page 62
 Page 63
 Page 64
 Page 65
 Page 66
 Page 67
 Page 68
 Page 69
 Page 70
 Page 71
 Page 72
 Page 73
 Page 74
 Page 75
 Page 76
 Page 77
 Page 78
 Page 79
 Page 80
 Page 81
 Page 82
 Page 83
 Page 84
 Page 85
 Page 86
 Page 87
 Page 88
 Page 89
 Page 90
 Page 91
 Page 92
 Page 93
 Page 94
 Page 95
 Page 96
 Page 97
 Page 98
 Page 99
 Page 100

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 5 cents higher on
 Page 11
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 Page 11
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 Page 11
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 Page 11

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 Society 7
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 As with the car, so with the tire. Four tubes of vegetable reinforced supporting a great mass of steel are bound

CONTINUED ON PAGE 11, COLUMN 1

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PRINCIPLE.

Page 10

Page 11

Page 12

Page 13

Page 14

MENTS.

Society	7
leave hints	7

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CONTINUED ON PAGE 10, COLUMN 4

1. Introduction
 2. Background
 3. Methodology
 4. Results
 5. Conclusion
 6. References
 7. Appendix
 8. Index
 9. Table of Contents
 10. Figure
 11. Table
 12. Figure
 13. Table
 14. Figure
 15. Table
 16. Figure
 17. Table
 18. Figure
 19. Table
 20. Figure
 21. Table
 22. Figure
 23. Table
 24. Figure
 25. Table
 26. Figure
 27. Table
 28. Figure
 29. Table
 30. Figure
 31. Table
 32. Figure
 33. Table
 34. Figure
 35. Table
 36. Figure
 37. Table
 38. Figure
 39. Table
 40. Figure
 41. Table
 42. Figure
 43. Table
 44. Figure
 45. Table
 46. Figure
 47. Table
 48. Figure
 49. Table
 50. Figure
 51. Table
 52. Figure
 53. Table
 54. Figure
 55. Table
 56. Figure
 57. Table
 58. Figure
 59. Table
 60. Figure
 61. Table
 62. Figure
 63. Table
 64. Figure
 65. Table
 66. Figure
 67. Table
 68. Figure
 69. Table
 70. Figure
 71. Table
 72. Figure
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 74. Figure
 75. Table
 76. Figure
 77. Table
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 82. Figure
 83. Table
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 86. Figure
 87. Table
 88. Figure
 89. Table
 90. Figure
 91. Table
 92. Figure
 93. Table
 94. Figure
 95. Table
 96. Figure
 97. Table
 98. Figure
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1974-1975 1976-1977 1978-1979 1980-1981 1982-1983 1984-1985 1986-1987 1988-1989 1990-1991 1992-1993 1994-1995 1996-1997 1998-1999 2000-2001 2002-2003 2004-2005 2006-2007 2008-2009 2010-2011 2012-2013 2014-2015 2016-2017 2018-2019 2020-2021 2022-2023 2024-2025 2026-2027 2028-2029 2030-2031 2032-2033 2034-2035 2036-2037 2038-2039 2040-2041 2042-2043 2044-2045 2046-2047 2048-2049 2050-2051 2052-2053 2054-2055 2056-2057 2058-2059 2060-2061 2062-2063 2064-2065 2066-2067 2068-2069 2070-2071 2072-2073 2074-2075 2076-2077 2078-2079 2080-2081 2082-2083 2084-2085 2086-2087 2088-2089 2090-2091 2092-2093 2094-2095 2096-2097 2098-2099 2100-2101 2102-2103 2104-2105 2106-2107 2108-2109 2110-2111 2112-2113 2114-2115 2116-2117 2118-2119 2120-2121 2122-2123 2124-2125 2126-2127 2128-2129 2130-2131 2132-2133 2134-2135 2136-2137 2138-2139 2140-2141 2142-2143 2144-2145 2146-2147 2148-2149 2150-2151 2152-2153 2154-2155 2156-2157 2158-2159 2160-2161 2162-2163 2164-2165 2166-2167 2168-2169 2170-2171 2172-2173 2174-2175 2176-2177 2178-2179 2180-2181 2182-2183 2184-2185 2186-2187 2188-2189 2190-2191 2192-2193 2194-2195 2196-2197 2198-2199 2200-2201 2202-2203 2204-2205 2206-2207 2208-2209 2210-2211 2212-2213 2214-2215 2216-2217 2218-2219 2220-2221 2222-2223 2224-2225 2226-2227 2228-2229 2230-2231 2232-2233 2234-2235 2236-2237 2238-2239 2240-2241 2242-2243 2244-2245 2246-2247 2248-2249 2250-2251 2252-2253 2254-2255 2256-2257 2258-2259 2260-2261 2262-2263 2264-2265 2266-2267 2268-2269 2270-2271 2272-2273 2274-2275 2276-2277 2278-2279 2280-2281 2282-2283 2284-2285 2286-2287 2288-2289 2290-2291 2292-2293 2294-2295 2296-2297 2298-2299 2300-2301 2302-2303 2304-2305 2306-2307 2308-2309 2310-2311 2312-2313 2314-2315 2316-2317 2318-2319 2320-2321 2322-2323 2324-2325 2326-2327 2328-2329 2330-2331 2332-2333 2334-2335 2336-2337 2338-2339 2340-2341 2342-2343 2344-2345 2346-2347 2348-2349 2350-2351 2352-2353 2354-2355 2356-2357 2358-2359 2360-2361 2362-2363 2364-2365 2366-2367 2368-2369 2370-2371 2372-2373 2374-2375 2376-2377 2378-2379 2380-2381 2382-2383 2384-2385 2386-2387 2388-2389 2390-2391 2392-2393 2394-2395 2396-2397 2398-2399 2400-2401 2402-2403 2404-2405 2406-2407 2408-2409 2410-2411 2412-2413 2414-2415 2416-2417 2418-2419 2420-2421 2422-2423 2424-2425 2426-2427 2428-2429 2430-2431 2432-2433 2434-2435 2436-2437 2438-2439 2440-2441 2442-2443 2444-2445 2446-2447 2448-2449 2450-2451 2452-2453 2454-2455 2456-2457 2458-2459 2460-2461 2462-2463 2464-2465 2466-2467 2468-2469 2470-2471 2472-2473 2474-2475 2476-2477 2478-2479 2480-2481 2482-2483 2484-2485 2486-2487 2488-2489 2490-2491 2492-2493 2494-2495 2496-2497 2498-2499 2500-2501 2502-2503 2504-2505 2506-2507 2508-2509 2510-2511 2512-2513 2514-2515 2516-2517 2518-2519 2520-2521 2522-2523 2524-2525 2526-2527 2528-2529 2530-2531 2532-2533 2534-2535 2536-2537 2538-2539 2540-2541 2542-2543 2544-2545 2546-2547 2548-2549 2550-2551 2552-2553 2554-2555 2556-2557 2558-2559 2560-2561 2562-2563 2564-2565 2566-2567 2568-2569 2570-2571 2572-2573 2574-2575 2576-2577 2578-2579 2580-2581 2582-2583 2584-2585 2586-2587 2588-2589 2590-2591 2592-2593 2594-2595 2596-2597 2598-2599 2600-2601 2602-2603 2604-2605 2606-2607 2608-2609 2610-2611 2612-2613 2614-2615 2616-2617 2618-2619 2620-2621 2622-2623 2624-2625 2626-2627 2628-2629 2630-2631 2632-2633 2634-2635 2636-2637 2638-2639 2640-2641 2642-2643 2644-2645 2646-2647 2648-2649 2650-2651 2652-2653 2654-2655 2656-2657 2658-2659 2660-2661 2662-2663 2664-2665 2666-2667 2668-2669 2670-2671 2672-2673 2674-2675 2676-2677 2678-2679 2680-2681 2682-2683 2684-2685 2686-2687 2688-2689 2690-2691 2692-2693 2694-2695 2696-2697 2698-2699 2700-2701 2702-2703 2704-2705 2706-2707 2708-2709 2710-2711 2712-2713 2714-2715 2716-2717 2718-2719 2720-2721 2722-2723 2724-2725 2726-2727 2728-2729 2730-2731 2732-2733 2734-2735 2736-2737 2738-2739 2740-2741 2742-2743 2744-2745 2746-2747 2748-2749 2750-2751 2752-2753 2754-2755 2756-2757 2758-2759 2760-2761 2762-2763 2764-2765 2766-2767 2768-2769 2770-2771 2772-2773 2774-2775 2776-2777 2778-2779 2780-2781 2782-2783 2784-2785 2786-2787 2788-2789 2790-2791 2792

1. The first group of people who are interested in the study of the history of the United States are the people who are interested in the history of the United States.

On the other hand, the fact that the majority of the people in the world are still living in poverty and ignorance is a source of deep concern. It is the duty of the United Nations to help these people to improve their living conditions and to attain the goals of the Declaration of the Principles of International Law.

best is none too good. Soon the local steel men awoke and made the alloys as necessary in high-grade automobile construction. Soon the manufacturers began to use the same high-grade material in all cars, so, motorists, don't forget when you crawl into your own private touring car to attend the Speedway races to remember that the same Speedway races and its kind have helped make your car what it is today.

As with the car, so with the tire. Four tubes of vegetable compound supporting a great mass of steel are bound

CONTINUED ON PAGE 10, COLUMN 4

tics.

1. boy.
y, girl.
st Miami,

North Jef-

06 Leeds,

2 Talbott,

724 East

3402 East

Leon, boy.
or, girl.

250 Cavin,

Olson, boy.

M. Ziegler.
C. Klein.

B. Smith.
yson.

yn.

dd.

Wettrick.

ie.

cancer of

Twentieth,

Washington,

Liberty,

Meridian.

Sycamore,

COURTS.

vs. Mary
Ira M.

P. Sherer.
Matthews,

I. Gilman.
Foster C.

Wernsing.
Taylor &

atta Lange.
nklm Mo-

Motor Musketry Opens Fire Today

CONCLUDED FROM PAGE ONE.

to wear and puncture. Toughness and ease of replacing are, therefore, desirable in touring and necessary in racing. In the early days of motor racing a tire change meant a most serious delay, if not actual defeat. Replacement was accomplished by brute force, as many men working as could be crowded around the machine. The old shoe was hacked off with knives, the new one jammed on by all the hands that could be applied to it. Then it was pumped up laboriously. This operation being obviously imbecile, brains were set to work. One result was the compressed air bottle for instantly inflating tires; another the detachable rim; a third the demountable rim and ready inflated tire, which may be changed by one man in less than a minute. Likewise the steel-studded, nonskid tires were originally a racing product. All of the devices produced and proved through racing have become the heritage of the average motorist, saving his money, his temper and his time.

Preparations are all ready for this Roman holiday today, tomorrow and Saturday. Preparations? Fiddlesticks! Preparations began a year—two, three years ago, when cars were being designed, built, tested, altered, experimented with; when drivers were being watched and picked as likely ones. The selection of the course by Carl Fisher and others, the building of the track and grand stands only marked the beginning of the end. The establishment of the training camps at the Speedway two or three weeks before the great ultimate days was not preparation—it was the actual beginning of the weeding out—the beginning of the real Speedway races.

Provide Police Protection.

More than forty officers of the Indianapolis police department will be detailed at the Speedway during the automobile races, according to an announcement made by Capt. Hyland yesterday.

Sergt. Barmfuhrer will have charge of the force at the course and Sergt. Ray will command the men stationed at the Big Four Depot. Sergt. Metcalf of the mounted squad and one of his horsemen will be free to go where their services are needed.

Capt. Hyland expects immense crowds at the thrilling events and gave a large number of his officers the special assignment because he believes there will be demand

Realty Transfers.

Fred E. Hole to William T. Shelburne et al., lot 29 and part 30, block 83, North Indianapolis, 45x125½ feet, improved, north side Twenty-seventh street, east of Annette street.....\$2,000.00

John B. Whitehead to Omer U. Newman, trustee, part lot 32, Butler's north addition, 43x44½ feet, improved, east side Ashland avenue, north of Fifteenth street.....1.00

Omer U. Newman, trustee, to John B. Whitehead, same.....1.00

William R. Carson to Fielding Brewer, part southeast ¼ Sec. 8, Tp. 14, R. 4, Perry Township.....500.00

Robert H. Scott to Frank M. Hill, lot 27, Holliday's Garfield Park addition, 36x135 feet, improved, east side Shelby street, south of Holliday avenue, 2,200.00

Robert F. Hiatt to David P. Barrett et ux., lot 34, Osgood's first Central avenue addition, 40x134 feet, improved, west side Central avenue, north of Thirtieth street.....3,750.00

Albert E. Uhl, receiver, to Clara Irwin, lot 26, block 8; lot 9, block 18; lot 3, block 26; Forest Park addition, vacant, west of La Salle street, south of Pennsylvania Railroad.....675.00

German-American Trust Company to Jeannette H. Hadley, lots 6 and 7, Hadley's sub., Park avenue addition, 39.98x142 feet each, vacant, east side Central avenue, north of Sutherland avenue.....1.00

Jeannette H. Hadley to Robert S. Bailey, same.....4,000.00

Fred Spade to John H. Frank, lots 168 and 169 Jefferson Park addition, 80x172½ feet, improved, east side Elder avenue, south of Calvelage street...1,600.00

Benjamin E. Werning to Mary Newman, lot 82, Boulevard Park addition, 40x130 feet, vacant, west side Delaware street, south of Twenty-ninth street.....1,000.00

James T. Layman et al. to Edwin A. A. Turner et ux, lots 109 and 110, Irvington Park addition, 80x165½ feet, vacant, east side De Quincy street, south of Michigan street.....750.00

Marion County Realty Company to William L. Ferger, lot 77, Hazelhurst addition, 35x118 1-3 feet, vacant, east side Hazel street, north of Bloyd avenue.....200.00

Charles E. Beatty to Henry Bookwald, lot 2, block 40, North Indianapolis, 30x126 feet, improved, south side Twenty-ninth street, west of Annette street.....1,500.00

William H. Davis to Mary E. Hatfield, lot 10, block 35, North Indianapolis, 30x126 feet, improved, south side Udell street, east of Rader street...2,200.00

Elenore Wiese et al. to William F. Off et al., part lot 1, Block et al.'s sub., outlot 62, —x117½ feet, improved, east side East street, south of Market street.....8,200.00

Frederick C. F. Wiese to same, same.....2,300.00

Arthur V. Brown to Sherlev Sample

needed.
 Lange. Capt. Hyland expects immense crowds at
 in. Mc- the thrilling events and gave a large num-
 nes A. ber of his officers the special assignment
 & Son. because he believes there will be demand
 for them. The regular policemen will be
 assisted by a complete department of
 Weaver. Speedway guards and preservers of the
 peace.

Spectators Flood City.

utton et Of the thousands who go in motors,
 Briggie. the many other thousands who go by
 Nelson. rail to see the Speedway races, the oth-
 ers who will stay up all night traveling
 in the coolness of night in order to see
 the events, how many would undergo the
 same amount of wear and tear to wit-
 ness any other form of amusement?

TINE. Automobile racing asks much of its
 votaries, but it gives them much. It
 gives them more sustained sensations,
 more picturesqueness and dramatic value
 than any other form of sport. It also
 develops the breed—a very important
 thing.

Wash- Unlike horse racing, automobile racing
 needs no betting features to support it.
 Unlike certain popular games, it is free
 from roughness and brutality inflicted by
 the players on one another.

While it thrills the spectators through
 and through, like the Roman crowds were
 thrilled, there is no cruelty in it. On the
 contrary, it performs a splendid service in
 helping automobile manufacturers to build
 better cars for every man and woman in
 the crowds of lookers-on.

Christie Tows Car.

Walter Christie had to have his big
 Christie car towed to the Speedway yes-
 terday. It is so constructed that it can
 hardly be run at a slow pace, so the owner
 avoided any possible trouble and had it
 dragged to the race course. Once on the
 track he can give it all the leeway it
 wants and believes he will give Oldfield
 a hard run in his big Benz.

A special train from Dayton, O., will
 bring 1,200 workmen from the Stoddard-
 Dayton factories this morning. Another
 special train will be run from the Nor-
 dyke-Marmon factory to the Speedway
 grounds this morning, conveying more
 than 400 employees from that factory.

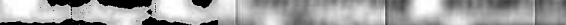
Many of the firms have booths at the
 grounds, elaborately decorated, contain-
 ing exhibition cars. The entire site rep-
 resents a big carnival. Hundreds of flags
 of all kinds and colors float from the many
 roofs of grand stands, judges' stands,
 press boxes, private boxes, garages and
 restaurants and club houses.

The indications are that the crowd will
 be handled with much greater satisfac-
 tion than at the recent Indian races.
 There will be no occasion for persons to
 leave the roads leading to the gates as
 none of the races can be seen there as
 the buildings will.

The gates will open at 1 o'clock.

Provision to Carry Car to Grand

sub., outlot 62, —x117½ feet, im-
 proved, east side East street, south of
 Market street 8,200.00
 Frederick C. F. Wiese to same,
 same 2,300.00
 Arthur V. Brown to Sherley Sample,
 lot 141, Shover's addition, 40x130
 feet, vacant, east side Senate avenue,
 south of Fortieth street 450.00
 Same to Charles E. Jones, lot 66, same
 addition, 40x130 feet, vacant, east
 side Graceland avenue, north of
 Thirty-ninth street 500.00
 Same to Thomas Wakefield, lot 86,
 same addition, same size, vacant, east
 side Graceland avenue, north of For-
 tieth street 450.00
 Robert D. Brent to Carolyn Morgen-
 tsern et al., lot 54, same addition,
 same size, improved, east side Grace-
 land avenue, south of Thirty-ninth
 street 4,000.00
 Edward O. Little to Benjamin F. Cline
 et ux., lot 59, Meridian Place addi-
 tion, 45x— feet, improved, south-
 east corner Twenty-second and Meri-
 dian streets 9,000.00
 Jesse J. M. La Follette to James R.
 Henry, lots 11 and 12, Samuel Clark's
 addition, 263.2x278½ feet, vacant,
 southeast corner Bellefontaine and
 Fifty-second streets 3,000.00
 Lottie A. Kinsey to Louisa E. Hawkins,
 lot 109, Emerson avenue addition, 40x
 140 feet, vacant, northwest corner
 Leland and North streets 210.00
 Bernhard Heasling to Frank O'Brien,
 part lot 2, Davidson heirs' third addi-
 tion, 35x176 feet, improved, west
 side Oriental street, south of Ohio
 street 2,000.00
 Henry F. Fillenwarth to Herbert H.
 Armstrong, lot 146, Vajen's South
 Brookside addition, 40x152 feet, va-
 cant, east side Oxford street, south of
 Thirteenth street 450.00
 William H. Coleman to George L. Har-
 rington, lot 29, block 4, North Side
 addition, 40.91x164 feet, vacant, west
 side McPherson avenue, south, of
 Thirty-second street 400.00
 James H. McKernan, commissioner,
 to Louise V. Reed et al., part lot 5,
 Meyer's first addition, 38x125 feet,
 improved, north side Prospect street,
 west of St. Peter street 1,300.00
 Arthur E. Bradshaw to William E.
 Hausman et ux., lot 19, Bruce's sub.,
 Bruce's addition, 40x182 feet, vacant,
 east side Central avenue, south of
 Twenty-fifth street 1,250.00
 Walter S. White to John R. Love et
 ux., lot 9, block 12, Lynch's sub., part
 Brookside addition, 41x138 feet, im-
 proved, east side Station street, south
 of Twenty-second street 1,400.00
 John W. Cornett et al. to Charley H.
 Holt et ux., lot 7, Cornett Place ad-
 dition, 31x111 feet, vacant, south side
 Southwestern avenue, west of Rural
 street 100.00
 Sylvester A. Verna to William A. An-
 derson et ux., lot 22, Kaufman's Wood-
 side addition, 16½x— feet, improved,
 north side Southwestern avenue, west
 of Landa avenue 1,000.00
 Robert R. Proulx to John H. For-
 man et ux., lot 2, block 22, Forest
 Park addition, 40x130 feet, improved,
 east side La Salle street, south of



[illegible]

DATE OF BIRTH: _____
 SEX: _____
 RACE: _____
 HEIGHT: _____
 WEIGHT: _____
 EYES: _____
 HAIR: _____
 SKIN: _____
 BLOOD TYPE: _____
 SOCIAL SECURITY: _____
 MARITAL STATUS: _____
 OCCUPATION: _____
 EDUCATION: _____
 RELIGION: _____
 POLITICAL AFFILIATION: _____
 SIGNATURE: _____
 DATE: _____