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PRICE TWO CENTS.

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FINDER.

UMMARY OF

ANAPOLIS STAR

MOTOR MUSKETRY OPENS FIRE TODAY

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

THOUSANDS INVADE CAPITAL

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

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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connect 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 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 arrived 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 headquarters 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; Burgie, 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 continued through Dayton, 143½ miles; Mulberry, 149½ miles; Jefferson, 157½ miles; Frankfort, 161 miles; Kirklin, 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 arrived 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. Schwartztons, 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, Buffalo. The first party of Chicago tourists to arrive consisted of H. P. Branstetter, Tom Hay, Jack Banter, Frank Case and wife, Joseph Lithdrop and wife, John Hayden, Charles Gregory, C. F. Price, Luis Geyler, A. M. Robbins, James Levy, Webb Jay, Cliff Taylor, J. V. Lawrence, A. J. Banta, R. A. Creek, S. Comstock, A. J. Rosseau, Ralph Temple and D. S. Chapin.

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"Has Barney Oldfield lost his nerve?" This question was noised around all week during the practices, because this local driver, who is famed far and wide, has not done much practice, while the other drivers have reeled off miles after miles.

All doubt has now been erased, for Barney pushed his big German Benz machine around the two and a half miles in time 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 Zeingal in his Chadwick, who made the circuit in 2:02.

An oil-soaked, dirt-grimed man, whose eyes saw nothing but the stretches of track ahead and the ugly curves, a man who in less occupied moments would have answered to the name of Barney Oldfield, although a Turkish bath was almost necessary to give this clew to identity, drove his big car for the first time yesterday a short but ferocious clip. Barney is now ready—and his admirers' confidence is restored. He is still the same daring, fearless, expert pilot, restored to the same high place in the minds of his followers.

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 drivers precautions and instructions, the work of the factory experts in giving the cars a last rubdown, like big athletes before 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, Crackle. The garage doors swung open and several low built steel beasts sidled, purring to the Speedway track, shivered with pent-up power, pointed their long snouts toward the first curve and with sudden bellows, belches of flames and smoke, kicked up their heels like a group of playful prehistoric monsters, and were off. In a second they [illegible] melted in the distance; the last p[illegible] before the fate determining races [illegible] full sway.

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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 1905 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 best is none too good. Soon the local steel men awoke and made the alloys so 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 tires. Four tubes of vegetable compound supporting a great mass of steel are bound

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Motor Musketry Opens Fire Today

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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 33, North Indianapolis, 45x125¾ 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, 43x44¼ 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 3; 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, 80x172¾ 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, Flack 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 Sherley Sample

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 for them. The regular policemen will be assisted by a complete department of Speedway guards and preservers of the peace.

Spectators Flood City.

Of the thousands who go in motors, the many other thousands who go by rail to see the Speedway races, the others 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 witness any other form of amusement?

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.

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 yesterday. 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 Nordyke-Marmon factory to the Speedway grounds this morning, conveying more than 500 employes from that factory.

Many of the firms have booths at the grounds, elaborately decorated, containing exhibition cars. The entire site represents 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 restaurant and club houses.

The indications are that the crowd will be handled with much greater satisfaction than at the recent Indianapolis races. There will be no occasion for persons to block the roads leading to the grounds as most of the racing cars can be seen from the balcony rail.

The gates will open at 8 o'clock.

Provision to Care for Injured.

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 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 Fortieth street 450.00

Robert D. Brent to Carolyn Morgentsern et al., lot 54, same addition, same size, improved, east side Graceland avenue, south of Thirty-ninth street 4,000.00

Edward O. Little to Benjamin F. Cline et ux., lot 59, Meridian Place addition, 45x—— feet, improved, southeast corner Twenty-second and Meridian 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, 40x140 feet, vacant, northwest corner Leland and North streets 210.00

Bernhard Hessling to Frank O'Brien, part lot 2, Davidson heirs' third addition, 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, vacant, east side Oxford street, south of Thirteenth street 450.00

William H. Coleman to George L. Harrington, 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 F. 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, 41x13[illegible] feet, improved, east side Station street, south of Twenty-second street 1,600.00

John W. Cornett et al. to Charley Elliott et ux., lot 7, Cornett Place addition, 35x121 feet, vacant, south side Southeastern avenue, west of Rural street 300.00

Sylvester A. Vernia to William A. Anderson et ux., lot 72, Kaufman's Woodside addition, 35x— feet, improved, north side Southeastern avenue, west of Leeds avenue 2,000.00

Robert B. Fraser to John M. Forsee et ux., lot 7, block 21, Forest Park addition, 40x[illegible] feet, improved, west side La Salle street, south of [illegible]

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The indications are that the crowd will be handled with much greater satisfaction than at the recent balloon races. There will be no occasion for persons to block the roads leading to the gates, as none of the races can be seen there as the balloons could.

The gates will open at 9 o'clock.

Provides to Care for Injured.

WILL there be any accidents? This is the question on the lips of a thousand tongues. It is hoped there will be no [illegible] of the determination of the drivers to risk everything in order to place the [illegible] from the danger area. If there is an accident [illegible] there to lend [illegible] while [illegible] and [illegible] will rush to the spot.

GOVERNOR SETTLES STRIKE

[illegible]

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, 40x140 feet, vacant, northwest corner Leland and North streets 310.00

Bernhard Hessling to Frank O'Brien, part lot 2, Davidson heirs' third addition, 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, vacant, east side Oxford street, south of Thirteenth street 450.00

William H. Coleman to George L. Harrington, 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 F. Hausman et ux., lot 19, Bruce's sub., Bruce's addition, 40x182 feet, vacant, east side Central avenue, south of Twenty-fifth street 1,850.00

Walter S. White to John R. Love et ux., lot 9, block 13, Lynch's sub., part Brookside addition, 41x188 feet, improved, east side Station street, south of Twenty-second street 1,600.00

John W. Cornett et al. to Charley Elliott et ux., lot 7, Cornett Place addition, 35x121 feet, vacant, south side Southeastern avenue, west of Rural street 200.00

Sylvester A. Vernia to William A. Anderson et ux., lot 72, Kaufman's Woodside addition, 36½x— feet, improved, north side Southeastern avenue, west of Leeds avenue 2,000.00

Hubert B. Pfumm to John M. Foreman et ux., lot 7, block 22, Forest Park addition, 60x128 feet, improved, west side La Salle street, south of Newton avenue 1.00

Kice Lumber Company to same, same lot 1,100.00

Marion Ward to Stephen A. D. Barnes et ux., lot 14 part 13, block 46, North Indianapolis, 37x124 feet, improved, south side Twenty-ninth street, east of Bolton street ..... 1,[illegible]

Transfers 11 ..... [illegible]

EXPECTS TO SAVE $250,000.

[illegible]

[illegible]

[illegible]

Chevrolet Tours Cars

Walter Chevrolet had to have his big Chevrolet car towed in the Speedway yesterday. It is so constructed that it can hardly be run at a slow pace, as the owner evidently 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 Bess.

A special train from Dayton, O., will bring 1,500 workmen from the Standard Dayton factories this morning. Another special train will be run from the Nordyke-Marmon factory to the Speedway grounds this morning, conveying more than 500 employes from that factory.

Many of the firms have booths at the grounds, elaborately decorated, containing exhibition cars. The entire site represents 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 restaurant and club homes.

The indications are that the crowd will be handled with much greater satisfaction than at the recent balloon races. There will be no occasion for persons to block the roads leading to the gates, as none of the races can be seen there as the balloons could.

The gates will open at 9 o'clock.

Provides to Care for Injured.

Will there be any accidents? This is the question on the end of a thousand tongues. It is feared there will be because of the determination of the drivers to risk everything in order to pluck the honors from the danger zone. If there is an accident soldiers have orders to hold back the crowds while Red Cross physicians and ambulance attendants will rush to the spot.

GOVERNOR SETTLES STRIKE.

New Jersey Executive's Proposition Accepted by Hat Workers.

ORANGE, N. J., Aug. 18.—At a meeting here today the 4,000 employes in the hat factories in this vicinity, who have been on strike for several months past, agreed to Governor Fort's proposition for the settlement of the strike. No [illegible]

[illegible]

Arthur E. Bradshaw to William F. Hausman et ux., lot 13, Bruce's sub. Bruce's addition, 40x132 feet, vacant, east side Central avenue, south of Twenty-fifth street .....1,[illegible]

Walter S. White to John R. Love et ux., lot 9, block 13, Lynch's sub. part Brookside addition, 41x128 feet, improved, east side Station street, south of Twenty-second street 1,000.00

John W. Cornett et al. to Charley Elliott et ux., lot 7, Cornett Place addition, 35x121 feet, vacant, south side Southeastern avenue, west of Rural street 300.00

Sylvester A. Vernia to William A. Anderson et ux., lot 72, Kaufman's Woodside addition, 36¾x— feet, improved, north side Southeastern avenue, west of Leeds avenue.....2,000.00

Hubert B. Pfumm to John M. Foreman et ux., lot 7, block 22, Forest Park addition, 40x128 feet, improved, west side La Salle street, south of Newton avenue 1.00

Kies Lumber Company to same, same lot 1,500.00

Marion Ward to Stephen A. D. Barnes et ux., lot 14 part 15, block 40, North Indianapolis, 45x126 feet, improved, south side Twenty-ninth street, east of Rader street.....1,000.00

Transfers, 35; consideration....$60,788.00

EXPECTS TO SAVE $250,000.

Postmaster General to Require Mail Carriers to "Double Up" Routes.

WASHINGTON, Aug. 18.—By requiring letter-carriers to "double up" their routes during the dull season of July and August, instead of employing substitutes, Postmaster General Hitchcock expects to save the government not less than $250,000 in the cost of carriers' vacations during the present fiscal year. Postm[illegible]