

cidents.

THRONG SEES NECKS AND MARKS BROKEN

Thirty Thousand People Witness
Closing Day's Events at
Motor Speedway.

OLDFIELD GETS NEW MARK

Drives Car a Kilometer at Rate
of 85 1-2 Miles an Hour—
Big Race Called Off.

BY P. P. WILLIS.

More than 30,000 people saw the races at the Speedway yesterday in which necks and records were broken at a dizzying pace. Greater skill and endurance of brave men have never been exhibited on a race track in this or any other land, this side of Mars.

It was the climax of the three-days racing meet—the first to dedicate the new Motor Speedway. The ends of the motor world were gathered together at the grounds and watched history in the making.

Lives were laid on the altar of speed, narrow escapes by the score put the thousands on the verge of panic, while the most glorious speed records of the age were hung high.

The prices were paid for such hazardous sport and the rewards reaped. The track is now baptized with the blood of the heroes who fearlessly faced the speed conflict—the world is given cause to open its eyes wider at what steel creations can accomplish when brave men urge them to the limit of their power and manufac-



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The Cost in Dollars.

A million dollars has been expended to build and promote the three days' races which are ended, forced to stop by death itself, and while the moans of the dying still linger in the ears and the bloody sight of the mangled still remain before the vision, yet the promoters of the Speedway declare the meet a success from a racing standpoint.

Grief weighs heavily on all concerned, but that is the risk run in all such events. The track time far surpassed all dreams. Long before time for the gates to open, letting the eager influx of spectators from the direction of the four winds enter, every driver had inspected his car and was nerved for the crisis.

There was, however, a semi-superstitious atmosphere of something dreadful in store hovering over every racing headquarters. The drivers had had their nerves badly unstrung by the death-dealing accidents of Thursday, when Bourque and Holcomb were crushed in a twinkling of an eye in the 250-mile race.

When the starter gave the signal for the first race, every man was on the job, alive with interest and awake to his manifold and risky duties.

Oldfield Makes Record.

The first race was a good head-liner, for in it a new world's record was hung up. This event was for big cars to race against time. Barney Oldfield in his Benz burned up the track for one kilometer in :26.2.

This was going at the rate of 85½ miles an hour. Oldfield won the Remy Brassard, which carries with it a prize \$75 a week until the record is beaten. Walter Christie, in his own creation, the long slender steel car, made the same distance in :28.7 Zengel in his big powerful Chadwick, drove the same distance next in :29.9.

These daring exhibitions of what men seated behind motor wheels can do whetted the appetites of the crowds.

The next event was the fifteen-mile race, free-for-all handicap. Four cars entered out of a field of thirty. It was a good race because of local color. Kincaid in National 6 won this event in 13:28.5. The Buick No. 80 led the first two



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Hearne Wins Championship.

The amateur championship of America went to Hearne in his big Fiat No. 24, the next race of the day. Four drivers nosed their purring iron-clad animals to the tape and started down the smooth course after this cherished honor.

It was a race of four laps, ten miles. The time of the victor was 9:44.8. Greiner, in Thomas No. 29; Ryall, in Buick No. 47, and Cameron, in Stearns No. 67, chased the winner around the live wire course of speed. Ryall came second and Cameron dropped out in the first lap.

Five New World's Records.

After the speed trials had been going on for just one hour five world's records were smashed.

Barney Oldfield broke them all and did it, too, with an injured arm, bound with bandages, sending sharp shooting pains through the man, who showed not a sign of weakening during the entire wild chase of panting machines. He held with an iron grip to the wheels and won the famous Reimy Grand Brassard when he finished first in the twenty-mile free-for-all open.

During this race he made four world's records slip by the wayside and figuratively hide with shame in the dust his flying car rolled out behind.

His time for the entire twenty-five miles was 21:27.7, breaking the record of De Palma, made in a Fiat of 23:35 at Boston June 17, 1909.

De Palma in his Fiat cyclone came second, and Zengel in his Chadwick third.

When the first five miles of the rapidly flying ribbon-like track had been reeled off beneath Barney's car, he had hung up the time of 4:11.3, beating the record of Aitken in a National of 4:25 flat, established Friday on the Speedway.

In ten miles Barney sent to splinters the record of 8:23.1-5 held by Zengel in a Chadwick, made Friday on the Speedway, by beating it with 8:15.9.

For twenty miles he made the time of 16:58.8, beating the record made by Strang in a Buick Friday on the Speed-



RACES.

WITNESSES RACES.

Football Coach at Shortridge High School for Speedway Events. Coach, well known in this city, will watch each of Shortridge High School's games. He was at the track last year when the Shortridge team won the championship. The coach, who was one of the best, was at the track last year when the Shortridge team won the championship. The coach, who was one of the best, was at the track last year when the Shortridge team won the championship.

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For twenty miles he made the time of 16:58.8, beating the record made by Strang in a Buick Friday on the Speedway of 18:41.7.

For twenty-five miles he eclipsed everything in a whirlwind windup.

Long Race Called Off.

The last race of the day, 200 miles for the Wheeler-Schebler trophy was stopped before it was finished, because (a) was getting too active in the ranks, and was gaining an advantage over the speed soldiers. This race started at 1:25 o'clock.

Sixteen powerful monsters were lined in a formidable array before the starter. It was an inspiring sight, making the cheering thousands rise from their seats spontaneously. The noise of the thundering motors, and the clouds of smoke, made a grand comparison to a battle line in action.

They were all sixteen noble cars, and twice as many drivers and brave men. The story of this race had the many varied results is marked by accidents, dangerous competitors, narrow escapes, and is marked by the blood of the brave men. The story of this race had the many varied results is marked by accidents, dangerous competitors, narrow escapes, and is marked by the blood of the brave men.

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years, and has just returned
in Wisconsin. Over rough roads
in making eighty-one miles on
of his machine.

Y REVIVE LEAGUE.

LAND, La. Aug. 11.—The Cane
ball League is to hold its
of South. Against a team of
Barkley, Wm. Galt and
Wm. all have signed their
to the league. It is believed
will be held here within the next
two or three months.

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Sixteen powerful monsters were lined
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spontaneously. The noise of the thun-
dering motors, and the clouds of smoke,
made a grand comparison to a battle
line in action.

They were off—sixteen noble racers,
and twice as many noble and brave men.
The story of this race and its many
varied results is marked by accidents,
dangerous encounters, narrow escapes,
and is stained by the blood of victims,
some dead, others seriously injured.
Miraculous escapes add their excite-
ment to the story of this, the greatest
automobile race ever run on this globe.

Every lap was made as though the
drivers thought it the last. A new world's
competition record for 100 miles
was made in this race by Aitken in a
National. His time was 1:11 (1.1). Strang
made the 100 miles faster on the
way in the bigger time of 1:21 (1.1) in a
Buick.

At the end of the first twenty-five miles
Aitken was leading the race, which

CONTINUED ON PAGE 2 COLUMN 4



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Y REVIVE LEAGUE.

EANS, Ia., Aug. 21.—The Cotton
ball League, it is said, will be
season. Algiers, a suburb of
Jackson, Miss., Gulfport and
Miss., all have signified their
into the league. It is believed
will be held here within the next
take up the matter.

...all races.
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Every lap was made as though the
drivers thought it the last. A new world's
competition record for 100 miles
was made in this race by Altken in a
National. His time was 1:31:41.9. Strang
made the 100 miles Friday on the Speed-
way in the bigger time of 1:32:48.5 in a
Buick.

At the end of the first twenty-five miles
Altken was leading the caravan, which

CONTINUED ON PAGE 2, COLUMN 4

centers and
d. The names of
d positions are as

PKS.

Captain.
Joseph Libby
Dave Allerdice
H. O. Page
Homer Lambert
Robert Kelly
Logan Morgan
W. C. Trotter
J. H. McCulloch
Ralph N. Good
Alfred F. Tydeman
H. Hammond
R. L. Stovall
L. A. Hamilton
P. G. McKenna
Melvil Muckelstone
Cecil Cave
Blanton
Hal Paulin
Ernest Riley
Ernest Du Bray
Fred Larges
Charles Weyman
Dorsey Hager
J. W. MacDonnell
Voorheis
Charles Sechrist

Al O. Miller
J. Lowney
Ad E. Regnier
Homer Roe
E. Swetland
Howard Edwards
Joseph J. Welsh
Senny Baum
Henry Prey
C. Leavenworth
Ralph R. Cummings
Driver
T. Drewery
W. Pratt
M. Duff
C. Samsel
Charles Wallis
Jas Williams
Book
Ester J. Bachman
F. Crowley
H. Barry
Iren H. Beltzer
M. Rhine

Rudolph C. Stiegling
Hert Badenhofer
Hamilton Fish Jr.
Harry Lindsay
An Pullen
Fred W. Eggeman
Elvidere Brooks
James Wheeler Jr.
C. Moore
loyd Treat
Milton Portman
ou Kerberger
R. Coulson
William P. Newman
W. Saylor
ugh Emerson
hn Hancock
anley Phillips
A. Bymer
G. Garrett

Throng Sees Necks and Marks Broken

CONCLUDED FROM PAGE ONE.

had strung out all around the track. Time was 21:27.6.

At the end of fifty miles he still led, time 44:21.2. Lytle, in Apperson No. 1, was second, and Burman, in Buick No. 35, was third.

At the end of seventy-five miles Aitken, in the National, still led, he was driving a marvelous race, of skill and daring. Time, 1:09:34. Burman was second, and De Palma, in Fiat, had crept up to third.

Drech, in his American No. 76, dropped out after eighty miles.

At the end of 100 miles Aitken had hung up his new world's record, but was soon forced, however, to forsake the race because of engine trouble. Burman was second and De Palma third.

At the end of 128 miles Chevrolet, in his Buick, dropped out because of engine trouble.

The rate of speed for 125 miles was 2:01:37, won by Burman in a Buick, leading the race with Merz in the fatal National No. 10, second, time 2:03:01 8-10, and De Palma in Fiat, third, time 2:05:05 1-5.

Burman dropped out after 140 miles with a cracked cylinder.

For 150 miles, in which Lynch in a Jackson led, he had gradually crawled to the lead and stayed there the rest of the race. His time at the end of 150 miles was 2:39:34 1-10. Jackson, with Lynch driving, led for 175 miles, time 3:05:16 6-10. De Palma was second.

For 200 miles Lynch made the time of 3:32:38.6.

At the end of 200 miles the following were still in the race and in order named: Jackson, Lynch; Fiat, De Palma; Marmon, Stillman; Marmon, Harroun; National, Oldfield; Marion, Stutz, and Stoddard-Dayton, De Hymel.

The race was stopped because of so many accidents in the ninety-fourth lap, distance of 235 miles, with Jackson, Lynch at wheel, leading, with time 4:13:51 4-10.

The crowds then left the grounds in silence. There was no shouting, for dead men were being carried through the crowds in ambulances and a feeling of horror spread over all. Night fell on the greatest auto race meet ever held, although fatal accidents marred the two long-distance events.

HAS NO TIRE TROUBLE.

Not only did Barney Oldfield smash a few world's speed records, but he also made what

JIMMY SHELDON PLE

LIKES FOOTBALL OU

INDIANA'S FOXY COACH SEES A SCHOOL GRIDIRON ENTHUSIA

THROUGH A STRENUOUS PR TICE AT JORDAN FIELD

BLOOMINGTON, Ind., Aug.

first whole note in the 1909 medley at Indiana University sounded yesterday afternoon when Athletic Director James M. Sheldon appeared on Jordan Field during the practice of the university summer school squad and watched the men go through their workout.

Sheldon made the trip to Bloomington for the purpose of beginning a program of bleachers on the north side of Jordan Field and of making a few alterations in the plans for the tiers of seats on the south side, the foundations of which were already in the ground.

The bleachers, when complete, will have a seating capacity of more than 5,000.

Scott Paddock will be on hand to open the school to coach the freshmen athletes, and a great many of the men have donned the moleskins to begin their summer and gotten themselves in readiness for the first call for underclassmen. Some of the men now in the school who will try for the freshman election are Compton, former captain of Brazos School; McCullough and Gilfillan of the same school; Driscoll of Muncie; Weatherwax, a 190-pound lineman who formerly played on the State team.

Dutter May Be Out.

Rumors to the effect that Tackle Tom Dutter, one of the mainstays of the crimson line last fall, will not re-enter school this year, worrying the followers of the gridiron a little. Fullback Cartwright has announced his intention of re-entering the university and the big Posey County backfield should he appear.

Andrew Gill, the Linton "philly" who has been in bed threatened with typhoid fever, the greater part of the summer, was out watching the practice yesterday and says that he will put on a good