

August 29, 1909

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## Clemens Remains in Auto Racing Game



JAP CLEMENS.

After the narrow escapes of many and the fatal accidents to a few at the Speedway races recently, some of the drivers and manufacturers declared that they were done, so far as motor races are concerned.

Jap Clemens of this city, however, declares he will stick to the sport despite its perils. Clemens drove in several of the races, but his skillful engineering of the big Stoddard-Dayton No. 61 in the 250-mile race of Thursday stamped him

an expert. He came in a close second and drove the surprise race of the meet. When the grueling contest started Jap was seated coolly and apparently listlessly behind his wheel with his feet cocked up in front of him on the "dash board." Soon several of the cars began to drop out of the run because of a variety of troubles, but Jap was still making the circuits. As the race neared the end, he became a little more in earnest. He dropped his feet and bent far over the wheel. He will remain in the Stoddard-Dayton camp most probably.

followed. Now the foreigner has sat up and taken notice. He is not looking upon our product with a sneer as heretofore. It is with a look of respect that he gazes upon our automobile product. Not only

## VANDERBILT RACE? YES!

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The holding of the and reliability contest City of Mexico under rules is now an affair which are practically governing the competition. Hower and Detroit sued. The date of it has been fixed for Mr. contestants will arrive Reforma in the federal week of Nov. 18 from Denver by way of Amarillo and San Antonio border at Eagle Pass. It was originally planned Mexico the cities of Saltillo, Toluca, Celaya, San Juan de los Rios, and the City of Mexico. The competing cars are monster automobiles. Additional interest through the fact that Mexico, which is usually exclusively, is in the for the mail service and the military department made within the next showing of the Amarillo to a large extent the tract to Europe or to the Wahlgreen trophy is another cup will be of



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## PROMINENT CITIZENS PRAISE BIG MOTOR SPEEDWAY RECENTLY DEDICATED

DECLARE FIVE-MILE AUTOMOBILE RACE COURSE IS BIG BOOM TO CITY AND ENTIRE MIDDLE WEST.

Several of Indianapolis' leading business men and citizens have expressed their praise and appreciation of the big Motor Speedway which was recently dedicated. It is the uniform opinion of business men that this big race course is a great boom to the Hoosier capital and the entire middle West. It has brought Indiana to its own. This state is rapidly forging to the front as a center for automobile manufacturers and the Speedway is another step in advancement in harmony with the healthy industrial activity. Following are some opinions from citizens:

Mayor Bookwalter, when called over long-distance at his summer home, Lake Maxinkuckee, said: "The Speedway is of inestimable value to the city in every way. It is to be regretted that there was any loss of life, but this is one of the incidents connected with this hazardous occupation, and in my opinion, while extremely regrettable, still it does not argue in any way against the benefits to be derived, and I think the people of Indianapolis owe a debt of gratitude to Mr. Fisher, to Mr. Wheeler, to Mr. Allison and to Mr. Newby for the public spirit that has given to us the Speedway, when the same enterprise carried on in a larger town would net them far more money. I wish there were a hundred Fishers, a hundred Wheelers, a hundred Allisons and a hundred Newbys! There is an important feature that I think a lot of our people are overlooking. The Speedway has taken the testing car that the manufacturer sends out off from the highways and left these to the farmer and the man who uses the roads for pleasure trips. This in my opinion affords a solution of a serious problem and allows the citizens and farmers relief from danger and annoyance.

"I watched Indianapolis very closely during the race meet, and eliminating the unfortunate accidents, and looking at the question from a dollar and cents view, the speed contests brought more money into the city than does the State Fair, because it has been my observation that the man with an automobile is of all men, most generous, when it comes to spending money."

Henry Lawrence of the Claypool Hotel: "The Indianapolis Motor Speedway? Why, it is the greatest thing that has ever happened to Indianapolis! I heard a Chicago man say that he would give a million dollars if that Speedway were set down within twenty miles of Chicago, and I heard a New York man say that there is nothing in New York to compare with it—in fact, that there is noth-

ing in the world to compare with it. I am among all fair-minded people who do not think the accidents, though greatly to be deplored and regretted, should be judged against the Speedway and the men at its head, although I do want to see the chance of risk and danger minimized, as I think they intend doing. The question of making the races machine-endurance instead of man-endurance, which question seems to be before the contest board, is, I believe the correct one for solution. The long races are to be condemned, unless measures are taken to protect the man. Any enterprise that gives to Indianapolis desirable publicity is good for us—accidents are not peculiar to the Indianapolis Speedway, but we want to minimize them and make the track a safe place from all standpoints. I approve The Star's editorials in the matter and its policy regarding the Speedway. I am very glad to offer my word of encouragement to the Speedway Company."

W. L. Taylor, former attorney general: "The Indianapolis Speedway is the magnet that is drawing the eyes of the world to Indianapolis. Why, the Speedway is better known and more talked about in Boston and New York than it is in Indianapolis. In recent visits to these places I found that the metropolitan papers were featuring the Speedway in entire pages, and entire supplements. In all of these, in large, black letters, appeared 'Indianapolis.' What better advertising could be had? None.

We have no lakes and no rivers, but we have our railroads, and our Speedway, and with them we can defy even Detroit to take away the prestige of the greatest automobile center of the world from us. It is impossible to estimate the value this wonderful track has been, and will be for us. The men that are behind it represent all that is progressive and able in business and citizenship. Encourage them and tell them we appreciate their work. I heartily approve of The Star's editorial and reportorial policy in regard to these races. Like all right-minded citizens, I regret the unfortunate accidents that occurred, but this should bring no criticism on the men who are at the head of the enterprise. It is a racing hazard. Should we abolish steamships because two of them collided yesterday and drowned 200 people? Should we abolish labor unions and legislate against them because of the mad deaths in Pittsburgh's riots? Do we condemn the telephone because men are killed by live wires? Neither should we condemn the Speedway because drivers took racing chances and spectators stood where the company warned them not to stand. Without doubt, the management will arrange to lessen the accidents, and at subsequent meets this feature will be entirely

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Henry Lawrence of the Claypool Hotel:  
"The Indianapolis Motor Speedway? Why, it is the greatest thing that has ever happened to Indianapolis! I heard a Chicago man say that he would give a million dollars if that Speedway were set down within twenty miles of Chicago, and I heard a New York man say that there is nothing in New York to compare with it—in fact, that there is nothing in the world that will equal the Speedway in its completed state.

"I wonder if the people of Indianapolis have any conception of the enormous amount of money that was brought to Indianapolis and left here by the crowds. It isn't like a circus that carries all of the money away—the money spent during these meets stays here and is again spent in circulation right in our own community. We had people from all over the United States and from foreign countries registered here. Some of these had nothing more than a geographical knowledge of Indianapolis previous to the press work of the Indianapolis Motor Speedway. I want you to encourage them; I want them to be told that we appreciate the work they have done; I want them to know that we are proud of the Speedway and the men who gave it to us."

A. N. Collins of L. S. Ayres (general manager): "First and foremost, I am unreservedly for the Speedway. I think it is one of the greatest advertisements that could be had for any city—even the largest in the world. Since the starting of this enterprise I have been in dozens of the largest cities in the country, to say nothing of the smaller ones, and invariably the topic of Indianapolis's wonderful Speedway has been drawn into the conversation.

"The accidents were deplorable—every one feels this to be true. However, I wish to state that in my opinion they were the result of rank carelessness on the part of the men in the ill-fated Knox in the one case, and on the part of the spectators, who were where they had no business to be, in the other case. On two occasions I saw Bourque, the Knox driver, take his hand from his wheel to wave at some one in the grand stand without the slightest slackening of his terrific speed. Several times I saw him turn his head to look back. I saw another driver take both of his hands from his steering wheel. It is this kind of daredevilry that courts death. It is obvious that had the spectators been in the seats provided for them they would now be alive. The stampeding of cattle, the wild frenzy of horses, is nothing compared to the irresponsibility of human beings when excited.

"From a commercial standpoint we felt the effect of the increased crowds in the city, although not so much as other, lines might feel it, because there were more men in attendance than women. The bringing of these thousands to Indianapolis means much from a commercial standpoint, and I believe the merchants realize this."

A. Q. Jones, president of the Board of Trade: "The Speedway is undoubtedly spreading a world knowledge of Indianapolis. I think the men promoting it are to be most highly praised and given

racing hazard. Should we abolish steamships because two of them collided yesterday and drowned 200 people? Should we abolish labor unions and legislate against them because of the mad deaths in Pittsburgh's riots? Do we condemn the telephone because men are killed by live wires? Neither should we condemn the Speedway because drivers took racing chances and spectators stood where the company warned them not to stand. Without doubt, the management will arrange to lessen the accidents, and at subsequent meets this feature will be entirely eliminated. But I want to emphasize this—we are at the head of the automobile procession and we must stay there. And what has put us there? The Indianapolis Motor Speedway.

"Every car manufactured in Indianapolis will have an additional merit now; that it is perfect because of the chance the manufacturer has for testing it out on the greatest Speedway in the world.

"Don't you see that it is a trade mark for every Indianapolis-made car?"  
"The whole world is talking of Indianapolis. Why? Because the promoters of the Indianapolis Motor Speedway have made it talk. We owe them more than we can ever repay."

George M. Cobb of the George M. Cobb Insurance Company: "The Speedway is a great thing for the city. Give the boys at the head a 'boost' for me. I'm for them."

Dr. A. O. Caldwell, assistant surgeon for the Big Four: "The Speedway races bring the most desirable crowds to the city of any event. It is indeed good advertising for any town. Regarding the accidents, we all regret to see them occur, but trains are liable to go into a ditch whether going at the rate of thirty miles or at six. I do not let the accidents argue against the track or the management. I believe the danger element will be eliminated and that they did all in their power to prevent the accidents that did occur."

Dr. Henry Jameson: "There is no one thing ever been done in Indianapolis or around Indianapolis that is so big as the Speedway. I am glad Indianapolis has men who are broad enough to put their money into big things. They have given Indianapolis a wonderful advertisement. There is no one who deplores the cheapening of human life more than I, but I think the element of danger can and will be avoided at the track. Just now when these men are bending all of their efforts toward a lessening of this phase of the subject they should receive our encouragement and our support. I approve of The Star's attitude toward this subject. Those accidents are not to be held against them, because they took all the precautions of which they knew to keep out the danger element. I indeed think they are doing big things for Indianapolis."

M. A. Woolfen, president American Central Life Insurance Company and ex-president of Board of Trade: "I do not own a machine and seldom ride in one, so I am not in a position to give you a fair opinion, because I am so prejudiced. You see I was within ten feet of the Saturday accident, and the horror of it all is still with me. I do not think any blame can be

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attached to the management, because I know that I was warned away from the very spot, and I saw the guards and the policemen tell other spectators constantly of the danger, and saw them drive people back, only to have them flock back to the fence and wire. I do not doubt but that the element of danger will be done away with. The men at the head of the organization could not afford to have another such accident as that of Saturday. Anyway, I am old-fashioned enough to much prefer my horses."

Crate D. Bowen, city attorney: "From the standpoint of races, they were all that could be desired. The average man does not consider danger when he wants to see speed—he demands speed for the dollar he pays—why blame the man who give it to him? The enormous crowds that attended, attest to the popularity of the track, and to racing events in general. Motor races are here to stay. Without doubt, every large city in the country is envying Indianapolis the possession of such a track. From a commercial and advertising standpoint to Indianapolis, the value can not be overestimated. In short, I say—encourage them by all means."

R. G. McClure, secretary to Commercial Club: "If the Indianapolis Motor Speedway is conducted along fair business lines, and on a clean sporting basis, it is without doubt, one of the best things that can happen to Indianapolis. You know, some one is going to run auto races, just as we used to run 'hoss' races, and Indianapolis might as well get the benefit of the advertising—and it is advertising—wonderful advertising. To have all these thousands of Associated Press dispatches going out and repeating 'Indianapolis' means everything to us. No better advertisement could be had. The Speedway has come to stay—it is a permanent affair. Automobile concerns will make racing cars, and will race them, and people will pay to see them raced. The management can without doubt see points for improvement and change. One can always see these places in any undertaking. You see I take the broad view of this matter that all progressive people must take. At any rate, it is a fine thing for Indianapolis."

Mr. Mark Thistlethwaite, Governor Marshall's secretary: "A city could have no better advertisement than the new Speedway. We have been advertised from ocean to ocean. The fatalities are to be deplored, but I do not think that this will mean unfavorable advertising for us, because it is not a fault peculiar to Indianapolis or to Indianapolis's Speedway. Wherever there are races there are accidents. I think The Star hit the nail on the head in the small editorial it ran, in which it was stated that no one attempted or even hoped to guarantee the track's safety against broken steering wheels, gears, blownout tires, etc. The spectators who were injured were where they had no business to be, and the management took every precaution in its power to warn them of the danger of too close range, but like every other instance, the warning was not heeded. I do not think for this reason that any just criticism can be offered for the track and its management. I wish to be quoted as qualifiedly as for the Speedway and the

help at their command. The men at the head of the Speedway deserve the greatest amount of credit from all of us, because there has nothing been given the city in years that could possibly have the world-wide importance that this Speedway has had for Indianapolis. It tells to the world that Indianapolis is the center of the automobile industry. The people who are complaining and condemning are among that class of people which never does a town or community any good. I doubt if 90 per cent of the people who have registered complaints ever gave any one employment. These are not the kind of people a town needs—but the town does need more men like those at the head of this enterprise, who will risk their time and money in an effort to make the town and its people progress. I am proud of the Speedway and offer them all the support in my power."

Howard Harmon of Nordyke & Marmon: "The Speedway has made Indianapolis the center of the automobile world and I believe it stands good chances for making it the aeronautical center of the United States also. There are few towns that can boast of the kind of men at the head of the Speedway Company. They deserve all the credit possible to give them for the nerve and ability that has given us this Speedway. One point that presents itself to me is the improvement it will make in all Indianapolis-made cars, because it affords every manufacturer the opportunity of making his car to the letter perfect before he allows it to leave his factory. It was this point that first appealed to me when the plans for the Speedway were being discussed. I firmly believe that it will tend toward a betterment of the Indianapolis product until Indianapolis cars will be recognized as the best on earth."

Roy H. Jarrett, manager Smith Premier Company: "In connection with the great Indianapolis Speedway and the criticism which has recently been made for and against it, I feel the citizens who are interested in the welfare, growth and popularity of this beautiful city of Indianapolis should certainly assert themselves in favor of the promotion of this great track, which has given Indianapolis world-wide attention."

"At present there is not a city in the world of any importance that has not recently been talking about Indianapolis and the great Motor Speedway. The names are linked together and I know of nothing which has so greatly advertised our city as the motor track. I also feel sure that the promoters of this proposition are not by any means looking at it wholly from a financial standpoint, but that they also desire to do something for Indianapolis which will make their home town prominent in the eyes of the world."

"Today the eyes of the world are turned on Rheims, where inventors of every kind of aerial machines are demonstrating the possibilities of their particular device. There may be accidents, but every accident will improve the machine, the same with the Motor Speedway. The accidents which have happened there, while, in my opinion, not the fault of the Speedway in any particular, will correct the rules governing the races and grounds."

W. H. Brown, vice president of the

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G. W. Merrill: "I fail to see how points of view on can hardly be any the Speedway is e ing for Indianapolis"

W. A. Holt, man Hotel: "There ha ness to equal it fr fore entertained in even except the bl The hotel men of opinion—it was th natured, good-hea ever brought togeth business than at s our history."

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spectators who were injured were where they had no business to be, and the management took every precaution in its power to warn them of the danger of too close range, but like every other instance, the warning was not heeded. I do not think for this reason that any just criticism can be offered for the track and its management. I wish to be quoted unqualifiedly as for the Speedway and the men who run it."

**Henry J. Huder of Huder's Pharmacy:** "There is no question of the value of the Speedway to Indianapolis. The races brought a good crowd of people here—the kind of people we need, the kind of people we want. We felt the effect in our business, because they are a generous, liberal lot of men and women. They even did their own decorating, which is far more than the conventions ever do. The Speedway is undoubtedly a splendid advertisement for our city and the promoters are to be thanked."

**Harry Daly, general passenger agent Big Four:** "There is no doubt about it—Indianapolis is the envy of all the big cities in the country. The Speedway has advertised us so well that we had passengers from all over the United States here. To show you how much of a difference it made in our business, not counting the trains to the grounds, but outside traffic only, we had to put on three extra sleepers to Chicago, besides all of our sleepers for St. Louis, Philadelphia, Boston, Cleveland, New York, etc. It is a wonderful thing for this city. Indianapolis people in general do not fully appreciate the extent of the benefit the city has and will receive as a result of this Speedway being here. There are 'knockers'—there always will be people who think they are divinely appointed to knock every enterprise that is started, and the accidents unfortunately gave them a fine chance to get out their hammers, but right-minded and fair-intentioned people do not use these as any argument against the Speedway, because they know that there are accidents on trains, steamships, telephone lines, telegraph lines, bicycles and horse races. They also know the Indianapolis is not the only place where there are accidents at automobile races. The men who promoted this big thing deserve the biggest 'boost' you can give them."

**E. S. Shumaker, state superintendent Anti-Saloon League:** "I do not consider myself in a position to give an opinion that will be worth much as to the value of the Motor Speedway to Indianapolis for the reason that I am not a business man, did not attend the races and do not know to what extent these events brought business to the city. My understanding of the matter is, however, that the Speedway, being an international affair and attracting the attention of the world to the records made there, will certainly go a long way toward making Indianapolis the automobile center of the United States."

**D. M. Parry, Parry Auto Company:** "I think the press and the people of Indianapolis should stand back of the Indianapolis Motor Speedway in a solid body, giving all the support, encouragement and

possibilities of their particular device. There may be accidents, but every accident will improve the machine, the same with the Motor Speedway. The accidents which have happened there, while, in my opinion, not the fault of the Speedway in any particular, will correct the rules governing the races and grounds."

**W. M. Brown, vice president of the Overland:** "First, last and always, I am for the Speedway, and anything that Carl Fisher is promoting has not only my personal support, but that of the Overland Company. We anticipate great results from the testing-out process on the track—we are glad that we can take this work from the roadways, as we do not like to annoy the farmers or those in pleasure vehicles."

"I was born and brought up in Indianapolis, and although the balance of our officers are Eastern men, still we are for anything that tends to benefit Indianapolis. Although I am not quite ready to assert that the claim to the automobile center of the country can be justly snatched just now from Detroit, where land for automobile manufacturing purposes is selling at \$15,000 an acre, still, there is nothing short of the Speedway that will justify the 'snatching.' If anything can do it the Speedway can, and I hope to see Indianapolis the largest automobile center in the world as a result of the advertising and attracting force of the Speedway. You may quote us always as decidedly for Carl Fisher and his Speedway."

**Crawford Fairbanks, at the Denison:** "The Speedway? I am very glad to tell you that I think it is a wonderful thing for the city—nothing better in the way of world-wide advertising could be had. People are talking about us all over the world. The men at the head of the company deserve the greatest credit for their liberality and loyalty to Indianapolis. I am sorry about the accidents, but they happen at every race, in fact, are liable to happen at any great undertaking. I know personally that the men at the head of the Speedway company felt them more keenly than any of the citizens who are complaining. I do not think they are in any way to blame, because they did all any human beings could do to prevent them—to lessen the chance of accident. It is the ordinary man's propensity for getting 'too close.' I am sure that Mr. Taggart will be glad to have you quote him as feeling exactly the same, as he has expressed his opinion very pointedly in favor of the Speedway."

**Jay G. Wilbraham, manager Hotel English:** "All hotel men are delighted with the results of the Speedway meet from a commercial standpoint. We have never had as good a crowd here before. More money was spent, and spent generously. Less fault found and more praise given than ever given by any other crowd. I heard several people speak in commendation of the treatment received—a noticeable one being the absence of the 'boasting' of prices, so common at the Crownpoint race for instance. We are all sorry, very sorry, about the accidents. They were brought home very closely to

Ed Rink, Rink. It was not held in the definite way, still there is nothing from an adverse standpoint. I know, even though known as a thing that advertises every men at the head of the courage and

## WAR CAR EX

Transcontinental patches &

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In charge of the Tenth Regiment, the 1910 model season's output, seasonal direction Racine (Wis.) p Thursday, Aug. 1 largest through a patch a motor car tary experts every task set for the manded their att ure the success o be terminated at cisco Sept. 16, or schedule that be continues, will m determinations of relative to the au ble in the service

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As a tribute to vate Parrott, Ca manding the mo police, detailed a men in his compe Ranger out of C Aug. 14



Mayor Bookwalter, Claypool Hotel, L.S. Ayres, Howard Marmon, Denison Hotel, Lewis Strang.



Dayton No. 61 in the Thursday stamped him

whither remain in the standard Dayton camp most probably.

the foreigner has sat up. He is not looking upon a sneer as heretofore, of respect that he gazes oblique product. Not only respect, but one of fear, was made by the manufacturer. United States means a he foreigner. It means, the loss of sales, the and, in fact, it means the need in humble salutation manufacturer—the king of the manufacturing world.

## VANDERBILT RACE? YES!

### FAMOUS EVENT IS ASSURED

TENTATIVE DATE OF OCT. 30 IS SET  
FOR NATIONAL MOTOR CONTEST,  
BEING BOOSTED BY  
SPORTSMEN.

## "HAIRPIN" TURN.

These Promoters Take Pre-  
Against Dangers.

Aug. 28.—The famous  
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cyclists that are to be run

was no accident there dur-  
if last year, it has been  
allow the sixteen cars that  
lay the 6th, and probably  
will make the start in the  
on the 5th, to take this  
of the old semicircle, con-  
ing widened twelve feet on  
back.

n," as it is improved, will  
sensational points on the  
no longer be dangerous,  
takes it at proper speed.  
us "dip," which is mid-  
stretch of the course, is  
important changes. The  
drops from the top of a  
he bottom of a creek so  
has long been dangerous  
driving. The ledge is be-  
blasting and the roadway  
dip is now pronounced

vents will be held on Sept.  
automobile carnival. They  
the rules of the Federa-  
Motorcyclists. The events

s for Speed King trophy.  
miles), limited to private  
lines of less than fifty-five  
on displacement without  
ports. First, second and

## ENTERS RACE.

Aug. 28.—The Apperson  
city will participate in  
race at Lowell, Mass.,  
person Jack rabbits have  
Lowell, and Driver Herbert  
mechanic, Joe Bates, will  
early next week. If the  
showing in the races at  
erstood that they will be  
Philadelphia for the race there  
few cars are being carried  
es, though but one car is  
of the races. This is done  
ident, in practice, they  
which to race. The Ap-  
has not yet an-

NEW YORK, Aug. 28.—It was stated  
the other night by a man very high in  
automobile circles that the 1909 Vander-  
bilt Cup was more than a possibility—  
that it was practically a surety. The  
news will come as a big surprise to close  
students of the motor car racing game  
from coast to coast. Rumors have been  
current for the past few weeks that a  
Vanderbilt Cup race would be held this  
year, and many indeed have been the  
speculations proffered on the subject. The  
conjectures that have been aired are  
many, but nothing definite was learned  
until last night, when a supposedly dead  
project was brought to light.

A tentative date has been set for the  
1909 Vanderbilt. It is Oct. 30. Practi-  
cally every arrangement has been com-  
pleted for the race and at the present  
time the manufacturers are being sound-  
ed as to their willingness to enter cars.  
Many motorists have wondered how it  
would be possible for a Vanderbilt cup  
race to be held this year. In the now  
memorable peace pact of Sept. 11, 1908,  
between the American Automobile Asso-  
ciation and the Automobile Club of  
America, it was stipulated in Clause VI of  
the agreement that:

"The American Automobile Association  
agrees that after the year 1908 it will  
have transferred to a corporation con-  
trolled by the Long Island Motor Park-  
way, incorporated, the Vanderbilt Cup,  
upon the condition that the said donee  
will promote each year a national race  
for the said cup under the sanction and  
rules of the American Automobile Asso-  
ciation for national races."

### Exists in Secret.

The fact that this corporation exists  
was a secret with the large majority of  
motorists. Such an organization, how-  
ever, has been formed and is now await-  
ing incorporation. The Vanderbilt Club  
of America has relinquished its right as  
custodian of the Grand Prize Cup, giv-  
ing it to the new body in accordance with  
the clause of the peace agreement.

Clause V reads:  
"That after the year 1908 the Auto-  
mobile Club of America agrees to trans-  
fer, under a proper deed of gift, its gold  
Grand Prize Cup to a corporation con-  
trolled by the Long Island Motor Park-  
way, incorporated, upon the condition that  
the said donee each year promote and

attached to the headquarters of Brigade  
General Pew, commander of the "blue"  
army, and were used by him and his staff  
almost continuously in carrying orders to  
his widely scattered forces.

There is no doubt that, had it not been  
for these cars, General Pew would have  
made a less effective defense of Boston  
than he did, for his troops were spread  
out in a thin line of defense from the se-  
coast to the Taunton River. During the  
first two or three days, all of the camp  
were in touch with General Pew's head-  
quarters by means of telephone wires rig-  
ged by the signal corps, but in the  
later days of the maneuver the  
"blue" army did not have  
any time for such operations as Gen.  
Pew relied entirely upon his White  
steamers to keep in touch with his scat-  
tered forces, for be it remembered, the  
rules of the game created the fiction that  
all ordinary means of transportation and  
communication were destroyed and the  
armies were thrown entirely upon their  
own resources.

### Ambulance Follows Conflict.

Quite as much appreciated by the "blue"  
army was the White steamer ambulance  
attached to the division headquarters, as  
there was no "make-believe" about the  
work of this car. Although no bullets  
were flying about to bring injuries to the  
contending armies, the hospital corps on  
each side was kept busy, treating cases  
heat prostrations and ordinary ailments  
to which flesh is heir. In the "blue" arm  
of 7,000 men, such cases manifested them-  
selves very frequently, and it is not sur-  
prising that it was found necessary to  
have two chauffeurs for the automobile  
ambulance, as it was in practically con-  
stant service. As each case of sickness or  
accident was reported the ambulance was  
sent out to bring the patient to the field  
hospital.

The above does not completely cat-  
alogue the extent to which White steam-  
ers were used by the "blue" army. Quar-  
termaster Sergeant Hathaway drove his  
White steamer, using kerosene as fuel  
and, as he was in charge of getting sup-  
plies to the division headquarters, it can  
be readily imagined how useful this car  
proved itself to be.

Probably fifty or sixty officers of the  
regular army were present at the man-  
euvers, serving in the capacity of umpire  
observers or as advisers to the respective  
armies, and the work of these automob-  
iles during the maneuvers was brought  
forcibly to the attention of some of  
the most active officers on the staff  
of the War Department. There can be no  
doubt but that everyone of these officers  
had impressed upon him the tremendous  
utility of the motor car in military op-  
erations, and the result can not fail to be  
fruitful in increasing the motor equip-  
ment of the army.

## SAVANNAH WANTS BIG INTERNATIONAL AUTO RACE

Harvey Granger Says Motor Club  
Ready to Bid for Grand  
Prize Event.

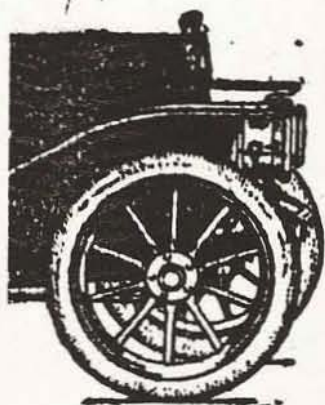
SAVANNAH, Ga., Aug. 28.—It is planned  
to stage another big international automob-  
ile road race in this city. Harvey Granger



less, though but one car is of the race. This is done accident, in practice, they in which to race. The Agreement has not yet an- it will put cars in the 300- run upon the Indianapolis

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**REPAIRING**  
**Prop.**

far, under a proper deed of gift, its gold Grand Prize Cup to a corporation controlled by the Long Island Motor Parkway, incorporated, upon the condition that the said donee each year promote and conduct an international race for the same under the sanction of the Automobile Club of America and under the rules then existing of the International Association of Recognized Automobile Clubs."

### Depends on Builders.

This forming of the new organization as stipulated in the A. C. A.-A. A. A. peace agreement is an unexpected event in automobile circles. Nothing now prevents this year's Vanderbilt cup race from being held. The situation rests right with the manufacturers. Every arrangement as to course, date, plan of race and every possible phase of the preliminary work has been completed. The fact that October 30 has been selected as a tentative date shows that the project is indeed a tangible one. The powers that be in the new organization, the name of which is withheld for various reasons, are determined to hold the Vanderbilt. A most thorough canvass is now being made of the manufacturers to determine possible entries. The contest over the Long Island course has always been most popular with Eastern automobilists and certain it is that popular demand will in some way aid the staging of the project.

The Long Island Motor Parkway is in far better condition for a race than last year and all signs point toward the fact that a 1909 Vanderbilt would be highly satisfactory from every viewpoint. Developments along the line of possible entries and a knowledge of the stand of the manufacturers on the subject are expected in about a week. With all preliminary details having been completed and with the absence of the Briarcliff race from the year's auto card, it certainly looks as though a Vanderbilt would be greeted with enthusiasm by all motorists hereabout.

## STRANG DELAYS HIS DEBUT.

Will Appear With New Buick Machine at Lowell.

Owing to the extremely light weight of the new eight-cylinder Buick racing car built by Lewis Strang, the wonderful speed creation was not tried out here at the Speedway because of the rough condition of the course. Ralph De Palma also refused to drive his "Cyclone" over the track for the same reason.

Strang will make his debut with the eight-cylinder car at the straightaway speed trials during the Lowell (Mass.) races Sept. 6 to 8. The car weighs less than 3,000 pounds; the frame, being underhung, has no transmission, being driven direct with a one-to-one gear; has twenty-eight-inch wheels with a tire lag between each spoke, and the speed monster looks to be an ideal one for circular track racing. Two carburetors are used to get a sufficient amount of gas for the eight cylinders.

The Buick team, composed of Strang, Louis Chevrolet, Burman, DeWitt and Arthur Chevrolet, are now quartered at Lowell, and are entered in the four long-distance races to be held over the Maritime Valley course.

SAVANNAH, Ga., Aug. 28.—It is planned to stage another big international automobile road race in this city. Harvay Granger, secretary of the executive committee of the Savannah Automobile Club, recently announced that his organization is prepared to make a strong bid to have the grand prize race contested over the Georgia racetrack. Granger stated that sufficient financial backing had been guaranteed and that every effort will be made to hold the classic event of America's motoring world.

It is the plan of the Savannah Club to sanction the Automobile Club of America to sanction the event. It is believed that next May would be the best time to schedule the contest. Local followers of the automobile racing game remember the success, from sporting standpoint, of last year's race, the Grand Prize Cup, and are more than anxious to have the exciting race seen again on view hereabouts. The motor struggle of Thanksgiving day last brought a small army of transients into town, and wave of gala-day prosperity was in order. The merchants and hotel keepers are exceedingly anxious for the race to be repeated, and have promised a large part of the guarantee. It is rumored in local motoring circles that the Automobile Club of America lost \$20,000 on last year's race, and that the New York organization is not so anxious to stage the revival this year.

## CAMERA MEN FACE DANGER

Ed Spooner Tells of His Risks in Order to Get Pictures.

It's nerve that makes the automobile contests on the Speedway, and nerve that shows to the waiting world the races as they appear at close quarters. Few ever stop to consider the danger that photographers face when picturing the racing events. Theirs is also a life of hazard, for it is their lot to cross and recross the track, work along the side lines; and also their lot to jump at every alarm and reach the post regardless of life and limb. The first the ground gets the first picture and best. F. Ed Spooner, in speaking of work depicting automobile events the week over, said: "We men of the camera apparently without thought of the race yet our eyes are on the crowd rather than on the racing cars and their nervy drivers. An accident is shown quickly by the crowd and the camera man jumps to his feet, turns around several times and starts away he happens to be headed when he stops. If that is not right, he goes another way grabbing a means of conveyance if possible, or, if not, taking "Shank's mare" to point. To him condition is much, for, in good condition for running, he may be time. If out of condition, time that really valuable is lost. His mind is working actively while his legs are carrying him over the turf, and once on the spot, he is ready to act upon a course he has already laid out, taking every imaginable view of the situation in order that he may be whatever is wanted by the editors for whom he is working. Your camera man is a cold-blooded man. He does not stop for a moment because men may be lying dead around him. That side of the matter does not strike him. It is the picture that he is after and, as that is taken, he is ready for the next. During the Indianapolis races my men and I did not look more than 100 yards ahead of everything and everybody."