

Indianapolis Star, August 19, 1909.

PRICE TWO CENTS.

Mobile Caravan.



PATHFINDER.

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.

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 the grand stands, surpassing anything that the Roman tournaments 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 F. 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.

SUMMARY OF

INDIANAPOLIS STAR

THURSDAY, AUG. 19.

DOMESTIC.

Ill. not be accorded special
at Mattoon, says super-
Page 1
sailor of ill-fated schooner
by dog's antics after floating in
city-seven hours Page 1
Wilson issues report showing
in greatest prosperity era
Page 1
bridge collapses with pedes-
Is injured Page 1

will not be accorded special
 Hagen at Matteawan, says super-
 ndent. Page 1
 g sailor of ill-fated, schooner
 and by dog's antics after floating in
 twenty-seven hours. Page 1
 ary Wilson issues report showing
 iles in greatest prosperity era.

Page 1
 to bridge collapses with pedes-
 as; one is injured. Page 1
 board of inquiry says Lieut. Sut-
 killed himself. Page 2
 Forester Pinchot's enemies favor
 for conservation of forests.

Page 2
 e T. Washington urges Louisville
 ention to broaden scope of work.

Page 2
 Flora Hanson sues Maj. J. H.
 son, wealthy capitalist of Atlanta,
 for divorce. Page 7

Page 7
 W. Butler elected president of
 clean Prison Association. Page 5
 ng forces, in mimic war, are five
 nearer Boston. Page 10

Page 10
 ent Taft confident corporation tax
 stand a legal test of its constitu-
 tility.

FOREIGN.

Page 2
 eds of air craft await starting sig-
 n French aero contest. Page 2
 an sails for home from Europe im-
 ed in health. Page 2
 of capture of Roghi leader of Sul-
 rebellious subjects confirmed.

STATE.

Page 4
 Lick and West Baden gambling
 as destroyed at Paoli. Page 4
 company wants persons re-
 ed from annoying men on way to
 Page 4
 says Kokomo chief advises
 autos to stop speeding over
 y roads. Page 4
 capture Black Hand artist at
 balked by boy, who grabs decoy
 Page 4
 mmercial Club to aid movement
 chase Indian battle grounds.

LOCAL.

Page 1
 ayton, reputed oldest Pullman
 nductor, dies. Page 1
 Fair attendance mounts to 8,000.
 Page 3
 Police Metzger invites public to
 city prison. Page 5
 stops runaway horse that in-
 vo persons. Page 5
 Safety pensions four policemen.
 Page 5
 veterans of Mexican war hold
 Page 5
 raises Bernard's

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; Burgio, 76 miles; Atix, 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 Foertner,
 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. Schwartz, 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; Dom 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,
 S. Comstock, A. J. Rousseau, Ralph Tem-
 ple and D. S. Chapin.

Oldfield Establishes Mark.

"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 Bar-
 ney 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 Zein-
 gal 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 nec-
 essary 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 re-
 stored. He is still the same daring, fear-
 less, expert pilot, restored to the same

A.L. Riker, Art
 Pardington, Fred J.
 Wagner, Webb Jay,
 Barney Oldfield.

company wants persons re-
fined from annoying men on way to
Page 4
or says Kokomo chief advises
ing autos to stop speeding over
try roads. Page 4
to capture Black Hand artist at
it balked by boy, who grabs decoy
age. Page 4
Commercial Club to aid movement
urchase Indian battle grounds. Page 4

LOCAL.

Layton, reputed oldest Pullman
conductor, dies. Page 1
Fair attendance mounts to 8,000. Page 3
Police Metzger invites public to
et city prison. Page 5
our stops runaway horse that in-
two persons. Page 5
of Safety pensions four policemen. Page 5
-one veterans of Mexican war hold
on. Page 5
they praises Barnard's work for
food. Page 5
losses falls 324 in Indiana in July. Page 14
ing contest at Riverside Park to-
Page 14
is vote to establish \$200,000 hotel
at school here. Page 14
Stewart Company purchases \$15,000
stock in Cincinnati. Page 14

SPORTS.

Basketry opens fire today. Page 1
drop game to Millers 2 to 0. Page 8
wins twice and goes into second
Page 8
Homer wins for Evansville. Page 8
wins feature event at Saratoga. Page 8
Reds 1 to 0. Page 9
class wins rich Empire Stakes. Page 9

TRADE AND FINANCE.

hat strong to 5 cents higher on
mand. Page 11
curities market dull and weak. Page 11
bles result in advance in wheat
Page 11
stocks active and feverish at
Page 11

DEPARTMENTS.

..... 6 Society 7
people.. 6 Home hints 7

BADLY HURT WHEN SPEEDS INTO HOUSE

James Levy, Webb Jay, Cliff Taylor, J.
V. Lawrence, A. J. Banta, R. A. Creek,
S. Comstock, A. J. Rousseau, Ralph Tem-
ple and D. S. Chaplin.

Oldfield Establishes Mark.

"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 Bar-
ney 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 Zein-
gal 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 nec-
essary 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 re-
stored. He is still the same daring, fear-
less, 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 driv-
ers precautions and instructions, the
work of the factory experts in giving the
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,
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 had melted in
the distance, the last p— before the
fate determining races in full sway.

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 man-
agers 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 con-

Page 14

Page 14

Page 14

Page 14

SPORTS.

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

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 had melted in the distance, the last puffs of smoke before the fate determining races in full sway.

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 tire. Four tubes of vegetable compound supporting a great mass of steel are bound

CONTINUED ON PAGE 10, COLUMN 4

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 11

Page 14

Page 14

Page 14

Page 14

Page 1

Page 8

Page 8

Page 8

Page 8

Page 9

Page 9

Page 11

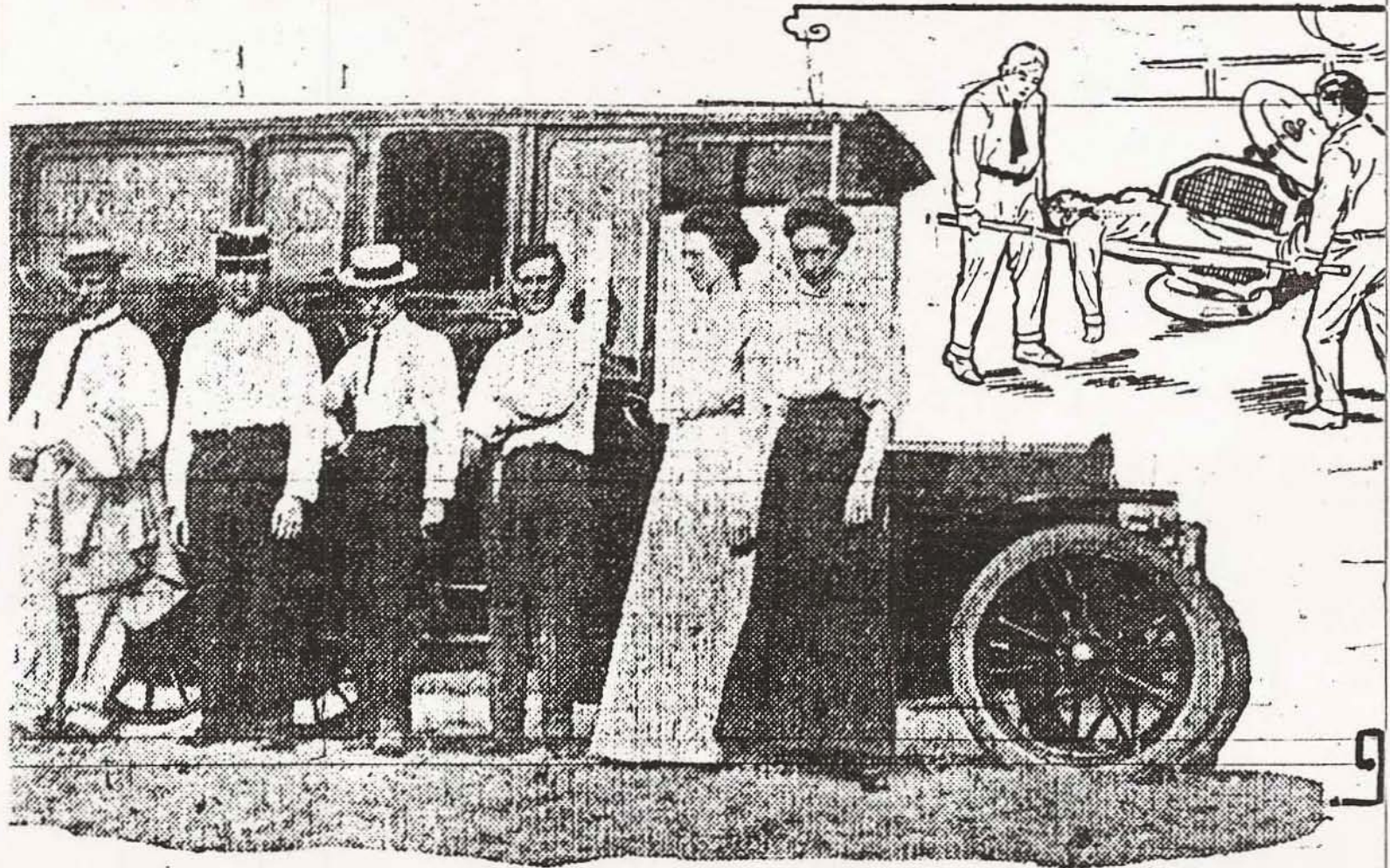
Page 11

Page 11

il to Score in the Third Game of Minneapolis Series.

Athletic

Ambulance Staff in Charge of Speedway Hospital.



gorgeous plays of the day, with his bare paw when it was thought there was a chance to catch it.

It was the fifth consecutive time the Millers have fig-ured close their series here with Lindaman pitching Patterson or Altrock.

Recent record of the Champs new life into their playing also to be a prominent factor in the pennant from now on.

Here in the present series of have been improved upon opinion of Minneapolis crit-ics. Millers will be mighty lucky to break which a victory to- day brings. Score:

B	R	R	H	O	A	E
0	0	0	2	1	0	0

The ambulance staff, which gave such effective service when Jake De Rosier was injured in the motorcycle races at the Speedway last week, will be on duty when the automobile races start today. Had it not been for the prompt service rendered when De Rosier was hurled from his motorcycle last Saturday the rider might have lost his life. The ambulance, which is the property of A. M. Ragadale & Co., will be in readiness to answer emergency calls during the automobile races this week.

Hit—Hetting. Stolen bases—Shannon, Love, Hetting, Brashear. Double play—Love to Brashear to Beckley. Struck out—By Carter, 2; by Donovan, 1. Bases on errors—Kansas City, 2; Toledo, 2. Bases on balls—Off Donovan, 4. Hits—Off Donovan, 10 in 7 innings. Hit by pitcher—By Donovan, Hinchman.

DESPISED OUTSIDER WI

BEATS FAVORITE IN STRET

CHOIRMASTER OF CHESTERBROOK
ADDED STARTER, QUOTED AT \$
TO 1, TAKES HANDICAP EVENT
AT SARATOGA.

SARATOGA, N. Y., Aug. 18.—Choirmaster of Chesterbrook, an added sta-