

PRICE TWO CENTS

MAKE NEW RECORDS IN SPEEDWAY

Handicap Event.

MAKE NEW RECORDS IN SPEEDWAY TESTS

Strang, Zengel and Aitken Set
World's Marks in Second
Day's Race Events.

WIFE WATCHES DARING FEAT

Urges Driver to Uphold Reputa-
tion and Husband Responds by
Burning Up Auto Course.

BY P. P. WILLIS.

Love guided Dare Devil Louis Strang yesterday in the 100-mile automobile race, the feature at the Speedway, and sent him splintering world's records galore. When the oil and dirt-begrimed pilot, weary with his effort, relaxed his hold on the wheel, after riding in the broiling hot sun for more than an hour, Strang felt he had earned a day's salary. Not only his salary, and not only the honor of shattering world's record in the greatest race ever held in this country, but above all, the smiles, kisses and admiration of his wife.

When Mrs. Strang arrived this morning her first words to her husband were: "Why did you not win yesterday? Now, show your mettle today."

Strang showed his mettle and won the 100-mile event in time of 1:32:48.5, beating the one held by his Buick rival, Burman, of 1:41.

Strang, in his little creation of speed, Buick No. 33, broke a world's record in every ten-mile circuit, beginning with twenty miles. He held the lead during the entire race, lapping the others until the spectators' heads swam.

Event Breaks Bounds.

It was a great day for Indianapolis and the Speedway, this second event on the





RESCUED AS BOAT BURNS

PASSENGERS SHOW HEROISM

STEAMER FRED SWAIN, FROM PEORIA
TO LA SALLE, CONSUMED, BUT
ALL ON BOARD ARE
—TAKEN OFF.

PEORIA, Ill., Aug. 30. — The steamer Fred Swain, Capt. Verne Swain in command, of the Peoria & La Salle Packet Company, leaving Peoria for La Salle at 3 o'clock this afternoon with twenty-five passengers and a crew of fifteen aboard, caught fire off Averyville, a suburb, at 8:20 o'clock, and was burned to the water's edge after being piloted into four feet of water. No lives were lost. The property loss is \$35,000.

The majority of the passengers were women and children, and, once the fire was discovered issuing from a stateroom on the second deck, panic reigned. The gangplank was lowered to enable passengers to board the score of rowboats that had been put out from shore, but the ropes burned, letting fifteen persons into the water. Tom Powers of this city and E. A. Caron of Worcester, Mass., both of whom were on the plank, each saved the lives of two children, carrying the little tots on their backs to old tree stumps to await the arrival of rescuers.

The fire was discovered by a cabin girl and she gave the alarm, but the fire spread. Capt. Swain, on realizing that all hopes for the vessel were gone, ordered Pilot Martin Huston to beach the boat and instructed his crew to deal out life preservers.

Guards Against Explosion.

Engineer Casrider, after attending to his boiler, guarding against an explosion, went to his pumps, remaining there until the flames licked him about the face and body. He finally got into a rowboat, beat the flames from his clothes and managed to get to shore. He was taken to a hospital.

William Bittle, a merchant of Peoria, with his young son Harold, after being rescued by a motor boat, said:

"I was with my son, sitting on the front end of the second deck, when I heard a little girl remark to her mother, 'Mama, look at the fire.' The woman turned to her child and on standing

the entire crew, dipping the others into the spectators' heads swam.

Event Breaks Bounds.

It was a great day for Indianapolis and the Speedway, this second event on the new five-mile track. Death broke a record and did not demand a single toll. Other world's track records than that Strang made, were broken.

Zengel, in his Chadwick No. 30, broke the world's record for ten miles in the fifth race in time of 8:23.2, as against that made by Oldfield of 9:12.36 at New York Oct. 29, 1904.

Indianapolis came to the front again when, in the sixth race, John Altken in his National No. 8 broke the world's record for five miles in 4:25 flat, as against 4:26 made by De Palma in a Fiat at Providence, R. I., Oct. 10, 1908.

Merz, in his National No. 7, was a close second. In fact, the timers called it a tie, but the judges decided that Altken won by a hairsbreadth.

The timers declared that it was a dead heat, the cars being not more than a hundredth part of a second apart when they hit the tape. They said that a car going at the rate of sixty miles an hour travels eighty-eight feet a second, and declared that these two Indianapolis-made racers were going at about eighty miles an hour at the finish of this spectacular race.

Strang Thrills Thousands.

The sustained race of Louis Strang was remarkable. Inspired as he was by love, the lure of gold and the craving for supremacy, no wonder he risked life and endangered limb and machinery in his death-inviting, space-annihilating performance.

When he stepped from his machine his wife flew to his arms and, although he was one solid mass of dirt and oil, and his head was so masked in dust that none other than a wife, would have caressed and blessed the hero of the speed battle.

She realized that during the race his thoughts were on her, but that he had no hands to spare for idle waving, no eyes to rove about the landscape. Both Strang and his mechanic had their work cut out for them, every second of the journey. Strang was the captain of the crew, and guided the speed-lustful demon. The other fed its starving machinery with lubrication, watched for overtaking cars and read the signals from the repair pits.

The proud wife realized that once her husband took his eyes from the track he might meet the fate that overtook Bourque on the previous day. She knew full well that once he were to release his hold with even one hand on the steering wheel

CONTINUED ON PAGE 10, COLUMN 3.

Summary of Auto Races on Speedway

ATTENDANCE.

Twenty-two thousand.

ACCIDENTS.

None fatal.

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CONTINUED ON PAGE 10, COLUMN 3.

Engineer Chandler, after attending to his boilers, guarding against an explosion, went to his pumps, remaining there until the flames licked him about the face and body. He finally got into a rowboat, beat the flames from his clothes and managed to get to shore. He was taken to a hospital.

William Hittle, a merchant of Peoria, with his young son Harold, after being rescued by a motor boat, said: "I was with my son, sitting on the front end of the second deck, when I heard a little girl remark to her mother, 'Mama, look at the fire.' The woman turned in her chair, and, on sighting the flames, shrieked 'The boat's afire!' Instantly a panic ensued, all making a rush to the lower deck. When the gang plank was lowered after the bow was sent into the willows all scrambled upon it and all were plunged into the water when the cables were parted by the flames. I grabbed my boy and for awhile thought surely we would be lost, but I managed to cling to a small willow tree until rescued. It was a miracle that all escaped."

The steamer Fred Swain was one of the finest packets plying the Illinois River and enjoyed a large passenger and freight business.

Two Women and One Man Die During Fireworks Exhibition. BURLINGTON, Ia., Aug. 20.—Jumping into the Mississippi River from a burning launch, Mrs. Marshall Jordan and Mrs. I. D. Conover of Mt. Pleasant, Ia., and one man were drowned tonight. During an exhibition of fireworks on the river the powder on the supply bags accidentally was exploded. The accident was witnessed by thousands of persons who, for a time, believed it was a part of the program, for the act piece of fireworks represented the destruction of a ship with persons jumping into the water.

ESCAPE FIRE; THREE DROWN.

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AUTO Drivers Continue Smashing Records

—Likewise—

do the results from Star Want Ads.

Those who use them the most are backed by the greatest champions.

Why not let one carry you to victory?

Phone your want ad to The Star.

New Old 4000

Summary of Auto Races on Speedway

ATTENDANCE.

Twenty-two thousand.

ACCIDENTS.

None fatal.

Harney Oldfield sustained injuries to his right forearm that may prevent him from racing for a few days.

ELEVEN WORLD'S RECORDS.

Zengel, in Chadwick No. 50, broke the world's record for ten miles in the fifth race, with time of 8:23 1-5. Former record was made by Oldfield in 9:12 3-5 in a Peerless at New York Oct. 20, 1904.

Altken, in a National No. 8, won the sixth race, five miles, in time of 4:25 flat, breaking a world's record held by De Palma in a Fiat of 4:26, made at Providence, R. I., Oct. 10, 1904.

Strang, in Buick No. 33, broke the twenty-mile record in 18:41.7, against the time of 18:45.2 held by Oldfield, made in a Peerless at Denver, Col., Nov. 5, 1904.

Strang, in Buick No. 23, broke the thirty-mile record in time of 27:55.0, against the record of Oldfield of 28:38 2-5, made in a Peerless at Fresno, Cal., Dec. 13, 1904.

Strang, in Buick, broke the forty-mile record in time of 37:01 3-5, as against the time of 38:31 4-5, made by Oldfield in a Peerless at Fresno, Cal., Dec. 13, 1904.

Strang, in Buick No. 33, broke the fifty-mile record in time of 46:04.6, as against the time of 48:40 1-5 held by Oldfield and made in a Peerless at Fresno, Cal., Dec. 13, 1904.

Strang, in Buick No. 33, broke the sixty-mile record during the 100-mile race in time of 55:24.7, beating Clemens's record of 1:08:12 2-5, made in a National in this city Nov. 4, 1905.

Strang, in Buick No. 33, broke the seventy-mile record during the 100-mile race, in time of 1:04:55.8, as against the time of 1:19:35 2-5, held by Clemens and made in a National in this city on Nov. 4, 1905.

Strang, in Buick No. 33, broke the eighty-mile record in time of 1:14:18, as against the time of 1:30:46 1-3, made by Clemens in a National in this city Nov. 4, 1905.

Strang, in Buick No. 33, broke the record for ninety miles in time of 1:33:40, as against the time of 1:42:14, made by Clemens in this city Nov. 4, 1905.

Strang, in Buick No. 33, broke the 100-mile world's record in time of 1:37:48 3-10, as against the time of 1:44, made at Columbus, O., July 3, 1900.

MAKING REC.

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30.—John B. McIntosh, is not John Orth, of official state- tice of Baron s consul of the tent, here to- in part: government has roof that the Palmyra, to true and the d not to give so statements nter, whatever ade," insists that he

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FOR PEACE

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COLLISION.

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180 acres, Delaware County, Indiana; good six-room house, large, new barn; two and a half miles from railroad station; Muscia, twelve miles; \$85 per acre. Half cash, balance long time, 5 per cent. 819 State Life Building.

It was a glorious race for the two National boys, both Indianapolis's sons, both driving Indianapolis-made cars, anyway, and one plucked from a hot-bed of opposition.

Altken rose from seventh place in the first lap to first in the second. Miller, in his Stoddard-Dayton No. 22, led the first lap.

The last race of the day was a fitting climax to the second event on the wonderful record-making Hoosier track. It was the 100-mile race. Just before it was started the judges rode entirely around the track to inspect it and decided to limit the race to fifty miles. But the deed of the trophy required 100 miles, so it was thus decreed by the powerful judges.

It was won by Strang after a remarkable flight round and round the course, leading always, never in danger of being passed and spurred on by a mixture of inspirations. The time was 1:32:48 5-10. This beats the world's record of 1:44, held by Burman, another Buick driver. Strang smashed a world's record every ten miles after the first had been reeled off like strips of white ribbon track beneath the thundering car he piloted.

De Witt, in Bulck No. 32, came second, and Stillman, in Marmon 16, came third. Stillman, an Indianapolis driver, behind the wheel of another Indianapolis-made car, worked wonders with his machine, urging it forward faster and faster, although he worked against many odds, meeting with bad luck at the start and falling far behind. Had he started better, it is predicted he would have spoiled Strang's walk-away.

A. A. A. OFFICIALS TO MEET.

A meeting will be held this morning at 9:30 at the Claypool by the A. A. A. officials here attending the Speedway automobile races. F. H. Elliott, secretary, from New York city, said yesterday that the cause of the meeting is to try and instill some active interest in the Indiana state association of the A. A. A. Officers will be elected to succeed President H. O. Smith of this city and Edgar Apperson of Kokomo, Ind.

RACING CARS WEIGHED.

The technical committee at the Speedway races, of which David R. Bescroft of Chicago is chairman, had large scales provided at the course and all race cars were weighed yesterday.

The committee compelled all drivers to put necks on their exhaust pipes, so that the fire and smoke shooting from them would not interfere with drivers alongside of them.

RACES TO CLOSE TODAY

FEATURE EVENT ON CARD

**AUTO DRIVERS WILL COMPETE IN 300-
MILE GRIND FOR RICH TROPHY—
TWENTY-FIVE-MILE RACE
SCHEDULED.**

When the Speedway gates open at 9 o'clock this morning, the last day of the opening meet, it is expected that thousands will be waiting for admission. Indications are that all attendance records as well as race records will be broken.

Today's card contains the greatest feature of the meet, the 100-mile race for the Wheeler-Schebler Trophy, the finest ever offered since the history of man.

Another prominent feature is the race for the Remy Grand Brassard. This is a twenty-five-mile open, with such famous cars as the following entered: Chadwick, Benz, Fiat, Apperson, National, Lozier and Jackson. It bids strong to be a classy race in which records are seriously in danger of falling.

The program for today is:

Event No. 1—Fifteen miles free-for-all handicap; prize \$100. Gold medal:

Apperson, four-cylinder	Lytle
Apperson, four-cylinder	
Lozier, four-cylinder	Mulford
National, four-cylinder	Kincaid
National, four-cylinder	Menz
National, six-cylinder	
Marion, four-cylinder	
Marion, four-cylinder	
Marion, four-cylinder	
Marmpn, four-cylinder	
Marmon, four-cylinder	
Marmbn, four-cylinder	
Stoddard-Dayton, four-cylinder	
Stoddard-Dayton, four-cylinder	
Stoddard-Dayton, four-cylinder	
Christie, four-cylinder	Christie
Benz, four-cylinder	Oldfield
Peerless, four-cylinder	Crocker
Buick, four-cylinder	De Witt
Buick, four-cylinder	Burman
Buick, four-cylinder	Chevrolet
Vello, four-cylinder	
Vello, four-cylinder	
Jackson, four-cylinder	
Jackson, four-cylinder	
Jackson, four-cylinder	
Fiat Cyclone, four-cylinder	De Palma

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HAVE TO PAY TAXES AGAIN.

Insurance Companies Operating Under Two Auditors Held for \$39,100.15.

The companies selling insurance in Indiana during the terms of J. O. Henderson and A. C. Dally, auditors of state, will have to pay again \$39,100.15 in taxes, according to the result of the research of Cyrus W. Neal, insurance deputy under Auditor Billhelmer. Notices will be sent out this week. A sum of \$2,411.88 will not be collected, although due, because the companies owing the money, forty-two in number, have either quit business altogether or have abandoned the Indiana field.

INCORPORATIONS.

Articles of incorporation were filed in the office of the secretary of state yesterday as follows:

The Wholchel Electric Company of Anderson; capital stock, \$25,000; to sell and manufacture electrical appliances. Incorporators: Bert Welchel, John W. Jones, Albert S. McCall and John Riches.

The Farmers' Grain and Live Stock Company of Petersburg; capital stock, \$20,000; to carry on grain and live stock business. Incorporators: Jasper D. Selby and twelve others.

The Beech Grove Investment Company of Indianapolis; capital stock, \$450,000; to deal in real estate. Incorporators: Winfield Miller, Anthony F. Kleinschmidt and Henry J. Huder.

The Monte Glove Company of Shelbyville; capital stock, \$10,000; to conduct a textile business. Incorporators: C. Steinhauser, H. G. Montgomery and Edwin Salles.

The Pendleton Commercial Association of Pendleton; no capital stock; to promote the interests of Pendleton. Incorporators: Horace G. Hardy, Roland F. Thomas, Jonathan J. Rogers, Victor M. Cooper, Walter H. Alman, James B. Rickey, Charles W. Kinkle, Horace C. Martindale, David B. Cale, Fred Lant, Calvin F. Brown and William F. Morris.

Notice was filed of the increase of the capital stock of the Hopkins Fertilizer Company of New Albany from \$25,000 to \$50,000.

COAL RATES POSTPONED.

The rates on coal over the Monon Railroad, from New Albany to points North, recently fixed by the Indiana Railroad Commission, will not go into effect until Sept. 1, instead of yesterday as had been ordered. The extension was granted at the request of the Monon officials, who have petitioned for a rehearing. Aug. 25 was set for the rehearing.

Marmon, four-cylinder	Christie
Stoddard-Dayton, four-cylinder	Oldfield
Stoddard-Dayton, four-cylinder	Crocker
Stoddard-Dayton, four-cylinder	De Witt
Christie, four-cylinder	Burman
Benz, four-cylinder	Chevrolet
Peerless, four-cylinder	Vette
Buick, four-cylinder	Vette
Buick, four-cylinder	Jackson
Buick, four-cylinder	Jackson
Vette, four-cylinder	Jackson
Vette, four-cylinder	Fiat Cyclone
Jackson, four-cylinder	Do Palma

Event No. 2—Ten miles amateur championship of America. Prizes, trophy and gold medal.

Fiat	Hearne
Stearns	Van Camp
Thomas	Griener
Buick	Ryall

Event No. 3—Twenty-five-mile free-for-all open; Remy Grand Brassard:

Lozier, four-cylinder	Aitken
National, six-cylinder	Christie
Stoddard-Dayton, four cylinder	Oldfield
Christie, four-cylinder	Crocker
Benz, four-cylinder	Strang
Peerless, four-cylinder	Zengel
Buick, eight-cylinder	Do Palma
Chadwick, six-cylinder	
Fiat Cyclone, four-cylinder	

Event No. 4—Consolation five miles; \$50 cash or plate and gold medal for first prize; silver medal for second prize.

Event S—Under 600, cubic inch piston displacement:

Apperson, four-cylinder	Iytle
Apperson, four-cylinder	Mulford
Lozier, four-cylinder	Aitken
National, six-cylinder	Oldfield
National, six-cylinder	Reed
National, four-cylinder	Stillman
Marmon, four-cylinder	
Stoddard-Dayton, four-cylinder	Hearne
Stoddard-Dayton, four-cylinder	Strang
Fiat, four-cylinder	Chevrolet
Buick, four-cylinder	Burman
Buick, four-cylinder	Marion
Buick, four-cylinder	Marion
Marion, four-cylinder	
Marion, four-cylinder	

NEW WEATHER MAN TUESDAY.

Alfred H. Thiessen Expected to Arrive From Post in Raleigh, N. C.

Alfred H. Thiessen, who is to succeed W. T. Blythe as section director of the Indianapolis office of the United States Weather Bureau, is expected to arrive in Indianapolis Tuesday. Mr. Thiessen was formerly in charge of the Weather Bureau office at Raleigh, N. C., and was recently assigned to the Indianapolis office when Mr. Blythe handed his resignation to the department.

Mr. Blythe will still be connected with the Indianapolis office, but will turn over the directive work entirely to Mr. Thiessen. Mr. Blythe entered the service thirty-nine years ago, and has been section director at Indianapolis for eight years. He gave his resignation to the department because he thought he was becoming too old to give adequate attention to the work of the Indianapolis office.

DEFIANCE OF DEATH DRAWS BIG CROWD

Twenty-Two Thousand Frenzied Spectators Urge Dare-Devils to World's Auto Records.

WOMEN AGAIN VIE WITH MEN

Hunger for More Speed Causes Enthusiasts to Shout Encouragement to Racers.

The enthusiasm and excitement of the crowd at Thursday's races at the Motor Speedway was mild in comparison with that of yesterday's crowd. The heedless manner in which the drivers of the demons of speed hurled defiance at death and sped around the track moved the crowd to a state of excitement bordering on frenzy, and time and again it cheered and applauded the machines as they whizzed by. Yesterday's crowd numbered 22,000 persons. Sixteen thousand had seen the races the day before, and hundreds, yea thousands, were back again yesterday to witness the thrilling events.

The people seemed to regard the fatalities of the 250-mile race on Thursday, in which the Knox driver, Bourqua, and his mechanic, Holcomb, went to their death, as merely an incident of the races. The killing of the two men, it seemed, only served to increase the excitement. The crowd was expectant of a repetition of the accidents and every time a racer appeared to be in trouble the people in the grand stand jumped to their feet and craned their necks to see what the outcome might be. Several times false reports of accidents on the track were started in the grand stand only to be disproven when the drivers came thundering down the stretch at breakneck speed.

Gives Free Band Con



various automobile companies on the near turn held 400 people and the bleachers, just beyond, with a capacity of 4,500, were filled. Three thousand, four hundred and sixty people passed through the main gateways in automobiles alone, and at 3 o'clock it was conservatively estimated that there were 2,000 automobiles on the grounds.

The steam road's special trains made fifty-six trips to and from the Union Station, between 9 a. m. and 7 p. m., and carried approximately 9,000 persons.

Two thousand and three hundred tickets for the Speedway were sold at the Terminal Station over the Ben Hur line. In addition over 8,000 persons paid cash fare. The Ben Hur line operated cars every fifteen minutes, beginning at 9:30 and ending at 7:45.

Many of the visitors to the races yesterday—probably the most of them—were from the urban towns and the rural districts. All roads leading to Indianapolis

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More field glasses were in evidence yesterday in the grand stand and attention was riveted to the cars as they made the turns or sped along the stretches. The crowd would not have been startled if any one of the cars had crashed at any time into the fence or turned turtle on the track.

There were more women in the crowd than on Thursday and they appeared to be the most interested of the spectators.

Greater Thrillers Than Day Before.

The 100-mile race and the fifty-mile race eclipsed all the other events as thrillers. As the various drivers whizzed by in their thundering machines time after time, the people in the grand stand came to feel a sort of acquaintanceship with them and interest in the favorites was quickened and intensified with each succeeding lap. Thousands of persons, a large portion of them being women, kept score of the movements of the racers and watched the time, realizing that world's records were being smashed before their very eyes.

The crowds were not only interested in every movement of the drivers, but they soon came to realize that the mechanics who accompanied the drivers and showed their teeth at death were about as important factors in a long race as the drivers themselves. The people watched these attendants work with the machinery while the cars were thundering along at full speed; saw them pumping oil into the machinery; saw them slip from their seats and test that gauge and this one, or fasten a nut that appeared to be working loose; saw them regulate the supply of gasoline and do all the other things that serve to keep the car on its "feet" and up to the limit of its speed and endurance.

The people marveled at the gameness of the men. The drivers sat bracing themselves with the aid of the steering gear, but the mechanics, unbraced and compelled to take risks that might at any time result in their being hurled from the machines, slid about the sputtering, throbbing, on-rushing machines with a dexterity common only to experts.

Crowds Await Opening of Gates.

A large crowd of people was in waiting when the gates to the grounds were opened at 9 o'clock. By 10:30 3,000 people were on hand and at 12 o'clock the crowd was estimated at 15,000. By 2:30 every seat in the grand stand, which, with the boxes, seats 9,500 persons, and every bit of standing room was taken. The over-

gatesway in automobiles alone, and at 8 o'clock it was conservatively estimated that there were 2,000 automobiles on the grounds.

The steam road's special trains made fifty-six trips to and from the Union Station, between 7 a. m. and 7 p. m. and carried approximately 9,000 persons.

Two thousand and three hundred tickets for the Speedway were sold at the Terminal Station over the Ben Hur line. In addition over 8,000 persons paid cash fare. The Ben Hur line operated cars every fifteen minutes, beginning at 9:30 and ending at 7:45.

Many of the visitors to the races yesterday—probably the most of them—were from the urban towns and the rural districts. All roads leading to Indianapolis yesterday forenoon resounded with the "Honk! Honk!" of automobile horns. The interurban lines brought several thousand people into the Traction Terminal Station during the day. The Big Four and the Ben-Hur special trains and cars had about all they could handle. When the races were over at 5:40 a long line of cars and special railroad trains were in waiting to transport the people to the city. All the roads leading to the Speedway have been oiled and are in the pink of condition for automobile traffic.

Track Oiling Watched With Interest.

The people who arrived at the track early so they might seize upon good seats for the day amused themselves watching workmen oil the course. Large tanks of oil, each drawn by four horses were used. The oil laid the dust which had troubled the drivers so much the day before. Workmen had repaired the track at points where holes were cut by the racers on Thursday and every precaution was taken to prevent a recurrence of such accidents as that of the day before.

An announcement from the track that overcharging for refreshments in the grand stand was prohibited and the request that the people not pay more than 5 cents for drinks brought cheers from the people there.

Right at 12 o'clock when Christie, the dare-devil driver, started on an exhibition trip around the track in his big Demon, a machine of his own make, the crowd rose en masse. The grand stand, as on Thursday, resounded with shouts of "Sit down!" "Sit down!" The exhaust from Christie's car cracked like the roar of cannon as he sped down the stretch. The exhibition brought forcibly to the attention of the crowd the practically unlimited energy stored up in that giant annihilator of space, the racing automobile. Barney Oldfield was greeted with thunderous cheers when he appeared upon the track in his great Benz machine to attempt to reduce the world's record for the mile. There were cheers when Oldfield finished his trip around the track and prolonged cheering when it was announced that he had gone the mile in 48 1-5 seconds.

The fifty-mile race-tuned the crowd to a high pitch of enthusiasm for the 100-mile event. When it was announced that the length of the latter race would be reduced to fifty miles a ripple of disappointment spread through the grand stand. But when it was announced later that it had been decided to make the full 100 miles the people cheered.

Crowd Eager for Speed.

Such was the evident hunger in the grand stand for speed that drivers of cars in the wake of the leaders were re-

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time result in their being hurled from the machines, slid about the sputtering, throbbing, on-rushing machines with a dexterity common only to experts.

Crowds Await Opening of Gates.

A large crowd of people was in waiting when the gates to the grounds were opened at 9 o'clock. By 10:30 5,000 people were on hand and at 12 o'clock the crowd was estimated at 16,000. By 2:30 every seat in the grand stand, which, with the boxes, seats 2,500 persons, and every bit of standing room was taken. The overflow from the grand stand poured into the paddock in front, and by 2:30 approximately 1,000 people occupied that space, lining the outside fence of the track six and eight deep. The private boxes of the

had gone the mile in 48 1/2 seconds. The fifty-mile race taxed the crowd to a high pitch of enthusiasm for the 100-mile event. When it was announced that the length of the latter race would be reduced to fifty miles a ripple of disappointment spread through the grand stand. But when it was announced later that it had been decided to make the full 100 miles the people cheered.

Crowd Eager for Speed.

Such was the evident hunger in the grand stand for speed that drivers of cars in the wake of the leaders were rebuked in a jovial way by bursts of cheering as they drove by. All efforts to keep the people from rising to their feet every time a car went by were abandoned, and the upshot of it was that practically all the people in the grand stand, notwithstanding that they were provided with excellent seats, stood throughout the greater part of the afternoon. In the boxes were some of the elect of society in the principal cities of Indiana and her neighboring states.

To those people who were compelled to sit in the sun the Overland Automobile Company distributed, free of charge, Japanese parasols.

The management at the Speedway expects fully 30,000 or more people today because of the Saturday half holiday. The transportation facilities, it is expected, will be taxed to the utmost, and there will be a scramble for good points about the course from which to view the races, and for seats in the grand stand, boxes and bleachers perhaps never before witnessed at any series of automobile races in the country.

GREAT CROWD IS ORDERLY.

No Arrests Made by Police or Soldiers at the Speedway.

The second day's racing passed without arrests by police or soldiers. The vast crowd was orderly in every way and the police and soldiers reported very little trouble.

Patrolman A. J. Bruce caught a negro and a white man, unknown to him, annoying women in the grand stand and ejected them from the grounds. Patrolmen H. E. Gill and T. T. Bledsoe, on duty at the bridge above the grand stand, had considerable trouble trying to keep the bridge clear. Because of the excellent view of the home stretch of the track afforded from the bridge the people were determined to crowd upon it. The officers kept the crowd moving, but attempts to take advantage were made by people who crossed and recrossed the bridge. These persons were ordered off and kept off the bridge, the officers threatening to close it up if the people did not keep moving. Additional patrolmen were placed on duty at the bridge during the afternoon to reinforce the officers.

People are not allowed to stop on the bridges over the Speedway. Should they be allowed to do so there would be danger that the bridge might give way and throw its occupants into the track to be run over and killed by the onrushing automobiles.

Beyond treating swollen eyes and bandaging burns, blisters and small cuts the hospital staff at the Speedway yesterday had nothing to do. Drs. H. R. Allen, Fred Mayer, C. R. Strickland, L. H. Maxwell, H. S. Parker and J. M. Smith were at the hospital all afternoon ready for duty in

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AUTOMOBILES DIRECTORY

Motor Cars AND Accessories

Accessories Hearsey-Willis Co., 113-117 West Market.

American Factory and Sales Dept., 450-20 S. Illinois, cor. Henry.

Auburn Finch & Freeman, 33 South Capitol Avenue.

Auto Repair Co.—Universal 214 E. Ohio St. Main 492.

BROKEN PARTS Welded, Indianapolis Welding Co., 265 S. Maryland St. Ray phone 3228.

BROKEN PARTS? See Ua. Huettner Machine and Tool Co. 107 E. South.

BRUSH RUNABOUT Indianapolis Auto Co., 113-115 W. Md. St.

Bulck Bulck Motor Company, 130-132 East New York street.

Cadillac Cadillac Automobile Company, 22-25 East Ohio street.

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Metal Polish BEN HUR, Crawfordville, Indiana. Shines Brightest. Lasts Longest.

Metal Polish International "Blue Ribbon," 2142 E. Capital Ave. Shines Everything.

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FAINTS IN FRONT OF STAND.

Young Man Overcome While Watching Automobile Races.

Carl Kopanka, a young man from Newcastle, fainted in the paddock in front of the grand stand at the Speedway yesterday afternoon, but was quickly revived upon being carried to the shade. The young man came to Indianapolis with Taylor Morris, Clarence Jackson, Dick Goodwin and other Newcastle friends, and being unable to obtain seats in the grand stand, went into the paddock. He sought a place along the fence and it was not long until the crowd became so thick around him and the sun was so hot above that the boy was overcome. He fell into the arms of Morris, who, with others, carried him into the shadow of the grand stand. Restoratives were applied, he recovered quickly and remained throughout the races, taking care to keep out of the sun.

Michigan, but faced the battle alone. Jackson No. 53, driven by Lynch, was late getting away at the signal and forsook the race at once.

When the first sound of the approaching cars was heard coming around the far curve the thousands in the grand stand rose as one man and sent a wild cheer to the heavens when it was discovered that Merz in his National was leading, and at a far faster gait than his followers. He whizzed past like a streak of lightning, sending a cloud of smoke down the track in his trail, while the noise of his machine was deafening. He was in dead earnest and bent far over the wheel. He was getting every ounce of power out of the steel structure that was carrying him at the death-inviting pace.

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Altken Wins His Race.

The next race added increased pride in the local talent of motor soldiers. This was the ten-mile race. Eight cars entered. Eight was the lucky number, too, for Altken, in his National No. 8, came eighth in the first lap and crawled up to first in the last, winning in 9:26.8. He got the poorest start of the field, too. Hearne, in his Fiat No. 24, led the first lap, followed closely by the entire field. It was the closest and most exciting race thus far of the two days' meet.

It was the occasion for the initial appearance of Barney Oldfield in his much-talked-of Old Glory National car. Barney met with an accident, however, in this race, which may bar him for several days.

The technical committee had all drivers put reflectors on their bonnets, and this forced the fire from the exhausts up into Barney's car's carburetor, setting the machine afire. The straps which held the hood burned in two and it flew back and struck Barney on his right arm, inflicting injuries that required a physician's attention.

There was another woman other than Mrs. Strang who had interests weighing heavily on her heart, and this was Mrs. Oldfield. When the news came by telephone that he had met with an accident, but not fatal, she remained as rooted to her seat, white with fear.

The racing driver's wife has something in common with the soldier's wife, and something more, for she not only sees her husband go to battle, but she sees him as he fights his way along.

One man remarked as he watched the tense features of the anxious wife waiting for definite news: "If I were a woman I should choose a sedentary grocery clerk to love, honor, obey and expect home every evening."

But Oldfield's accident occurred through no fault of his own. He is known as a dare-devil, but he usually comes through unscathed to victory. He is the sort of a man who in medieval times would have been said to bear a charmed life.

Driving, he gives one the impression that he is a madman crowding his car to the maximum of capacity. Nevertheless he has a head and uses it. His reputation as a "dangerous" driver is one of double benefit to him, for it makes him a popular favorite with the spectators, be-

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The Indianapolis Military Band will give the free band concert at the International Interdenominational County Fair tonight. The fair, on College avenue, between Thirteenth and Fourteenth streets, is given for the benefit of The Star Summer Mission Fund. It closes tonight.

Make New Records in Speedway Tests

CONCLUDED FROM PAGE ONE.

In a second two lives would be tossed into eternity and a noble racer turned into junk.

In appearance Strang is a strapping, handsome youngster with a deep chest and limbs like a Hercules. His skin is clear and ruddy (except after a race), his hair light brown, tinted with gray, wavy and close cropped; his eyes frank, blue, boyish. Energy and good nature hang about him like an aura. His smile is wonderfully engaging and reveals a row of strong white teeth that any girl might covet.

Strang keeps his car as spick and span as his person, and although there were twenty or more men ready to help him adjust the racer before the event, he did all the work himself. When he took the blackened and oily car back to the camp after the race he tenderly patted its hot sides, examined it all over and even washed it off before he cleared the grime from his own face and hands.

First Race Disappoints.

Owing to the good condition of the track, after having been worked upon all night by the laborers and oiled the entire length, it was decided by the officials to put on the one-mile races against time in the first place.

Oldfield in his Benz equaled his new world's record of :43.1 made Thursday, but did not seem to be able to get his car to go faster. He led his rival by a wide breadth of daylight, however.

Zengel, in his Chadwick, made the mile in :49.3, while De Palma, in his Fiat, passed him to time of :46.6.

These contestants went around the track once at a time, being allowed one entire circuit in which to limber up the machines before the timers "spotted" them.

Out of reverence for the unfortunate victims of Thursday's fatal accident which cost the lives of Boutque and Holcomb, the Knox Company will not enter any more cars in the Speedway races.

Burman, the "Wild," who made such a spectacular race yesterday, winning the 250-mile event, was suffering so much yesterday from the strain of that grueling ride that he did not enter a single event. He will be in tiptop shape to join the ranks today, however.

The races started forty-five minutes

ago making the less experienced and timid drivers fear him. He is one to be looked out for—and turned out for.

The crowds had waited for some dreadful accident all during the afternoon, and when the fifty-mile race was announced it felt sure that something was in store. It is the long race, which wears out men and machines, that is filled with dangerous possibilities. But such was not in store. Nothing, in fact, marred the grand success of yesterday's races.

In this fifty-mile race five starters were entered.

It was won by Wright in his Stoddard-Dayton No. 18. His team pal, Schwitzer, won second in his Stoddard-Dayton No. 19. The race was for these two men alone, after the seventeenth lap all others having dropped out for one cause or another.

The winner started in the lead, kept ahead in four laps, and then fell down to third place in the fourth lap. From this position he crawled up to first in the eighth lap, and retained this lead then until the end. From the fourth lap until the eighth the second-place man, Schwitzer, led the race. He fell to last place in the ninth lap, and remained in the cellar until all those between him and the leader had dropped out, leaving him next to the "head of his class."

The time for the race was 59:23.1. As the victor came in in the last lap, away ahead of his one remaining rival, the crowds cheered in unison, and he slowed his trembling machine and recognized the salutation and responded by a wave of his blackened hand and a nod of his dirty, but smiling face.

World's Record Broken.

The next race had a world's record smashing field entered. This field kept its trust, too. It was a ten-mile free-for-all. Zengel in his Chadwick No. 50 won in time of 8:23.2, beating Oldfield's record of 9:12.3-3, made at New York, Oct. 23, 1904. He was second at the end of the first lap, but then nosed to the front and stayed there in the remaining three laps. Oldfield in his Benz led in the first lap, but dropped to last place and then went out after he was injured.

The accident occurred in the second lap, and Oldfield's arm was so weak from previous race injuries that he was unable to control the wheel of the powerful German machine. Second place was won by Altken in his National No. 8. Helna won third in his Lozier No. 5.

Fastest Race on Record.

This was the fastest ten-mile race ever run on a circular course and the fact that Zengel did so with a "green" mechanic adds to the glory of the driver. This helper was added at the last moment as the other member of the Chadwick crew and was inexperienced as to the duties he was to perform. William Adams, he was called before he started, but Hall the Conqueror, he was called after the race.

As he donned the rubber suit, mask and goggles, there was a look of doubt about him. He was like a pensive soldier of the Light Brigade, buttoning on his uni-

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The races started forty-five minutes late.

The second event, which was to have been first but for the shifting in of the speed tests against one mile, was the five-mile event for cars of 231 to 300 cubic inches piston displacement.

Four cars started. It was won by Strang in Buick No. 33. Time, 4:48. Chevrolet was the only driver to take a mechanician.

In the first lap Strang and Chevrolet were away ahead of the other two. In the final lap Strang had everything coming his way, with enough room between him and the others to build a ball park the size of Washington.

Monson, in Marlon No. 12, dragged in at a snail's pace, away behind, having trouble with his motor.

Local Drivers Finish First.

The next race brought cheers from all Indianapolis spectators as well as others, because it was a red letter event for local talent. It was the ten-mile race for cars of 301 to 450 cubic inches piston displacement. It was won by Merz in his National No. 7, time of 9:16.3.

Strang started to enter this event, but had trouble with his machine and withdrew. Kincaid, in his National No. 4, was too late in getting to the tape to enter. None of the drivers took mechanicians, but faced the battle alone.

Jackson No. 52, driven by Lynch, was late getting away at the signal and forsook the race at once.

When the first sound of the approaching cars was heard coming around the far curve the thousands in the grand stand rose as one man and sent a wild cheer to the heavens when it was discovered that Merz in his National was leading, and at a far faster gait than his followers. He whizzed past like a streak of lightning, sending a cloud of smoke down the track in his trail, while the noise of his machine was deafening. He was in dead earnest and bent far over the wheel. He was getting every ounce of power out of the steel structure that was carrying him at the death-inviting pace.

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As he donned the rubber suit, mask and goggles, there was a look of doubt about him. He was like a nervous soldier of the Light Brigade, buttoning on his uniform, in the face of Balaklava and wondering if he hadn't got himself into rather a nasty hole by enlisting in the army.

Before mounting the oil-smeared seat, he was instructed briefly in his duties. He was to pump a certain pump, keep a certain dial hand at a certain figure, turn

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Summary of Speed

EVENT NO. 1.

(Race against time for one-mile record):
26, Oldfield in Benz; time, :43.1 (equals his own world's record made Thursday); 59, Zengel in Chadwick; time, :49.3; 54, De Palma in Fiat; time, :46.6.

EVENT NO. 2.

(Five-mile race for cars of 231 to 300 cubic inches piston displacement.) Won by Strang in Buick No. 33; time, 4:43.

—Race by Laps—

First lap—33, Strang (Buick); 34, Chevrolet (Buick); 12, Monson (Marlon); 14, Stutz (Marlon). Second lap—33, Strang; 34, Chevrolet; 14, Stutz; 12, Monson.

EVENT NO. 3.

(Ten-mile race for cars of 301 to 450 cubic inches piston displacement.) Won by Merz in National No. 7; time, 9:16.3.

First lap—7, Merz (National); 37, Chevrolet (Buick); 20, De Hymel (Stoddard-Dayton); 61, Clemens (Stoddard-Dayton).

Second lap—7, 37, 20.
Third lap—7, 37, 20.
Fourth lap—7, 37, 30.
Dropped out in first lap.

EVENT NO. 4.

(Ten-mile race.) Won by Altken in National No. 8; time, 9:26.6.

First lap—24, Hearne (Fiat); 62, De Hymel (Stoddard-Dayton); 22, Clemens (Stoddard-Dayton); 1, Lytle (Apperson); 5, Mulford (Lozier); 6, Kincaid (National); 8, Altken (National).

Second lap—62, 22, 1, 5, 8, 6, 24.
Third lap—22, 8, 63, 1, 5, 6.
Fourth lap—8, 1, 5, 6.

EVENT NO. 5.

Fifty-mile race for cars of 161 to 230 cubic inches piston displacement. Won by Wright in Stoddard-Dayton, No. 115; time, 59:23.1.

First Lap—18, Wright (Stoddard-Dayton); 19, Schwitzer (Stoddard-Dayton); 30, De Witt (Buick); 49, Merritt (Velle); 31, Ryall (Buick).

Second Lap—19, 30, 18, 49.
Third Lap—30, 19, 18, 49, 31 (second lap).
Fourth Lap—19, 30, 18, 31 (third lap), 49.

Time, 10 miles, 11:33.8.
Fifth Lap—19, 30, 18, 41 (fourth lap), 49.
Sixth Lap—19, 18, 30, 31 (fifth lap), 49.

Seventh Lap—19, 18, 30, 3, 49 (out).
Eighth Lap—18, 19, 30, 31 (sixth lap).
Time, 20 miles, 23:33.7.

Ninth Lap—18, 30, 31 (seventh lap), 19.
Tenth Lap—18, 30, 31 (eighth lap), 19.
Time, half way done, 25 miles, 29:02.2.

Eleventh Lap—18, 31 (ninth lap), 30, 19.
Twelfth Lap—18, 31 (tenth lap), 30, 19.
Time, 30 miles, 34:42.3.

Thirteenth Lap—18, 31 (eleventh lap), 30, 19.
Fourteenth Lap—18, 31 (twelfth lap), 30, 19.
Fifteenth Lap—18, 31 (thirteenth lap), 30, 19.

Sixteenth Lap—18, 31 (fourteenth lap), 30, 19.
Time, 40 miles, 46:24.1.
Seventeenth Lap—18, 30 (out), 31 (fifteenth lap, out), 19.

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stand rose as one man and sent a wild
cheer to the heavens when it was discov-
ered that Mers in his National was lead-
ing, and at a far faster gait than his fol-
lowers. He whizzed past like a streak
of lightning, sending a cloud of smoke
down the track in his trail, while the
noise of his machine was deafening. He
was in dead earnest and bent far over
the wheel. He was getting every ounce
of power out of the steel structure that
was carrying him at the death-inviting
pace.

Clemens stopped in the first lap with
his Stoddard-Dayton No. 61. Mers led
the second lap. He retained the lead in
the third, and when he rounded the bend
in the fourth victory placed the laurel on
his brow, for he had won by a big margin.

Aitken Wins His Race.

The next race added increased pride in
the local talent of motor soldiers. This
was the ten-mile race. Eight cars entered.
Eight was the lucky number, too, for
Aitken, in his National No. 8, came
eighth in the first lap and crawled up to
first in the last, winning in 9:26.8. He got
the poorest start of the field, too. Hearne,
in his Fiat No. 24, led the first lap, fol-
lowed closely by the entire field. It was
the closest and most exciting race thus
far of the two days' meet.

It was the occasion for the initial ap-
pearance of Barney Oldfield in his much-
talked-of Old Glory National car. Barney
met with an accident, however, in this
race, which may bar him for several days.

The technical committee had all driv-
ers put reflectors on their bonnets, and
this forced the fire from the exhausts up
into Barney's car's carburetor, setting the
machine afire. The straps which held the
hood burned in two and it flew back and
struck Barney on his right arm, inflicting
injuries that required a physician's at-
tention.

There was another woman other than
Mrs. Strang who had interests weighing
heavily on her heart, and this was Mrs.
Oldfield. When the news came by tele-
phone that he had met with an acci-
dent, but not fatal, she remained as root-
ed to her seat, white with fear.

The racing driver's wife has something
in common with the soldier's wife, and
something more, for she not only sees her
husband go to battle, but she sees him as
he fights his way along.

One man remarked as he watched the
tense features of the anxious wife wait-
ing for definite news: "If I were a wom-
an I should choose a sedentary grocery
clerk to love, honor, obey and expect
home every evening."

But Oldfield's accident occurred through
no fault of his own. He is known as a
dare-devil, but he usually comes through
unscathed to victory. He is the sort of
a man who in medieval times would have
been said to bear a charmed life.

Driving, he gives one the impression
that he is a madman crowding his car
to the maximum of capacity. Neverthe-
less he has a head and uses it. His repu-
tation as a "dangerous" driver is one of
double benefit to him, for it makes him
a popular favorite with the spectators, be-

(Ten-mile race, for cars of 801 to 450 cubic
inches piston displacement). Won by Mers in
National No. 7; time, 9:16.3.

First lap—7, Mers (National); 37, Chevrolet
(Dulek); 19, De Hymel (Stoddard-Dayton);
61, Clemens (Stoddard-Dayton).

Second lap—7, 37, 20.

Third lap—7, 37, 20.

Fourth lap—7, 37, 20.

Dropped out in first lap.

EVENT NO. 4.

(Ten-mile race), Won by Aitken in Na-
tional No. 8; time, 9:26.8.

First lap—24, Hearne (Fiat); 62, De
Hymel (Stoddard-Dayton); 22, Clemens
(Stoddard-Dayton); 1, Lytle (Apperson); 5,
Mulford (Lozier); 6, Kincaid (National);
8, Aitken (National).

Second lap—62, 22, 1, 5, 8, 6, 24.

Third lap—22, 8, 63, 1, 5, 6.

Fourth lap—8, 1, 5, 6.

EVENT NO. 5.

Fifty-mile race for cars of 161 to 280
cubic inches piston displacement. Won by
Wright in Stoddard-Dayton, No. 18; time,
59:23.1.

First Lap—18, Wright (Stoddard-Dayton);
19, Schmitzer (Stoddard-Dayton); 30, De
Witt (Buick); 49, Merritt (Vette); 31, Ryall
(Buick).

Second Lap—19, 30, 18, 49.

Third Lap—30, 19, 18, 49, 31 (second lap).

Fourth Lap—19, 30, 18, 31 (third lap), 49.

Time, 10 miles, 11:33.8.

Fifth Lap—19, 30, 18, 41 (fourth lap), 49.

Sixth Lap—19, 18, 30, 31 (fifth lap), 49.

Seventh Lap—19, 18, 30, 3, 49 (out).

Eighth Lap—18, 19, 30, 31 (sixth lap).

Time, 20 miles, 28:33.7.

Ninth Lap—18, 30, 31 (seventh lap), 19.

Tenth Lap—18, 30, 31 (eighth lap), 19.

Time, half way done, 26 miles, 29:02.2.

Eleventh Lap—18, 31 (ninth lap), 30, 19.

Twelfth Lap—18, 31 (tenth lap), 30, 19.

Time, 30 miles, 34:42.3.

Thirteenth Lap—18, 31 (eleventh lap), 30,

19.

Fourteenth Lap—18, 31 (twelfth lap), 30, 19.

Fifteenth Lap—18, 31 (thirteenth lap), 30, 19.

Sixteenth Lap—18, 31 (fourteenth lap), 30,

19. Time, 40 miles, 46:24.1.

Seventeenth Lap—18, 30 (out), 31 (fifteenth
lap; out), 19.

Eighteenth Lap—18, 19.

Nineteenth Lap—18, 19.

Twentieth Lap—18, 19. Time, 50 miles,

59:23.1.

EVENT NO. 6.

Ten-mile free-for-all—Won by Zengel in
Chadwick No. 50; time 8:22.2, a new world's
record.

First Lap—27, Oldfield (Benz); 50, Zengel
(Chadwick); 8, Aitken (National); 5, Heina
(Lozier); 66, Ford (Stearns); 24, De Palma
(Fiat) (out).

Second Lap—50, 8, 5, 66, 27 (out).

Third Lap—50, 8, 5 (out), 66.

Fourth Lap—50, 8, 66.

EVENT NO. 7.

Five-mile free-for-all handicap—Won by
Aitken in National No. 8; time 4:25 flat,
a new world's record. Mers almost tied
Aitken.

First Lap—22, Miller (Stoddard-Dayton);
52, Lynch (Jackson); 7, Mers (National);
53, Bisbee (Jackson); 6, Kincaid (National);
1, Lytle (Apperson); 8, Aitken (National);
16, Stillman (Marmon); 15, Keefe (Mar-
mon); 2, McCulla (Apperson); 14, Stutz (Ma-
rion); 20, De Hymel (Stoddard-Dayton).

Second Lap—8, 7, 22, 52, 53, 1, 2, 6, 7,

15, 14, 20.

EVENT NO. 8.

(100 miles race).
Won by Strang in Buick No. 23; time,
1:29:48.5, a new world's record.

Entrants and Numbers—33, Strang (Buick);

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...the remaining rival, the crowd cheered in unison, and he slowed his trembling machine and recognized the salutation and responded by a wave of his blackened hand and a nod of his dirty, but smiling face.

World's Record Broken.

The next race had a world's record smashing field entered. This field kept its trust, too. It was a ten-mile free-for-all. Zengel in his Chadwick No. 50 won in time of 3:33.2, beating Oldfield's record of 3:13.3, made at New York, Oct. 29, 1904. He was second at the end of the first lap, but then nosed to the front and stayed there in the remaining three laps. Oldfield in his Benz led in the first lap, but dropped to last place and then went out after he was injured.

The accident occurred in the second lap, and Oldfield's arm was so weak from previous race injuries that he was unable to control the wheel of the powerful German machine. Second place was won by Aitken in his National No. 8. Helna won third in his Lozier No. 5.

Fastest Race on Record.

This was the fastest ten-mile race ever run on a circular course and the fact that Zengel did so with a "green" mechanician adds to the glory of the driver. This helper was added at the last moment as the other member of the Chadwick crew and was inexperienced as to the duties he was to perform. William Adams, he was called before he started, but Hall the Conqueror, he was called after the race.

As he donned the rubber suit, mask and goggles, there was a look of doubt about him. He was like a peepie soldier of the Light Brigade, buttoning on his uniform, in the face of Balaklava and wondering if he hadn't got himself into rather a nasty hole by enlisting in the army.

Before mounting the oil-smeared seat, he was instructed briefly in his duties. He was to pump a certain pump, keep a certain dial hand at a certain figure, turn

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a brass knob every now and then and press other brass things with his feet—that's all. He was also to turn and look for overtaking cars. He got in.

His not to reason why,
His but to do and die.

Novice Makes Good.

But he did not die. He did die many deaths in his mind, however. He died on the curves, when the machine spun on two wheels; he died on the straightaways, he died against every fence post and in every ditch, under the machine, above it and hurling through the air. But worst of all was what a pit attendant said to him when he alighted, entirely together, and said: "Why, we hardly missed you." Such are the apprentice days of a dare-devil.

Twelve starters faced the tape in the next event. It was the five-mile race, free-for-all handicap. It was won by Aitken in the time of 4:25 flat, breaking a world's record. It beat the mark of De Palma of 4:26, made in a Fiat at Providence, R. I., on Oct. 10, 1903.

It was a beautiful race, calling forth every inch of space to decide the victor; in fact there is quite a dispute whether he won or whether his "side kick" in the National camp, Merz in his National No. 7, won. The timers say it was a dead tie, while the judges gave Aitken about one-hundredth of an inch ahead of Merz.

Summary of Speedway Races.

EVENT NO. 1.

(Race against time for one-mile record): 26, Oldfield in Benz; time, :43.1 (equals his own world's record made Thursday); 50, Zengel in Chadwick; time, :49.3; 54, De Palma in Fiat; time, :46.6.

EVENT NO. 2.

(Five-mile race for cars of 331 to 300 cubic inches piston displacement.) Won by Strang in Buick No. 33; time, 4:43.

—Race by Laps—

First lap—33, Strang (Buick); 34, Chevrolet (Buick); 12, Monson (Marion); 14, Stuts (Marion). Second lap—33, Strang; 34, Chevrolet; 14, Stuts; 12, Monson.

EVENT NO. 3.

(Ten-mile race for cars of 301 to 450 cubic inches piston displacement.) Won by Merz in National No. 7; time, 9:16.3.

First lap—7, Merz (National); 37, Chevrolet (Buick); 20, De Hymel (Stoddard-Dayton); 41, Clemens (Stoddard-Dayton).

Second lap—7, 37, 20.
Third lap—7, 37, 20.
Fourth lap—7, 37, 20.
Dropped out in first lap.

16, Stillman (Mamon); 33, De Witt (Buick); 15, Harroun (Marmon); 12, Monson (Marion); 34, Chevrolet (Buick).

—Race by Laps—

First Lap—33, 16, 32, 15, 12, 34.
Second Lap—33 (mile ahead), 32, 16, 15, 12, 34.
Third Lap—33, 32, 16, 15, 34.
Fourth Lap—33, 12 (third lap), 32, 14, 16, 15, 34.
Time—Ten miles, 9:25.4.
Fifth Lap—33, 32, 16, 15, 34.
Sixth Lap—33, 32, 16, 34, 15.
Seventh Lap—33, 14 (fifth lap), 32, 34, 16, 15.
Eighth Lap—32, 12 (fourth lap, out), 32, 34, 16.
Time—Twenty miles, 18:45.2; beats record of 18:41.7.
Ninth Lap—33, 15 (seventh lap), 32, 34, 16.
Tenth Lap—33, 15 (eighth lap), 14 (sixth lap), 32, 34.
Eleventh Lap—33, 16 (tenth lap), 15 (ninth lap), 32.
Twelfth Lap—33, 16 (eleventh lap), 15 (tenth lap), 32, 34 (eleventh lap, stopped for repairs), 14 (seventh lap, stopped for repairs).
Time—Thirty miles 27:55.6.

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Summary of Speedway Races.

EVENT NO. 1.

(Race against time for one-mile record):
26. Oldfield in Benz; time, :43.1 (equals
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Zengel in Chadwick; time, :49.3; 54. De
Palma in Fiat; time, :46.6.

EVENT NO. 2.

(Five-mile race for cars of 231 to 300 cubic
inches piston displacement.) Won by Strang
in Buick No. 33; time, 4:45.

—Race by Laps—

First lap—33, Strang (Buick); 34, Chevro-
let (Buick); 12, Monson (Marion); 14, Stuts
(Marion). Second lap—33, Strang; 34, Che-
vrolet; 14, Stuts; 12, Monson.

EVENT NO. 3.

(Ten-mile race for cars of 301 to 450 cubic
inches piston displacement.) Won by Merz in
National No. 7; time, 9:16.3.

First lap—7, Merz (National); 37, Chevrolet
(Buick); 20, De Hymel (Stoddard-Dayton);
*61, Clemens (Stoddard-Dayton).

Second lap—7, 37, 20.

Third lap—7, 37, 20.

Fourth lap—7, 37, 20.

*Dropped out in first lap.

EVENT NO. 4.

(Ten-mile race.) Won by Altken in Na-
tional No. 8; time, 9:26.6.

First lap—24, Hearne (Fiat); 62, De
Hymel (Stoddard-Dayton); 22, Clemens
(Stoddard-Dayton); 1, Lytle (Apperson); 5,
Mulford (Lozier); 6, Kyncaid (National);
8, Altken (National).

Second lap—62, 22, 1, 5, 8, 6, 24.

Third lap—22, 8, 62, 1, 5, 6.

Fourth lap—8, 1, 5, 6.

EVENT NO. 5.

Fifty-mile race for cars of 161 to 280
cubic inches piston displacement. Won by
Wright in Stoddard-Dayton, No. 418; time,
59:23.1.

First Lap—18, Wright (Stoddard-Dayton);
19, Schwitzer (Stoddard-Dayton); 30, De
Witt (Buick); 49, Merritt (Velle); 31, Ryall
(Buick).

Second Lap—19, 30, 18, 49.

Third Lap—30, 19, 18, 49, 31 (second lap).

Fourth Lap—19, 30, 18, 31 (third lap), 49.

Time, 10 miles, 11:33.8.

Fifth Lap—19, 30, 18, 41 (fourth lap), 49.

Sixth Lap—19, 18, 30, 31 (fifth lap), 49.

Seventh Lap—19, 18, 30, 3, 49 (out).

Eighth Lap—18, 19, 30, 31 (sixth lap).

Time, 20 miles, 23:33.7.

Ninth Lap—18, 30, 31 (seventh lap), 19.

Tenth Lap—18, 30, 31 (eighth lap), 19.

Time, half way done, 25 miles, 29:02.2.

Eleventh Lap—18, 31 (ninth lap), 30, 19.

Twelfth Lap—18, 31 (tenth lap), 30, 19.

Time, 30 miles, 34:42.3.

Thirteenth Lap—18, 31 (eleventh lap), 30,

19.

Fourteenth Lap—18, 31 (twelfth lap), 30, 19.

Fifteenth Lap—18, 31 (thirteenth lap), 30, 19.

Sixteenth Lap—18, 31 (fourteenth lap), 30,

19. Time, 40 miles, 46:24.1.

Seventeenth Lap—18, 30 (out), 31 (fifteenth

lap; out), 19.

Eighteenth Lap—18, 19.

Nineteenth Lap—18, 19.

Twentieth Lap—18, 19. Time, 50 miles,

59:23.1.

EVENT NO. 6.

Ten-mile free-for-all—Won by Zengel in
Chadwick No. 50; time 8:32.2, a new world's
record.

16, Stillman (Mamon); 22, De Witt (Buick);
15, Harroun (Marmon); 12, Monson (Ma-
rion); 34, Chevrolet (Buick).

—Race by Laps—

First Lap—33, 16, 32, 15, 12, 34.

Second Lap—33 (mile ahead), 32, 16, 15,
12, 34.

Third Lap—33, 32, 16, 15, 34.

Fourth Lap—33, 12 (third lap), 22, 14, 16,
15, 34.

Time—Ten miles, 9:26.4.

Fifth Lap—33, 32, 16, 15, 34.

Sixth Lap—33, 32, 16, 34, 15.

Seventh Lap—33, 14 (fifth lap), 32, 34,

16, 15.

Eighth Lap—33, 12 (fourth lap, out), 32,

34, 16.

Time—Twenty miles, 18:45.2; beats record

of 18:41.7.

Ninth Lap—33, 15 (seventh lap), 32, 34, 16.

Tenth Lap—33, 15 (eighth lap), 14 (sixth

lap), 32, 34.

Eleventh Lap—33, 16 (tenth lap), 15

(ninth lap), 32.

Twelfth Lap—33, 16 (eleventh lap), 15

(tenth lap), 32, 34 (eleventh lap, stopped for

repairs), 14 (seventh lap, stopped for re-

pairs).

Time—Thirty miles, 27:55.9; beats record

of 28:38.2.

Thirteenth Lap—33, 16 (twelfth lap), 15

(eleventh lap), 32, 34 (twelfth lap).

Fourteenth Lap—33, 16 (thirteenth lap),

34 (thirteenth lap), 32, 15 (twelfth lap).

Fifteenth Lap—33, 16 (fourteenth lap), 34

(fourteenth lap, out), 32, 15 (thirteenth lap).

Sixteenth Lap—33, 16 (fifteenth lap), 32.

Time—Forty miles, 37:00.1 6-10; beats rec-

ord of 38:31 4-5.

Seventeenth Lap—33, 15 (fourteenth lap).

Eighteenth Lap—33, 32 (seventeenth lap),

15 (fifteenth lap), 16 (sixteenth lap, stopped

for repairs).

Nineteenth Lap—33, 32 (eighteenth lap),

15 (sixteenth lap), 16 (seventeenth lap).

Twentieth Lap—33, 32 (nineteenth lap), 15

(seventeenth lap), 16 (eighteenth lap).

Time—Fifty miles, 46:04.6; beats record of

48:40 1-5.

Twenty-first Lap—33, 32 (twentieth lap),

16 (nineteenth lap), 15 (eighteenth lap).

Twenty-second Lap—33, 32 (twenty-first

lap), 16 (twentieth lap), 15 (nineteenth lap).

Twenty-third Lap—33, 32 (twenty-second

lap), 15 (twenty-fourth lap), 32 (twenty-fifth

lap), 16 (thirty-fifth lap), 15 (thirty-fifth lap).

Twenty-fourth Lap—33, 16 (twenty-second

lap), 15 (twenty-first lap).

Time—Sixty miles, 55:24.7; beats record

of 1:08.12 2-5.

Twenty-fifth Lap—33, 16 (twenty-third

lap).

Twenty-sixth Lap—33, 32 (twenty-third

lap, stopped for repairs), 15 (twenty-second

lap), 16 (twenty-fourth lap).

Twenty-seventh Lap—33, 15 (twenty-third

lap), 32 (twenty-fourth lap).

Twenty-eighth Lap—33, 16 (twenty-fifth

lap), 15 (twenty-fourth lap), 32 (twenty-fifth

lap).

Time—Seventy miles, 1:04:55.8; beats rec-

ord of 1:19:35 2-5.

Twenty-ninth Lap—33, 16 (twenty-sixth

lap), 32 (twenty-sixth lap), 15 (twenty-fifth

lap).

Thirtieth Lap—33, 16 (twenty-seventh lap),

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Thirty-first Lap—33, 16 (twenty-eighth

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lity. Neverthe-
s it. His repu-
river is one of
it makes him
spectators, be-

ten-mile race, for cars of 801 to 400 cubic
inches piston displacement). Won by Merz in
National No. 7; time, 9:16.3.
First lap—7, Merz (National); 37, Chevrolet
(Buick); 20, De Hymel (Stoddard-Dayton);
61, Clemens (Stoddard-Dayton).
Second lap—7, 37, 20.
Third lap—7, 27, 20.
Fourth lap—7, 37, 20.
Dropped out in first lap.

EVENT NO. 4

(Ten-mile race). Won by Aitken in Na-
tional No. 3; time, 9:26.6.
First lap—24, Hearne (Flat); 62, De
Hymel (Stoddard-Dayton); 22, Clemens
(Stoddard-Dayton); 1, Lytle (Apperson); 5,
Mulford (Lozier); 6, Kincaid (National);
3, Aitken (National).
Second lap—62, 22, 1, 5, 8, 6, 24.
Third lap—22, 8, 63, 1, 5, 6.
Fourth lap—8, 1, 5, 6.

EVENT NO. 5

Fifty-mile race for cars of 161 to 230
cubic inches piston displacement. Won by
Wright in Stoddard-Dayton, No. 418; time,
59:23.1.
First Lap—18, Wright (Stoddard-Dayton);
19, Schwitzer (Stoddard-Dayton); 30, De
Witt (Buick); 49, Merritt (Velle); 31, Ryall
(Buick).
Second Lap—19, 30, 18, 49.
Third Lap—30, 19, 18, 49, 31 (second lap).
Fourth Lap—19, 30, 18, 31 (third lap), 49.
Time, 10 miles, 11:33.8.
Fifth Lap—19, 30, 18, 41 (fourth lap), 49.
Sixth Lap—19, 18, 30, 31 (fifth lap), 49.
Seventh Lap—19, 18, 30, 3, 49 (out).
Eighth Lap—18, 19, 30, 31 (sixth lap).
Time, 20 miles, 23:33.7.
Ninth Lap—18, 30, 31 (seventh lap), 19.
Tenth Lap—18, 30, 31 (eighth lap), 19.
Time, half way done, 25 miles, 29:02.2.
Eleventh Lap—18, 31 (ninth lap), 30, 19.
Twelfth Lap—18, 31 (tenth lap), 30, 19.
Time, 30 miles, 34:42.3.
Thirteenth Lap—18, 31 (eleventh lap), 30,
19.
Fourteenth Lap—18, 31 (twelfth lap), 30, 19.
Fifteenth Lap—18, 31 (thirteenth lap), 30, 19.
Sixteenth Lap—18, 31 (fourteenth lap), 30,
19. Time, 40 miles, 46:24.1.
Seventeenth Lap—18, 30 (out), 31 (fifteenth
lap; out), 19.
Eighteenth Lap—18, 19.
Nineteenth Lap—18, 19.
Twentieth Lap—18, 19. Time, 50 miles,
59:23.1.

EVENT NO. 6

Ten-mile free-for-all—Won by Zengel in
Chadwick No. 50; time 8:23.2, a new world's
record.
First Lap—27, Oldfield (Benz); 50, Zengel
(Chadwick); 8, Aitken (National); 5, Heina
(Lozier); 66, Ford (Stearns); 24, De Palma
(Flat) (out).
Second Lap—50, 8, 5, 66, 27 (out).
Third Lap—50, 8, 5 (out), 66.
Fourth Lap—50, 8, 66.

EVENT NO. 7

Five-mile free-for-all handicap—Won by
Aitken in National No. 8; time 4:25 flat,
a new world's record. Merz almost tied
Aitken.
First Lap—22, Miller (Stoddard-Dayton);
52, Lynch (Jackson); 7, Merz (National);
23, Bisbee (Jackson); 6, Kincaid (National);
1, Lytle (Apperson); 8, Aitken (National);
16, Stillman (Marmon); 15, Keefe (Mar-
mon); 2, McCulla (Apperson); 14, Stutz (Mar-
mon); 20, De Hymel (Stoddard-Dayton).
Second Lap—8, 7, 22, 52, 53, 1, 2, 6, 7,
15, 14, 20.

EVENT NO. 8

(100 miles race).
Won by Strang in Buick No. 23; time,
1:32:48.5, a new world's record.
Entrants and Numbers—33, Strang (Buick);

27, 10:12.7.
Ninth Lap—33, 16 (seventh lap), 32, 34, 16.
Tenth Lap—33, 16 (eighth lap), 14 (sixth
lap), 32, 34.
Eleventh Lap—33, 16 (tenth lap), 15
(ninth lap), 32.
Twelfth Lap—33, 16 (eleventh lap), 15
(tenth lap), 32, 34 (eleventh lap, stopped for
repairs), 14 (seventh lap, stopped for re-
pairs).
Time—Thirty miles, 27:55.9; beats record
of 28:38.2.
Thirteenth Lap—33, 16 (twelfth lap), 15
(eleventh lap), 32, 34 (twelfth lap).
Fourteenth Lap—33, 16 (thirteenth lap),
34 (thirteenth lap), 32, 15 (twelfth lap).
Fifteenth Lap—33, 16 (fourteenth lap), 34
(fourteenth lap, out), 32, 15 (thirteenth lap).
Sixteenth Lap—33, 16 (fifteenth lap), 32.
Time—Forty miles, 37:00.16-10; beats rec-
ord of 38:31.4-5.
Seventeenth Lap—33, 15 (fourteenth lap).
Eighteenth Lap—33, 32 (seventeenth lap),
15 (fifteenth lap), 16 (sixteenth lap, stopped
for repairs).
Nineteenth Lap—33, 32 (eighteenth lap),
15 (sixteenth lap), 16 (seventeenth lap).
Twentieth Lap—33, 32 (nineteenth lap), 15
(seventeenth lap), 16 (eighteenth lap).
Time—Fifty miles, 46:04.6; beats record of
48:40.1-5.
Twenty-first Lap—33, 32 (twentieth lap),
16 (nineteenth lap), 15 (eighteenth lap).
Twenty-second Lap—33, 32 (twenty-first
lap), 16 (twentieth lap), 15 (nineteenth lap).
Twenty-third Lap—33, 32 (twenty-second
lap), 15 (twenty-fourth lap), 32 (twenty-fifth
lap), 16 (thirty-fifth lap), 15 (thirty-fifth lap).
Twenty-fourth Lap—33, 16 (twenty-second
lap), 15 (twenty-first lap).
Time—Sixty miles, 55:24.7; beats record
of 1:08.12.2-5.
Twenty-fifth Lap—33, 16 (twenty-third
lap).
Twenty-sixth Lap—33, 32 (twenty-third
lap, stopped for repairs), 15 (twenty-second
lap), 16 (twenty-fourth lap).
Twenty-seventh Lap—33, 15 (twenty-third
lap), 32 (twenty-fourth lap).
Twenty-eighth Lap—33, 16 (twenty-fifth
lap), 15 (twenty-fourth lap), 32 (twenty-fifth
lap).
Time—Seventy miles, 1:04:55.8; beats rec-
ord of 1:19:35.2-5.
Twenty-ninth Lap—33, 16 (twenty-sixth
lap), 32 (twenty-sixth lap), 15 (twenty-fifth
lap).
Thirtieth Lap—33, 16 (twenty-seventh lap),
32 (twenty-seventh lap), 15 (twenty-sixth
lap).
Thirty-first Lap—33, 16 (twenty-eighth
lap), 32 (twenty-eighth lap), 15 (twenty-
seventh lap).
Thirty-second Lap—33, 32 (twenty-ninth
lap), 16 (twenty-ninth lap), 15 (twenty-
eighth lap).
Time—Eighty miles, 1:14:18; beats record
of 1:30:46.1-5.
Thirty-third Lap—33, 32 (thirtieth lap), 15
(twenty-ninth lap).
Thirty-fourth Lap—33, 16 (thirtieth lap,
got repairs), 32 (thirty-first lap), 15 (thir-
tieth lap).
Thirty-fifth Lap—33, 32 (thirty-second lap),
16 (thirty-first lap), 15 (thirty-first lap).
Thirty-sixth Lap—33, 32 (thirty-third lap),
16 (thirty-second lap), 15 (thirty-second
lap).
Time—Ninety miles, 1:23:40; beats record
of 1:42:14.
Thirty-seventh Lap—33, 32 (thirty-fourth
lap), 16 (thirty-third lap), 15 (thirty-third
lap).
Thirty-eighth Lap—33, 32 (thirty-fifth lap),
16 (thirty-fourth lap), 15 (thirty-fourth lap).
Thirty-ninth Lap—33, 32 (thirty-sixth lap),
16 (thirty-fifth lap), 15 (thirty-fifth lap).
Fortieth Lap—33, 32 (thirty-seventh lap),
16 (thirty-sixth lap), 15 (thirty-sixth lap).
Time—One hundred miles, 1:32:48.5-10;
beats record of 1:44.

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Singer Files Suit
From Charles,
Desertion.

IN INDIANA

gs Used to Re-
nd in Business
g Fortune.

Aug. 21.—(Special)—
d, the well-known
oday in the courts
for divorce against
d. She charges de-
t.
ter the serious in-
at Decatur, Ill., the
caused much com-
ford was overcome
Decatur while rid-
fell to the ground.
He has been in the
ord was at one time
man in this city.
and his wife, who
and great beauty,
al stage. She made
Later she left the
used her personal
ing her husband in
so later she again
and has had lucra-
e in several of the
operas and musical

Prophecy of Weather Man.

FAR

Forecast
for Indiana.
for Sunday
and Monday:

SOMETIMES I
THINK THE
SPEED LIMIT
IS THE
FASTEST YOU
CAN GO

Fair and warmer
Sunday; fair Mon-
day; moderate to
brisk south and
southwest winds.

Forecast for Indi-
anapolis and vicinity
for today:

Fair and warmer.



ALMANAC OF THE DAY.

Sun rises at 5:03 | Sun sets at 6:32

WEATHER CONDITIONS IN INDIANAPOLIS YESTERDAY.

—Precipitation—

Amount during the twenty-four hours
ending at 7 p. m. 0
Total amount since Jan. 1, 1909 22.30
Accumulated departure from normal
since Jan. 1. (excess) 4.27

—Temperatures—

7 a. m. 58 | Minimum 52
7 p. m. 72 | Maximum 76

—For the Same Date Last Year—

7 a. m. 61 | Minimum 58
7 p. m. 80 | Maximum 84

WEATHER CONDITIONS ELSEWHERE
YESTERDAY.

	Max.	Min.	Weather.
Amarillo, Tex.	88	68	Pt Cloudy
Atlanta, Ga.	90	72	Clear
Bismarck, N. D.	92	70	Clear
Chicago, Ill.	72	66	Clear
Cincinnati, O.	76	58	Clear
Denver, Col.	90	60	Cloudy
El Paso, Tex.	94	68	Clear
Helena, Mont.	76	54	Clear
Jacksonville, Fla.	84	74	Cloudy
Louisville, Ky.	80	58	Clear
Nashville, Tenn.	84	68	Clear
New Orleans, La.	92	88	Clear
New York, N. Y.	76	80	Clear
Qu'Appelle, Sask.	64	56	Clear
St. Louis, Mo.	82	62	Clear
Washington, D. C.	78	64	Clear

SUMMARY OF

THE INDIANAPOLIS SUNDAY STAR.

SUNDAY, AUG. 22.

SPEEDWAY TRAGEDY.

Three killed and several badly injured in
Motor Speedway races.

Page 1

Scenes of Fatal



THE INDIA

NO. 77.

INDIA

URROUNDED Z'S TROOPS

stration Candidate
sidency of Mexico
er Surveillance.

GE IN MOUNTAINS

st Growing in North-
Republic and Ar-
Are Made.

CO, Aug. 20.—Gen. Ber-
vornor of the state of
opposition candidate for
oy of the republic, is
detachment of govern-
the mountains near
Leon.

us yet been committed,
d that Senor Reyes is
under surveillance by
ities.

members of the Rayist
arrested at Torreon,
and Xochimilco, ten
Mexico City, for hold-
charge against them
ict.

rest Spreading.

s from northern Mexi-
in this capital agree
throughout that re-
political unrest. Gen.
appointed commander
itary Zone, is acting
ecision and during the
ops have been moved
to places where they
in case of serious

Prophecy of Weather Man.

FAIR Forecast
for Indiana
for Saturday
and Sunday:
Fair Saturday; fair
and warmer Sunday;
moderate east, shift-
ing to south, winds.

I'M BREAKING
A FEW
RECORDS
TOO!



Forecast for Indi-
anapolis and vicinity
for today:
Fair.

ALMANAC OF THE DAY.

Sun rises at..... 5:02|Sun sets at..... 6:34
WEATHER CONDITIONS IN INDIANAP-
OLIS YESTERDAY.

—Precipitation.—

Amount during the 24 hours ending at
7 p. m. 0
Total amount since Jan. 1, 1909..... 22.30
Accumulated departure from normal,
since Jan. 1 (excess)..... 4.40

—Temperatures.—

7 a. m. 68|Minimum..... 66
7 p. m. 70|Maximum..... 78

—For the Same Date Last Year.—

7 a. m. 57|Minimum..... 56
7 p. m. 71|Maximum..... 76

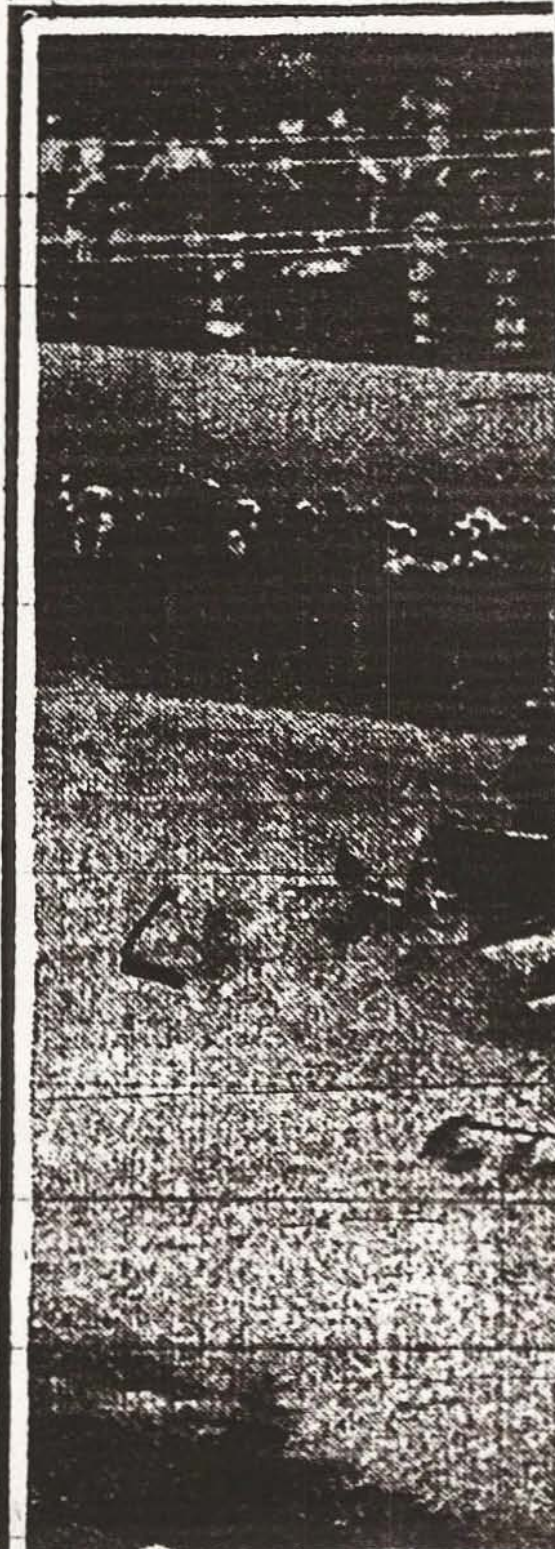
WEATHER * CONDITIONS ELSEWHERE YESTERDAY.

	Max.	Min.	Weather.
Amarillo, Tex.	82	66	Cloudy
Atlanta, Ga.	58	68	Clear
Bismarck, N. D.	96	60	Clear
Chicago, Ill.	74	68	Clear
Cincinnati, O.	84	66	Clear
Denver, Col.	80	54	Clear
El Paso, Tex.	84	72	Cloudy
Helena, Mont.	91	54	PtClldy
Jacksonville, Fla.	90	78	Cloudy
Louisville, Ky.	90	68	Clear
Nashville, Tenn.	88	64	Clear
New Orleans, La.	90	78	Cloudy
New York, N. Y.	84	68	PtClldy
Qu. Appella, Sask.	86	..	Clear
St. Louis, Mo.	88	72	Clear
Washington, D. C.	86	66	Cloudy

SUMMARY OF

THE INDIANAPOLIS STAR

Auto Racers



HOTELS UTILIZE COTS

TURN HALLS INTO BEDROOMS

THROG HERE FOR AUTO RACES
BOOSTS SLEEPING AND DINING
ACCOMMODATIONS IN HOSTEL-
RIES TO PREMIUM.

The Indianapolis man who has a home, sweet home, or even a hall room—these days may let pass in scorn the millions of dollars' worth of metal, gowns and goggles incident to the auto races. He need not worry because he is a mere man. 'Tis true, he has not time to spend eight hours a day at the Motor Speedway, nor linger long at night picking cherries from mint juleps or stirring up the bubbles in a Scotch "high," but he can still greet Morpheus without the presence of a score or more of men he never saw before and from whom he has to guard his valuables by putting them under a pillow with his clothes.

Indianapolis hotels have never been so thronged with visitors as at the present time. All of the downtown hotels last night were using a great deal of corridor space for cots and one was accommodating seventeen guests on the same uncomfortable machines in one room. Several of the hotels were unable to care for any additional guests after the early evening, having run out of cots and floor space. The crowded conditions were general. Even the smaller hotels, which are hardly ever fortunate enough to experience a time when the money is coming so fast they can't take care of it, were "full" and had to turn down many inquiring visitors.

Hotel Cafes Thronged.

Hotel cafes were the scenes of many jolly parties. At two of these cafes the demand for tables was so strong that pages at the door refused to admit additional guests unless they had reserved tables in advance. The "lid" was warped and twisted and the unintelligible jargon about oscillations, compressions, sparking and the rest continued with vigor until after midnight.

A much larger crowd is anticipated for the races today. There will be one special train of fifteen coaches come to Indianapolis over the Pennsylvania lines from Dayton this morning. Other steam roads have granted low rates from towns within a certain radius, and a great many

Help Su



TOP ROW—NEREAC
KATHLEEN HOLMAN.
BOTTOM ROW—BU

Leonard Kernel, Nerea Kossman, Kathleen H. Shaw and Cella Kossman, etc. at the corner of and Sanders street and

City News in

Ice Man Fined—Floyd K. the Mutual Ice Company, Police Court to selling and Joseph E. Bell. He was 100-pound cake by Isidor V. compelled the driver to wait own scales it was shown pounds short.

Eaton Family Reunion—The reunion of the Eaton family the State Fair Grounds. A letter signed by Erle E. sent to members of the friends inviting them to the ner, will be served at noon.

Sparks Ignite Roof—The ert Roth, 1925 West Market, aged \$100 by sparks which roof of his house yesterday the home of J. S. Flume, 10 street, was in danger.

Barney Oldfield, Lewis Strang,
Bob Burman, Louis Chevrolet.