

...two holes. When Travis stood
...he did not seem as if he could
...but the champion of the Hudson River
...Association finished with two
...After halving
...the match came to an end
...Travis pulled his second shot going to
...fourth. The error cost him a stroke
...which was never regained, for Brown, mak-
...no mistakes, won the hole in 4 to 5.
...Other survivors of the day were Max Behr
...of the Home Club, the New Jersey cham-
...Gardner White of Oakland, the inter-
...cholastic title holder; Fred Herreshoff, the
...driving Westbrook player; Jerome D.
...ravers of Mont Clair, former national cham-
...John M. Ward of Garden City and A.
...Kammer of Fox Hills. The Staten Island
...hampton, Gilman Tiffany, the medalist of
...he qualifying round, was defeated by
...ravers.

With the Amateurs.

The I. O. O. F. team, No. 465, has a per-
mit for Garfield diamonds for the season
and wish to arrange games with any semi-
pro team in the state. Call Prospect 1175.

The Mannhattans have diamond permit for
Sunday and desire to arrange a game for
that date. Cal 2447-R.

The P. B. C.'s want games with any 14-
year-old team in the city. Call Irvington
607.

The Broad Ripple team has organized for
the season and wishes to arrange games. Ad-
dress C. E. Lineback, Broad Ripple, Ind.

The Printers Club have a season permit
for Fairview diamond, No. 2. For games
call Prospect 1025.

The Sheridan team has reorganized and
will open the season at home playing Kirk-
lin next Sunday. Address C. H. Fisher,
Sheridan, Ind.

The Ionas will play Broad Ripple Sunday.
The following players are requested to meet
at Illinois and Washington streets at 1:15:
Ameter, Willeford, Wagner, Evans, Gibboun,
Reeves, E. Wagner, Meyers, Kennedy, Tur-
ner and Hoffmeister.

The Black Sox have reorganized and desire
games with any fast teams in the city or
state. Address Shelby Branch, 1013 West
Pearl street.

The Indianapolis Merits will play the Co-
lumbus Independents at Columbus, Ind., Sun-
day. Address W. Bell, 2101 South New Jer-
sey street.

The Rupe White Sox will play at Nobles-
ville May 29 and 30.

...and later present them to the club
after a definite organization has been
formed.

Indianapolis Star, May 27, 1909

The proposed clubhouse is to be erected
in the center of
the race track grounds. A sight of the
beautiful park-like place and the ideal
location for such a club is thought to be
the best concrete argument for persons
to join. The membership will be limited
to 1,000.

Contest Director at Speedway Races

Ernie Moross



E. A. MOROSS.

E. A. Moross, director of contests at the
Motor Speedway, has brought about one
of the greatest auto racing meets in the
annals of motordom.

out, won; Pleasant
Zienap, 20 to 11, 5 to 2
1:37 4-5; Wise Mason also
year-olds, \$500 added, 6
course—King Olympian, 1
5 and out, won; Big Hick
out; Everett, even and out
Bang also ran. Sixth, 8
and up, \$500 added, 11-
96 (Glasco), 4 to 1, 7 to 5
cloves, 8 to 5, 8 to 5 and
to 1, 2 to 1 and 7 to 10;
granola and Nadeu also r

RESULTS AT OAKLAND, Cal., May 2

6 furlongs, purse—Pawhuska
10, won; Zwick, 7 to 1; I
time, 1:54 2-5; Amala, M
Worth, Fontello, Zlata
Alta Ray, Ravia also ran
longs, selling—La Petite,
1, won; Babe Neely, 15 to
7 to 2; time, 1:07 3-5; I
Cunningham, Calopus, G
McK, Ketchel, Pesos also
and 70 yards, selling—Tre
5 to 1, won; Spring Ban,
8 to 5; time, 1:44 4-5; M
of Montebello, Orilene, M
Fourth, 5 1/2 furlongs, Sun
iston, 28 (Selden), 4 to
Water, 2 to 1; Pride of L
1:05 1-5; Coppertown als
and 70 yards, selling—B
11 to 5, won; Special Del
Way, 10 to 1; time, 1:4
Santhia, Martinmas and
Sixth, 6 furlongs selling—
6 to 1, won; Dareington,
7 to 2; time, 1:13 4-5; I
onica and Royal N also

RESULTS AT TORONTO, Ontario, M

6 furlongs—Theo Cook,
10, won; Spellbound, 2
to 1; time, 1:13; Rock
taligo also ran. Second
crief, 113 (Harty), 2 to
5 to 1; Picolata, 40 to
Dune Campbell, Capalz
Darling, Clamont, Chille
power also ran. Third,
Bouquet, 126 (Musgray
Esther, 8 to 1; Polls, ev
three starters. Fourth,
112 (Burns), even, won
Kee, 9 to 2; time, 1:55
Antonio, Busy and Hic
Fifth, Woodbine Steep
Dr. Pillow, 137 (Ryan-
castle, 10 to 1; Tournay
Minto, The Shaughraun
the Dale and Judge Cr
also ran. Sixth, 4,
126 (J. Foley), 2 to 1,
Seniele, 8 to 5; time,
Corval, Betterhalf, Ed
Mendip and Fort Garr
11-16 miles—Collis Arr
7 to 10, won; Shapdale
to 1; time, 1:32 1-5.
Broadword and Octop

ten displacement, minimum weight 1,400 pounds, the distance to be five miles. Event No. 4 on the afternoon's card is for stock chassis cars with 301 to 450 cubic inches piston displacement, minimum weight 1,700 pounds, the distance to be ten miles, with prizes of \$100 and \$50 for first and second places. The five-mile race for stock chassis cars with 301 to 450 cubic inches piston displacement is the fifth event, the minimum weight of the cars to be 2,000 pounds. The sixth race will be over the ten-mile distance for cars with 451 to 600 cubic inches piston displacement, minimum weight 2,300 pounds.

Last Division Strong.

The last division of events brings in the largest entries and will be the most interesting from the viewpoint of the spectator. The seventh event is a free-for-all handicap open to all cars entered at the meet. There are six prizes ranging from \$20 to \$100 in cash and the race will be over a five-mile distance. David Beecroft of the American Automobile Association board will do the handicapping.

The eighth event of the afternoon is a five-mile amateur race for registered drivers with a \$150 trophy for the winner. A free-for-all open race of five miles for the Indianapolis Motor Speedway helmet is the ninth event. The winner of this event will collect \$50 weekly salary from the Speedway as long as he holds the helmet which will be raced for at the other events here this season. A cash prize of \$100 is offered for the second place maker in this event. Entries in the race are many and it promises to be one of the big attractions of the meeting.

The closing race on the afternoon's card will be for the Prest-O-Lite trophy, valued at \$1,000. This 100-mile event will be for stock chassis cars with 301 to 450 inches piston displacement, minimum weight 2,000 pounds.

The hazard race by Overland testers, which was to have opened each day's program, will be postponed until the second day. This race will be held also on Monday.

Every entrant and contestant is here and ready for the races to start. All seem optimistic and the performance of the racing motors yesterday was the best of the week tryouts. Ben Kerscher, Barney Oldfield's racing mate, made the two-and-a-half mile course in 1:42.

Oldfield Works Knox.

Oldfield worked out his Knox car for several laps during the afternoon, but made no attempt to do better than two minutes. The motor was still a little stiff and he humored it somewhat. The big Benz which Oldfield has been driving in many places is on exhibition at the salesrooms of the Conduitt Automobile Company on North Delaware street, and probably will be there throughout the race meeting. It is a clever piece of mechanical work and looks the part of the steel grayhound that it is.

Ray Harroun had the motor in his Marmon Yellow Jacket humming prettily all the afternoon yesterday, and declared his car to be in perfect shape after the tryouts. He clipped off one round in one minute and forty-five seconds. Herb Lytle, in the American, put his mount through some stiff paces, and made the circuit once in one minute and forty-seven seconds. Nearly every team was on the track at some time yesterday, and the course was a continuous parade of flying machines.

This morning again the pilots will take a few more test trips before they face

wonderful motor and a good driver.

The Speedway management desires to announce to all officials that they should call at the downtown Speedway office this morning and obtain their badges and credentials. The office is at Capitol avenue and Vermont street.

TRAVIS LOSES GOLF TITLE.

Makes Error in Match With Brown That Costs Championship.

NEW YORK, May 26.—Walter J. Travis, the title holder, was beaten by C. H. Brown of Saegkill in a sensational match in the second round of the Metropolitan Golf Association championship tourney on the Morris County (N. J.) links today. The match lasted twenty-two holes. When Travis stood dormie two it did not seem as if he could lose, but the champion of the Hudson River Golf Association finished with two three and squared the match. After halving the first three extra holes the match came to an end when Travis pulled his second shot going to the fourth. The error cost him a stroke which was never regained, for Brown, making no mistakes, won the hole in 4 to 3.

Other survivors of the day were Max Behr of the Home Club, the New Jersey champion; Gardner White of Oakland, the interscholastic title holder; Fred Herreshoff, the far-driving Westbrook player; Jerome D. Travers of Mont Clair, former national champion; John M. Ward of Garden City and A. F. Kammer of Fox Hills. The Staten Island champion, Gilman Tiffany, the medalist of the qualifying round, was defeated by Travers.

With the Amateurs.

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The Black Sox have reorganized and desire games with any fast teams in the city or state. Address Shelby Branch, 1013 West Pearl street.

The Indianapolis Merits will play the Columbus Independents at Columbus, Ind., Sunday. Address W. Bell, 2101 South New Jersey street.

The Rupe White Sox will play at Noblesville May 29 and 30.

terday at noon for members during the races at the entrance to which mentioned so as to be rounded by who will ca hands. All large ribbons about. It quired 1,000

Announce persons wh ship at p money the meet if the pons and l after a de formed. The prop in the gro the race t beautiful location fo the best c to join. I to 1,000:

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Motor S of the g annals

Flag Falls at Auto Speedway Local

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Two Big Stars at Speedway Auto Races.



CALEB BRAGG.

Caleb Bragg, Barney Oldfield

BARNEY OLDFIELD.

**CARS GROOMED
HARD TRIALS**

Experts Prepare Racing
for Opening Events
Motor Speedway

DRIVERS READY FOR

Gasoline Knights Laugh
ger and Turn Thought
Victory in Speed Co

By P. P. Wil

Infants were never tucked
more care and attention than
big motor race cars that
the Speedway garages last
anxious pilots.

Do speed automobiles need
any one of the drivers who
vie with the winds and lightning
the question as almost an
love their pet speed creations
die them with human tenderness
and ugly as the machines
tion, as if they were rushing
pants into the jaws of death
the object of the drivers' devotion.

In fact, last night, was the
ous period of the preparatory
battle of cylinders today.
days these knights of gasoline
tuning and grooming their
have found fault and re-studied
every detail of the team with
repeated, patient care, and now
know exactly what part of them
if the golden

will add comfort and pleasure to the thousands who are sure to surge for admission to the Speedway gates.

Trains during the entire night brought their cargoes of dyed-in-the-wool fans of the motor race course, who traveled as far as from Maine and California to be at the track's edge to see the blurred figures go crashing past. All night long the various highways leading from the ink-black spans of country all around the city were dotted with the headlights of big touring cars that were wending their way to the city's glare. These true-blood motorists drove here from surrounding cities—some from Louisville, Toledo, Chicago, Columbus and other places.

Such is the nervous strain on the eye of the decking tests. But when the thousands are leaning far over the rail, eager and intent upon what their eyes translate for their excited brains, the men who will lay their lives and reputations at the altar of Speed will appear cool and calm.

When the doors of the garages swing open and the booming of the motor-musketry is started, when the rubber-shod creations give vent to their pent-up speed and dash upon the track to line up on the tape, all that brains, skill, hard work and money can do will have been done to make today's events the greatest ever seen—unless Mars enjoys auto races.

EASTERN LEAGUE.

MONTREAL.—Toronto, 0-6-5; Montreal, 4-7-1. Batteries—McGinley, Newton and Vandergrift; Wicks and Kirchell.

PROVIDENCE, R. I.—Neward, 1-5-1; Providence, 4-7-1. Batteries—Lee and Crisp; Steele and Peterson.

BUFFALO, N. Y.—Rochester, 4-5-0; Buffalo, 1-5-2. Batteries—Laffie and Blair; Taylor, Kissinger and Williams.

BALTIMORE.—Jersey City, 1-5-2; Baltimore, 3-5-2. Batteries—Manser and Crist; Russell and Byers.

of the Brooklyn Jockey Club to carry out its racing calendar despite the passage of the anti-bookmaking bills at Albany was expressed tonight by Philip J. Dwyer, president of the club.

"Why should the race track officials close the gates?" he asked. "The new bills refer to bookmaking and gambling. The Jockey Club and the Racing Association have not permitted any transactions of such character since the Iowa pool law was wiped out."

The State Court of Appeals, Dwyer pointed out, has held that oral bookmaking is permissible, and, as only such transactions are allowed, the directors, he argued, can not be held responsible for permitting it until the new measure takes effect. After that the courts will be called on to interpret what "oral bookmaking" really means.

CALL ANNUAL ENCAMPMENT.

Woodmen of the World Will Meet in Michigan City Aug. 15.

MICHIGAN CITY, Ind., May 26.—From 2,500 to 3,000 members of the Uniform Rank, Woodmen of the World, will gather in this city for three days, beginning Aug. 15, for the annual encampment. Three states, Indiana, Illinois and Iowa, will be represented.

TOWN MARSHAL STOPS BOUT.

CONVERSE, Ind., May 26.—Martin Schoonover, marshal here, interfered with the scheduled six-round contest at the Arcade Theater in this city between Young Oliver and Harry Dalton of Indianapolis. A few minutes before the boxers were ready to enter the ring for action the marshal warned Jack O'Sullivan not to stage the contest or O'Sullivan and the principals would be arrested. A large crowd was present and went away disappointed.

NATIONAL RE
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SATURDAY SPEEDWAY PROGRAM INCLUDES WHEELER-SCHEBLER

The following cars and drivers are entered the Speedway races Saturday afternoon:

Event No. 11—Record trials, one mile: Empire "twenty," Molsinger; American Lytle; National "sixty," Kincaid; National "seventy," Aitken; Flat "ninety," Bragg.

Event No. 12—301 to 450 cubic inches, ten miles: National "forty," Aitken; National "forty," Kincaid; National "forty," Merz; Wescott, Endicott; Jackson, Lynch; Jackson, Schwitzer; Jackson, Ellis; Cutting, Clarke; Marmon "thirty-two," Harroun; Marmon "thirty-two," Dawson; Buick "sixteen B," Burman; Buick "sixteen B," L. Chevrolet.

Event No. 13—451 to 600 cubic inches, five miles: American, Lytle; National "forty," Aitken; National "forty," Kincaid; National "forty," Herr; Knox "six," Oldfield.

Event No. 14—Free-for-all handicap, ten miles: Empire "twenty," Molsinger; American, Lytle; Pope-Hartford; Fox; Firestone; Columbus; Prayer; Cole "thirty," Edmunds; Cole "thirty," Endicott; National "sixty," Kincaid; National "seventy," Aitken; National "forty," Wilcox; Wescott, Endicott;

Jackson, Lynch; Jackson, Schwitzer; Jackson, Ellis; Cutting, Blase; Cutting, Clarke; Fuller, Schwitzer; Marlon, Tinkler; Marion, Anderson; Warren-Detroit, Miller; Herreshoff, Gelshaw; Knox "six," Oldfield; National "forty," Tousey; National "forty," Greiner; Darracq, Kirscher.

Event No. 15—Amateur, ten miles: Flat "ninety," Bragg; National "forty," Tousey; National "forty," Greiner; Knox, Updike.

Event No. 16—Canceled (not sufficient entries).

Event No. 17—Free-for-all open, ten miles: American, Lytle; National "sixty," Kincaid; National "seventy," Aitken; Flat "ninety," Bragg; Cutting, Clarke; Marmon "six," Harroun; Darracq, Kirscher.

Event No. 18—Wheeler-Schebler trophy, 200 miles: American, Lytle; Pope-Hartford; Fox; National "sixty," Aitken; National "forty," Kincaid; National "forty," Merz; Wescott, Endicott; Jackson, Lynch; Jackson, Schwitzer; Jackson, Ellis; Cutting, Clarke; Marmon "thirty-two," Dawson; Marmon "thirty-two," Keene; Marmon "sixty-two," Harroun; Buick No. 100, Burman; Buick No. 100, L. Chevrolet; Buick 16B, A. Chevrolet; Knox "six," Oldfield; National "forty," Tousey.

Speedway Today

ces.

CARS GROOMED FOR HARD TRIALS TODAY

Experts Prepare Racing Machines
for Opening Events at the
Motor Speedway.

DRIVERS READY FOR CALL

Gasoline Knights Laugh at Dan-
ger and Turn Thoughts Toward
Victory in Speed Contests.

By P. P. Willis.

Infants were never tucked in bed with more care and attention than were the big motor race cars that were put in the Speedway garages last night by their anxious pilots.

Do speed automobiles need rest? Ask any one of the drivers who today will vie with the winds and he will regard the question as almost an insult. They love their pet speed creations and handle them with human tenderness. Big and ugly as the machines appear in action, as if they were rushing their occupants into the jaws of death, they are the object of the drivers' devotion.

In fact, last night was the most nervous period of the preparations for the battle of cylinders today. For several days these knights of gasoline have been tuning and grooming their charges. They have found fault and remedied it, have studied every detail of the cars' mechanism with repeated, patient and unerring care, and now know exactly what to expect of them if the goddess of a driver's fate—luck—smiles upon them.

The element of danger is forgotten. It is now placed on the basis of man's skill, courage, endurance and the power and speed of the craft. Not one man gives a thought to the horrors of a possible sudden dash to death. All are oblivious to the chances of fatal wrecks. All are centered upon one goal—victory.

Drivers Inspect Cars.

Speedway

First Grand Circuit
Speedway—

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WAITS CORBETT'S COM

JEFF EXPRESSES DELI

WILL BOX IN SAN FRANCISCO TON
—REFUSES JACK MUNROE'S
OFFER TO JOIN TRAIN-
ING CAMP.

BEN LOMOND, Cal., May 26.—An
was received today from Jack Mun-
join the training forces at the car
James J. Jeffries to assist in putting
former champion in shape for his
with Jack Johnson.

Munroe is the Butte miner who,

RNEY OLDFIELD.

TAKES FEATURE
JUVENILE STAKES

JUVENILE STAKES

**WEARS DOWN INCIS-
OR DRIVE AT LOUIS-
LADY ORMICANT
THIRD PLACE.**

Ky., May 26.—Clear fast track prevailed at this afternoon, the card being the Juvenile fourth, in which a crack ar-olds sported silk for the five-furlong route. Inner was Oracle, which he start, wore down in at and won by three-ighth with the show going it. The latter was forced to save the third divi-e by a head from Union nde, the Latonia Derby roken down and will not be big race. Summaries:

g. 2-year-olds and up, 6 fur- (McTaggart), won; South- ucker, time, 1:14 2-5; Chief Peep Over also ran; two- old Snap, straight \$3.90, 2.50; Southern Gold, place ; Clint Tucker, show \$2.90, is, purse, 5 furlongs—Jack Brand), won; Americaneer, e, 1:01 4-5; Golden Ruby, Iwalani, Allendale Queen, o ran; mutuels paid Jack \$6, place \$3.20, show \$2.70; ce \$22.10, show \$8.60; Louis . Third, handicap, 3-year- man, 122 (Herbert), won; audia, time, 1:42; La Tou- also ran; mutuels paid \$2.40, place \$3.30, show ate, place \$4.70, show \$3.10; \$2.60. Fourth, Juvenile is, selling, 5 furlongs—Ora- , won; Incision, Lady Or- 1:01 1-5; Loween, Crex, llanette, Forehead, Blue- ran; mutuels paid Oracle, place \$6.30, show \$4.20; In- 10, show \$3.40; Lady Ormi- 0. Fifth, handicap, 4-year- furlongs—Ocean Queen, 101 errick, Dr. Waldo Briggs, Colloquy, Lucky Mose also mutuels paid Ocean Queen, ace \$3.10, show \$2.30; Mer- 0, show \$2.50; Dr. Waldo 10. Sixth, selling, for 2-year- lie and 20 yards—Heine, 111 rles F. Grainger, Markie M; Elizabethan, Mique O'Brien, Alma Boy, Uralla, Zymole, ker, Reimburse also ran; is paid Heine, straight \$5.90, \$3.30; Charles F. Grainger, \$13.30; Markie M. show.

TS AT BELMONT.

ARK, N. Y., May 26.—First is, 2-year-olds, \$490 added, eight course—Antenor, 108 5 and out, won; Colston, 10 3 to 5; Amalfi, 13 to 5, 2 time, 1:01; Hectagon, Billy al Eagle also ran. Second, steeplechase, \$500 added, about 2½ miles—Grand- o 5 and out, won; Jimmy ust, time, 5:42; only two

sudden dash to death. All are involved to the chances of fatal wrecks. All are centered upon one goal—victory.

Drivers Inspect Cars.

When the last thundering car was checked in its mad practice flights late yesterday evening and the dark, cool night cast its magic spell over the beautiful Speedway Park the pilots gathered in their individual garages to make a final inspection of their favorite steel steeds. Hands were placed on the warm throbbing sides of the hoods with a mother's tenderness, levers and cranks were turned or adjustments made with as much thought and painstaking as though they were tender and their feelings might be hurt.

These scenes back behind the Speedway curtain contrast oddly with the sight of the same men with the same cars on the track in fierce and determined competition.

Last night, in the dressing rooms, where the actors in the drama of spark plugs, carburetors, magnetos, and motors were preparing, the drivers were cool and serious in their actions. Compared to the part these same men and cars will play today upon the stage of speed, where they will wear curious clothes and goggles covered with dirt and oil, where the machines will spit forth fire, smoke and deafening noise, it did not seem possible that they are the same humans. The drivers lose their gentle ways when in action. It seems the demon's power and the men become one. Steel and flesh seem to form one whirling object driven by superhuman force and indifferent to all save speed.

Never in the romantic history of motor car races was there as much interest and speculation as to the outcome of events as there was last night. Old devotees of the sport, who have seen the Vanderbilt, Dayton Beach, Lowell, Crownpoint, Atlanta and all of the classics, agree that fortunes, fame and reputations hang in the uncertain balance as never before.

Pilots Await the Call.

The pilots and their trusty mechanics were hurried to bed last night by the various team managers. They needed all the rest and sleep possible for the trials of today. But did they sleep? Some said they would. Barney Oldfield, veteran, says it never worries him. With others, comparatively new in the game, it is different.

With the votaries of the sport, hundreds of whom last night gathered in eager groups in hotel lobbies and automobile shops and talked and speculated of the events, the races were raced and reraced many times last night.

One group of men did not let the fascination and the excitement of the pending battle divert their attention from cold facts. These were the men who have actual charge of the many details in connection with staging the motor drama. They labored until late in the night at the Speedway office perfecting plans that will add comfort and pleasure to the thousands who are sure to surge for admission to the Speedway gates.

Trains during the entire night brought their cargoes of dyed-in-the-wool fans of the motor race course, who traveled as far as from Maine and California to be at

James J. Jeffries to assist in picking a former champion in shape for his fight with Jack Johnson.

Munroe is the Butte miner who, after an exhibition match with the champion the Montana city, met Jeffries in San Francisco for the world's championship and was promptly knocked out in the second round. The letter in which Munroe volunteers was written in the ex-miner home, on the Bouladerie Islands, Ca Breton, Nova Scotia. Manager Sam Berger, acting for Jeffries, replied to the letter, expressing thanks, but declined Munroe's assistance.

Leaves This Afternoon.

Jeffries's morning jaunt on the road was the extent of his toll today. Most of his work tomorrow will be in the morning, so he can leave Ben Lomond the afternoon train for San Francisco where he will give a boxing exhibition tomorrow night. Trainer Cornell, Choyinski and Jack Jeffries will accompany him.

It is possible James J. Corbett will arrive in time to join Jeffries at the villa. Corbett will be with the pair when they return to camp. When Jeffries received his telegram today he said:

"Now you'll see some fun when Corbett and I start training." Jeffries holds Corbett in high regard.

JOHNSON TAKES REST.

Takes Twelve-Mile Run in Morning
accompanied by Flanagan.

SAN FRANCISCO, Cal., May 26.—T Jack Johnson is not a fighter who is daunted with superstitions, as are so many his class, was proved today. In company with one of his helpers Johnson was entering the rubbing room for his daily massage when it was noticed that "No. 13" was tacked over the doorway.

"Not superstitious, eh, Jack?" was question thrown at him.

"Not a bit," was the reply. "Some of the boys around here object to that number for they thought it might be a hoodoo, I don't bother about it. I'm going to let Jim Jeffries without any rabbit foot or other kind of charm. I'll beat him just cause I am a better man than he is."

It was as calm around the Johnson camp this afternoon as it was busy the day before. He was on the road in the forenoon as usual, grinding out twelve miles of work in company with Tom Flanagan, George Cotton. Marty Cutler has decided he has had quite a sufficiency of the work game. Cutler says it is because feet are in poor shape, but "Dock" Furey, authority for the announcement that Cutler does not want any more running.

JOCKEY CLUB PLANS RACE

Will Carry Out Calendar Despite Anti-bookmaking Laws.

NEW YORK, May 26.—The determination of the Brooklyn Jockey Club to carry out racing calendar despite the passage of anti-bookmaking bills at Albany was pressed tonight by Philip J. Dwyer, president of the club. "Why should the race track officials be concerned with the passage of the new bills?" he asked. "The new bills are

AUTO RACING STARS ENTER FRAY TODAY

Speedway Contests Bring World's
Greatest Drivers to Compete
for Gold and Fame.

NINE EVENTS ON PROGRAM

Big Race Course Stands Ready
for Opening of Meet This
Afternoon.

Today's Race Card at Motor Speedway

Event No. 1—Record trials from
one-quarter mile to one kilometer.

Event No. 2—Five-mile race, stock
chassis cars, under 160 cubic inches.

Event No. 3—Five-mile race, stock
chassis cars, 161 to 230 cubic inches.

Event No. 4—Ten-mile race, stock
chassis cars, 231 to 300 cubic inches.

Event No. 5—Five-mile race, stock
chassis cars, 301 to 450 cubic inches.

Event No. 6—Ten-mile race, stock
chassis cars, 451 to 600 cubic inches.

Event No. 7—Free-for-all handicap,
five miles.

Event No. 8—Five-mile race for
amateurs in stock chassis cars.

Event No. 9—Free-for-all open race
of five miles for Indianapolis Motor
Speedway helmet.

Event No. 10—One-hundred-mile
race for Prest-o-Lite trophy for stock
chassis cars, 301 to 450 cubic inches.

First race starts at 1 o'clock sharp.

—By C. E. Stuart.

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They're off at the Speedway today.

Speed kings in their modern chariots of steel are waiting only the call of the starter to dash into the big two and a half mile arena at 1 o'clock this afternoon and add another greater chapter to motor history. Pilots whose names appear in the annals of motordom as makers and breakers of records the last half score of years are gathered at the course in one big army, prepared to vie with each other over the greatest race track they ever have seen or driven over.

Cars have been weighed in and inspected, officials are on the ground ready for their duties, the course and buildings are prepared in every detail and today the curtain rises on the successful culmination of the vastest engineering project of its kind on this mundane sphere.

Advance sale of seats in the stands and general admission tickets at the Speedway office and suboffices indicates record-breaking crowds all three days of the meeting. Interest in the motor racing sport seems to be growing and the manifestation of that interest in orders from all parts of the country for reservations of seats at the Speedway is greater than the officials had anticipated. It is believed that 25,000 persons will witness the events today.

Big Stars at Course.

With the arrival of Caleb Bragg and his big Fiat, Barney Oldfield, who will pilot a Knox for the Conduitt Automobile Company, and Ben Kerscher in the Vanderbilt cup-winning Darracq, nearly every occupant of the gallery of fame in motoring is on the scene. If records are to be broken on this lightning fast track the men are here who can break them. Almost without exception they believe the former marks in many classes are doomed to fall ere the last race is run next Monday.

The program, which opens at 1 o'clock this afternoon, brings out every star listed to drive here. Never before at a race meeting have the entries been so evenly divided and each race holds some point of interest for the spectator. The card today opens with record trials from one-quarter mile to one kilometer. Each entered car will be permitted two trials.

Stock chassis cars under 160 cubic inches piston displacement, with minimum weight of 1,100 pounds, will cover the five-mile distance in the second event. The third event is for stock chassis cars with 161 to 230 cubic inches piston displacement, minimum weight 1,400 pounds, the distance to be five miles.

Event No. 4 on the afternoon's card is for stock chassis cars with 301 to 450 cubic inches piston displacement, minimum weight 1,700 pounds, the distance

CALEB BRAGG.

Starter Wagner, and at noon the big track will be cleared for the action of the afternoon.

Bragg in his Fiat did not get all the satisfaction he wanted in the tryouts, but says he will have the Italian wonder in shape with a few fast miles this morning. He has a native Italian mechanic with him and carries an American mechanic as well. Art Greiner of Chicago, the amateur driver of the National "forty," worked his mill a few miles yesterday afternoon, but the motor was new and he did not let out. Bill Tousey of Syracuse, driving a National "forty," also circled the course in 1 minute and 57 seconds in an easy fashion. He says he has worked the motor into good shape. Fox in his Pope-Hartford made some fast rounds and performed near the 50 mark in two trips. Fox is from Terre Haute, Ind.

Burman and Chevrolet of the Buick team worked their big "100" white one and had the satisfaction of seeing that the tear-down for inspection had not dulled the action of their motors. The Jackson, Cutting and E-M-F teams worked all day with several fast circles recorded for their class cars. Cunningham in the E-M-F is an old pilot and he is looked to for some creditable work this week.

SPEEDWAY SHORT STORIES.

Roy Beall, driving a Knox roadster over the brick course yesterday, made the first spill of the season when a wheel came off his mount. The car turtled and Beall went under it. One slightly fractured rib was the result.

The contest board of the American Automobile Association reports that stock cars have been found to be true to stock requirements so far as construction is concerned, but the twenty-five car clause has barred some. The makers had retained the stock car idea in building the racers, however.

David Beecroft, handicapper and technical chairman at the race meeting, is a technical authority on motor cars. He also is editor of Motor Age, published in Chicago.

The majority of the pilots are confident the mile record made at Los Angeles, which was registered as 36.22 seconds, will be beaten here. Oldfield declares this track fast enough for any kind of a record which may be made on a speedway.

Paul Bruske, formerly sporting editor of the Detroit Times, now manages the E-M-F crew of speedmakers and brings Pilots Cunningham and Skeggs here with him this season. The E-M-F Company may decide later to enter the racing game on a large scale.

The Darracq "100," which Ben Kerscher will pilot, is the car which won the Vanderbilt cup race in 1905. It is a battle-scarred old track veteran, but it has a wonderful motor and a good driver.

The Speedway management desires to announce to all officials that they should call at the downtown Speedway office this morning and obtain their badges and cre-

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