

# GRANTS MORE TIME TO AIR RACE RIVALS

Aero Club of America Postpones  
Date Set for Awarding Inter-  
national Event.

## TEN CITIES IN THE CONTEST

Delay Gives Indianapolis an Op-  
portunity to Conduct Cam-  
paign for Big Meeting.

A. B. Lambert of St. Louis, general secretary of the Aero Club of America, and one of the contestants in the national balloon race that started from Indianapolis last year, wrote to E. A. Moross yesterday that the meeting of delegates of the international aero clubs has been postponed until Jan. 29, instead of next Monday.

Mr. Moross, who is director of the contests at the Indianapolis Motor Speedway, expressed delight yesterday at this postponement because he said he is confident that the business men of Indianapolis will rally and raise the required guarantee of \$50,000 needed to bring the 1910 international event here. It was held last year at Rheims, France.

Mr. Moross and probably others will attend this St. Louis meeting, at which at least ten of the leading cities in the United States will send delegates and make bids for this big aerial event. With the Speedway Indianapolis can offer the only inclosed aviation grounds in the United States, the best facilities for inflating balloons, the largest seating capacity inclosed, the best parking space for tourists, the most convenient location

*M. T. H. S. Junior*



TOP ROW—GROENE  
BOTTOM ROW—M. B.

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### Speedway Concedes Grounds.

All that is lacking is the required guarantee. Other cities are raising a much bigger guarantee; but the Speedway advantages will easily overbalance this money consideration, according to the belief of Mr. Moross. The Speedway promoters say they desire not 1 cent of profit, but will donate the grounds free, except for actual expenses, and let the business men superintend the business of the meet.

The ticket system is being perfected by Mr. Moross. He says that if the merchants can buy these tickets at \$1 apiece and then dispose of them as they agree, the guarantee can be easily raised.

"The merchants might print their advertisements on the back. The crowds that come here for those days of aerial exhibitions will excel anything this city ever saw. The merchants and the city in every respect will profit by this international meet. I have definite promises from a few that they are willing to bid."

In order that the crowds that are expected may not be kept back by exorbitant hotel rates the Speedway promoters are issuing a booklet in which the hotels will be given an opportunity to state their regular rates and promise that they will not raise these during the Speedway events. Three of the leading hotels have already given verbal consent to this.

This booklet will be a handsome affair with sixty half tones, illustrations of crowds and events at last year's balloon and motor car races at the Speedway. If any hotel refuses to join the agreement Mr. Moross said that the name of this hotel will be published and the visitors warned.

"We are doing this because at Atlanta and other cities the prices were raised so high that the crowds were killed," said



TOP ROW—GREENE  
BOTTOM ROW—M. B.

Mr. Moross. "I know of four Indianapolis men who paid \$30 a day at Atlanta during the races. We do not want that condition in Indianapolis, and I am glad to say that the only hotel men I have seen thus far have agreed with me. Fifty thousand of these booklets are to be printed and distributed."

Concerning the guarantee for the international aerial meet Mr. Moross makes the following suggestion: That the merchants make loans for the guarantee if enough tickets are not bought to cover the amount. Then these cash bonds will be redeemed by the gate receipts.

"I am certain that we can easily have 100,000 people at the Speedway on any day of the meet," said Mr. Moross. "There is not one chance in one hundred to lose money, and I believe that since the Speedway does not ask one red cent of profit the merchant will realize the great boosting value of this event and raise this guarantee of their own accord."

### Baltimore Joins Washington.

Following is an urgent appeal from a Baltimore paper, which city also is bidding for this event. This appeal shows that steps have already been taken in that city in co-operation with Washington, although it has no inclosed speedway and is handicapped by the strong sea breezes:

"There is no doubt whatever that Baltimore will put up the \$50,000 apportioned to this end of the mutual arrangement by which this city and the national capital have undertaken to raise a \$100,000 fund as an advance inducement to the Aero Club of America. There is no doubt whatever that Baltimore is going to put up her assignment, and, therefore, why delay about it? The fund is still \$17,000 shy, and those who haven't acted should hurry up and get in before the calldown.

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"An aviation exhibition under the auspices of the National Aero Club is now being held at Los Angeles, and, only think of it this youthful Pacific coast city, which by the 1900 United States census was accredited with barely 100,000 population, raised an \$80,000 fund for prize money to secure the meet.

"Baltimore should not be too leisurely about this matter of putting up the \$50,000. There are other cities besides Washington and Baltimore that are after the exhibition, and the locality that will be chosen is not yet decided. The Washington end of the fund is subscribed—Washington has acted and Baltimore should not use up any more time in studying her hand."

### CENTRAL AVENUES LOSE TWO.

# AUTOMOBILES DIRECTORY Motor Cars AND ACCESSORIES

Accessories Hearshey, Wilks Co., 112-117 West Market.

American Factory and Sales Dept., 420-30 S. Illinois, cor. Henry.

Atterbury Motor Trucks, Reliable Auto Exchange, 820 E. Wash.

Broken Parts? See Us. HUETTER MACHINE & TOOL CO., 107 E. South St.

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