

SSSES SAY
EMPERATE

SPOTLIGHT TURNED ON SPEEDWAY RACE

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ER THE LIST 28 ENTRANTS FOR EVENT

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Contest, Once Started, Will Not Be
Stopped by Rain—Race Be-
gins at 10 o'Clock.

SPEEDWAY INFORMATION.

Distance—200 laps, equal to 500
miles.

Number of Starters—Twenty-eight.

Number of Starters Last Year—
Twenty-four.

Betting Favorites—American cars.

Estimated Speed an Hour—Eighty

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it is a temperate
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never, was the most
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evelt, a cousin, who
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that Roosevelt was
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Statement.

he had drunk there
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the witness stand and
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SPEEDWAY INFORMATION.

Distance—20 laps, equal to 500
miles.

Number of Starters—Twenty-eight.

Number of Starters Last Year—
Twenty-four.

Betting Favorites—American cars.

Estimated Speed an Hour—Eighty
miles.

Estimated Time for Winner—Six
hours and fifteen minutes.

Time of 1911 Race Winner—6:42.98.

Time of 1912 Race Winner—6:21.06.

Estimated Attendance—100,000.

Prizes—Speedway aggregate, \$50,000
in gold; Accessory prizes, approxi-
mately \$25,000; Wheeler-Schebler
\$10,000 trophy for driver ahead at 400
miles; Prest-O-Lite trophy for driver
ahead at 300-mile post; Remy bras-
sard and trophy, carrying salary of
\$75 a week (for a limited period) for
driver ahead at 200 miles.

Start of Race—10:00 a. m.

Gates Open—8:00 a. m.

Ways to Get to Speedway—Big Four
shuttle trains from union station
every five minutes; Ben-Hur traction
cars from terminal station; auto
routes, via speedway boulevard con-
necting with Indiana avenue; via
West Tenth street; via Thirtieth
street; via West Michigan street.

Weather Forecast: Showers to-
night or Friday.

The stage is set and the spotlight
turned on for the greatest automobile
race in the history of the sport, the five-
hundred-mile international sweepstakes

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or money to pay an

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nd coaches and buggies
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bearing passes signed
be admitted.

Simpson, of New York,
Washington correspond-
a political writer for
paper, was the first

"correspondent," he
to the White House.
I saw him usually
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afternoon, usually in
times, when, in order
s in his work, he re-
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street, you were
Weather forecast: Showers to-
night or Friday.

The stage is set and the spotlight turned on for the greatest automobile race in the history of the sport, the five-hundred-mile International sweepstakes for prizes aggregating \$26,000 in cash and trophies, emblematic of wheel and throttle prowess, which every driver has an ambition to possess. The eyes of the sporting world are turned toward Indianapolis wherein this greatest of all the world's sporting events has become an annual event and in which the interest intensifies. The Indianapolis motor speedway is emblazoned all over the world as the greatest race course ever constructed, an enterprise which was built by men whose sporting proclivities were foremost and the million-dollar expenditure a secondary matter, and which is maintained by them on which to stage the one yearly event. Tomorrow's race will be the third five-hundred mile event on the track.

Twenty Eight Entrants For Race.

When the entrants, twenty-eight in number, line up at the wire for the start at 10 o'clock tomorrow morning, the great crowd of people in the half-mile of grand stands will see the most perfectly constructed space eating machines made on both sides of the Atlantic. In the lineup will be cars manufactured in France, Italy, Germany, England and the United States. The interest this year centers in the struggle to be waged between the drivers of American-made cars and those of Europe. While it is conceded that the foreign cars are much faster than most of the American-made cars, the question arises whether they can stand up under the terrific vibrative strain of the brick course and avoid the tire trouble which is predicted for them. If the machines of the foreigners have no more tire trouble than the Americans, then it is believed to be almost certain, barring accidents, that one of them will win, provided always, of course, that the drivers are equal in merit to the Americans.

Burman a Favorite.

However, the bookmakers are chalking

er the influence of
his manner in any
ordinary one."

ng Swing.

ps with him?"

his eleven thousand miles across the country last year, which I afterward joined at Chicago, when we were until he went to there with him and his election. Two weeks in Milwaukee he went on occasions to address and I went with him

"Did you see much of him constantly all hours of the day and never saw him affected by liquor. In the car I followed him, did he ever take a drink?"

iron Dinners.

of the Gridiron Club was of champagne in glasses. He would occasionally, nearly all the time, be busy talking or was performed by the ways made a speech as and they were never made. He always when they were to go back to the White

There had been any question of his drinking he replied: "I never during the seven years if it was discussed outside of Washington

on Page Four.

IMAGE WHEN
OF RAIN FALL

be almost certain, barring accidents, that one of them will win, provided always, of course, that the drivers are equal in merit to the Americans.

Burman a Favorite.

However, the bookmakers are chalking up Bob Burman as a slight favorite, but it is thought that this is due to his reputation as a speed king with the fastest mile record to his credit. Other American cars are rated above the Europeans by the bookies.

The Drivers are hoping strongly that rain will not interfere with the start of the race, which will mean a postponement until Saturday. However, rain will not interfere with the running of the race once the fliers get started. Speedway officials have ruled that when the race has once been started it shall not be stopped, no matter what the weather conditions may be. The predictions are for showers.

Race Starts at 10 o'Clock.

The start of the race will be at 10 o'clock sharp tomorrow morning and it is estimated the winner will average close to eighty miles an hour during the entire race. This will make the time of running for the winner about six hours and fifteen minutes.

The speedway officials have arranged for early morning entertainment when the entrants in the race will give a parade on the track. The six bands engaged to furnish amusement will parade and after they take their stands there will be a "parade of nations," so-called by the managers. A group of American-made racing cars will be followed by the French, Italian, English and German made cars, the bands playing the national airs of the different countries as the representative machines pass. This parade will start about 8:30 o'clock and will suffice to attract a great crowd to the speedway at an early hour, thus relieving the congestion at the gates later on. After the parade of nations the entrants will line up for the great race.

Fisher to Pace Entrants.

The start will be much the same as last year. Carl G. Fisher, president of the speedway company, will pace the en-

IMAGE WHEN OF RAIN FALL

SUPERIOR, WIS.,
F BUSINESS.

TS MAROONED

May 29.—Damage as \$300,000 was done by a torrential downpour which caused streams to overflow so line freight yards were damaged to a great extent. Eight tracks were torn up, cars overturned, the engine shop flooded and washed away. Telephone lines over all the lines were damaged.

Northern Pacific, Chicago & St. Paul, Milwaukee & Omaha and Milwaukee & Atlantic railroads were washed out, but will be repaired in a few hours.

A school dormitory, occupied by young lady students, was washed away by water and its occupants were carried out on rafts until rafters were washed ashore. Houses were washed away and the inhabitants took refuge on rafts and other boats. The ball park of the League team was severely damaged.

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The start will be much the same as last year. Carl G. Fisher, president of the speedway company, will pace the entrants for a lap. The cars will be lined up military fashion, five abreast, and ordered to keep their alignment during the lap paced by Fisher. This lap will not count in the five hundred miles to be raced, but is run to enable the entrants to get away on the long grind with a flying start. Near the close of the paced lap Fisher will draw aside and a signal bomb will warn the drivers that the race is on. They may forge ahead when they reach the wire. It is thought the entire list of entrants will be traveling at least seventy-five miles an hour when they cross the tape on the Getaway, and that the pace makers from then on will exceed the eighty mile clip, at least for a time.

When once started no one will be permitted to cross the track except the official starter, Charles P. Root. The best of ambulance and hospital service has been arranged for in case of accidents.

100,000 Are Expected.

A great crowd of people, approximately one hundred thousand, is expected at the speedway. The reserve seat sale has far exceeded that of last year and the year before, when there were about sixty thousand and seventy thousand people respectively. The advance seat sale went largely to people in other cities. There will be a dollar admission to a part of the field inside the track, the same as last year, entrance being through the field gate, in the middle of the south end.

The speedway gates will be open at 6 o'clock in the morning, and a great crowd is expected to pass through until the starting of the race. The Big Four road

- Continued on Page Four

IMAGE WHEN OF RAIN FALL

SUPERIOR, WIS.,
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the Atlantic rail-
road out, but will be
in a few hours.

chool dormitory, or-
five young lady stu-
water and its crew
until rafts were
to dry land. Houses
and the inhabi-
tly rafts and other
the ball park of the
league team was sev-

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The speedway gates will be open at 6 o'clock in the morning, and a great throng is expected to pass through until the starting of the race. The Big Four grand

Continued on Page Four

Capital Largest in Indiana— One and a Half Million Dollars

SPOTLIGHT TURNED ON SPEEDWAY RACE

Continued from Page One-

The car shuttle train every five minutes connects the Union station and the speedway, and the Bear-flur traction line will run along with trailers every few minutes to the Indianapolis roads to the speedway, as far as the best of condition. The section of the boulevard which connects Indianapolis with the Crawfordsville pike leading to the track, which was badly damaged by the flood, has been improved and the Crawfordsville portion filled and graded. There are also good roads by the corner of West Tenth street, Michigan avenue and by Thirtieth street.

The welfare of the grounds has been placed under the officials assert that protection is the best in the world when Charles is in charge of the management. The officers uniformed and paid by the highway owner. The city will furnish the crowd at the fair. State detectives will be employed to guard for crooks inside the grounds.

Ready For Accidents.

Every precaution has been taken to prevent accidents of any kind. Fire extinguishers and other fire apparatus will be ready for instant use at all the stations, and men will be detailed to immediately report any fire or accident from a lighter or cigarette. Ambulances have been arranged to cover all the grounds, and will be in charge of physicians and professional nurses for any persons who may become ill during the day. Dr. Frank R. Allen is medical staff director.

ON SPEEDWAY RACE

Continued from Page One-

will run shuttle trains every five minutes between the union station and the speedway, and the Ben-Hur traction line will run cars with trailers every few minutes. The automobile roads to the speedway are in the best of condition. The section of the boulevard, which connects Indiana avenue with the Crawfordsville pike leading to the track, which was badly damaged by the flood, has been improved and the Crawfordsville section oiled and relaid. There are also good roads by the way of West Tenth street, Michigan street and by Thirtieth street.

The policing of the grounds has been postponed until the officials assert that the organization is the best in the world. Captain Carpenter is in charge of 200 experienced, militant, uniformed and armed by the speedway owners. The city police will handle the crowds at the traps, while detectives will be employed to watch for crooks inside the grounds.

Ready For Accidents.

Every precaution has been taken to prevent accidents of any kind. Fire extinguishers and other fire apparatus will be ready for instant use at all the grand stands, and then will be detailed to watch constantly for any little fire that might start from a cigar or cigarette. Hospital carts have been erected in various parts of the grounds, and will be in charge of physicians and professional nurses for any persons who may become ill during the day. Dr. Frank R. Allen is the medical staff director.

The spectators that year will see a wired system of scoring, the telegraph being used on all the score boards about the course. The Western Union will furnish operators for this branch of service alone and many others for news associations and newspapers about the country that carry exclusively racing news. Several journalists from Europe and America will handle the race for their respective papers. It is thought under the

Park Department
Refugees, A. S. 10
Howard, Ruth 10
W. H. Brown 10
J. L. Gandy 10
President W. H. Brown
W. Hardin 10
Irapetis, George 10
Section 11 A. F. 10
A. B. C. 10
H. M. C. 10
Director of Research 10
Chief of Engineers 10
Assisting 10
Kee, W. M. 10
R. Thompson 10
H. J. C. 10
Associate Mayor 10
Assisting 10
graber, H. M. 10
ter Blodder 10 10
A. B. C. 10
Christian People 10
H. M. C. 10
From Quaker City News 10
N. H. 10
The News 10
Commercial 10
Delaware 10
A. C. 10
Burgess 10
Dillingham 10
Hoover 10
L. Morris 10
Patterson 10
Cary H. 10
Washington 10
Indianapolis 10
Hagerstown 10
Baltimore 10
Philadelphia 10
Hartford 10
Albion 10
Baltimore 10
Akron 10
Washington 10
A. C. 10
Chicago 10
Milwaukee 10
Columbus 10
Cleveland 10
Pittsburgh 10

TARIFF FIGHT

WILSON

Continued from

863-1913

century this Company has been selling mortgages in Indianapolis probably at that time no less than one dollar of interest on loans

such loans now in amounts of \$100 to \$5,000.

Fletcher Breadings and Crust Company

Manufacturers,
Bakers. Manager
102 Market Street
Cincinnati 1900.

Largest in Indiana—
Over a Half Million Dollars

IGHT TURNED IN SPEEDWAY RACE

Read from Page One.

train every five minutes

telegraph system that the score boards can be kept accurate every minute during the race. The programs provided will contain competition tables so that the spectators may see at a glance just what speed the racers are making. An idea of the magnitude of the work of keeping the scoring system perfect may be had by the number of men employed, consisting of 150 score board operators, thirty telegraph operators, twenty-five telephone men, six callers, five machine experts, four timing experts, six expert scorers, announcers, ten sheet writers, a total of approximately 2,000 men. There will be approximately 2,000 persons on the speedway grounds working to carry out the details of the race, including more than three hundred representatives of metropolitan newspapers, the racing team employees, the guards, scorers and other employes.

Managers of Race.

The list of the actual managers of the great event include the following:

C. G. Fisher, president and managing director; A. C. Newby, first vice-president; P. H. Wheeler, second vice-president; J. A. Allison, secretary-treasurer; C. W. Sedwick II, M. C., director of contest; T. E. Myers, auditor; Capt. William P. Carpenter, director of public safety; Paul R. Martin, general press director.

Chairman Contest Board—William Schimpff, New York, A. A. A.

Representative Contest Board—David Doggett, Chicago, A. A. A.

Honorary Referee—Laurens Rhos, Buffalo, president A. A. A.

Referee—A. H. Farnington, A. C. A., New York.

Technical Committee—P. E. Edwards, chairman technical committee, A. A. A.

Starter—Charles P. Root, Chicago, A. M. C.

Director of Timers—Joseph Friby, Cleveland.

Directors of Scorers—John Cox, T. H. M. C.

Ellis Huber, H. M. C.

Board of Judges—Howard Marion, president

National S. A. B.; I. B. Joy, Detroit; Henry Chapin, Detroit; J. P. B. Firestone, Akron;

Howard Cahn, Detroit; W. J. N. Willys, Toledo; Thomas May, Chicago; H. M. C. C. A. Miller,

George K. Dickson, John

Veldley, president Indiana Motor Hamond, U. M. C.

863-1913

half a century the Com-
pany's predecessors have
been making more
and more pro-
fitable use of
the no
and dollar of
interest on loans

now in
of \$100 to \$5,000

ICKER and CRUST COMPANY

General Manager
Market Street
Philadelphia

Licensed in Indiana
for Fifteen Dollars

TURNED IN SPEEDWAY RACE

... from Page One

telegraph system that the score boards can be kept accurate every minute during the race. The program will contain computation tables so that the spectators may see at a glance just what speed the racers are making. An idea of the magnitude of the work of keeping the scoring system perfect may be had by the number of men employed, consisting of 150 score board operators, thirty telegraph operators, twenty-five telephone men, six callers, five adding machine experts, four timing machine experts, six expert scorers, twenty announcers, ten sheet writers, a total of 275 men. There will be approximately 2,500 persons on the speedway grounds working to carry out the details of the race, including more than three hundred representatives of metropolitan newspapers, the racing team employees, scorers and other employes.

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Chairman Contest Board—William Schimpff, New York, A. A. A.

Representative Contest Board—David Hedges, Chicago, A. A. A.

Majority Referee—Matthew Ross, Buffalo, president A. A. A.

Referee—A. R. Farnington, A. C. A., New York.

Technical Committee—F. E. Edwards, chairman technical committee, A. A. A.

Charter—Charles D. Root, Chicago, C. M. C.

Director of Times—Joseph Shirley, Cleveland.

Directors of Scorers—John Cox, T. H. M. C.; Ellis Hunter, H. M. C.

Board of Judges—Howard Marston, president National S. A. R. H. H. J. L. Detroit; Harry Kent, Detroit; Roy Chapin, Detroit; J. P. Getherling, Akron, H. S. Stevenson, Akron; Howard Coffin, Detroit; J. N. W. D. Brown, Peru, Indiana; J. L. Gavin, president H. M. C.; George W. M. C.; George N. Dickson; John W. Hayden, C. M. C.

Umpires—George Westley, president Indiana section S. A. R. H. H. J. L. Harry Chapman, H. M. C.

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IGHT TURNED IN SPEEDWAY RACE

from Page One.

and every five minutes a race station and the speedway line will make every few minutes round to the speedway station. The section which connects Indianapolis pike highway was badly damaged but improved and sections paved and also good roads by the street. Michigan

the grounds has been made the most perfect that exists the best in the world. It is in charge of 250 ex-soldiers uniformed and railway owners. The city makes the crowds at the trains, will be employed to

watch the grounds.

ready for Accidents.

Prevention has been taken to prevent any kind. Fire extinguishers and other fire apparatus will be present, not at all the ground there will be detailed to watch for any little fire that might break out or smoulder. Hospital houses located in various parts of the city will be in charge of women and nurses for use if the body become ill during

Frank R. Allen is the

chief engineer, A. A. A. Mortality Referee—Laurens Enoe, Buffalo, president A. A. A.

Referee—A. R. Paddington, A. C. A., New York.

Technical Committee—E. Edwards, chairman technical committee, A. A. A. Starter—Charles P. Root, Chicago, C. M. C. Director of Timers—Joseph Frisby, Cleveland.

Directors of Scoring—John Cox, T. H. M. C., Ellis Hunter, H. M. C.

Board of Judges—Howard Macmon, president National A. A. A.; H. G. Joy, Detroit; Henry Park, Detroit; Roy Chapin, Detroit; J. F. Sellerton, Akron; H. S. Firestone, Akron; Howard Coffin, Detroit; J. N. Willys, Toledo; W. H. Brown, Peru; Thomas Bay, Chicago; F. L. Gaynor, president V. M. C.; C. A. Pfeffer, president W. M. C.; George K. Dickson, John W. Hayden, C. M.

Umpire—George Wetley, president Indiana section S. A. F.; Harry Hammond, H. M. C. Announcing—Director—A. R. Heiskell, H. M. C.

Director of Signals—J. A. Barclay, H. M. C. Clerk of Course—Capt. Walterich, H. M. C. Assistants to Director of Contingencies—Homer McKey, H. M. C.; W. L. Esterly, H. M. C.; T. H. McCormick, A. A. A.; D. P. Willis, H. M. C.

Assistant Starter—John G. DeLong, C. A. C. Assistant Technical Committee—H. G. Ballinger, H. M. C.; Henry Law, A. C. A.; Chester Kickler, H. M. C.; Harry Vissering, C. A. A.; D. S. Hatch, Chicago.

Chairman Press Reception—H. C. Bradfield, H. M. C.

Press Board—Ray Thompson, H. M. C., The News; A. J. Blakely, H. M. C., the Star; H. N. Page, the Sun; Fred Weissman, H. M. C., The News; Paul Richey, Rosell M. Woods Company.

Players Committee—C. C. Sinsabaugh, C. A. A.

Indefinite Staff Director—Dr. Frank R. Allen, Indianapolis.

Supervision of Gates and Roads—Frank L. Moore, H. M. C.

Stock Auditor—W. S. Gilbreath, secretary, H. M. C.

Police and Superintendent—E. B. Pierce, Indianapolis.

Superintendent—Concessions—George Hill, Indianapolis.

SPEEDWAY Commissary—John Ryan, H. L. Holcomb, Adolph Mummert, John Brundt.

Automobiles—A. A. A. Automobile Club of America, A. A. A. American Automobile Association, H. M. C. Hoosier Motor Club; W. M. C. Automobile Club; C. M. C. Illinois Motor Club; C. A. A. Chicago Automobile Association, A. C. Chicago Athletic Club, H. M. C. Lake State Motor Club.

TARIFF FLIGHT WON