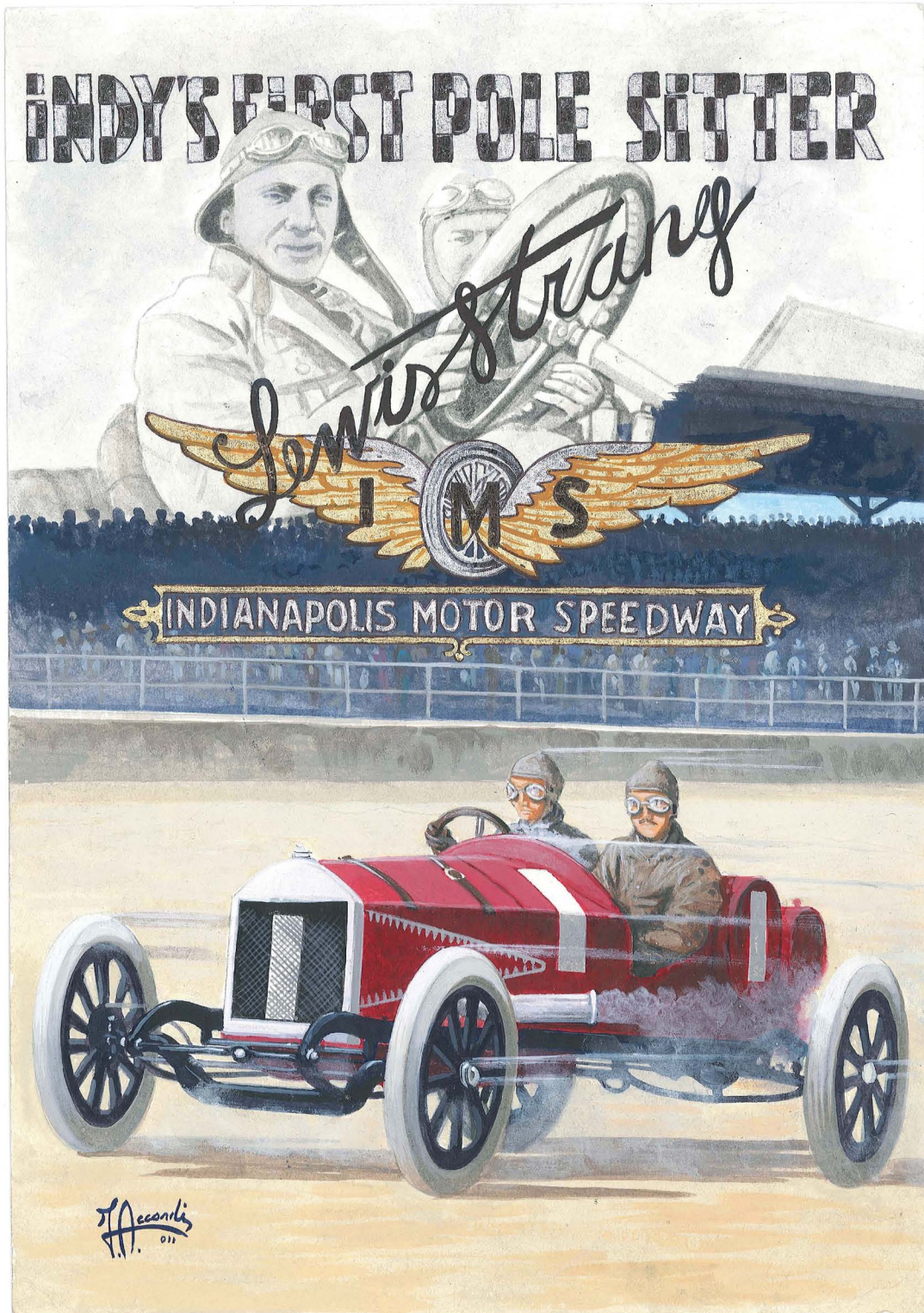


Lewis Strang Memorial Ride®

La Crosse to Blue River Wisconsin

Saturday, July 23rd, 2011

Starting at 9:00 am in front of the La Crosse Club
250 Harborview Plaza, La Crosse, Wisconsin



Lewis Strang in his Case racecar at the first Indy 500

Watercolor by Franco Accardi



Strang in Case, 1911

Lewis Strang was a great American champion who won memorable races, established famous records and became the first Indianapolis 500 pole sitter less than two months before his death. He died in a freak accident during the stage of the Milwaukee Sentinel Trophy that started from La Crosse in the morning of July 20, 1911.

This 100th anniversary of his death coincides with the century mark for the Indianapolis 500 and this year Indianapolis Motor Speedway official guide celebrated his memory with a major article by Mark Dill profiling his life and achievements. Lewis Strang is also the man portrayed in the oldest known picture about the speedway, “The Vision”, with him in front of a cement model of what would later become the most famous track in the world. Special thanks for their help and support to Mark Dill and T.A. Adolphus of Hemmings Motors News.

Ride Itinerary

Directions to Blue River, WI Starting from West Ave S

- 1 Head north on West Ave S toward Jackson St
 - 2 Take the 1st right onto Jackson St
 - 3 Turn right onto State Rd
 - 4 Turn right onto Losey Blvd S
 - 5 Turn left onto US-14 E / US-61 S / WI-35 S / Mormon Coulee Rd
 - 6 Turn left onto US-14 E/US-61 S
 - 7 Turn right onto US-61 S/Soldiers Grove Rd / Continue to follow US-61 S
 - 8 Turn left onto WI-60 Trunk E
 - 9 Turn right onto Co Hwy T
- Arriving at N East St

Total: 74.4 mi - about 1 hour 42 mins

Directions to Prairie du Chien, WI Starting from N East St

- 1 Head south on N East St toward North St
 - 2 Turn right onto WI-133 S/WI-133 Trunk S/W Exchange St / Continue to follow WI-133 S/WI-133 Trunk S
 - 3 Turn right onto US-61 N/Elm St
 - 4 Turn left onto WI-60 Trunk W
 - 5 Turn left onto S Business St
 - 6 Turn right onto WI-60 Trunk W/Guard St / Continue to follow WI-60 Trunk W
 - 7 Turn right onto US-18 W/WI-35 N/Great River Rd / Continue to follow US-18 W/WI-35 N
 - 8 Turn right onto E Iowa St
 - 9 Turn left onto S Ohio St
 - 10 Take the 1st left onto E Wisconsin St
 - 11 Turn right onto S Marquette Rd
- Arriving at S Marquette Rd

Total: 36.4 mi - about 48 mins

Directions to La Crosse, WI Starting from S Marquette Rd

- 1 Head north on S Marquette Rd toward E Blackhawk Ave
 - 2 Continue onto WI-35 N/Great River Rd / Continue to follow WI-35 N
 - 3 Slight right onto West Ave S
- Arriving at West Ave S

Total: 58.0 mi - about 1 hour 26 mins

How Strang met his death



Lewis Strang in a Thomas at the French Grand Prix, 1908

Many men participated in the dawn of organized motor racing in the US, and many lived hard and died young. Lewis P. Strang stands shoulder to shoulder with Louis Disbrow, Barney Oldham, Ralph De Palma, David Bruce-Brown, Louis Chevrolet and other titans of the era, but his early death, after only four years of competition, has left him largely unmemorialized.

“Whirlwind” Strang is best known for taking the pole at the inaugural Indy 500 in 1911, but that was actually at the very end of his racing career. While he was racing, his name was in the papers, but we know almost nothing about his life before that. He was born in August of 1884, and while he always said he was from Amsterdam, New York, family members said he was in fact from the Atlanta, Georgia, area. He was always known as a New Yorker, though, and some of the confusion may stem from the fact he essentially changed his name after 1907.

I suppose there’s no reason he’d have made the news in his first 23 years of life, but he got a jump into the world of motor racing thanks to his uncle, Walter Christie. He must have been a dab hand with engines, because in July of 1907, he was on Majestic with Uncle Walter, bound for France and the Grand Prix as the Christie mechanic. He almost certainly did some driving, as well.

When he returned, he controversially ended up driving the front-wheel-drive Christie machine in the south, racing variously as Lewis Christie and Christie Strang. Managed by the infamous William Pickens (who also managed Christie and Barney Oldfield), Strang was at first using the car with Christie’s permission, but later

on, absconded with it. The odds are that Pickens (who today we’d call a promoter) had made commitments to appear and was the force behind the car’s disappearance, but it was Strang with his name in the headlines. In fact, they were using the Christie car on track at the same time that Walter Christie was selling it to W. Gould Brokaw: “I have been taught a lesson in allowing a man of whom I know little to manage me for a racing circuit,” Christie told the New York Times in November of ’07.

Mr. Pickens made the proposition to me at the Brighton Beach meet [where he was later sanctioned for certain “irregularities” --ed.]. It was a good offer, and I accepted. In the two track events in which I drove before my Pittsburgh accident I made a little money, but at the present time I am very much out. After I had nearly recovered from my accident, Pickens proposed that I go South, driving if I could, and if not, allowing Strang to take the wheel. I did drive in one meet at Birmingham. I then went to New Orleans to arrange a meet there, but found it could not be secured for five weeks, and, therefore, decided to bring my car with me. It was sent to New Orleans, and I left sufficient money to pay for its shipment to New York, and I came on ahead. For a week I learned nothing. Then I learned from a friend there was no record of the shipment of the car, and it could not be found in any garage.

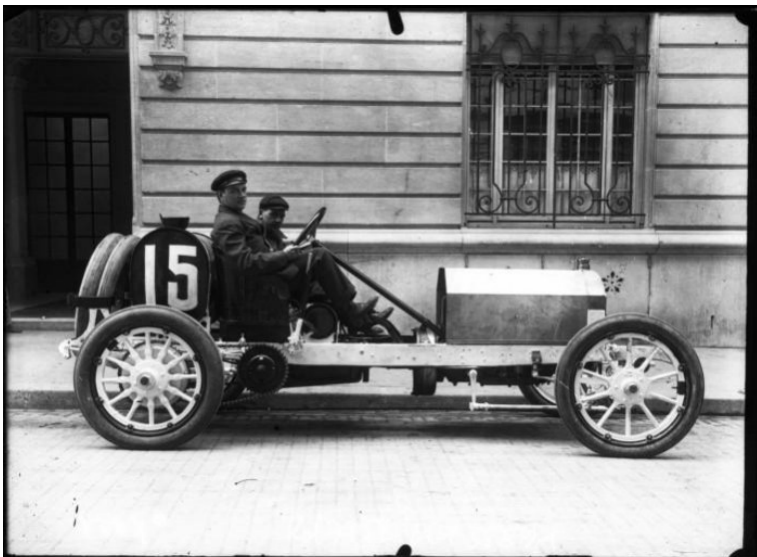
That was because Strang was racing, and ultimately, wrecking it. Walter Christie put the Pinkertons on the case.

Meanwhile I had heard nothing from either Strang or Pickens. My car is too valuable to lose, and, besides, it not mine now, as it was purchased several weeks ago by W. Gould Brokaw, who allowed me to use it on condition that I keep it in repair. I put the matter at once in the hands of the Pinkerton Detective Agency, and they discovered on the very day of the second Birmingham meet that the car had been shipped right back from New Orleans after I left. This, therefore, explains the second Birmingham meet. When the affair was over, Pickens and Strang evidently heard that detectives were hunting for the car, for they abandoned it, and I don’t know where they are. I did get one telegram from Strang, asking what steps I was going to take.

When he finally recovered the car, it had suffered an undetermined degree of engine damage including a

cracked cylinder, although a photo showing Brokaw in the car in 1908 indicates it was salvageable. Before that, Strang claimed a mile record with it, posting a :51:60 at St. Paul on October 16, 1907, coincidentally beating Walter's own mile record. But grave disagreement about the actual time later emerged, with Walter now among his foremost critics. It scarcely mattered, since he'd soon be vastly faster.

Now apparently thoroughly estranged from his uncle and coming into his own, he dropped the "Christie," and started going by Lewis Putnam Strang (it's unclear what his name really was), which probably helped spectators, as he was soon in head-to-head competition with Walter. For 1908, he went back to France, as driver of the #15 Thomas in the XI Grand Prix. He didn't finish the GP, but won the Great Race that year in an Isotta, at 4:40:47 for 254.4 miles over 24 laps.



In 1907, he'd ridden along with Walter at the Vanderbilt and in 1908 entered a Renault on his own, but dropped out early with mechanical problems.



Strang in the Thomas at Dieppe, July 7 1908



At the start of the 1908 Vanderbilt



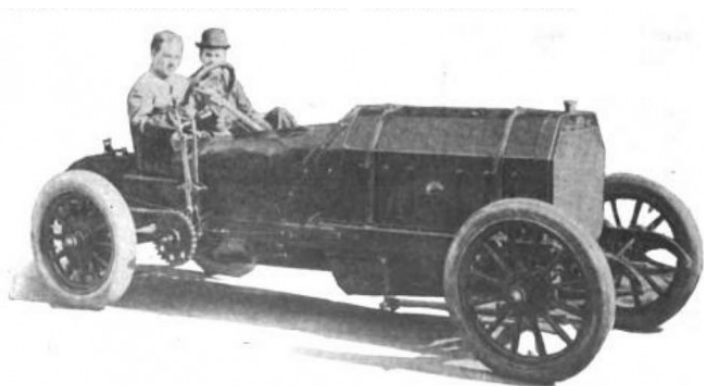
Strang at the wheel, 1908, probably at the Vanderbilt

Strang was friendly with Louis Chevrolet, who had famously helped him pour a bearing mid-race in 1907, and Buick soon picked him up as a factory driver by

(where he kept company with the Chevrolet brothers and Bob Burman), but in 1909, Strang left for Isotta, having won in one at Savannah, Briarcliff and elsewhere in 1908. Worldwide fame came shortly thereafter, when in the fall he broke numerous American and world speed records in a 175hp Fiat called "Earthquake." According to *The Horseless Age*, it started at the Atlanta Speedway in November:

The most spectacular and brilliant individual performance was that of Lewis Strang, in the 175 horse power Brooklands Fiat, formerly driven by Nazzaro, and holder of the world's record average speed. Strang covered a mile in 37.7 seconds, outstripping Oldfield, Christie and others by a big margin. In fact Oldfield was so chagrined and disappointed at being beaten a couple of times by Strang, that he and Manager Bill Pickens packed up and departed for the cattle country of Texas.

Strang won five events with the big car at Atlanta, sweeping the boards clean for everything from one to ten mile distances.



Strang at wheel of 175hp Fiat Earthquake



Strang breaking the record at Atlanta in 1909

He followed that up in December, when he broke the Oldfield record for the Indianapolis Speedway mile at

:40.61, in what appears to be a new 200hp Fiat, the same one later known as the "Cyclone," when owned by Ralph De Palma, and others.

For all his early shenanigans, Strang was known as one of the smarter guys in the business, with a sense of his own mortality that eluded many of his compatriots. "On the track he was a spectacular but careful driver," Barney Oldfield wrote in *Popular Mechanics* in 1911. "He was one of the few who mixed brains with gasoline..."

Strang was a fatalist. One day I heard him tell "Bill" Pickens...that he was a big league fellow. He did not want to meet his gate while driving a touring car or in a stock chassis race. When it came his turn to bow to the scythe-swinger, Strang wanted to be gripping the wheel of the fastest racing car in the world, with his foot shoving the throttle wide open. He wanted the band to be playing the latest rag, and when the ambulance hauled him to the morgue he wanted the crowd to say as they filed out, "Well, he certainly was going some."

The Hoodoo



The Strang hoodoo legend started in 1908, with a string of mechanical failures in major races, including one which knocked him out of an unassailable lead in a Renault, in the 24 hour Brighton Beach races, during hour 18. The Renault failed him again a week later at the 234-mile Motor Parkway race, then he was hoodooed out of the lead at the 1908 Vanderbilt Cup, the first lap of the 1909 Vanderbilt Cup, the Savannah Grand Prix, the 1909 Cobe Cup in a Chevrolet (although he got to share the \$10,000 purse that team-mate Louis Chevrolet won), and Brighton Beach again in a Marion. Actually, his very first crash was in 1904, when he hit an elevated road pillar on Third Avenue in New York, wrecking the car (also the pillar).

Some of the hoodoo, at least, has to have been attributable to Strang driving at all times to the limit of his machine's capacity. He might not have finished often, but he was always a threat to win if he did. At Decatur in June 1908, driving for Buick, he won the fifty-mile

Decatur Derby, five mile Free for All and five mile Handicap. In August 1909, he was at Indianapolis Motor Speedway again, where he brought Buick the Prest-O-Lite Trophy and claimed a \$10,000 purse for the team. The hoodoo, however, wasn't confined to the track.



Strang in Isotta, waving to his sister while negotiating a bad turn at Briarcliff



Strang's Renault being pushed at the start of the 1908 Vanderbilt Cup

In 1908, Strang had married Jennie L. Spalding, who performed as an actress under the name Louise Alexander. They made a high-profile society couple – among other things, the nascent aviator named a hot-air balloon Queen Louise in her honor – but the union was tempestuous from the start. If he should fail to finish first in a race, the beautiful Spalding would reportedly demand to know why Strang didn't win. She had also promised to give up the stage, this not being an era of two-career couples. But she didn't, and in '09 left him to return to acting, soon appearing in Florenz Ziegfeld's Follies of 1910.



Mrs Louise Strang



The Strangs at Brighton, 1909: "The Maid and the Man."

Heartbroken, Strang held hope she would return to him, but those dreams came crashing down around him. "Then Mr. Strang's hoodoo got to work," reported The Washington Post. "Miss Alexander was suddenly named by Bessie Clayton, herself a well-known dancer, as correspondent in the suit of divorce begun against her husband, Julian Mitchell, who is Miss Alexander's partner in a "Vampire" dance." Strang, two weeks earlier having been ejected from an airplane in an accident while taxiing, said, "Two knockouts together. This is the limit," and promised to give up marriage, if not racing.

After that, he just wasn't the same racer for the next 18 months or so. In part, some of his energy must have been going to Case, which in 1910 made him manager of their new racing department, and aeroplane division, as well – in addition to putting together cars for the Case race team, he was also building "Miss Case," the

first of three to support the race team. People did note that in 1910, he was missing from many of the major events he'd dominated in years past.



Strang in Case, 1911

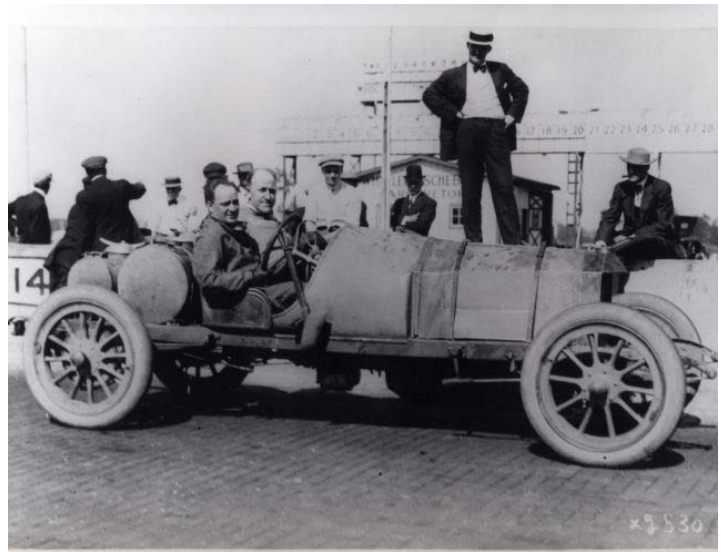
The Case team planned to debut at New Orleans in February of 1911, but never showed and narrowly avoided a one-year suspension. By June, however, they were in winning form and when the new Indy 500 came around, his team was in world-class shape. He put his car on the pole, with teammates "Dutch" Joe Jagersberger and Will Jones in 8th and 9th. He lasted 109 laps, before retiring with a steering problem (only 12 out of 40 entries finished at all).

His fire had returned. Not only was he now a serious threat and in control of his own race team, but he was in negotiations to buy an astonishing 300hp Fiat, presumably thinking he would be able to reclaim some of his world speed records. Despite his acknowledgment of mortality, Strang also said a race car would never get him, and amazingly, he was right.

Since his divorce and the temporary decline of his racing career, rumors had swirled he was out of control. In August of 1911, word came out of Wisconsin he had been killed on a tour, and the press went wild with stories of drinking and suicide. The truth, however, was much less exciting.

Scouting a tour route in Blue River, Wisconsin, in a Case touring car, he passed a farm wagon while going up a hill. In first gear, at a speed somewhere between four and 10 miles an hour, the wheels of the Case dug

into soft ground on the far side of the road, and the car slowly tumbled down a ten foot bank. Three other occupants jumped clear without harm, but Strang was pinned underneath, and crushed.



Lewis Strang at the Brickyard in Case, 1911

"Gambling is the greatest sport in the world," he told *The Horseless Age* in the winter of 1911.

The sensation of winning and losing and of taking a chance with something is probably the greatest in the world. It is natural to gamble with what you value. Some men obtain sport through gambling with money. I wouldn't take a minute's interest in a money stake. It doesn't appeal to me. I like to gamble for something else, though. The sensation when you come close to a bad accident and yet don't 'get it' can never be described.



Strang Case Teammate

AUTO TOURISTS COMING HERE

Members of the State Auto
Association on Annual
Tour Will Arrive
Here Today

The twenty cars that are entered in the annual tour of the Wisconsin State Automobile association, although expected to arrive here between 4 and 5 o'clock this afternoon, will probably not arrive before 7 o'clock.

This morning the autoists left Wausau at an early hour as today's run is the longest on the six day tour, the distance being 203 miles. The recent rain it is thought will be considerable of a drawback in the progress of the autoists.

The tourists left Milwaukee on their six day tour of the state Monday morning and thus far have been meeting with excellent success. The cars will be placed on the market square when they arrive in this city where they will be left in charge of a guard until the start tomorrow morning.

The autoists will be entertained at a smoker at the La Crosse club this evening by the members of the La Crosse Automobile association. Tomorrow the trip will be resumed but as the Thursday run, from here to Marinette, is only 128 miles, a late start will probably be made in order to give the drivers a chance to rest after today's long run.

Exceptional interest is being displayed by the members of the local association in the run which is one of the longest ever attempted by the Wisconsin association. The tour will end with the Saturday run when the tourists are expected to arrive back at Milwaukee.

The La Crosse Tribune

HER 56.

LA CROSSE, WISCONSIN, THURSDAY, JULY 20, 1911.

STRANG KILLED AT BLUE RIVERS

Famous Auto Driver Meets
Death in Auto Acci-
dent During the
Tour

WAS IN LA CROSSE TODAY

Turns Out for Wagon and
Goes Over Embank-
ment; Killed In-
stantly

BLUE RIVERS, Wis., July 20.—
Louis Strang, the noted automobile
driver, was instantly killed near here
this afternoon when, in an endeavor
to avoid a wagon, his automobile
careened and went crashing over a
high embankment.

Strang was driver of a Gase car
carrying the technical committee of
the annual endurance tour of the
Wisconsin Automobile association.

Left La Crosse Today

Strang was not a contestant in the
race. So reckless was he that those
accompanying the tour declined to
ride in his car and from Wausau to
La Crosse other drivers were intimid-
ated by the daredevil driving of the
Speedway King.

Strang was in La Crosse last even-
ing and left with the tour this
morning boasting that he "would
show them all the way into Mil-
waukee."

Strang also accompanied the 1910
tour of the Wisconsin Automobile
association's reliability run and was
the first to land in the Cream City.

In the car with Strang were three
other passengers including Joe Jag-
erberger, also a driver of Gase cars,
and Lester Clark of Richland Center,
Wis. The name of the other passen-
ger could not be learned. All man-

LOUIS STRANG



Famous Auto Driver, Who Lost
his Life Shortly After Leaving La
Crosse This Morning.

aged to jump from the car in time
to escape. Strang, however, remain-
ed with the wheel and was crushed
to death in the fall of thirty feet.

Strang was well known as an au-
tomobile racer, having been enter-
ed in most every race meeting of
importance in the country since
1907. He was manager of the Case
J. team of the J. I. Case company of
La Racine, Wis.

Strang was 28 years of age and
married. He leaves a family at Ra-
cine.

A Noted Leader For Civic Righteousness



REV. CAROLINE
BARTLETT
CRANE.

LOUISVILLE, Ky.—When the National Suffrage society holds its
annual convention here in October, there will be present as one of the
principal speakers Rev. Caroline Bartlett Crane, formerly pastor of the
People's church of Kalamazoo. Mrs. Crane is famous from coast to coast
because of her work in the uplift of individuals and cities.

STATE EXPERTS TO ALDRICH DENIES WATCH ALL TESTS

Professors Pence and Slich-
ter Will See that En-
gineer Maltby Does
Work Right

The special water committee
which has decided to delay the pre-
liminary work on the new well sys-
tem until A. T. Maltby, a Chicago
engineer, verifies the report of the
state expert, Prof. Charles S. Slich-
ter, as to the quality and adaptabil-
ity of the water for manufacturing
purposes, will not conduct any tests
or experiments without Prof. Slich-
ter and Prof. W. D. Pence, chief en-
gineer for the Wisconsin rate com-
mission, on hand to supervise the
work and see that the tests are
made properly.

This was in substance the an-
nouncement of John H. Roemer of
the Wisconsin rate commission over
long distance telephone today.

The decision of the committee
followed the exhibition of a piece of
pipe, alleged to have been cut from
the heater and boiler in the plant
of the La Crosse Rubber Mills com-
pany on Indian Hill.

The pipe was given to Alderman
Burt Smith by A. P. Funk of the
Rubber Mills company, and is al-
leged to have been heavily corroded
on the inside. The water, which is
said to be the cause, is claimed to
have come from a well, sunk at a
depth recommended by the commis-
sion for the wells to be used in La
Crosse's new system. It is also
maintained that the water comes
from the same water shed from
which it is intended to take La
Crosse's supply.

Says He and Taft Did Not
Pick Lorimer for the
United States
Senate

WASHINGTON, July 20. — Flat
denial of the story by Edward Hines
that President Taft and Senator Ald-
rich sent word to the conflicting
factions in the Illinois legislature
that William Lorimer was their
choice for the senatorship, was
made to the senate investigating
committee today by former Senator
Nelson W. Aldrich of Rhode Island.
The former "boss of the senate"
declared that he and the president
were only interested in the Illinois
situation to the extent of wishing to
see a republican elected. Aldrich
said he had expressed no preference
for a Lorimer and denied that he
had ever authorized Hines to state
that the "blonde boss" of Chicago
was the choice of the administra-
tion.

"On whose initiative were your
conversations with Hines brought
about?" asked Attorney Marble.

"I do not remember," answered
Aldrich. "The first was in April,
1909. Hines at that time said that
in his judgment Hopkins could not
be elected. I said to him that the
president desired a republican sen-
ator from Illinois, that he was
friendly to Hopkins because the lat-
ter had received the largest vote in
the senatorial primary, but that the
president would take no part in the
contest. The tariff was not dis-
cussed."

"Did you suggest to Hines the
name of Lorimer as a candidate?"

"No, he suggested it to me."
"Did you send any message by
Mr. Hines to Governor Deneen or
others in Springfield regarding the
election of a senator?"

"None whatever."
"Did you suggest to Hines that
he telephone to Lorimer at Spring-

OWNER OF GUN IS SOUGHT AS SLAYER

Virginia Banker Says a
Stranger Shot Wife
while Autoing in
the Country

BLOODHOUNDS LOSE TRAIL

Leaps from Car and Grap-
ples with Unknown As-
sailant; Captures
Shotgun

RICHMOND, Va., July 20.—On
the ownership of a shotgun of an or-
dinary type hinges today the solu-
tion of the mysterious slaying of
Mrs. Louise Owen Beattie, Jr., wife
of the Manchester banker who, ac-
cording to the story told by her hus-
band, was shot down while seated
behind him in their automobile. De-
spite the efforts of more than a thou-
sand searchers no one has seen a
trace of the man who, according to
Beattie, blocked the Middlethian pike
Tuesday night and, when asked to
give up half of the road, raised his
shotgun and fired directly into the
Beattie automobile, instantly killing
Mrs. Beattie.

The woods surrounding the turn-
pike for more than five miles have
been searched without revealing the
slightest clue. Two packs of blood-
hounds brought to the scene within
six hours wandered aimlessly around
two pools of blood in the middle of
the hard turnpike and then turned
their muzzles skyward and bayed
loudly and long. It was plain that
they were unable to pick up a trail
that could be followed.

Hunt Gun's Owner

The coroner has possession of the
blood stained automobile, the suit of
clothes worn by Beattie and the shot-
gun. He is trying to trace the gun
and if its ownership can be estab-
lished the slayer will be found. To
give the police time to work on the
case, the inquest will not be held
until tomorrow.

The Beatties were married last Au-
gust. They have a two weeks' old
baby and, according to Beattie, the
fact that it was not in its mother's
arms when she was killed was due to
its having been asleep when they
started on the ill-fated night ride.
Beattie says they were returning
from a fifteen mile run when, at a
lonely spot in the pike, he saw a
man jump from the bushes into the
middle of the highway. He jammed
the brakes on as the figure, dimly
discernible in the darkness demand-
ed with an oath to know if he was
trying to run over him.

Grapples with Slawer

"E. told him there was room
enough for both," said Beattie to the
coroner, "and tried to pass him. He
seemed drunk and very surly. I no-
ticed he had a shotgun in his hand
Without a moment's warning he raised
the gun and fired. The muzzle was
not more than a yard from my wife.
As he fired, I leaped from the car
and grappled with him. I seized the
gun and he struck me a fearful blow
on the nose, rendering me momen-
tarily unconscious. When I recovered,
he was gone, and with one arm
around my dead wife, I drove af-
teen miles through the darkness."

Beattie has an abrasion on his
nose. He could not explain how it
was the road some distance apart.

The charge of shot entered Mrs.
Beattie's face in a spot not more than
an inch and a half in diameter, the
muzzle of the gun having been held
so close to her head that even the
wads entered the wound.

Detectives arrested Irving Brown,
a negro who lived near the scene, but
he was soon discharged.

ITALIAN LINER IN WITHOUT CHOLERA

NEW YORK, July 20.—With 118
cabin passengers, 316 in her steer-
age, and a full general cargo, the
Italian liner Principe di Piemonte,
Captain Domenico, arrived today
from Genoa, Naples and Palermo.

POSSE SEEKING NEGRO WHO SHOT SYLVIA PRICE

Fourteen Year Old Girl
Shot by Infuriated
Farm Hand Last
Night

FIEND ATTEMPTS SUICIDE

Gun Fails and He Runs for
Woods After Snatching
Bottle of Carbolic
Acid

AWFUL DEED PREMEDITATED

Had Written Letter to Aunt
Telling that He Would
Kill Girl "who Had
Betrayed Him"

"Dear Aunt:

"I drop you these few lines to
let you know I will be dead next
time you hear from me. I am
heartbroken and can't get over
it. I am going to kill the girl
that has betrayed me. I am bet-
ter off dead I know."

(Signed) "EDGAR."

"Good-bye. Don't mourn for
me—I don't deserve it. Good-
bye, good-bye."

The county is being scourged today
by posess of farmers and sheriff's
deputies in an effort to locate Ed-
gar Robinette, 21, half negro and
half Indian, who at 7:30 o'clock last
night attempted to murder Sylvia
Price, 14, following her refusal to
make an appointment with him.

Miss Price, who is the daughter of
James Price, manager of the Car-
roll-McMillan farm, seven miles out of
La Crosse on the North Salem road,
is suffering today from two bullet
wounds in the left arm and while Dr.
F. C. Suter says she will recover, her
extremely nervous condition has ne-
cessitated her removal to a La Crosse
hospital.

Following the shooting of the
Price girl, Robinette, who was em-
ployed as a farm hand, returned to
his own room, fired three bullets
into his own body and escaped.

On the way out of the house he
grabbed a pint bottle of carbolic acid
and on the table in his room was
found the letter printed above ad-
dressed to his aunt in Kansas City,
telling her that he intended to murder
Miss Price and kill himself.

Insanity following a sick spell is
the only cause assigned for the shoot-
ing.

Wanted to See Her

At 7:30 last night Miss Price and a
girl friend, Miss Bernice Skogen, On-
alaska, Wis., were preparing for a

EDGAR ROBINETTE



FOR ROBBERS

PACIFIC ROAD OF-
500 FOR CAPTURE
IN WHO HELD
P LIMITED

OLIS, Minn., July 21.—
l of \$7,500 was hung
the Northern Pacific
ard for the capture and
three men who board-
Coast Limited, east-
n Valley City and Buf-
akota, at midnight on
hot Engineer Olson and
assengers of watches,
oney. For the capture
n of any one of the
the road will pay \$2,-

were arrested at Cas-
ght. They are being
ose, Minn., three men
ested. They arrived in
the Great Northern on
nd are said to answer
n of the robbers.
s from Tolna, N. D.,
en, who say the are
being held there, hav-
that city in an auto-
gave their names as
will be held until their
ablished.

ARE DEFENDED

COMBINES SAYS
SUFFERS WHEN
DIANS MEDDLE
H BUSINESS

July 21—"The soon-
realize that in their
vent the combination
ey are increasing the
commodities and that
ic alone must be the
etter it will be for the
sted John E. Parsons,
counsel for the Sugar
Hardwick congression-
today.
ion of the actual phy-
of properties is a

STRANG'S BODY TO BE SENT TO EAST

Famous Speed King Killed
while Car Was Going
at a Snail's
Pace

BLUE RIVER, Wis., July 21.—
The body of Louis Strang, the dare-
devil driver of Case cars whom fate
decreed should be killed near here
yesterday while his car crawled at
a snail's pace, will today be sent to
Chicago thence to Amsterdam, N. Y.
where the dead speed man is surviv-
ed by three sisters at his former
home.

The wreck of the Case car at the
bottom of a five foot embankment
on the pike road north of here, was
today brought here for shipment to
the factory of the Case company at
Racine, Wis. Examination of the
car shows a broken wheel and steer-
ing gear. The body of the man who
had gained fame nation-wide for his
speed exhibitions was even more bat-
tered than his car. Strang was
thrown under the machine, his head
pinned under the running board,
with a crushed skull. The driver's
left ankle was broken and innum-
erable gashes were sustained on the
upper portion of the body.

Preston Burbanks, the farmer who
in a wagon Strang attempted to pass
when his car gave way on the soft
earth beneath it, today attributed
the tragedy to faulty road building
and corroborated the statement of
members of the technical committee
of the Wisconsin Annual Reliabil-
ity tour whom Strang was carrying
that Strang was driving at a slow
pace.

With Strang in the ill-fated car
was also Joe Jaggersberger, his
team mate in a hundred flirtations
with death in the speed game.

Jaggersberger remained at his
place and will have charge of the
shipment of Strang's body to Chica-
go today.

BRYAN HITS

STARTS FIGHT TO
OHIO GOVERNOR I
DEMOCRATIC NC
TION FOR PRES

LINCOLN, Neb., July
fending himself from a
Douglas county democr
sailed him for bolting
torial candidacy of
man last November, W
nings Bryan, in the cur
The Commoner, fired wh
ed as his opening gun to
prevent Governor Judson
Ohio, from securing the
nomination for the p
1912.

Bryan declares the
him is made by Oma
through the Douglas co
cracy, which, at the sar
dorsed Harmon, "who
democratic national ticl
and used his influence
Mr. McKinley, the repul
date.

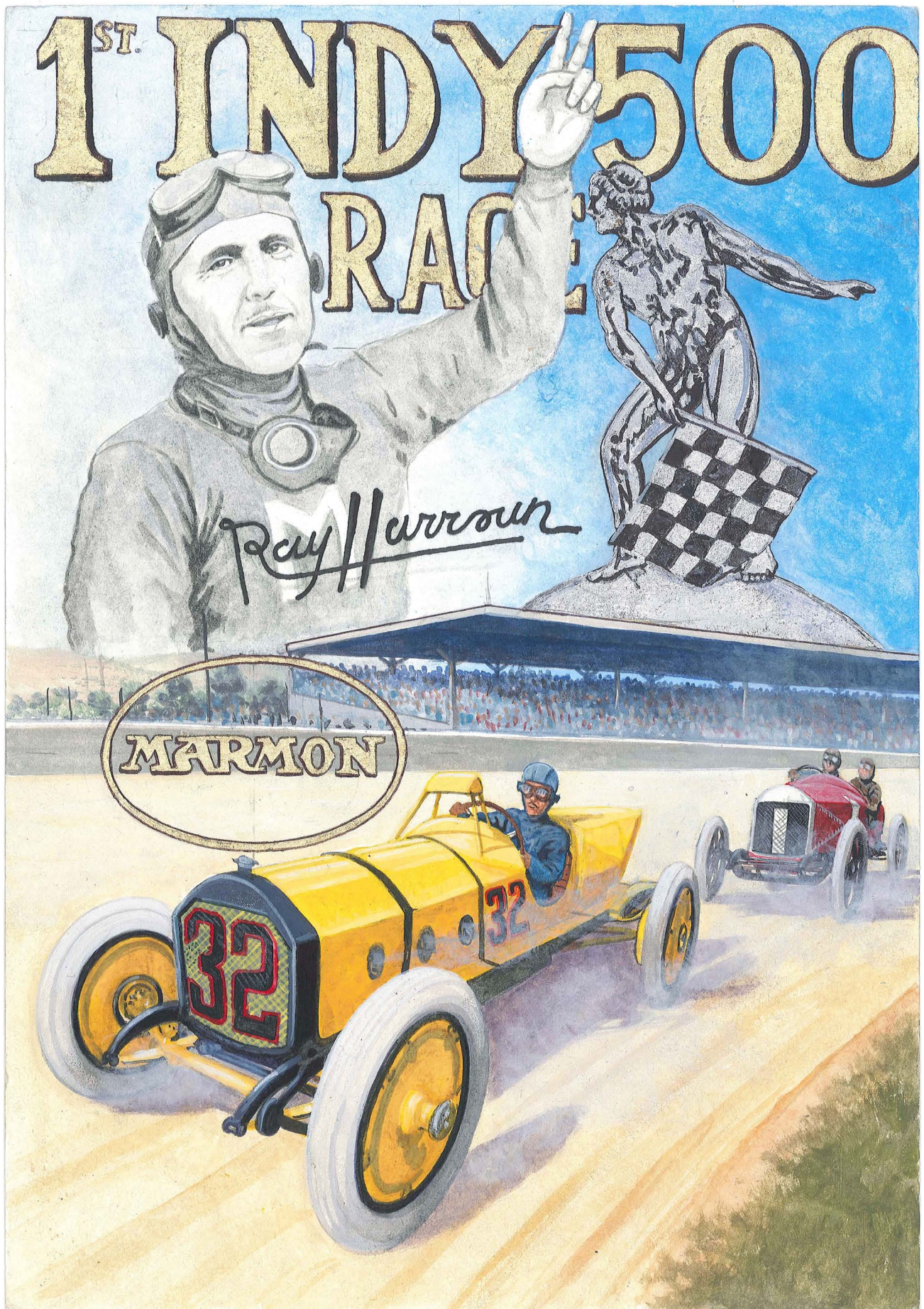
"Bolting," continues I
not seem to be so bad
politics—it is only in a
paign that it is an unpar

"It is a small matter,
a cabinet officer to go
enemy when the commo
engaged in a life and de
with Wall street, but if
democrat protests agai
bauching of his party
partisan group of brew
nounced as a traitor."

UNION HEADS

HARTZEL INDICTED
GLARY CHARGE G
OUT OF SLUGG
CASE

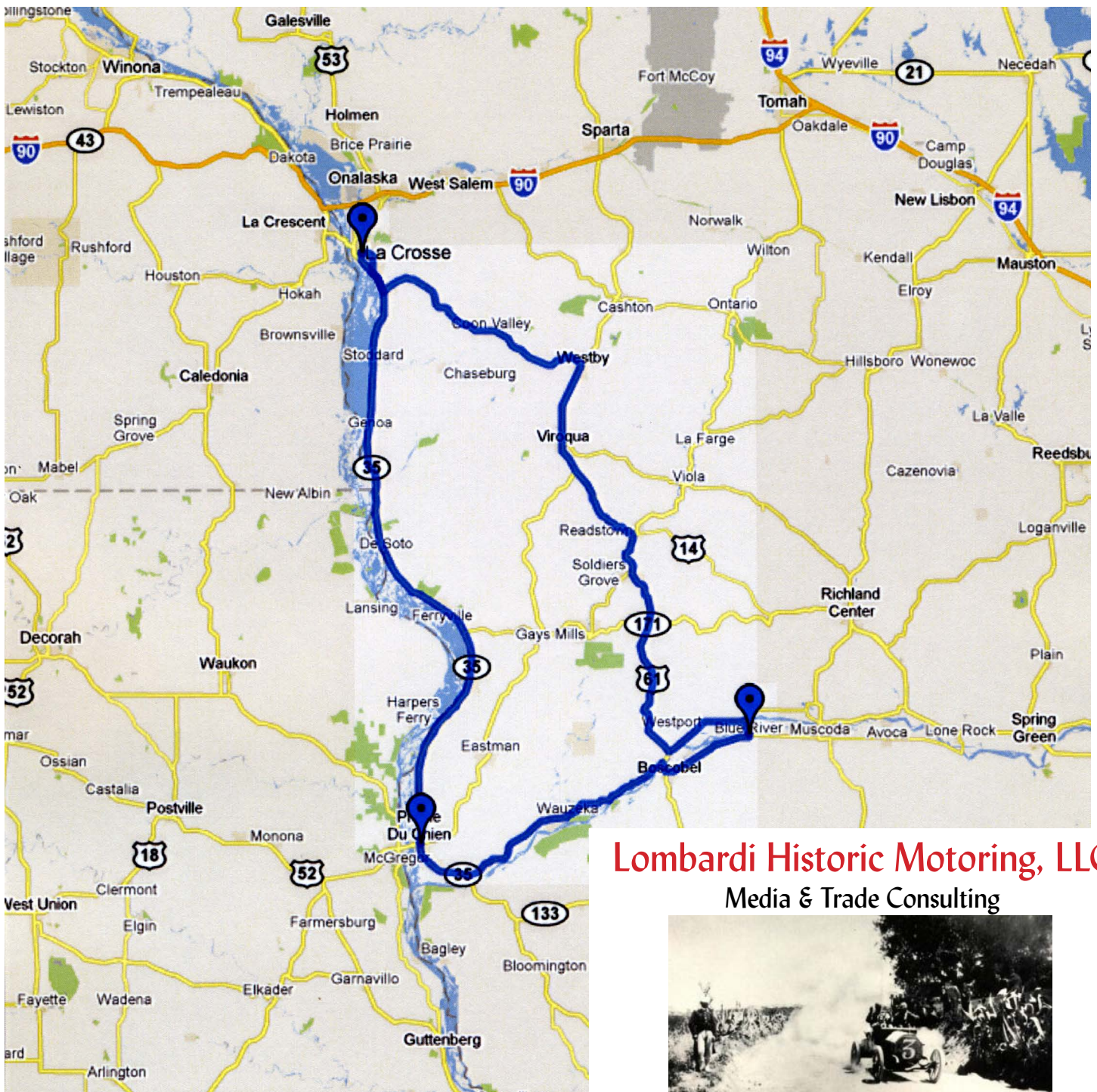
CHICAGO, July 21.—V
nouncement today that
indictment has been vo
"Johnny" Hartzel, who
have delivered to State



The winners of the inaugural Indy 500 in 1911, Ray Harroun and the Marmon Wasp.

On Saturday July 23rd, I hope you will join us on a ride, from La Crosse to Blue River, Wisconsin in honor of the memory of Lewis Strang, one of the earliest, great auto racers, who died there on July 20, 1911. Departure is at 9:00 am in front of the historic La Crosse Club, 250 Harborview Plaza in Riverside Park. For more information, please contact Antonio Lombardi, Lombardi Historic Motoring, 608-738-4478 or lh0673@gmail.com.

Directions to La Crosse Club from I-90: Take Exit 3 to merge onto US-53 S / WI-35 S toward La Crosse. Continue to follow US-53 S. Turn right at State Street. Turn left at Front Street.



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