The Indianapolis News, Tuesday, May 30, 1911, p. 1 (#1)

HARROUN IS IN LEAD AT 300

New Records Made Over 200-Mark for Speedway—Mulford Second.

MARMON 32 GOES TO FRONT AT THE 200TH MILE.

STUDEBAKER IN AS RELIEF

LOCAL CAR SCORES DOUBLE CENTURY TIME OF 2:43:21.

BRUCE-BROWN HARD FIGHTER

FAST PACE SET FOR LONG GRIND BY LEADING MACHINES.

ACCIDENTS CAUSE OF DELAY

(Special to The Indianapolis News.)

INDIANAPOLIS MOTOR SPEEDWAY, May 30.—At three hundred miles Ray Harroun, in a Marmon, continues to lead in the five-hundred-mile race. His time was 4 hours 3 minutes and 24 seconds. Ralph Mulford was second; D. Bruce-Brown third.

At 280 miles Harroun led the field of racers, the time being 3:30:45.

As two hundred miles is the longest speedway race heretofore, the marks set after that figure were the records.

Bruce-Brown Close Up.

Bruce-Brown, in a Fiat, was close second and Ralph Mulford, in Lozier, was third. It was about this time that Harroun thrilled the crowd by having himself from serious accident. For some reason, his car started to skid on the slippery track in front of the grand stand and for an instant it was thought another accident was to be added to the list.

Harroun managed to straighten the car and he headed away, much to the relief of the crowd, the people rising in

HARROUN TAKES LEAD IN 1,300-MILE MID-AIR RACE

Overtakes Beaumont in Flight From Nice to Rome, and Expects to Win Special Prize of $20,000.

GENOA, Italy, May 30.—Roland G. Garros, the French aviator, took the lead early today over Andre Beaumont, his nearest rival, on the flight from Nice to Rome, the second stage of the Paris-Rome-Turin aviation race for prizes aggregating $100,000.

Garros, though a Frenchman, is entered in the present 1,300-mile event under American management and in an American designed machine. He arrived at this city at 8:21 o'clock this morning from Nice, and at 10:45 a. m. resumed his flight toward the Italian capital.

Though the weather was still threatening it was somewhat better toward noon, and Garros expected to reach Rome this afternoon and gain a prize of $20,000.

Andre Beaumont again met with motor trouble today, but succeeded in making repairs and was seen flying over Arnasio, on the Riviera, in the direction of this city. Frey, representing Germany, left Avignon at 5:31 a. m. and reached Nice at 2:11.

SALOONS OPEN DOORS; DO A RUSHING BUSINESS

HYLAND SAYS POLICE HAVE NO TIME TO WATCH THEM.

DIRECT VIOLATION OF LAW

Small semblance of regard for the liquor law on national holidays was to be seen in Indianapolis saloons today. They were open and doing business with few, if any, exceptions. Hotel cafes sold drinks after 2 o'clock last night. Superintendent of Police Hyland dismissed the matter this morning with a statement that the police had no time to pay attention to violations. He said no complaints were coming in and he did not know whether the saloons were open or not, that there was no "understanding" to that effect.

Not since the Proctor law became effective, and, in fact, not since Mayor Shank's term of office began, has there been such an open disregard for the law. In the past on Sundays and national holidays, the rear doors have been used if the law was violated.

This morning, however, the Crystal Palace, in Washington street, near Illinois, was open at the front door. A green curtain hid the drinkers from view from the street. That was all.

Rushing Business.

The bar of the Kingston, around the corner in Illinois street, was not in view from the street. But the front door was open and the interior was crowded.

Andy Ward's place, in the same street, and Dan Smith's, two popular bars, did a rushing business today. The Colonial

TRAIN AND TR... BEAR IN THOU...

City Greets and Carr... est Crowd of Vi... Its History

EXODUS EARLY

Police Rise to Occasi... Are Few Accidents—H... Many Walk Streets.

Never in the history of Indianapolis has it entertained a... strangers. Never has the... cosmopolitan crowd in it... as it did today. Every de... rier in the United State... and from many parts of... send the five hundred ... at the speedway today.

Coupled with the fact t... its largest crowd is the ... that the city was prepar... it, in fact, the city was ... care of that more. It is ... ple walked the streets all ... was either due to the ... not aware that the info... of the speedway manag... deeds of available rooms ... or that they did not care ... homes for the night.

Moving the Cr...

After suffering the cro... cult problem presented ... the crowd to the speedw... did not own automobiles, ... able to arrange to se... were compelled to rely al... on the Big Four Railroa... transportation and they ... demonstrated its ability ... hands of persons with ... promptness.

Beginning at 6:30 o'cl... the railroad company ... union station to the ... three minutes until 9:0... there was a train every t... train hauling 1,100 person... it was estimated the R... had hauled at least ... speedway.

At noon W. J. Hampon... the St. Louis division of ... and who was in charge ... trains, estimated this morn... 35,000 persons to the spe... expected thousands ... speedway during the ... the Big Four would carry ... thousand passengers to t... day, breaking all former ...

Fifteen Special ...

Fifteen special trains ... Springfield, Richmond, C... and Cincinnati brought ... thousand people to the ... believed. The regular tr... least twenty thousand pas... traction terminal station ... urban lines were unloadi... two hours and four ... each one doubling ...

The Indianapolis News, Tuesday, May 30, 1911, p. 1 (2)

Harroun managed to [illegible] and he speeded away much to the delight of the crowd, the people rising to their feet and shouting their plaudits. Dawson was fourth and Hellman, Cobe, Merz, Tabor, Aitken and Gil Anderson in the Stutz car, followed in the order named.

Mulford Is in Second.

Harroun crossed the tape finishing the three hundredth mile. Mulford then slipped up into second position, Bruce-Brown was third and DePalma was fourth, Harry Cobe was fifth, Aitken sixth, Wishart seventh, Warner eighth, Merz ninth and Gil Anderson tenth. The time for the three hundred miles was 4:03.21.

The car in the lead at 300 miles, was Studebaker, Harroun's helper, in Marmon "32." Bruce-Brown in his Fiat, was second, and DePalma, in a Simplex, third. Ralph Mulford, in a Lozier, Wishart, in a Mercedes, Dawson, in the Marmon, Cobe, in a Jackson, Tabor, in his Amplex, and Merz and Wilcox in two National cars, were running in the order named.

At the end of two hundred miles, shortly before 1 o'clock, Ray Harroun driving a Marmon No. 32, led the cars.

In passing the two hundred mark in 2:48:21, Harroun established a new speedway record. The former record for the distance, 2:53:48, being made by Louis Disbrow, in a Lozier, at the Atlanta speedway, November 18, 1909. Pressing Harroun was David Bruce-Brown, in a Fiat 28, and in third place, close behind was Ralph Mulford, in Lozier 31. Spencer Wishart, in a Mercedes, was fourth, followed by Harry Knight, in a Westcott; Ralph DePalma in a Simplex, Joe Dawson, in a Marmon; Bill Turner, in an Amplex; Lytle, in an Apperson, and Harry Cobe, in a Jackson. W. Studebaker relieved Harroun when the latter stopped for tire trouble.

Johnny Aitken, in a National led the bunch at the end of the fifty-fifth lap, with Ralph DePalma, in a Simplex, second. Spencer Wishart's Mercedes had pulled up into third place and Fred Belcher's Knox was in fourth place. Louis Disbrow's Pope-Hartford was fifth, and Turner's Amplex, sixth; Hearne's Fiat, seventh; Fox's Pope-Hartford, eighth; Endicott's Interstate, ninth; and Strange's Cobe, tenth. The other cars were strung well around the course before they crossed the tape. The first car to stop was Chevrolet's Buick, a punctured tire bringing him to the pits on the rim in the tenth mile.

DeRalma Bursts Ahead.

At the end of twenty miles, Spencer Wishart's Mercedes led, Belcher's Knox was second, Aitken's National third, DePalma's Simplex fourth, Bruce-Brown's Fiat, fifth, Harroun's Marmon sixth, Dawson's Marmon seventh, Turner's Amplex eighth, Lytle's Apperson ninth, and Disbrow's Pope-Hartford tenth. Time, 15:06.

Basle's Buick stopped at the twentieth mile because of a broken tire and again in the thirtieth mile Wishart's Mercedes stopped shortly after the twentieth mile

bar had a curtain up, but doors were open. It was the same at Smith's cafe and bars. In fact, a search failed to find a locked door. Several front doors were locked, but an adjacent open door by way of the shining parlor, or other stage prevented the loss of trade. East in Washington street at the Triesch's place and Joe Schaub's were examples of the freedom the saloon keepers felt.

A police sergeant passing one of the downtown saloons as the front door was open to admit a group of men, was asked an explanation.

Sergeant "Didn't Know It."

"Are the saloons open?" he asked in surprise. "I didn't know."

The sergeant said his eyes were all right but that he was a member of the traffic squad for the day and he said he had no orders regarding the saloons. He had no time for anything but handling the crowds he said.

Saloon men questioned by strangers, explained to them that the police were not disposed to prevent the sale of liquors on the day owing to the great crowds in the city to attend the races. It was hinted at quite bar that the city was "pretty dern tight" on Sundays. It appeared however, that Memorial day and the national holiday phase of the situation was lost sight of in the general celebration and speed craze and city authorities joined in the "slightlessness."

THREE MEN STEAL TAXICAB.

Awe Chauffeur With Revolvers at Hammond and Seize the Car.

CHICAGO, May 30.—An armed posse in an auto left here today to seek three men who stole a taxicab at the muzzle of a revolver. The men entered a taxicab driven by William Amelow and ordered him to drive to Hammond, Ind. When they reached that city they drew revolvers and ordered the chauffeur to get out. Then one of the men rode away in the car.

WEATHER INDICATIONS.

UNITED STATES WEATHER BUREAU.
Indianapolis, Ind., May 30, 1911.

—Temperature—

May 30, 1910.		May 30, 1911.
7 a. m.		7 a. m.
12 m.		12 m.
2 p. m.		2 p. m.

—Barometer—

7 a. m.	
12 m.	
2 p. m.	

—Local Forecast—

Local forecast for Indianapolis and vicinity for the twenty-four hours ending at 7 p. m. May 31: Showers tonight or Wednesday; not much change in temperature.

Forecast for Indiana: Unsettled with showers tonight or Wednesday, warmer tonight in north and central portions.

Forecast for Ohio: Unsettled, with occasional showers tonight and Wednesday.

Forecast for Illinois: Unsettled weather with showers tonight or Wednesday.

—Weather in Other Cities—

The following table shows the state of the weather in other cities at 8 a. m.:

Station.	Bar.	Temp.	Weath.
Amarillo, Tex.			
Bismarck, N. D.			

Cloudy
Rain

two thousand four hour each line sche ule.

The Indianapoli Western Traction C ferunan upe reneri unable to obtain s was unable to have to the speedway. T an hour to the cou had hauled 1,300 pa

Crowd Was

It was a good-na invaded the city. T ers, many accept lieu of real beds, admirable. Then, obliged to wait t dining rooms, or were obliged to s to another h an the did not comp

There was prai while the city o and there was prai for providing a d have been surpas for the speedway ductless, free of ch assignment of po and for the inform by a corps of auto

Even in the da the women believed of [illegible] Everybody served s been sold when th might. In addition admission tickets, free seats if they sold. Additional were sold to those the race from an

Police Eas

It is doubtful if in town who did night and today, found a situation i to keep with. T streets was conge of automobiles, an numerous extra m do little to keep t self together.

Automobiles wer fenders between s tramp had trouble but there were f for the most pa when caught in judgment.

Hotels

At the hotel din to wait their tur was a real shortag time butchers and ers in foodstuffs additional supplies a bread famine, and hotels served

At some of the restaurants prices were thrown Illinois street turned away five o'clock this morn could not be accom tables. The dem places continues an hour during before the race s

It is impossible to [illegible] the down hotels last night. In exactly said [illegible] invite homes we management had private homes a signed asopt [illegible] of rooms available out, know of [illegible] use [illegible]

The Indianapolis News, Tuesday, May 30, 1911, p. 1 (3)

in 2:56:21. Harroun established a new speedway record. The former record for the distance, 2:53:48, being made by Louis Disbrow, in a Rapier, at the Atlanta speedway, November 11, 1910. Pressing Harroun was David Bruce-Brown, in Fiat 28, and in third place, close behind, was Ralph Mulford, in Lozier 3. Spencer Wishart, in a Mercedes, was fourth, followed by Harry Knight, in a Westcott; Ralph DePalma, in a Simplex; Joe Dawson, in a Marmon; Bill Turner, in an Amplex; Lytle, in an Apperson, and Harry Cobe, in a Jackson. W. C. Studebaker refereed. Harroun won when the latter stopped for tire trouble.

Johnny Aitken, in a National led the bunch at the end of the first lap, with Ralph DePalma, in a Simplex, second. Spencer Wishart's Mercedes had built up into third place and Fred Belcher's Knox was in fourth place. Louis Disbrow's Pope-Hartford was fifth, and Turner's Simplex, sixth. Hearne's Fiat, seventh, Fox's Pope-Hartford, eighth, Endicott's Interstate, ninth, and Strange's Case, tenth. The other cars were strung well around the course before they crossed the tape. The first car to stop was Chevrolet's Buick, a punctured tire bringing him to the pits on the rim in the tenth mile.

DePalma Bursts Ahead.

At the end of twenty miles Spencer Wishart's Mercedes led, Belcher's Knox was second, Aitken's National third, DePalma's Simplex fourth, Bruce-Brown's Fiat fifth, Harroun's Marmon sixth, Dawson's Marmon seventh, Turner's Amplex eighth, Lytle's Apperson ninth, and Disbrow's Pope-Hartford tenth. Time, 15:06.

Basle's Buick stopped on the twentieth mile because of a broken tire and again in the thirtieth mile. Wishart's Mercedes stopped shortly after the twentieth mile because of tire trouble.

At the end of fifty miles the racers were stretched all along the big track course. Aitken, in his National, was in first place and David Bruce-Brown, in his Fiat, was pressing him. Wishart's Mercedes was third. Time, 1:07.

With a burst of speed that amazed the spectators, Ralph DePalma, in his Simplex, overcame a long lead, and in the sixtieth mile he was ahead. Bruce-Brown still clung to second place, and Harry Knight, in a Westcott, had moved up into third place. Time, 48:56.

The rapidly changing positions of the cars caused much confusion among the scorers.

Bruce-Brown to Front.

Ten cars leading in order passed at the end of seventy miles, were Bruce-Brown, who jumped ahead of DePalma, the latter being in second place; Johnny Aitken, who had suffered a slump, had

Continued on Page Three.

THREE MEN STEAL TAXICAB.

Awe Chauffeur With Revolvers at Hammond and Seize the Car.

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7 p. m.	

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Forecast for Ohio: Unsettled, with occasional showers tonight and Wednesday.

Forecast for Illinois: Unsettled weather, with showers tonight or Wednesday.

—Weather in Other Cities—

The following table shows the state of the weather in other cities at 7 a. m.:

Station.	Bar.	Temp.	Weather.
Amarillo, Tex.	30.06	58	Cloudy
Bismarck, N. D.	30.06	42	Rain
Boston, Mass.	30.18	48	Cloudy
Chicago, Ill.	30.20	50	Cloudy
Cincinnati, O.	30.14	58	Rainy
Denver, Colo.	30.08	56	Clear
Dodge City, Kas.	30.06	62	Rainy
Helena, Mont.	30.12	48	Clear
Jacksonville, Fla.	30.04	72	Clear
Kansas City, Mo.	30.06	64	Cloudy
Little Rock, Ark.	30.06	68	Rainy
Los Angeles, Cal.	30.02	64	Cloudy
Mobile, Ala.	30.00	70	Clear
New Orleans, La.	30.00	72	Rainy
New York, N. Y.	30.10	52	Clear
Oklahoma, Okla.	30.10	64	Rain
Omaha, Neb.	30.06	60	Cloudy
Pittsburg, Pa.	30.18	56	Clear
Portland, Or.	30.06	58	Clear
Rapid City, S. D.	30.12	44	Clear
San Antonio, Tex.	30.04	72	Cloudy
San Francisco, Cal.	30.04	52	Cloudy
St. Louis, Mo.	30.08	64	Cloudy
St. Paul, Minn.	30.10	56	Cloudy
Washington, D. C.	30.12	58	Rainy

WM. L. CHURCH, Section Director.

Hourly Temperature.

7 a. m.	48
8 a. m.	51
9 a. m.	53
10 a. m.	55
11 a. m.	57
12 m.	59
1 p. m.	61
2 p. m.	63
3 p. m.	63

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The Indianapolis News, Tuesday, May 30, 1911, p. 3 (#1)

OCCUR
ET CROWD

SPEEDING IS
ECORD.

REPORTED

HARROUN IS IN THE LEAD AT 300 MILES

Continued From Page One.

pulled his National up into third place. Knight stood fourth, and Wild Bob Turner, in his Amplex, was fifth. Wishart was sixth; Charles Merz, in a National, seventh; Mulford, in a Lozier, eighth; Harry Grant, in an Alco, ninth, and Cobe, in a Jackson, was tenth. Time 56:45.

Bruce-Brown still led at the eightieth and at the ninetieth mile. The two Loziers, driven by Tetzlaff and Mulford, were second and third, respectively. Harry Knight was in fourth place, and Aitken fifth. The ninety miles was made in 1:[illegible].

Bruce-Brown Breaks Record.

The record for one hundred miles was broken when Bruce-Brown, in a Fiat crossed the tape at the end of one hundred miles in 1:[illegible]. The old record, which has stood since November 13, 1909, was 1:[illegible], made by George Robertson in a Fiat at Atlanta.

Following Bruce-Brown at the end of one hundred miles were Mulford, Wishart, Joe Dawson, Merz, Turner, Knight, Burman, Aitken and DePalma, in order named.

Some of the most sensational driving ever seen came at the close of the first one hundred miles when the leaders realized they weer close to the record notch.

Several Cars Withdraw.

Before the first one hundred miles had elapsed several cars had to withdraw. Caleb Bragg, broke a crank shaft on his Fiat and quit at the end of his seventy-eighth mile. Arthur Chevrolet, driving a Buick, broke a crank shaft in his ninetieth mile and withdrew.

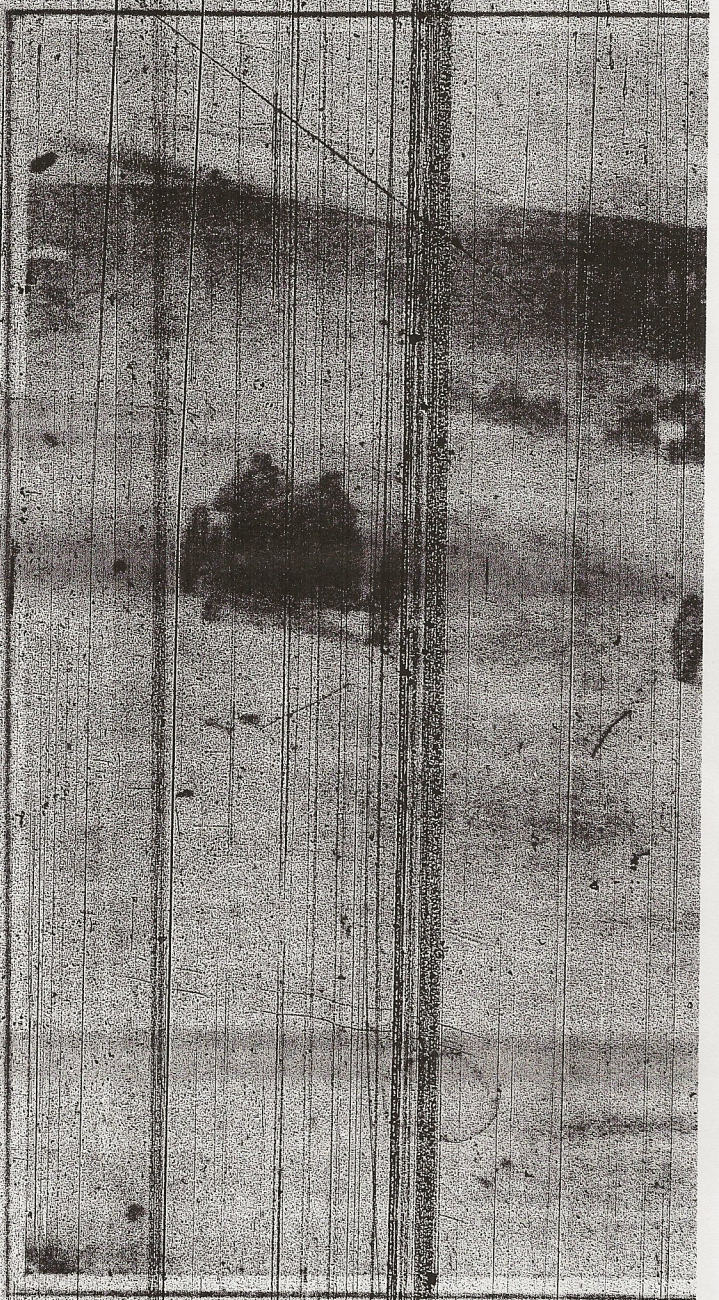
At 110 miles Bruce Brown was still leading. Mulford was second and De Palma third. There was no change in the positions of the leaders at 120 miles and at 130 miles there was a pretty race on between Ray Harroun and Harry Knight for fifth place. Time for the 130 miles was 1:45:[illegible]. At the 130 mile mark De Palma squeezed in ahead of Mulford for second place and Knight had moved up to fourth place. Time 1:53:18.

Harry Grant Out.

Harry Grant, driver of Alco No. 19, driver and car both famous as winner of the Vanderbilt cup twice in succession, withdrew at the end of 140 miles because of a burnt bearing that had been retarding the car for some time.

At the end of 150 miles the leaders were again breaking speedway records for cars from 451 to 600 cubic inches piston displacement. Bruce-Brown and De Palma were fighting for first place, with De

START OF



when the steering gear broke while the car was coming down the home stretch in the 230th mile. Neither [illegible], who had relieved Hearne, nor the mechanician was hurt. It was announced that the car would be repaired and sent back into the race.

Burman Jumps Wall.

Wild Bob Burman made a sensational drive in which his long experience stood him in need, while going his eighty-fifth lap. When directly in front of the judges stand, Burman burst a right rear tire with a deafening sound that brought the spectators to their feet. The car swerved

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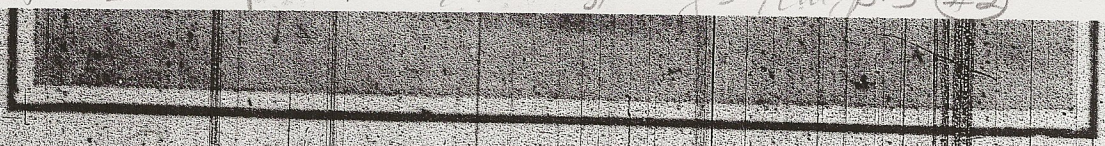
The Indianapolis News, Tuesday, May 30, 1911, p. 3 (#2)



RAY HARROUN, DRIVER MARMON 32 IN SPEEDWAY RACES.

Palma in the lead. The time was 1:59:12, as compared to 2:00:02, made by Chevrolet in a Buick at Atlanta, November 9, 1909.

Cars Strung Out.

The cars were strung out behind the leaders all around the two and one-half mile course. The scorching pace burned out the tires and most of the cars had stopped one or more times at the pits for tire changes. Several of the older drivers apparently preferred to keep up a steady grind two or three laps behind the leaders. As the race lengthened sensational brushes for leadership in the field grew less.

The two Marmon cars made a splendid showing after the 150-mile mark. With Bruce-Brown still in the lead at 175 miles, Harroun was in second place. Ralph Mulford was third. At 150 miles the time was 2:30:31, with Bruce-Brown, Harroun and Mulford running in the order named.

Two More Cars Out.

Chevrolet's Buick went out at 175 miles with a broken crank shaft.

Hearne's Flat ran into the outer ditch slightly but Burman steadied the car and held it to its course. It was too late to stop and Burman continued on around the course on a flat wheel after his tire had become torn loose and jumped the stone wall at the south curve.

At the 225th mile, Studebaker relief driver for Harroun, led the procession of [illegible]. In second place was Ralph De Palma and Bruce-Brown loose behind. Mulford, Merz, Dawson, Knight, Turner, Cone and Frayer followed in the order named. Time, 2:58:[illegible].

Cars on Parade.

At 9 o'clock it was estimated that not less than forty thousand people had crowded through the speedway turnstiles and were coming as rapidly as rails and highway could carry them. At 9:20 o'clock starred Fred Wagner picked up a big blend megaphone and shouted the announcement that he would introduce the machines and drivers to the crowd. One by one the cars moved around the track in numerical order, Ralph DePalma, in his big red Simplex No. [illegible], leading the procession of forty cars.

Each driver received his share of an ovation as he passed. Bob Burman, in Benz 45, was greeted with an outburst of applause. Joe Dawson, Charlie Merz, Ray Harroun, Johnny Aitken, Howard Wilcox and all the other boys locally known had groups of friends in the stands who waved pennants and wished them good luck and a place in the money. Following the introduction the cars again moved past the judges stand to undergo the scrutiny of the technical committee of the American Automobile Association. Brakes were tested and each car was looked over with careful eye by F. E. Edwards, of Chicago, chairman. Each car was required to lock its brake and slide the wheels technically to qualify. Cutting car No. [illegible] had to return to its pit to have its brake adjusted. It returned in a few minutes and passed inspection.

During the preliminaries bands played lively airs in the stands and the big crowd cheered lustily when national airs were played.

Spectators Strain Nerves.

The thousands of spectators with straining nerves and with pulses throbbing sat still watching the steel cars that coughed and spluttered and barked with sounds like fusillades of musketry.

C. G. Fisher and J. A. Allison, speed-

Departments

s made every one of its departments a
roughly systematized part of the institu-

nking, collections, remittances, loans, safe
ce, etc., you will find perfect facilities
irements.

ental National Bank

On Meridian Street
n the Monument and Washington St.

The Indianapolis News, Tuesday, May 30, 1911, p. 3 (#3)

CARS SEPARATING ON THE FIRST LAP

when the steering gear broke while the car was coming down the home stretch in the 220th mile. Neither driver who had relieved Hearne, nor the mechanician was hurt. It was announced that the car could be repaired and sent back into the race.

Burman Jumps Wall.

Wild Bob Burman made a sensational drive in which his long experience stood him in need, while going his fifty-fifth lap. When directly in front of the judges' stand, Burman lost a right rear tire with a deafening sound that brought the spectators to their feet. The car swerved

EAD AT 280



ARMON IN SPEEDWAY RACES.

slightly, but Burman steadied the car and

way owners, who sat quietly in a Stoddard-Dayton roadster, acted as pacemaker. Fisher's car had the pole and abreast in the front row were the Case car, Lewis Strang; Simplex, Ralph DePalma; Interstate, Harry Endicott, and National, Johnny Aitken.

In the second row were the two Pope-Hartfords, carrying Louis Disbrow and Frank Fox; Westcott, Harry Knight, and the two Case cars with Jagersberger and Will Jones. The Stutz car was first in the third row, with the Mercedes, Spencer Wishart, next, and the Amplex, W. H. Turner, Knox, Fred Belcher, Reed Buick, Arthur Chevrolet, in order named.

The Buick, Fiat, Alco and two Nationals carrying Charley Basle, Eddie Hearne, Harry Grant, Charley Merz and Howard Wilcox, respectively, were in the fourth. In the fifth row was McFarlan, Bert Adams, the three Jackson cars, carrying Harry Cobe, Jack Tower, Fred Ellis and a Cutting, with Ernest Delaney, David Bruce-Brown, in a Fiat; Lee Frayer, in a Firestone-Columbus; Joe Dawson and Harroun, in Marmons, and Ralph Mulford, in a Lozier, were in the sixth row.

The Lozier, Apperson, two Mercers and the Simplex, carrying Teddy Tetzlaff, Herb Lytle, Hughie Hughes, Charley Bigelow and Ralph Beardsley, respectively, were in the seventh row. Caleb Bragg, in his Fiat, was at the pole in the eighth row. Opposite him were Howard Hall in a Velie, Bill Endicott in a Cole, Walter Jones in an Amplex, and Bob Burman in a Benz. Billy Knipper alone in a Benz was in the rear.

Explosions of Motors.

When the signal came there was a deafening noise of the countless explosions from the exhausts, and the sudden application of power into the veins of the monsters caused them to forge ahead with fast flying wheels that slipped around on the brick course until they could gain headway. Smoke of blue and white hues arose in clouds until many of the cars could not be seen.

It was suggestive of a battle when the rows of plunging cars emerged in soldier-like formation from the cloud of smoke and started on the preliminary lap. It was a nerve stirring spectacle that brought the spectators to their feet, and as if by sudden impulse all the lungs in the great throng burst out together and a mighty roar of voices spurred the fliers on. This great getaway, which the racing experts of the world pronounced as the most thrilling spectacle they had ever seen was planned for the sole purpose of eliminating the smoke so that the spectators could see the cars when they came around and started on the race proper.

Fisher Sets the Pace.

With Fisher hugging the pole, the rows of cars moved around the south turn of the course at the start and maintained their alignment on the back stretch. Here and there a car would be seen to fall behind or forge ahead, but as a rule the pilots were enabled to keep a regulation speed and the column was not broken. The speed of forty miles an hour was maintained by Fisher, whose machine was equipped with a speedometer, and not once did he seem to vary in the pace he was setting.

The excitement became more intense when the column rounded into the home stretch and moved with precision toward the tape, as it was generally known that Fisher would drop out after the preliminary round and the racers would then begin a race that might cost human life. There were not a few in the stands who did not speculate as to the chances the drivers would be taking a moment later. When the column reached a point opposite the first pits, several hundred yards south of the tape, Fisher veered off to the left near the pit fence.

Bombs Were Exploded.

Bombs were exploded during the preliminaries, and when the cars approached

STARTERS IN BIG RACE

Driver.	Car.
Lewis Strang	Case
Ralph De Palma	Simplex
Harry Endicott	Inter-State
John Aitken	National
Louis Disbrow	Pope-Hartford
Frank Fox	Pope-Hartford
Harry Knight	Westcott
Joe Jagersberger	Case
William Jones	Case
Gil Andersen	Stutz
Spencer Wishart	Mercedes
W. H. Turner	Amplex
Fred Belcher	Knox
Arthur Chevrolet	Buick
Charles Basle	Buick
Edward Hearne	Fiat
Harry Grant	Alco
Charles Merz	National
Howard Wilcox	National
Bert Adams	McFarlan
Reed Ellis	Jackson
Harry Cobe	Jackson
Jack Tower	Jackson
Earnest Delaney	Cutting
David Bruce-Brown	Fiat
Lee Frayer	Firestone-Columbus
Joe Dawson	Marmon
Ray Harroun	Marmon
Ralph Mulford	Lozier
Teddy Tetzlaff	Lozier
Herbert Lytle	Apperson
Hughie Hughes	Mercer
Charles Bigelow	Mercer
Ralph Beardsley	Simplex
Caleb Bragg	Fiat
Howard Hall	Velie
Bill Endicott	Cole
Arthur Greiner	Amplex
Bob Burman	Benz
Billy Knipper	Benz

the tape in the preliminary round a great bomb was sent up. This was the signal that the race was on, and the cars lunged forward, the leading cars having an advantage of a clear road ahead. The racers were soon strung out along the course in bunches of two and three and sometimes four even before the end of the first lap.

CROWD OF 100,000 AT THE SPEEDWAY

Continued from Page One.

head under the car. A wail for the slipper was sent up from its owner, but her friends feared to dive under the train to get it. A trainman "fished" the shoe from beneath the train, and as the train pulled out, a woman's face, beside which was a hand that clasped a slipper, smiled thanks at all who had been mixed in the episode.

While thousands were boarding speedway trains, other thousands were coming into the city on regular and special trains. Many did not leave the train sheds, going from the train on which they had entered the city direct to a train bound for the speedway.

Released by Regiments

It was a problem to know just how many people to let through the gates for a speedway train. It was intended that about one thousand one hundred persons should board each train, and when it was believed that number had gone through the gates were closed.

It was evident that many anticipated a food famine at the speedway, for hundreds carried lunch boxes. The largest crowds for the speedway were handled between 8 o'clock and 10 o'clock, but the trains were comfortably filled several hours after the big five-hundred-mile race started.

She Had Him.

(Toledo Blade.)

The Girl—What's your opinion of women

The Man—Trying idiots.

The Girl—Then the imitation is successful.

ROB JEW

Burglars Get

of Watc

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watches and d

window and

was detected.

HARRY K

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