

News Sat July 9, 1910

DAULDALL

RS
STRAITS

SPEEDWAY MANAGERS LOOK TO NEXT SEASON

FAVOR- TENTATIVE SCHEDULE HAS AL-
SUES. READY BEEN ARRANGED.

IR HELP LAST EVENT IN SEPTEMBER

With plans for the motor racing car-
nival the first week in September and
the balloon championships in the same
month practically completed, the man-
agement of the Indianapolis Motor
Speedway is looking forward to the 1911
season. A tentative schedule has al-
ready been arranged. This list of events
consists chiefly of the big attractions
which the Speedway will go after, but in
most cases the promises received already
indicate that the great Speedway course
will be very successful.

The national military maneuvers will
be held in the Speedway grounds if it
is possible to secure this important event.
The local racing plant is an ideal ground
for holding these maneuvers, and officers
from Ft. Benjamin Harrison who have
inspected the Motor grounds are free to
declare themselves that the plant is su-
perior to any other place in the country
for holding the great military exhibition.

This event attracts each year over
2,000 troops, who are drilled in the vari-
ous formations and mock war events
for ten days. No gate admission is
charged and a small fee for grand stand
seats will be asked by the Speedway
management. The Commercial club and
civil organizations and merchants will be
asked to co-operate with the Speedway
in bringing the national military meet
to Indianapolis.

Aviation Big Feature.

In addition to the automobile races,
aviation will be an important feature next
year. An effort will be made to land
the international aviation tournament, at
which every man-bird of note will par-
ticipate and real contests will develop.
The Speedway wants to assume the lead
in the promotion of aviation.

INTEREST SHOWN IN HARNESS HORSE WORK

Maxie Direct Indianapolis
Trained, Has Chance in
Grand Circuit Stakes.

HORSEMEN AT TERRE HAUTE

All Eyes on Big Meeting at the
Famous Kite Shaped Track—Indi-
anapolis People to See Races.

Grand circuit horsemen who are dop-
ing out the probable result of the classic
Chamber of Commerce stake, for 2:13
pacers, to be raced at Debut, should not
overlook a little Florida mare that is in
training at the Indianapolis state fair
ground. Maxie Direct is the name of
the mare, and her owner is David Lock-
hart. He also trains, and drives her.
Maxie Direct has a mark of 2:14.4, made
last year over a half-mile track, but this
mark, Lockhart says, is no indication
of her speed. He held her in last year's
line this season, and from the way she
has worked for him, he seems to have
done right. Yesterday she paced an easy
mile in the middle of the track in 2:08.3.
Lockhart did not drive her, and the mile
was more like play than work. He says
he does not know how fast his mare is,
but he is sure she will make anything
she meets in the slow stakes extend it
self.

The most impressive thing about Maxie
Direct, aside from the way she takes her
work, is her breeding. Probably no pacer
eligible for the stakes.

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JEFF MAY SEEK RETURN MATCH WITH JOHNSON

HE REFUSES TO DENY OR AF-
FIRM THAT REPORT.

FIGHT NETTED HIM FORTUNE NO CARTRIDGES IN WEAPON

LOS ANGELES, July 9.—That Jim Jef-
fries planned to ask Johnson for a re-
turn fight was the report that followed
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feated heavyweight and his manager,
Sam Berger, yesterday.

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went down in defeat, but he has said that
he believes he could do better if he were
not under such a severe nervous strain as
at the "battle of Reno."

MAN WITH RIFLE TRIES TO ENTER JOHNSON HOME

MACHINIST CHARGED WITH DIS-
ORDERLY CONDUCT.

CHICAGO, July 9.—Richard McGuirk, a
St. Louis machinist, was arrested here
late yesterday, after he had attempted to
force an entrance to the home of Jack
Johnson, negro pugilist, at 334 Wabash
avenue. McGuirk was armed with a rifle,
and the police were called by excited
neighbors of Johnson, who feared that Mc-
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Aviation Big Feature.

In addition to the automobile races, aviation will be an important feature next year. An effort will be made to land the international aviation tournament, at which every man-bird of note will participate and real contests will develop. The Speedway wants to assume the lead in the promotion of all great outdoor contests, and amusements, and the aviation events on the 1911 calendar will be greater than any ever held before.

The reputation of the Speedway for automobile racing, it is thought, plus the rich prizes in cash, plate and trophy, and the ability to handle as well as attract crowds, will, it is thought, make it comparatively easy to bring the great classics of the motor racing sport once again to the Hoosier course. Already there is foundation for the hopes that the national championships and the Cobe will again be held at Indianapolis.

Gyroscope Car May Come.

President Carl G. Fisher, of the Speedway, is negotiating now with the Brennan Monorail people to bring this modern twentieth century device and a train of gyroscope cars to the Speedway sometime during 1911. This system, which permits a train of heavy wide-gauged cars to speed swiftly over a single rail, is considered as a possible revolutionizing force in modern transportation.

A national outdoor show, including both automobile and aviation exhibits, as well as other advanced vehicles for fast transportation, will be sought. Should the 1911 Glidden tour materialize, the Speedway will work in conjunction with the other Indianapolis concerns to have this event start from the Speedway grounds.

The 1911 program of events on the Indianapolis Motor Speedway promises to be every bit as varied and even more entertaining than the races and aviation events which were staged during the 1910 season.

LIGHTBODY WINS ABROAD.

Former Indiana Athlete Lowers German Sprinting Record.

(Special to The Indianapolis News.)

MUNCIE, Ind., July 9.—Word has been received here from James Lightbody, a Muncie high school graduate and later winner of all sprinting honors for the Chicago university, telling of his victory in Berlin, Germany, where he broke the German 1,500-meter record, defeating Sweden's national champion by ten yards and finishing strong without letting himself out. The time was 4:07½, as against the German record previously of 4:15 flat. Lightbody has many gold medals and holds several world records.

overlook a little Florida mare that is training at the Indianapolis state fair ground. Maxie Direct is the name of the mare, and her owner is David Lockhart. He also trains and drives her. Maxie Direct has a mark of 2:14½ made last year over a half-mile track, but this mark, Lockhart says, is no indication of her speed. He held her in last year to save her for the stakes down the big line this season, and then the way she has worked for him seems to have done right. Yesterday she paced an easy mile in the middle of the track in 2:08½. Lockhart did not drive her and the mile was more like play than work. He says he does not know how fast his mare is, but he is sure she will make anything she meets in the slow stakes extend its self.

The most impressive thing about Maxie Direct, aside from the way she takes her work, is her breeding. Probably no pacer eligible for the slow stakes this year is as well bred. She is by Direct, dam Maxim (2:11½) by Brown Hal. There is pacing inheritance that can not be excelled. Lockhart says that even if he does not try her faster than 2:01 before the big race at Detroit, he will still be confident that she can go on and race the others out. It is the birod that tells, he says. Indications point to an exceptionally fast race in the Chamber of Commerce this year. But Lockhart feels that he has just about as good a chance as anybody.

Lockhart is Old-Fashioned.

Lockhart belongs to a breed of horse-men, when, to the detriment of the harness horse sport, seems to be passing away. He owns only one other horse, a yearling colt that is a half-brother to Maxie Direct, and he does his own training and driving. He races for the purse only, no matter how the odds may run. He finds, to use his own expression, that too many horse-men are liable to gamble like gentlemen. They become rascals, wherefore he races only for the purses and for the sports. Last year was his first in the game. He bred Maxie Direct himself, owning her dam, and also bred the yearling colt. Maxie Direct is a six-year-old, has had two years' experience and is still sweet on the game. She won six races in eleven starts last year and would have won more had she extended. She is game, of two game qualities and acts well on the track, her only fault being that she wants to pace away from the sulky. Lockhart says he thinks her speed is unlimited because no matter how fast she is going, she always seems to have plenty of effort left. He will ship to Grand Rapids next week to race there, and will probably start at Kalamazoo. Then by the time of the Detroit meeting he hopes to have Maxie Direct just right.

Trainer Harrison will ship to Grand Rapids next week with Maxie Direct. He has Gustaf, the famous Illinois horse that is being transferred from a pacer to a trotter, and the game, the trotting stallion, Gamet. Gamet, who is owned by Ross and Dickerson, the Southern Indiana horse-men, was given his final preparation yesterday for the race and showed great class. He worked three miles faster than 2:10. The last mile and a half was in 2:07½.

M. & M. Candidates Work Well.

Yesterday was a very hot day at the fair ground, and the track was kept warm all day long. One of the most impressive workouts of the day was that of M. & M. candidates.

HE REFUSES TO DENY OR AFFIRM THAT REPORT.

FIGHT NETTED HIM FORTUNE NO CARTRIDGES IN WEAPON

LOS ANGELES, July 9.—That Jim Jeffries planned to ask Johnson for a return fight was the report that followed an all-day conference between the defeated heavyweight and his manager, Sam Berger, yesterday.

Jeffries has talked, but little since he went down in defeat, but he has said that he believes he could do better if he were not under such a severe nervous strain as at the "battle of Reno."

When asked, after the long talk with Berger, whether he intended challenging Johnson again, Jeffries refused to affirm or deny the report. His silence is being taken by many as a confirmation of the rumor.

Sam Berger, diplomatic as usual, begged to be excused from answering questions.

In striking contrast to the telegraphed reports of Jack Johnson's Chicago reception was the quiet return of Jeff to his home here yesterday. So unexcited and unheeded was the arrival of the former Los Angeles idol as to be truly pathetic. A scant half dozen personal friends welcomed him when the train came in.

Jeff Listless When He Quits Train.

The Jeffries party left the train at River station, which is only a short distance from the Jeffries city residence in Cypress avenue. The big fellow lowered himself from the steps of the Pullman car after a slow and listless fashion. He shook hands with his friends without uttering a word and then walked mechanically toward the waiting automobile.

All day long and even after the evening dinner hour there was a continual string of visitors at the Jeffries home.

Jeffries gives little or any credit to the stories of his being doped before the fight. He feels that he did his best, but realizes that his showing was a lame one.

"No, I don't think anybody doped me," said Jeffries. "The old man couldn't fight that's all. I didn't feel right when I climbed into the ring, but for that matter I hadn't been myself for two days previous."

"Can't you see how it made me feel to have people run up to me and say: 'You got to lick the nigger, Jim. I've got my last cent bet on you.' I heard this a dozen times every hour. Then there was all that talk about me being the 'hope of the white race.' The way this was drilled into me daily was enough to set a man crazy."

"Of course, I was nervous. Under different conditions I might have showed up better. I don't think that anybody doped me, though. I know they didn't."

Jeffries's Earnings \$228,710.

Sam Berger, who has been constantly with Jeffries for over a year, does not believe that his charge was doped, drugged, or molested in any way.

"It was the immense responsibility resting upon his shoulders that caused Jim practically to collapse under the severest nervous strain that a boxer was ever tortured with," said Berger.

CHICAGO, July 9.—Richard McGuirk, a

St. Louis machinist, was arrested here late yesterday, after he had attempted to force an entrance to the home of Jack Johnson, negro pugilist, at 334 Wabash avenue. McGuirk was armed with a rifle, and the police were called by excited neighbors of Johnson, who feared that McGuirk intended to kill the heavyweight champion.

McGuirk is being held in jail pending an investigation of the case by the police. When examined at the Stanton avenue police station McGuirk said that he had lost \$20 as a result of the prize fight at Reno, July 4, but deplored that he intended to harry Johnson.

On further questioning he said that his home was in Banstead, Canada, but that he had been working in St. Louis for some months.

The prisoner, when searched, had no cartridges, and the rifle was found to be empty. The police are inclined to believe that McGuirk saw that he was being followed and threw away the bullets. McGuirk was booked on a charge of disorderly conduct after telling contradictory stories.

ATTEMPT WAS MADE TO POISON JACK JOHNSON

CHICAGO, July 9.—An attempt was made to poison Jack Johnson while he was training for the July 4 fight, according to a charge made today by Sig Hart, one of the champion's advisers. Hart made the assertion solemnly and was indignant when he found that his auditors were inclined to accept the story with some incredulity. Hart declared that Frank Sutton, a Pittsburg hotel keeper and a great friend of Johnson, got the "dope" intended for Jack, and became very sick. Sutton was all the time he was at Reno. Hart said, being unable to eat and having repeated spells of dizziness. The matter was investigated and Hart became convinced that an attempt had been made to knock out Johnson.

\$500,000,000 IN AUTOS.

Estimate of Amount of Money Invested in This Country.

An estimate of the amount of money invested in this country in automobiles.