

MOTORCYCLE RACES ARE POSTPONED

Events at New Motor Speed-way Now Scheduled for Tomorrow and Monday.

RAIN INTERFERES WITH CARD

Army of Race Riders Ready, and Exciting Sport is Promised on the New Course.

Rain this morning and the threatening weather conditions caused the promoters of the national championship motorcycle races scheduled for the new Indianapolis motor speedway today and tomorrow to change their plans.

Today's speed events were postponed until tomorrow, and it is planned to hold tomorrow's events Monday afternoon. Great crowds are expected to witness the exciting sport on both days. The big force of workmen that has been putting the finishing touches on the speedway during the last several days kept at its task today despite the rain and the track is expected to be in good condition for the racers tomorrow. Many of them had complained that the course was not as fast or safe as it should be, and the enforced delay is expected to prove beneficial from the track standpoint.

So far as the track is concerned the races could have been held this afternoon, but it was deemed advisable to postpone them on account of the probable small attendance as a result of the weather conditions. It is stated that the stone track will dry fifteen minutes after a shower. Federation of American Motorcyclists' officials and officials and members of the Indiana Motorcycle Club are working hard to make the two-day race meeting a big success.

Spectators visiting the motor speedway for the first time will be surprised at the great size of the speed plant, as it has been called. The buildings and fences are all completed and ready for use and inspection. The main amphitheater with accommodations for thousands of spectators, is under roof and there are other stands at different points around the big course that are not covered.

Speedway Ready for Visitors.

Everything is spick and span and ready for inspection by the most critical. The outer race course, $2\frac{1}{2}$ miles long, has been completed and the work on the inner course, of the same length, is being pushed rapidly. When the inside course has been finished there will be five miles of track of practically solid



SAMUEL R. VAN

The new commander-in-chief of the Grand Army of Minnesota from 1901 to 1906. He was born in 1882 and was attending high school in that city when he joined the army in Company A, Ninth Illinois. Through the war he spent two years in Knox college.

ALL SPANISH SHIPS
ORDERED TO MELILLA | GO!

Speedway Ready for Visitors.

Everything is spick and span and ready for inspection by the most critical. The outer race course, $\frac{3}{4}$ miles long, has been completed and the work on the inner course, of the same length, is being pushed rapidly. When the inside course has been finished there will be five miles of track of practically solid rock. Nothing else like it is in existence. The outside course is banked twenty-one feet at the turns and at various points it is spanned by bridges for the use of spectators. None will be permitted on the track. The speedway grounds are inclosed by a high board fence five miles in length. There are club houses, garages, office buildings, judges' stands, press stands and other buildings all of the most modern style of architecture. No expense has been spared to make the speedway an institution of which the city and state may well feel proud. It promises to do much toward increasing the fame of Indianapolis.

The track is not thought to be as fast as it will be later after it has been used and worked over, but many riders who had been practicing on it for the last several days expressed the opinion that the races will give satisfaction. Edward Lingenfelter, of California, who recently established several new records on the coast, was credited with riding twenty-five miles yesterday in twenty-five minutes. Some of the riders expressed dissatisfaction with the track, and there was some talk of transferring the races to the state fair-ground, but the racing committee last night voted against taking that action.

Eight Races on Card.

The races each afternoon are scheduled to start at 2 o'clock and there are eight events on both programs. All of the races are well filled. The card tomorrow includes in the following order a five-mile race limited to private owners, the F. A. M. national championship at one mile, a five-mile handicap for the members of the Indiana Motorcycle Club, the F. A. M. national championship for ten miles, a five-mile event for machines less than 50 cubic inches piston displacement without auxiliary exhaust pipes, a ten-mile event for professionals, a five-mile open handicap and a twenty-five-mile race.

D. A. Morris is starter of the races and A. C. Newby, W. G. Wall, F. L. Willis and Fred Barker are the timers. The scorers are George Dickson, W. H. Brown, A. B. Vinton, T. V. Graves and Carl Wallerich. Earle L. Ovington is the referee, H. A. Gibbons, clerk of the course, and L. M. Wamright, George Weidley, Howard Marmon, F. H. Wheeler and J. H. Hamilton, judges.

Local and visiting motorcyclists enjoyed a banquet and vaudeville entertainment at the German House last night. The riders did not tarry long at the festive board, however, as they were not looking for excitement other than that to be obtained in the races.

The spectators will pay particular attention to the world famous drivers entered in the races, although the speed events are expected to bring out some new stars from among the big list of amateurs. Jake Dector, on his Indian, the champion of the world, and Ed Lingenfelter are the most highly touted of the professionals. Amateur champion Stanley Kellogg, Fred Voelker, Oakley Fisher, Harvey Bernard, Ray Seymour, Fred Hlyek, Walter Goerke and A. G. Chapple are among the foremost amateurs of which great things are expected.

Election of Officers Deferred.

The first of the business meetings of the F. A. M. was held this morning in the

SPEDWAY DESCRIBED
IT PROMISES TO DO MUCH

2 o'clock start.
MORNING NEWSPAPER
HOWARD MARMON

ALL SPANISH SHIPS GO ORDERED TO MELILLA

War Vessels Will Concentrate C. to Protect Thirty-eight Thousand Troops.

THREATENED BY THE MOORS COV

Tribesmen Have Cut Wires, and It Is Long Feared Garrison at Penon de la Gomera will be isolated.

MADRID, August 13.—All the vessels of the Spanish navy have received orders to concentrate at Melilla, where a Spanish force of some 38,000, under General Marina, is threatened by a strong gathering of Moors, who resent Spain's punitive expedition following the murder by the Moors of eight Spanish laborers.

A dispatch from Penon de la Gomera, Morocco, today, says the Moors who surround the Spanish garrison there kept up an incessant attack all day yesterday. In the evening, however, they withdrew to the hills and built great fires, by the light of which they continued their fusillade on the town and garrison.

One by one the telegraph wires connecting Alhucemas and Ceuta with Penon de la Gomera have been cut by the Moorish bullets, and it is probable that the garrison very soon will be completely isolated. There is a chance, however, that the telegraph employees will succeed in repairing the lines. The dispatch adds that the Moors have had many men killed or wounded.

The Spanish artillery continues to bombard Mt. Guruga, the headquarters of the Moorish positions. Several modern guns of French construction have arrived here, but the Spanish artillerymen are having considerable difficulty in learning how to manipulate them. It is explained that General Marina's advance has been delayed in order to permit of the complete organization of the commissary departments.

Premier Maura was questioned today regarding the situation in Morocco, but declined to discuss the likelihood of a cabinet crisis, except to say that personally he wished to retire from office. However, he had no hope of realizing his desire at this time.

MOORS ARE GOOD DODGERS.

Refuge to Subterranean Passages When Spaniards Let Loose.

MELILLA, Morocco, August 13.—Friendly natives bring in reports that al-

Election of Officers Deferred.

The first of the business meetings of the F. A. M. was held this morning in the Board of Trade parlors. The election of officers and the revision of the rules was postponed until a second meeting this afternoon. President Earl Ovington, of the F. A. M., in his address advocated the election of officers who are in no way connected with trade interests.

He announced that under no circumstances, for the reason that he is connected with the trade, would he be a candidate for re-election to the presidency.

Charles Wyatt, president of the Indiana Motorcycle Club, was expected to be elected vice-president of the western district at the meeting this afternoon, which would bring the western headquarters of the F. A. M. from Chicago to Indianapolis. This would not only give the local club prestige but would give it one-third of the receipts from the western district.

Spirited Fight Over Rules.

W. F. Rempis, chairman of the special committee appointed to revise the rules, made his report, and S. F. Betts, of the Recycling World, made a minority report. The fight that is on in connection with the new rules is based on the division of classes for the riders. The committee's proposed rules provide for two classes, the trade rider, who in the future will have the choice of taking either plate or money, and the private owner class, which is for men in no way connected with the motor vehicle trade. This latter class would encourage the Simon pure amateur to enter the racing game, as he would not be compelled to compete with so-called amateurs who, under the present rules, are on the salary lists of manufacturers, and who are provided with special machines. It was expected that this set of rules would be adopted and if they are, it is said, the new riders entering the game will have a chance to win trophies.

The election of LeRoy Cook, secretary of the New York Motorcycle Club, as national secretary, was conceded. Dr. Gibson, of Westboro, Mass., was expected to be unanimously re-elected treasurer. There were many candidates for the presidency, the name of G. H. Hamilton, of this city, who announced that he would not accept the honor, being mentioned. The reason for his refusal is believed to be his connection with the G. & J. The Company.

When Spaniards Let Loose

MELILLA, Morocco, August 1. Friendly natives bring in reports through the Spanish artillery fire destroying the camps of the Moors it causing great loss of life, as the have built a series of subterranean bars and passages under their lodgings in which they take refuge, even only when the cannonading is over.

The Moors made an attempt last night to cut the Spanish railroad. The lights, however, revealed their retreat and they were driven back. There is no evidence here of the beginning of General Marina's march into the interior.

TUNNEL FIRE STILL BURNING**Street Car Tracks and Gas Drop at Lynchburg.**

LYNCHBURG, Va., August 13.—A fire, which started Wednesday evening, in the Southern railway tunnel here is still burning unchecked, and at noon today two hundred and fifty feet of the foot tunnel had fallen, including the width of Rivermont avenue, with its street car tracks, water mains and telephone and electric poles.

A hole is being drilled into the tunnel through which an effort will be made to extinguish the blaze by steam. If this fails dynamite will be used.

BODIES TELL OF WRECK**Now Believed Three Hundred Were Lost on the Waratah**

CAPE AGULHAS, South Africa, August 13.—All hope for the safety of the British steamship Waratah and her crew, numbering three hundred, abandoned today when the steamer Isingawa arrived here and reported finding of many floating bodies in the Bushman river, near which point the Waratah was known to be when a disastrous storm struck the coast after the Waratah sailed from Durban. The bodies were supposed to be some of the Waratah's passengers.

regular meeting tonight. Call 45, between 8 and 12:30.

The manager of the Mapletons is requested to call 510 Main and ask for Clark, after 4 p. m. The manager of the Highlands is requested to call the manager of the Nonpareils in regard to the game Sunday.

The Southeastern winners of the city football championship last year, will reorganize for the coming season and are in the field to meet any team in the city or state. There will be a special meeting Thursday evening at 7 p. m. at 1807 Kelly Avenue. All members of last year's team are requested to be present.

New York double-header.

Brooklyn could only get a tie on seventeen hits off Salles.

New Evansville Third Baseman.

[Special to The Indianapolis News.]

LINTON, Ind., August 13.—Thomas Dumlap, who has been playing ball with the Linton Nationals, has been signed by the Evansville Central League club for third base and will finish the season with them.

Previous Employment of Motorcycle Stars

The previous occupations of Huyck, the track amateur; Jake De Rosier, the professional star, and Chappelle, the Beau Brummel of the New York Motorcycle Club, show that all three of these famous Indian stars are used to work.

Freddie C. Huyck, the diminutive champion amateur, came from a small Ohio town, where he worked at the humble job of setting up pins in a local bowling alley for \$3 a week. Freddie longed for a motorcycle, and saved up his salary and tips until he became the proud possessor of a motorcycle, and then came his rapid rise to the leadership of the amateur riders.

Chappelle, who is the captain of the famous New York Motorcycle Club, and who jumped into the limelight by his sensational straight-away records, was originally a New York newspaper boy, and is now owner of the news stand at the Grand Central Station in New York city, which gives him a revenue which enables him to indulge himself at his favorite sport.

Jake De Rosier, the professional cham-

pion, is of French ancestry and was born in Montreal, Canada, thirty years ago. At an early age his parents removed to Springfield, Mass., and Jake's first job was in the bicycle factory of George M. Hendee, maker of the famous Indian. Jake became a bicycle rider of note and with the introduction of the motor racing name he became pacemaker for Jimmy Michaels, Harry Elks and other famous men. Three years ago he was foreman in a garage at Springfield, Mass., and in 1906 came into prominence by winning the fifth annual endurance run of the F. A. M. from Rochester, N. Y., to Boston. Since then he has raced all over the United States and holds every world's record from one to one hundred miles. He has never ridden but one make of machine, the Indian, in all his racing career. De Rosier's best time is ten miles in 8 minutes 14 seconds and twenty-five miles in 20 minutes 13 3/5 seconds.

Stewart's recipe for longevity is, "Chew Piper Heldstock champagne flavor tobacco and don't blow out the gas."

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Two Days' Program of Motorcycle Racing

Saturday.

Event No. 1—Five-miles; limited to private owners.

Event No. 2—One-mile; F. A. M. national championship.

Event No. 3—Five-miles; handicap; limited to members of Indiana Motorcycle Club.

Event No. 4—Ten-miles; F. A. M. national championship; limited to machines not exceeding sixty-one cubic inches piston displacement.

Event No. 5—Five-miles; for machines less than fifty-five cubic inches piston displacement without auxiliary exhaust ports.

Event No. 6—Ten-miles; professional.

Event No. 7—Five-miles; open handicap; limited to machines not exceeding sixty-one cubic inches piston displacement.

Event No. 8—Twenty-five-miles; open for machines less than 30.50 cubic inches piston displacement.

Monday.

Event No. 1— $\frac{5}{4}$ -miles; handicap; limited to private owners.

Event No. 2—Five-miles; national championship.

Event No. 3—One-mile; trials; flying start.

Event No. 4—Ten-miles; handicap.

Event No. 5—Five-miles; professional.

Event No. 6—Ten-miles; open to machines less than 30.50 cubic inches piston displacement.

Event No. 7—One-hour; F. A. M. national championship.

JOHNSON PAYS FINE.

Champion Insisted that He was Only
Trying to Catch Train.

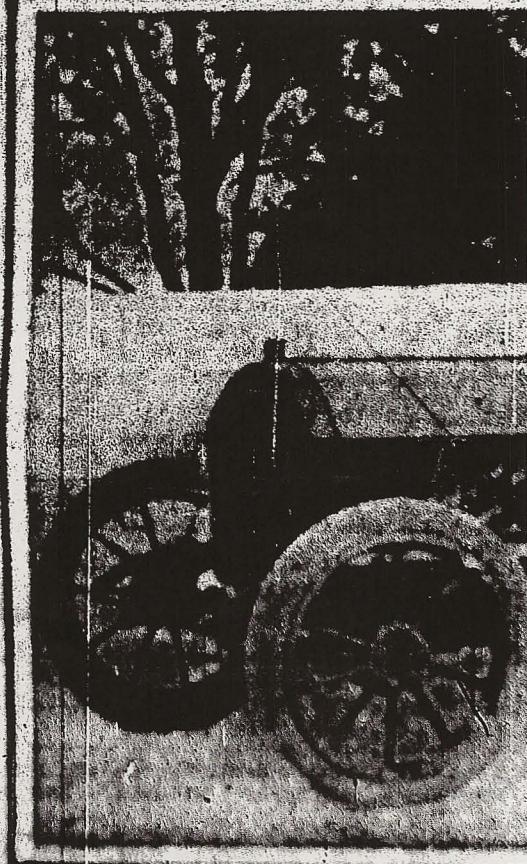
CHICAGO, August 13.—Jack Johnson, heavyweight pugilist champion of the world, was fined \$15 and costs today in the Harrison street court for exceeding the municipal speed limit in his automobile yesterday. Johnson insisted that his rapid pace was due to a desire to catch a train and not to a racing spirit. The magistrate refused to accept the excuse and imposed the fine which was immediately paid.

FOR SUNDAY SCHOOL TI

Central and East Tenth Teams
Important Game Tomorrow

The Central Avenue and East Street M. E. Sunday school teams scheduled to play on Riverside

MARMON FOR FOR



Harry Stillman at the wheel,
is the Nordyke & Marmon comp
next week at the Indianapolis me

No. 1 tomorrow afternoon for the
championship. The name of the
has not been announced, but he is
festival. The two teams played
title recently, but the game ende

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pany, to locate stations and offices at Indianapolis, Cincinnati, all the large cities, and at his home in this city.

The company under the former management of General New came rapidly to the front. It is the intention of the wireless company to enter at once into active competition with other telegraph companies.

In the German Village
Flechtl's Tyrolean Yodlers
EL BUEN CONCERT CO.

WANT ADS ONE CENT A WORD

Motorcycle Races

Saturday and Monday,

August 14 and 16

AT NEW MOTOR SPEEDWAY

Owing to the postponement of Friday's races, a big program of eight events will be given Monday afternoon. Trains every 15 minutes from Terminal and Union Stations.