

WEIGHING IN FOR FIRST RACE



THE BEERTOWN PLAYERS TIVR A - TILL CRIME

PIGEL AND SÄRDÉ

INDIANAPOLIS STAR.

INDIANAPOLIS, SATURDAY, SEPTEMBER 3, 1910.

PRICE

RIDGE URGES BATTLE TO FINISH

ages Committee men to
ight With Every Ounce
of Strength.

WARRIOR'S," HE SAYS

r Pays High Tribute to
in Trenches Who Give
Loyal Support.

by an audience of 600 en-
-Republican workers at the
club last night, Senator Albert J.
made a characteristically force-
-with just enough of progres-
-republicanism in it to give it political
-the senator announced almost at
-ing that he would not discuss
but-in the course of his remarks,
-ed a phrase now and then just
the audience a taste of what it
ly was waiting for—discussion of
-of the day.
-dience, was made up of precinct
-men from all sections of the
The meeting was in the nature of
-given by the club to the com-
-and Senator Beveridge's
as the principal one of the even-
-senator showed clearly by his
that he is the same consistent
hat had characterized his public
nd that he is living up to the full
of that short and expressive sen-
-by some one who described one
-incipal characteristics—"He votes
-it."
s cheered roundly when he re-

my point of view there are two
th of them necessary, to win a
contest: First, be right; second,
that right."

Beveridge paid compliment to
not committeemen who were the
the club when he said that during
campaign he expects to rely on the shoulders of the men
in the ranks.

SPIRIT MEANS VICTORY.

workers, fellow members of the
club, and fellow Republicans, he
know what that quality of ap-
peals. It means victory, and I
lute you, the best organized band
of warriors in the nation, that
about to enter the battle where
will be certain. I am not going
a speech tonight; a little later on
to pull off something along that

my point of view there are two
th of them necessary, to win a
contest. The first is to be right,
second, to fight for what we think
In this campaign, the Repub-
-ly of Indiana is right and you are
of the fact that we are going to
-every ounce of energy in our
think it is nothing, and have
-merely to wage a political
that certain men may win it is
with the effort that is involved
physical and nervous toll in the
-But where men stand for
that means the welfare of our
humanity and the building up
country, then I say go in with
the fighting the campaign,

I particularly glad tonight, es-
so, to meet the precinct commit-
I shall never forget, in the cam-
1900 in Kansas City, on the
before I opened the campaign
the city chairmen of Missouri
together the precinct commit-
and for every precinct commit-
a business, and we had a heart
talk.

WORK IN THE TRENCHES.

are the officers in charge of the
-committee men, and they

THE WEATHER.

TO-MORROW
for Indiana
for Saturday
and Sunday:
Probably cloudy

Saturday, with show-
ers. Sunday, fair;
not much change in
temperature.

Forecast for Indi-
-apolis and vicinity
for today:

Increasing cloudi-
ness; probably show-
ers.



ALMANAC OF THE DAY.

Sun rises at..... 6:15 Sun sets at..... 6:14

WEATHER CONDITIONS IN INDIANAPOLIS YESTERDAY.

Precipitation.—

Amount during the twenty-four hours
ending at 7 p. m. Total amount since Jan. 1, 1910, 26.99
Accumulated departure from normal
since Jan. 1 (deficiency) 2.36

Temperatures.—

7 a.m. 61 Maximum 80
7 p. m. 77 Minimum 58

For the Same Date Last Year.—

7 a.m. 52 Maximum 73
7 p. m. 69 Minimum 48

WEATHER CONDITIONS ELSEWHERE

YESTERDAY.

Max. Min. Weather.

Tacoma, Wash. 74 Clear

Portland, Ore. 82 68 Clear

San Francisco, Cal. 58 68 PtCldy

Los Angeles, Cal. 84 68 Clear

San Diego, Cal. 74 68 Clear

Spokane, Wash. 74 44 Cloudy

Topeka, Kan. 72 60 PtCldy

Phoenix, Ariz. 102 76 Clear

Helena, Mont. 62 42 Clear

Boise, Idaho. 82 54 Cloudy

El Paso, Tex. 94 70 Clear

Wichita, Kan. 88 65 Clear

San Antonio, Tex. 94 74 Clear

Galveston, Tex. 82 78 PtCldy

St. Louis, Mo. 82 64 PtCldy

Little Rock, Ark. 86 72 Cloudy

Evanston, Ill. 88 68 Cloudy

Nashville, Tenn. 86 70 Clear

Tampa, Fla. 90 74 Clear

Louisville, Ky. 86 64 Cloudy

Cincinnati, O. 84 60 Cloudy

Washington, D. C. 72 66 Rain

New York, N. Y. 76 64 Clear

Boston, Mass. 64 58 Clear

Sault Ste. Marie, Mich. 64 40 Cloudy

St. Paul, Minn. 72 60 Cloudy

SUMMARY OF

THE INDIANAPOLIS STAR

SATURDAY, SEPT. 3.

DOMESTIC.

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New York garment workers win

strike; eliminate sweat shops.... Page 2

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case may be indicted for con-

sspiracy.... Page 2

Life is passed during rate inquiry

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Wealthy Americans, hurrying

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sengers.... Page 2

Harrison guarantees safety to Ohio

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Carpenters' Brotherhood makes

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Association.... Page 2

Roosevelt puts in busy day while

resting at Omaha.... Page 4

STATE.

Warden James D. Reid, Michigan

City Prison, dies from excite-

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Chemist finds poisonous acid in

system of man mysteriously

dead.... Page 1

Alleged prejudice may cause venia

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Kokomo.... Page 5

LOCAL.

Senator Beveridge urges precinct

committeemen to wage vigorous

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Governor Marshall returns to desk

.... Page 1

RECORD TRIALS FIRST.

Event No. 1 will consist of trial flights

SPEEDERS ON EDGE FOR TODAY'S RACES

Little Army of Dare-Devil Drivers

Awaits Pistol of Starter
Wagner This Afternoon.

TWO CENTURY RUNS ON LIST

Fourteen Great Pilots to Start in
Rich Free-for-All and Thir-
teen in Remy Struggle.

Once more the speed-kings are in the
ascendancy. Today the dare-devils of the
gasoline world step into their own and
for the last time this season will send
their mighty steel speeds thundering
around the Speedway course. Fresh
crews of world's records will probably re-
sult from the onslaught, for many of the
most noted racing drivers of the Western
hemisphere are pitted against each other
in cars which have made history in the
past.

This afternoon at 1 o'clock will witness
the opening of the final Speedway meet
of the year. Ten events are on the pro-
gram, with two at 100 miles each and the
others ranging from one-mile record trials
by only the fastest cars, upward. Re-
wards running far into the thousands are
given to tempt the death-defying speed
kings and brilliant racing is certain.

Ralph De Palma, king of-mile track
pilots the world over; Ray Harroun, victor
in many great races; Al Livingston, first
in the Illinois Trophy and star of the El-
gin road events; Eddie Hearne, an Elgin
winner and holder of the Speedway Hel-
met; Joe Dawson, Cobe Trophy hero;
John Atkinson, noted local favorite, and
twenty-five other speed demons are en-
tered in the lists. Such names alone
carry promise of sport such as is seldom
witnessed anywhere in the world.

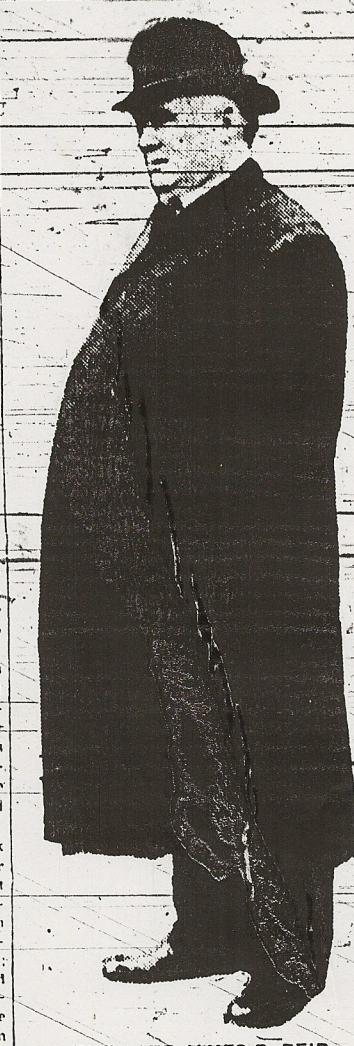
REMY BRASSARD FEATURE.

Races that will long stand out vividly
sketched in the memory of the spectator
will be run today. Two features which
promise much in the way of spectacular
and thrilling interest are the century
runs. The first will be a free-for-all
event in which De Palma, with his 200-
horse-power Fiat; Hearne, with his 120-
horse-power Benz; Harroun, with his new
record-smashing Marmon kite car;
Johnny Atkinson, in his National "six"; Al
Livingston in his Elgin winning National
"forty"; Dawson, with his Cobe Cup
Marmon, and the other big stars will
hook up. Records are as sure to fall in
this event as two and two makes four. It
probably will develop into the fastest 100
miles ever run in history.

The second century race is that for
the Remy Grand Brassard and Trophy.
This event is for single cars up to 450
cubic inches piston displacement, and will
bring to the starting line thirteen famous
cars, which will be handled by equally
famous drivers. Ray Harroun and Joe
Dawson will make a strenuous effort to
win the event with their Marmons. Al-
ready they have won the Remy twice.
Harroun capturing it in May and Dawson
being awarded it in July. A third
victory will therefore give the trophy
into the permanent possession of the
Marmon people.

Harroun and Dawson will have a battle
royal for the rich prize, as the Nationals
will put up a lively fight for the event.
Atkinson and Livingston driving two of the
"forties" for it. Two Falcars will also go
to the post along with two Mathisons.
Midland and a bunch of others who
have shown superior speed in the past. On
dope, the races seem to lie between the
Marmons, Nationals and Falcars, with the
others having a lookin' in case of accident.
However, a dark horse is always

State Prison Warden Suddenly Succumbs



DISCOVERS ACID IN BODY

EXPERT EXAMINES ORGANS

Fulfills Coroner's Orders in Effort to
Find if Newcastle Man's Death
Resulted From Unnatural
Causes.

CRAWFORDSVILLE, Ind., Sept. 2.—
(Special) Carbolic acid of sufficient
quantity as to result in death was found
in the stomach and other vital organs of
the late Edward Johnson by Prof. James
Garner, who made a chemical analysis
of the organs at the direction of Dr.
George Ramsey, coroner.

Investigation into the cause of John-
son's death was started Tuesday by five
brothers, who held suspicions that his
death, which occurred at Newcastle, Ind.,
Aug. 16, was not due to natural causes.

The inquest began at Linden, Tuesday,
and a recess was taken late that evening
to be continued here today.

FINDS ACID POISON.

Prof. Garner testified that he found .672
of a gram of carbolic acid in Johnson's
stomach. This is equivalent to ten grains.
Traces of the acid were also found in the
brain, kidneys, liver and the ventricle
and auricle of the heart. The examination
the chemist said, showed that the
acid was pretty generally distributed
throughout the dead man's system.

Dr. George Clements, who made a mi-
croscopic examination of the organs, testi-
fied that the stomach and esophagus

were lined with a thick layer of mucus
which masked the acid.

W. A. Garri-

son

DEPUTY

PRINCIPAL

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C. W. Seelye
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Thomas Wood
W. W. Higgin
Charles Hale
James Murdoch
J. W. French
Charles Hale
George A. Hale
James D. Reid

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Club Sept. 12.
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Kokomo Page 5

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ILLINOIS MINERS VICTORS.

Operators Accede to Peoria Scale Demands After Five Months.

CHICAGO, Sept. 3—(3 a. m.)—At the close of a meeting of miners and operators that lasted until after midnight, it was announced that the strike situation in the Illinois coal fields had virtually been brought to an end. Although the settlement will have to be ratified by the Illinois Coal Operators' Association, that is said to be a mere formality. In the settlement the miners get the lion's share of their demands, only a few minor details having been changed. The full scale of wages and prices set by the Peoria convention will be paid by the operatives. The conflict between the miners and operators has been stubbornly fought for five months.

DEAN OF CHICAGO BAR DIES.

Edwin Walker, Formerly of Logansport, Expires in Michigan.

WEQUETONSING, Mich., Sept. 2.—Edwin Walker, dean of the Chicago bar and one of its foremost corporation lawyers, died at his summer residence here tonight. Mr. Walker was special counsel for the United States in the conspiracy case against Eugene Debs in the railroad strike of 1894. He was born in Genesee, N. Y., in 1852, and began the practice of

mining and a painter, and has shown superior speed in the past. On dope, the racers seem to lie between the Marmons, Nationals and Falcars, with the others having a look in case of accident. However, a dark horse is always a possibility in motor races.

RECORD TRIALS FIRST.

Event No. 1 will consist of trial flights by the big cars over the one-mile distance in an effort to lower the present American speedway records. This competition will be open to cars in Class D, but no machine will be allowed to shoot at the existing marks unless it has been over a mile in a practice in thirty-seven seconds or less. If the present Speedway record of 35.68 seconds for the mile sprint is lowered the successful pilot will receive a cash award of \$200. If he clips a whole second off the mark he will receive \$300, and if he tears two seconds from Oldfield's record he will take down \$500.

This event will bring Ralph De Palma, the Italian wizard, to the fore in his 200-horse-power Fiat and also in his Fiat Cyclone of ninety-horse power. Eddie Hearne, with the 120-horse-power Benz, will be another star in a big foreign car which will essay to pinch-a-fraction-off the present fast record. The American and National "six" are also expected to flash over the short distance in a shot at the new laurels.

Three red, white and blue Herreshoffs will face the starter in the second event, which will be open to stock chassis cars in Class B, Division 1, and under 160 cubic inches piston displacement. The little cars will race over the five miles' distance, twice around the course, for prize money that will be divided \$75 to the first man home, \$50 to second and \$25 to third. Emmons, McCormick and Smith are nominated to pilot the small speed merchants.

Event No. 3 on the program is open to cars in Class B, Division 2, with a piston displacement ranging between 161 and 220 cubic inches and with a minimum weight of 1,400 pounds. They will also cover the minimum race distance of five miles. Edmunds, in a Cole "thirty"; Greiner, in a Staver-Chicago, which finished third in the small-car race in Elgin last week; Frayer, in a Firestone-Columbus; Bill Endicott, in another Cole "thirty," and Steele or Olin at the wheel of a Hudson in its maiden effort on the big course, will compose the field of medium-weight cars which will get the word from Starter Wagner. The money will be split \$75, \$50 and \$25.

HUGHES WILL MAKE DEBUT.

The next event will jump to the 231-300 cubic inch-class for stock chassis. It is another twice-around-the-circuit contest with two Falcars, Galnaw, who got second in the Illinois Trophy race at Elgin last Friday a week ago, and Pierce; a Marmon, with Joe Dawson of Cobe Cup fame at the helm; and another yellow car with Ray Harroun, captain of the Marmon flyers, driving; a Parry, in which Hughes will make his debut upon the Speedway, Harry Endicott in a Great Western, and two McFarlin "sixes," Barndollar and Clemens driving in the initial appearance of these Connersville machines on the Indianapolis track. The prize money is the same as in the second and third short distance events.

Event No. 5 will bring the first big field upon the triflited surface. Ten cars in the 301-450 class will compete over the five-mile route for the cash prizes of \$100, \$75 and \$50 three stock chassis—Nationals will make their initial appearance for the afternoon's festivities with Arthur Greiner, Chicago amateur and Elgin star, Charles Merz and Johnny Aitken driving. Two Marmons with Dawson and Harroun guiding, will start in this event. The Speedwell, under the skillful hand of the veteran Jap Clemens, will show its mettle for the first time in speedway competition. The Falcars in the hands of the familiar figures of Galnaw and Pierce will line up with a Midland, driven by Ireland, and a Firestone-Columbus, handled by Frayer, completing the list of starters.

The big Matheson will get its first opportunity to demonstrate its speed in event No. 6, which is open to stock chassis cars in the 451-600 cubic-inch class. Three Nationals, driven by Wilcox, Merz and Greiner, will complete the field. This quartet of fast ones will shoot at the same cash that arrests the eyes of the pilots in the preceding contest on

front of the head were also found in brain, kidneys, liver and the ventricle and auricle of the heart. The examination, the chemist said, showed that acid was pretty generally distributed throughout the dead man's system.

Dr. George Clements, who made a postmortem examination of the organs, stated that the stomach and esophagus were burned, that the smell of carbolic acid was apparent and that the effect of the acid would eventually cause death. Dr. Paul J. Bureus, who removed the organs from Johnson's body, noted seared spots on the left hand and finger tips, indicating that they had been burned by acid.

George Sink and Mr. and Mrs. P. Butlers also testified at the inquest.

DISCHARGE HOME HEAD

Directors Take Radical Action Following Rumors of Cruelty.

Following the investigation conducted by the board of directors of the Indiana Children's Home Society into the alleged mistreatment of two of the wards of society at the receiving home at Huddleston, Superintendent Clyde Park and his wife Margaret, who was the matron, were charged yesterday. The board of directors does not expect to take any action toward the arrest of either of the charged employees, the opinion of the board being that its duty was performed by taking steps to remedy the alleged conditions. If any arrests are made, it will be at the initiative of the state authorities or some humane officer.

Until the employment of another superintendent and matron, State Superintendent Sumner W. Haynes will be in personal charge of the wards of the society. Mr. Haynes went to Danville yesterday. The board members say they have a man and woman in mind for vacant positions, but would not make statements of names, saying the appointment of the board had not yet been accepted.

PAULDING MAKES FAST TIN

Torpedo Boat Destroyer, on Acceptance Trial, Averages 32.08 Knots

BATH, Me., Sept. 2.—An average four hours of 32.08 knots an hour made today by the torpedo boat destroyer Paulding on its official acceptance trial exceeds the showing of the Plus and the Field a year ago. All three Bath-built craft.

Your Sunday's Ad

Should be in The Star office not later than

4 P. M.

To insure proper classification in all editions.

Ads received until 11 p. m.

Phones 4000

NS IN JAIL.

sion to Attend

Baby.

Sept. 2—Dr. B. admitted to attend today. The child improved. Un-
lifh S. Latshaw will not be per-
to pay a visit

IN TRAINS AND
EVERYWHERE; TWO CENTS FIVE DOLLARS A YEAR

SPEAKS FOR TAFT MARMON AND COLE WIN EARLY RACES

Commission Indianapolis Autos Nose Out
President Visitors in First Speed-
City Speech. way Events.

SENT TERRITORY NATIONAL FIRST IN FIVE-MILE

and Martin Also their Share of Praise for Barnes!

Spectators Begin Arriving Shortly After Noon—Cloudy Sky of Morning Does Not Daunt Drivers.

September 2.—The presence of Senator Hubbard, of his first public utterance administration of he endorsed the President for a tariff commis- nited him on his negotia- tions to bring known that the com- President was purpose- "insurgent" territory. nator Dooliver said Mr. in advance what Mr. say, and approved it, re not consulted by the t his reference to them. private car was moved Mizzen Park here where use was in waiting to before noon today.

INDIANAPOLIS MOTOR SPEEDWAY, September 2.—The last automobile meet of the 1919 season was started at the speedway this afternoon. The clouds that hung low over the horizon during the morning had cleared away and the sun shone down hot.

Encouraged by the improved weather conditions spectators began arriving at noon and long before the first race which was scheduled to start at 1 o'clock, several thousand people were in the various stands.

Finished Racing Plant.

The speedway for the first time has the appearance of a finished automobile racing plant. The $\frac{2}{3}$ mile course was in excellent shape and the commodious grand stand made ample provision for many thousand spectators. Flower beds adorn the grounds and the smooth lawn adjacent to the brick course has greatly

gements for a tariff commission, implemented him on his negotiations with foreign countries to bring agreements made known that the commission was "impossible within," "insufficient," "inefficient." Senator Dolliver said Mr. Jewell in advance what Mr. was to say, and approved it, consulted by the conference to him.

Jewell's private car was moved into Mizzouark here, where he was in waiting to a little before noon today.

Particularly pleased.

Jewell spoke as follows: "I am particularly pleased with what the said in his last letter on the tariff commission. A number of congressmen have for advocated this as the proper dealing with the tariff, and I but the country seems now to fully awakened to the idea that commission offers the only solution problem which is both rational and the absence of robbery, evident from the beginning ad-

ditional to the fact the amendment to provide a commission in the original bill was under consideration in the senate when senator [unclear] was present. It was a characteristic of the people on the senator's I wish to take this opportunity that throughout my term as on every important question it bequeath to stand shoulder to shoulder with Senator Dolliver.

So True of Hubbard.

I add, my friends, that what I said of Senator Dolliver, I can also say of congressman Mr. Hubbard, who for my friend, Congressman although he is not from Iowa or South Dakota. He also was a absolutely stood by me on every throughout my term, and with was able to work in hearty manner every progressive policy. All these men I found after trying stood without hitching—perhaps results South Dakota better than here I should say, they never over the pale.

only by a bitter fight that the of the commission idea, in through the provision, it is not satisfactory shape. The commission itself should be enlarged and its directly enlarged and defined, and necessary changes made that will work more effective from the both of the executive and congressional establishment makes an beginning in the right direction, the value of the commission as has been made real by the action administration in constituting in such the law that provided for it.

Other Admirable Feature.

is another feature of the tariff which is admirable, and points our in the right direction; the maximum minimum provision. And here wish to point out that the value

not.

Encouraged by the improved weather conditions spectators began arriving at noon and long before the first race, which was scheduled to start at 1 o'clock, several thousand people were in the various stands.

Finished Racing Plant.

The speedway for the first time has the appearance of a finished automobile racing plant. The 2½ mile course was in excellent shape and the commodious grand stand made ample provision for many thousand spectators. Flower beds adorn the grounds and the smooth lawn adjacent to the brick course has greatly improved the general appearance.

Captain Carpenter, and his military guards were on hand, and excellent police protection was afforded. The Hawkeye Brass band, seated in the main grand stand, furnished the music.

Racing car drivers, who had engaged in steady workouts during the morning, remained on the track until time for the first race. Ralph de Palma sent his two flat cars around the course for several trial laps, and the National and Marmon teams kept busy until the last minute. All the drivers say the track is extremely fast.

Falls to Beat Oldfield.

Ralph de Palma, with his two flat cars, was the only contestant to face starter Wagner in the time trials for one mile. In an attempt to lower the American speedway record he failed. Driving his big 2½ horse power car he completed the mile in 38.64. He then made an attempt in his 2½ horse power Flat Cyclone and registered a mile in 40.20. The Indianapolis speedway record for a mile is 37.92, held by Barney Oldfield. A prize of \$100 was offered if it was lowered by two seconds.

Event No. 2, for stock cars in Class B, Division 1, at five miles, was canceled.

Event No. 3, for stock cars of 161-230 cubic inches, and distance five miles, was won by Edmonds, in a Cole 30. Kessler, in a Stover-Chicago, was second. Endicott, in a Cole 30, was third. The other starters were Frazer, in a Firestone-Columbus, and Olin, in a Hudson. The time was 5:05.6.

Eight in Five-Mile Race.

Eight cars lined up for event No. 4, five miles. They were: In the 231-300 class, the starters were: Uno, Frisbie, Cleary, Pearce, Falcar, Gelnaw, Marmon, Dawson; McFarlan, Barnsdall, McFarlan, Clemens; Marmon, Harroun; Great Western, H. Endicott.

Harroun, in a Marmon, won, barely beating out Pearce, in a Falcar. They raced even in the stretch and Harroun dashed under the wire barely in lead. Gelnaw, in a Falcar, was third. The time was 4:35.06.

There were nine starters in the next event. The distance was five miles, and the cars were in the 301-450 class. The starters were: Speedwell, Clemens, National, Aitken; Marmon, Dawson, National, Merz; Falcar, Pearce, Falcar, Gelnaw; National, Greiner; Midland, Ireland; Firestone-Columbus, Frazer.

Aitken in a National won; Dawson in a Marmon was second; Greiner in a National was third, and Merz in a National was fourth. The time was 4:05.97. The first prize to this race was \$100.

them out stood without hitching - perhaps that single outfit South Dakota better than Iowa, where I should say they never kicked over the pale.

friends of the commission have
not yet got through the proposed
commission itself should be
power greatly enlarged
any necessary changes
make its work more effective from
the standpoint both of the executive and
of Congress. Did the establishment make an
excellent beginning in the right direction?
Moreover, the voice of the commissioners as
provided has been made ready by the action
of the administration in constituting an
advisory commission to provide for its

Another Admirable Feature.

"There is another feature of the tariff law which is admirable and points our course in the right direction, the maximum and minimum protection. And here again I wish to point out that the value of the protection has depended largely upon excellent work done by the administration and the negotiations with foreign powers for its application, especially the negotiations with the Government of Canada which were the most difficult of all, and I may even say the most important because it is a matter of vital consequence that we should always be on relations of the friendliest friendship and good will with our great and growing neighbor. In the

The addition of a series of very real improvements to the present tariff does provide for proper treatment of the PTT imports.

When He's Against It.

"I think it is better than tariff measures of protection, we will equilibrate the cost of production at home and abroad, that will increase the return to us," said Mr. Roosevelt. "I believe in simple cooperation. In the working of the new law we will make sure that the protected industry gives the advantage to the men and it is my finding that in connection I would take off the tariff duty on the particular things I believe are important on that basis as a preliminary step to a more sensible system of protection and guarantees than I am against. It is the Chairman's bill for Senator DeWitt which has been used. Bearing in mind the vast field as the greatest heritage we would have to his nation the fact that he could stand up. Mr. Roosevelt when Roosevelt of the United States his particular tribute to the work being carried on by the ex-President.

RS The representative Hubbard who declined to be sued stated against the last party line because he did not think it fulfilled the principles of the Republican party; He pleaded with Mr. Roosevelt for his present services in advocating what he termed justice for the good of the country.

Reagan Religious Tax Exempt

Barnes Delighted, He Says.— Major Shultz was present to introduce Mr. Roosevelt to the people of Iowa. There was a great demonstration at Mr. Roosevelt's residence with his remarks to the crowd met with interest to one statement issued yesterday by William Barnes, Jr., of Albany, criticizing some of the western speeches which Mr. Barnes said have started all thought on the men and impressed them by the speaker with lies in his political address.

I think there is something perfectly devious," said Mr. Roosevelt, "in the idea of Mr. Barnes being in the defense of the speaker against rightness."

On the way from Omaha to Sioux City, Mr. Roosevelt made a brief speech at Omaha, La., telling the crowd that he was in a square deal.

The Roosevelt train was scheduled to reach Sioux City, Ia., at 4:30 this afternoon and that city had put on a great display in his honor. Early this evening there will be a fireworks display and at 10 o'clock Mr. Roosevelt will be the guest of honor at a big banquet at the Cataract Hotel. At 11 o'clock he will be entertained by a number of prominent men of South Dakota.

AT THE AIR GARDEN

Roosevelt Makes a Few Remarks and
Witnesses a "Phoenix" Trial

Witnesses, a "Phony" Trial.

OMAHA, September 12.—Omaha politicians were today discussing Theodore Roosevelt's dig at Wall street and the newspapers of New York, made official in a speech to the Ak-War-Ben, when that organization received him as a member yesterday afternoon. Mr. Roosevelt watched very devilish chase unfortunate candidates into the maw of a monster green-eyed dragon, saw Uncle Joe Cannon and Bob La Follette on trial, and scores of other fantastic stunts.

Eight cars lined up for event No. 11. They were: In the 21-30 starters were: Uno, Frischling, Garcez; Falcaro, Gehrke, Marquetti; McLaren, Burpodolan; Meinenens; Martinon, Darrion; Greco.

Harbour, in a Marmon, won
racing out Pearce, in a Falcar,
and even in the stretch and
ashed under the wire barely in
a Falcar, was third.
at 4:35.66.

There were nine starters in the event. The distance was five miles. The cars were in the 30-450 class. Starters were: Speedwell, Clermont, Attkens, Marion, Dawson, Merz, Falcar, Pearce, Falcar, National, Gretna, Midland, Firestone-Columbus, Frazer.

Nationals, One, Two, Three

Three Nationals, driven by Aitken of Greiner, respectively, and Bussath, got away in event No. 63 competing in the 450-600 class. Distance was five miles.

Aitken finished first, Greiner second, and Merz third. The time was 400.7 sec., first prize was \$100, second \$75, third \$50.

Fast Cars In Free-for-All.

Some of the fastest cars of the race started Wagner and got away first. No. 7, a free-for-all open roadster, went 100 miles, for the Indianapolis Speedway helmet. The starters were Benz, Horning, National, Livingstone, Aikens, Mathegson, Basile, McJohn, Harroun, Flint, DePalma. DePalma killed his engine at the start and had to leave before he could get away.

Hearne in a Benz open. He had the
every lap. Hearne won the heats
the last meeting at the speedway, and
order for him to return. It was the
easy for him to defend that the meet-

Al Livingston, in a National, was second and LePalme, in his Flat, third. The time was 7:03.41. The cars in this race were: First, Indian motor speedway helmet; second, third, #10, fourth, #6.

Event No. 2 was put on next, then postponed. The distance was 10 miles. The cars were in the 100 class. The race was between three Herreshoff driven by Emmons, McCormick and Smith. The three composing the 100

among won. The game was

PILOTS NOT DISCOURAGED.
Clouds did not discourage the
would pilots this morning as their
last preparations for the races
and mechanicals went over much
the last time and team managers
helpers were busy in the pit and
on the track during the race.

o see that nothing was amiss. During the morning supply wagons rolled up to the racing camps with gasoline and lubricating oils in great quantities. The motor men were so busy at work in hand that they gave thought to the forecast of rain and the driver predicted that before the day was over new records would be made. There was promise of this in several events in the afternoon, especially the trial of the speedway's mile record, and the free-for-all by the beat-pilots and the fast cars were to go to the tape.

Interest In First Race.

No more interest was centered in the event by the speedway officials and drivers participating in the races than in the first event, the trials for the American speedway record. The 1000-yard cars from the trials that have not made a mile in thirty seconds or less. Practically this eliminated the competition between De Palma,

Hearne. De Palma, who uses a 27-horse power flat and his 110-horse power flat, has entered machines in the trials. Hearne entered with his 120-horse power Benz, which was expected to be more powerful than the mere shaving track record. At the May meet at speedway, Barney Oldfield established a record of 36.63 seconds. In the trials if the record is lowered, he will be paid \$300. If one second is knocked off the driver will get \$200, and if he cuts off two seconds he will be paid \$500. For the season the Overland Automobile Company offered a gold-plated

GOLD PLATE
OVERLAND

to the driver making the job

nished Cannon to
Follette to Rhode

gs and Jokes.

set to resemble the
of the Main street of
were songs and jokes
when the ex-President
After he had been de-
d knight he told about
wars of Africa six mil-
lion spectators, senna-
and started at one which
item. Got him to explain
as wearing didn't fit. He
having a great deal of
and entertainments ar-
of another man. After
finished his remarks and
been given for the new
event went to the Omaha
spent the night.

AND THE CANAL.

ses Both In His Speech
at Omaha.

September 3.—Theodore
Roosevelt, speaking here in the audi-
torium, said:

"Perhaps last spring one really struck me was the
voyage which made the
abroad were the cruises
at around the world and
the Panama canal. These
cruises to be credited to the
during the last decade
profoundly and favorably
in judgment of America
men. Such judgment de-
re least upon what people
or, but on what they actu-
ally willingness to meet re-
the success of their ef-
forts."

"no use of a nation claiming
great nation unless it is
in a great part. A nation
can not possibly play a
international affairs, can not
act as a weight in either
the Pacific or to have its
Monroe doctrine, or the
Panama canal, heeded
strong and thoroughly.
Within the last decade the
cruises have been about trebled
and much more than trebled
due to its extraordinary
rankship and maneuver-
ability. The increase in naval
power our part either a
weaker nations
other nations,
peace."

ly us.
highest by
one of the movement.

By to promote peaceful sta-
tistical relations. No na-
tional cruise as fraught with
hostility to itself; and yet
accepted it as a proof that we
desirous ourselves to keep
able to prevent the peace
at our expense. No cruise in
approaching it has ever been
done of any other power;
had actually abroad had
such a fact was possible, that
such a cruise as that we actu-
ally undertaken by a fleet
without innumerable break-
downs. The success of the
cruise as it was without a
doubt, immeasurably raised the
only of our fleet, but of our
was a distinct help to the
national peace.

the Panama canal, I really
outside nations have a juster
own people of the magni-

States navy. To refuse to fortify
above all, to consider for a moment such
an act of utter weakness and folly as to
invite other nations to step in and guar-
ante the neutrality of this purely Amer-
ican work (and thereby really make it
certain that in the event of war we should
find the canal used against us, as our
fleets would be forbidden to pass through
it, or else our opponents' fleets permitted
to) would be to incur, and quite right-
fully, the contempt of the world; it would
mean the complete abandonment of the
Monroe doctrine; it would be a wicked
blow to our prestige on the Pacific; and
moreover, it would be in its essence trea-
son to the safety of our republic.

Raps Mete Multi-

In the presence of five hundred of the
leading business men of this city Mr.
Roosevelt pointed out the interest held
by Europe in the success of representa-
tive government in America and declared
that reactionaries abroad cast minister-
eyes upon America's institutions, holding
with delight every story of graft and mis-
rule as an evidence that government
for and by the people must fail. Mr.
Roosevelt also spoke contemptuously of
the "merely multimillionaire." The man
who, he said, was a discredit whenever
pointed to in Europe as a typical Amer-
ican.

"I think you will probably acquit me,"
he said, "of any great admiration of the
mere multimillionaire at home. But I
do not like him even less abroad. I
want to call to your attention
that I have said the mere multi-
millionaire. There are good men in every
walk of life, and the man who is a good
American, who has done his duty and has
a great fortune, is entitled to our hearty
respect, and it is unworthy any one to
deny him if he deserves it."

Ashamed of Millionaire Type.

"I am speaking of the same class of
multimillionaires of whom it was said
two thousand years ago that it was more
difficult for them to get to heaven than
for a camel to go through the eye of a
needle. It is the rich man who trusts to
his riches that I am speaking of—the
multimillionaire whose sole title to dis-
tinction is the fact that he is a multi-
millionaire. Such a one is a poor citizen
and is a very objectionable American ex-
hibit abroad. I was always ashamed when
I saw that type of man accepted abroad
as the typical American, and I felt even
more ashamed when things happened here
which gave the impression abroad that
corruption in business, in politics and
lawlessness and brutal violence obtained
here more than they did in any other
country."

The Gazette Doesn't Like It.

MONDAY, September 3.—Mr. Roosevelt
and that the United States
Panama canal, set forth in his
yesterday, is characterized
by the *Minister Gazette* today
as a "direct rejection" of the terms
of the American and British agree-
ment of 1901, under which the neutraliza-
tion of the canal is guaranteed. The
carrying out of such a plan, the *Gazette*
says, "would mean the tearing up of the
agreement."

The paper admits it to be reasonable
that the United States should assume
some military control over the new
waterway, but suggests to the former
President that the United States should
make any desired alteration in the
terms of the agreement "through diplo-
matic methods and not by the repudia-
tion of its engagements."

TOO MUCH FOR BILL LONG

Man Seen to Be Able to Slip Out

ing of tires from
The aviator encountered strong and
baffling head winds in the Dordogne val-
ley. Three times he was beaten back,
and he was forced to arise to an altitude
of three thousand feet before he could
cross the Dordogne river.

MARMON AND COLE WIN EARLY RACES

Continued from Page One.

ord of the year. To put it in the words
of the drivers, De Palma and Hearne
wanted to beat Oldfield out of the auto-
mobile.

Electric Timing Device.

The electric timing device, which is ab-
solutely accurate, was placed in position
yesterday, so that time of the mile spins
and other races will be recorded to a
fraction.

The trials for the mile record were to
be made along the straightaway course
leading by the grand stands, the wires
measuring off the distance being stretched
across the track near the northwest turn
and in front of the judges' stand. The
instant the whips are touched by the
front wheels of the flying machines the
little recording instrument in the judges'
stands show a printed slip with the time
to one-hundredth of a second.

In a half mile, on which several spin
watches were held, Eddie Hearne made a
half in 18.40 during one of his trial spins
yesterday afternoon. He was driving the
Benz and was not making a special effort
at the time. The fast half indicates
Hearne will push De Palma to the limit
in all the races in which both are en-
tered.

National Shows Great Speed.

Johnny Aitken showed wonderful speed
when he drove his six-cylinder National
around the two-and-a-half-mile course in
1:39, which was near the time made by
DePalma and Hearne in their trial spins.
Ray Harroun was out in a new Marmon,
with which he expected to make a great
showing.

The drivers were all wary of each
other, and few if any of them indulged
in brushes. However, they watched each
other closely and endeavored to catch
each other's line on stretches.

Nearly a carload of tires will be used
at the two-day race meet. One company
that makes a specialty of racing tires
that are used almost exclusively because
they can be easily detached, has brought
a carload of tires to the speedway. A gang of workmen from the factory were
on hand, and they said they expected
that nearly all the tires would be used.

Drivers Who Are to Compete.

Following is a list of drivers who will
pilot one or more cars during the speed-
way races:

Ralph DePalma, New York, Fiat.
Ray Harroun, Indianapolis, Marmon.
Gddie Hearne, Chicago, Benz.
Jap Clemens, Indianapolis, Speedwell.
J. L. Edmunds, Indianapolis, Cole '30.
Charles Merz, Indianapolis, National.
Al Livingston, Chicago, National.
John Aitken, Indianapolis, National.
Howard Wilcox, Indianapolis, National.
Joe Dawson, Indianapolis, Marmon.
Charles Basie, Cincinnati, Matheron.
W. H. Pierce, Cleveland, Falcar.
Gelnawi, Chicago, Falcar.
Arthur W. Greiner, Chicago, Nation-
al and Staver, Chicago.
Walter Emmons, Detroit, Herreshoff.
F. R. McCormick, Detroit, Herreshoff.
W. L. Smith, Detroit, Herreshoff.
W. J. Barndollar, Connersville, Mc-
Farlan-Six.
Fred Clemens, Connersville, McFarlan-

LAWRENCE COOK —
Some curious little old houses have
been built in recent years in the
country side, but the most interesting
feature of them is the way in which
they are planned to meet the needs of
the people who occupy the houses.

AN, ANDOUAGA ET AL.

IN TAKING IN TOWNS.

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try a carload of timber or timbered land, and a day or two of timbering, may be had for the price of two or three men. One company make a profit of nearly all the timber they can get up, and another company will take the timber at a low rate, and then sell it to the first company, who will then sell it to the lumberman, and so on.

TOO MUCH FOR BILL LONO.