

the Speedway.

PRICE TWO CENTS.

SPEED DEFIES COLD IN RACE FOR MARKS

Auto Drivers at the Speedway
Break Six Records, Four of
Them for World.

EARS AND HANDS ARE FROZEN

Governor Marshall Lends Pres-
ence to Events—Spectacular,
but Accident-Free.

Features of Record Trials at Speedway

Not one serious accident.
Dedication of track since its having
been paved at great expense.
All world's records for stock chassis
cars from one to twenty miles broken
by Johnny Aitken in a National. Time
for twenty miles, 10:18:41.
New Indianapolis Motor Speedway
mile record established by Louis Strang
in his Fiat. Time for mile, :40.61.
New American record for one quarter
mile established by Walter Christie in
his Christie car. Time for quarter,
:08.78. Rate of 103 miles an hour.
Newell Stotsinger in his Empire car
broke world's mark for cars in his
class, 160 cubic inches piston displace-
ment, by going twenty miles in time
of 25:50.23.
Governor Marshall lays last brick in
track.
Weather cold to point of great dis-
comfort.

GIVE DIAMOND TO MAYOR

The first midwinter motor races in the
history of the sport were conducted yes-
terday afternoon at the remodeled ball



comfort.

THEY GIVE DIAMOND TO MAYOR

ED OFFICIALS PRESENT RING

GEORGE BOOKWALTER'S EYES FILL WITH TEARS AND VOICE QUAVERS WHEN HE ACCEPTS DIAMOND FROM FRIENDS.

Surprising him by calling upon him unexpectedly last night and presenting him with a big diamond ring, the members of the city's various boards and the heads of the different departments of the city government furnished Mayor Charles A. Bookwalter with more happiness than has been crowded into a single evening during his four years as chief executive of Indianapolis. The mayor was not "in" on the arrangements for the little party, and when the officials rang the door bell of his home on North Illinois street he was taken by genuine surprise.

And this first shock was nothing compared to the one that came when George T. Brunning, city controller, lifted the lid of the little plush box and disclosed the glittering stone that had been bought for him. The communication which the controller read him follows:

Mayor Charles A. Bookwalter—The undersigned, who have been honored in our association with you during your administration of mayor of the city of Indianapolis for the years 1906-1909 inclusive, request you to accept this memorial and gift as a slight expression of our confidence, appreciation and esteem.

George T. Brunning, Alfred W. Cook, Frederick E. Matson, Crate D. Bowen, James D. Pierce, Joseph T. Elliott, Preston C. Trusler, Frederick J. Nott Jr., Blaine H. Miller, Charles A. Brown, J. Harry Deane, Joseph L. Hogue, Charles R. Gift, Eugene F. Harris, Dr. Eugene Buchler, Dr. John L. Freeland, Leroy E. Snyder, Lew W. Cooper, Charles W. Tutewiller, William Shoppenhorsat, John B. Wood, Robert Metzger, Thomas A. Winterrowd, Joseph Fopplano, Isidor Wulfson.

Mayor Was Overcome.

So completely overcome was the mayor that his eyes filled, and when he attempted to speak his voice wavered. But Mayor Bookwalter has a reputation for being ready to say just about the right thing at any time. He did not fall last night. He thanked the officials for their regard, then he said:

"I feel that the people of Indianapolis will come to appreciate what the present administration has done for them. A pace has been set for coming administrations to follow and they will not dare lag behind it. I do not take the credit for this condition to myself, but I want everyone who has been a part of the administration to have full credit for what he has accomplished by working in such harmony as has existed throughout the four years."

The mayor apologized for "any rough spots that may have shown themselves" in his actions. Then he gave way to Mrs.

The first midwinter motor races in the history of the sport were conducted yesterday afternoon at the remodeled Indianapolis Motor Speedway, in the face of the worst weather odds that four-lane pilots ever confronted.

One feature stands out above all others, above even the records of one to twenty miles that Johnny Aitken, in his National, broke, and that is that death did not demand a single toll. Not only that, but there was not a single serious accident.

Every driver who nearly froze yesterday while defying the cold blasts of winter's winds to overtake him declares that the track is the best in the country.

It was a small but enthusiastic crowd that saw the racers off, and yet the attendance, considering the day, was a decided surprise. As a curtain raiser to the events Governor Marshall placed in position the \$500 gold-plated silver brick, which marked the completion of the resurfacing of the Speedway. The Governor spoke briefly, then the trials were on.

The main features, aside from the Governor's remarks and the fact that no serious accidents resulted, were:

The world's records established by Johnny Aitken in a National from one to twenty miles. His time for the entire distance was 16:18.41.

The fast mile by Louis Strang in his Fiat for one mile, that of 1:40.61.

The fast quarter of a mile by Walter Christie in his own creation, the Christie car, in the time of 28.78.

Drivers Greatly Handicapped.

The drivers worked under a great handicap, owing to the cold. They experienced untold troubles with their lubrication, water and brakes. Many of the promoters tried to keep the trials from being held, but the drivers were too plucky for that. Not only were they nerved for the ordeal, but the crowd of men and women displayed unheard of interest in the events.

"Nothing on earth would bring so many people and get them to endure the hardships of this cold winter's day as this automobile race," remarked Fred Wagner, the starter, who is from New York. Many of the leading automobile manufacturers and promoters in the country huddled together in half frozen groups.

Many a driver sat helpless behind his wheel, after he had shut off the power that had been urging his steel creation, numb and unable to crawl out because of his suffering from cold. Johnny Aitken froze his ears, Strang froze his face, and almost every one froze their hands, but such trifles did not daunt them in their determination to break world's records, or at least make the attempt.

Beats Record of Oldfield.

Strang in establishing a record for the Speedway for the mile, beat that made

has accomplished by working in such harmony as has existed throughout the four years."

The mayor apologized for "any rough spots that may have shown themselves" in his actions. Then he gave way to Mrs. Bookwalter to thank the men who were uninvited, but welcome guests in their home last night. She did it gracefully, and she, too, had to keep back tears with an effort.

The visit of the officials was not to be a "gabfest," the mayor informed his guests, but there were some short talks. Dr. John L. Freeland, superintendent of the City Hospital, and T. J. Mack of the Board of Works, spoke. Mayor Bookwalter replied, and took occasion to pay tribute to every branch of the city government, beginning with the Board of Works, which, he said, had been "hardest worked and hardest hit" of any department in the city, and ending with a compliment to Isidor Wulfson, who, he said, "had made the office of city inspector of weights and measures self-supporting for the first time."

There was a luncheon, arranged by Mrs. Bookwalter, and the evening was given over to sociability.

TWO KILLED, ONE FATALLY INJURED IN GEORGIA CRASH

Victims, Although Not Passengers, Die When Trains Collide Near Depot in Georgia.

MACON, Ga., Dec. 17.—Two persons were killed and one fatally injured when a Central of Georgia train crashed into the baggage and mail car of a train on the Macon & Birmingham road at the Harris City Junction today.

The dead:

W. A. McCARDLE, a bystander of Harris City.

J. L. WILLIAMS, a bystander of Harris City.

Fatally hurt:

H. C. RAWLS, joint ticket agent, Harris City.

The accident, according to railroad officials, was due to a frosted rail, which prevented the stopping of the Central of Georgia train.

FLAGSTAFF, Ariz., Dec. 17.—The coroner's jury investigating the Santa Fe wreck of yesterday is trying to learn what became of a large sum of money supposed to have been carried by Mrs. Alice D. Bennett of Hartford, Conn., the only person killed.

GREENSBORO, N. C., Dec. 17.—Robert Russell, the New York journalist injured in the wreck at Reedy Fork yesterday, was reported in a critical condition today.

TRAIN MILE LONG COAL LADEN.

One Hundred and Twenty Steel Cars Drawn by Single Locomotive.

ROANOKE, Va., Dec. 17.—A train of 120 steel cars, carrying 6,000 tons of coal and drawn by a single engine, left Roanoke for Norfolk today, over the Virginia Railway.

The train was six feet more than a mile in length and is said to be the longest ever drawn by one locomotive.

at least make the attempt.

Bent Record of Oldfield.

Strang in establishing a record for the Speedway for the mile, bent that made last summer by Burney Oldfield in his Benz, which was 143.6. Strang did not equal his world's mile record of 137.71, which he made recently at Atlanta in his Fiat, but said last night that he is positive he can lower that mark today.

In his fast quarter of a mile Christie established an American record. He was going at the rate of 103 miles an hour. The fastest time made at Atlanta was at about ninety-six miles an hour.

Altken not only broke the world's record for stock chassis cars in his own class, but of the larger class of cars. Altken's car is of 301 to 450 cubic inches piston displacement. In this class he broke the twenty-mile record of 16:24.17, made by Chevrolet in a Buick at Atlanta. In the next stock chassis class, that of 450 to 600 cubic inches piston displacement, he broke the record of 16:27.79 made by Robertson in a Fiat at Atlanta. Thus Indianapolis built her own track, made her own cars, invited the world and beat it, with a local driver, for these distances.

A world mark was made by Jewell Motsinger in his Empire car with a displacement of 160 cubic inches. He made twenty miles in 25:50.23. This is also an Indianapolis-made car, and was given its first trial on a race track yesterday, as it has been on the market but a short time. Even at this high rate of speed this light creation of steel and gasoline did not do as well as it had been timed during practice.

Motsinger was the first man on the track for a trial record. This was an exact reversal of the printed program and was done in order to permit the larger cars to get time to be tuned.

A special trial for a mile was granted Altken in his National No. 6. He made the time in 1:45 flat.

Free-for-All Race Spectacular.

The free-for-all race for records from one to twenty miles was the feature of the day. Although every car started at different times, and although they were not racing against each other, but against their own time, the event was spectacular and looked like a race between the several ice-covered cars that went whirling over the tape, spitting flames and smoke from their exhausts. The roar of the big cars was deafening.

Seven cars entered this event, which was won by Altken. The Packard car, owned by D. Busden of Cincinnati and driven by Walter O. Donnelly, was a feature in this event. It was the first time the driver had been on the track, having entered the race without one second's practice. The car was shipped here yesterday morning. It also ran on only three cylinders, the cold weather having caused defects that lack of time did not permit to have remedied.

Another feature in this race was the fact that Howard Marmon, manufacturer of the Marmon car in this city, drove one of his own make. It was Mr. Marmon's first racing experience, and he displayed unusual skill and bravery. He was defeated by his driver, Stillman, who drove another Marmon car, but he gave him a hard run. The Cole "thirty," driven by Endicott, sprung a surprise in this event by its consistent running.

Laying the Gold-Plated Brick of the Speedway.

(Photo by Star Staff Photographer.)



GOVERNOR MARSHALL, CENTRAL FIGURE.

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SEE FEDERATION AT HAND FIVE SUGAR MEN GUILTY GIVE DIAMOND TO MAYOR

CENTRAL DIPLOMATS STIRRED BENDERNAGEL NOT INCLUDED OFFICIALS PRESENT RING

REGARD DISAPPEARANCE OF DR. LUIS ANDERSON PROOF OF COMING AMALGAMATION OF LATIN AMERICAN STATES. JURY DISAGREES ON FRAUD CHARGE AGAINST MAN MARKED BY PROSECUTION—RECOMMENDS MERCY FOR QUINTET CONVICTED. BOOKWALTER'S EYES FILL WITH TEARS AND VOICE QUAVERS WHEN HE ACCEPTS DIAMOND FROM FRIENDS.

WASHINGTON, Dec. 17.—Plans are afoot, it is believed, for the consummation of a confederation of the Central American republics. Proof of this is offered, to the minds of the Central American diplomats here, in the sudden disappearance of Dr. Luis Anderson. Dr. Anderson was here as the special representative of Costa Rica; in addition he was the candidate of Mexico for president of the proposed "United States of Central America."

NEW YORK, Dec. 17.—The jury tonight found guilty five of the six employees of the American Sugar Refining Company who have been on trial for the last three weeks charged with criminal conspiracy to defraud the government of customs dues on imported raw sugar.

In the case of James F. Bondernagel, a former cashier of the company's Williamsburg plant, the jury disagreed. Mercy is recommended for all those found guilty.

Surprising film by calling upon him unexpectedly last night and presenting him with a big diamond ring, the members of the city's various boards and the heads of the different departments of the city government furnished Mayor Charles A. Bookwalter with more happiness than has been crowded into a single evening during his four years as chief executive of Indianapolis. The mayor was not "in" on the arrangements for the tribute.

AUTO RAGERS SEEK FURTHER HONORS

Making Mile Re

Strang, Christie and Aitken Hope
to Make Several World's
Records Today.

OTHER SPEEDWAY FEATURES

Drivers Rush to Creek to Bathe
Their Faces as Soon as They
Alight From Cars.

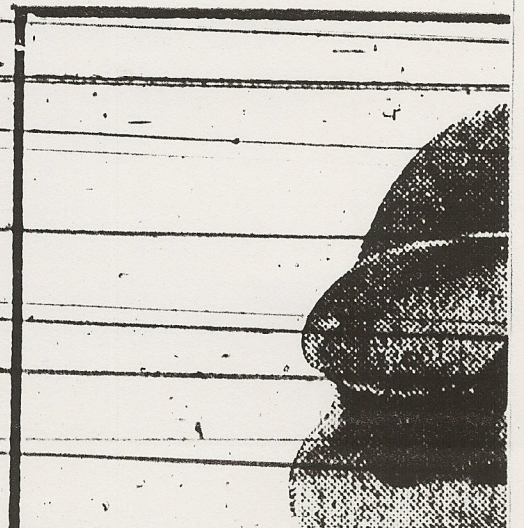
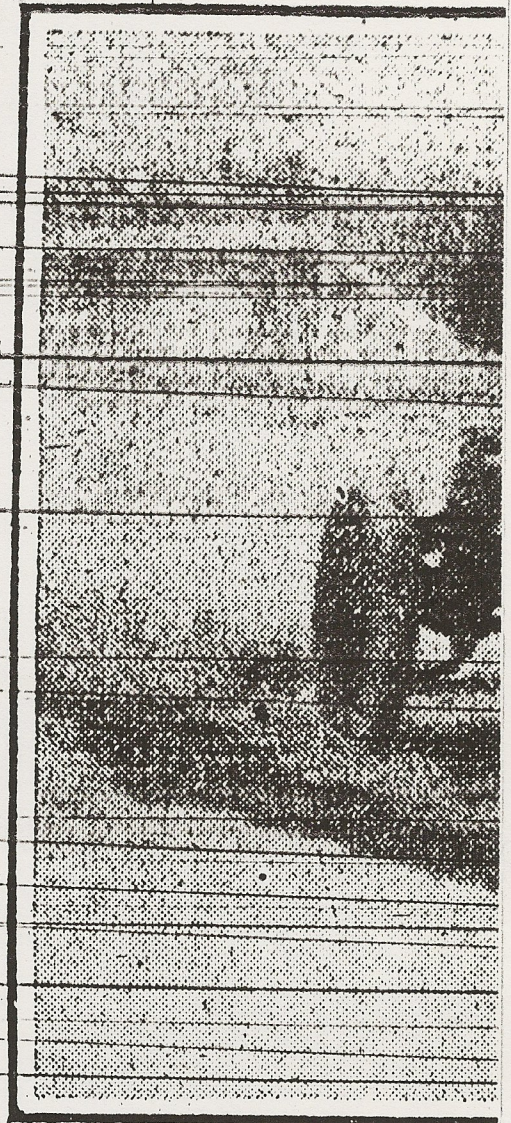
Although repulsed by the mighty gale that swept the surface of the newly completed Speedway, the speed demons, Lewis Strang and Walter Christie, will again make attempts today to lower marks.

The trials will start at 12 o'clock, noon, today with the attempts of Strang and Christie at the short events, the half and the quarter, and if the drivers are able to stand the stress on their hands and exposed parts of the body, they will try for longer distances up to the five-mile mark.

Preparation was made last night by the drivers and mechanics of both fast cars to have the weather conditions offset by appliances to keep the carburetion in perfect condition, and also to assist in the comfort of the drivers. Yesterday's whirls at the speed marks that have been made in the time of the year when weather conditions were the best possible for the events, were under adverse conditions, both to the cars and the drivers, and the marks mean high praise to the new course.

John Aitken's death-defying drive of twenty miles in the heart of the cold spell and at a time when there was nothing but hardships in store for the plucky star of the National team well repays him by getting the world's record for the distance, and also intermediate distances.

The admission will be free today and the efficient service of the Indianapolis police force which was given by Capt. Hyland for yesterday's events will be repeated, according to the promise of the



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The admission will be free today and the efficient service of the Indianapolis police force which was given by Capt. Hyland for yesterday's events will be repeated, according to the promise of the next chief of the police. The work of the force was exceptionally well done at the previous dates, and with efficient service and the new improved methods of guarantee for safety it should be possible to rev up the speed on the track to 120 miles an hour.

Walter Christie displayed rare nerve in the speed trials of the Speedway yesterday when he shut off his machine when it was going at the rate of 103 miles an hour. He locked the rear wheels, and the car skidded for more than 200 feet. He said later that he did it in order to prevent an accident, because he was afraid to enter the high curve before him at such a terrific speed. He did not wear gloves on his hands, and they were too stiff to hold to the wheel when he dismounted. His car had to be towed to the track, and was pushed into position by the men when his time came to race. It is a long, low creation, made after the driver's own ideas.

Some of the drivers did not shave yesterday because they wanted their faces protected as much as possible. Every one wore a large chamotte skin protection that had holes for the eyes. Caps were pulled down over the ears and goggles fastened on over all.

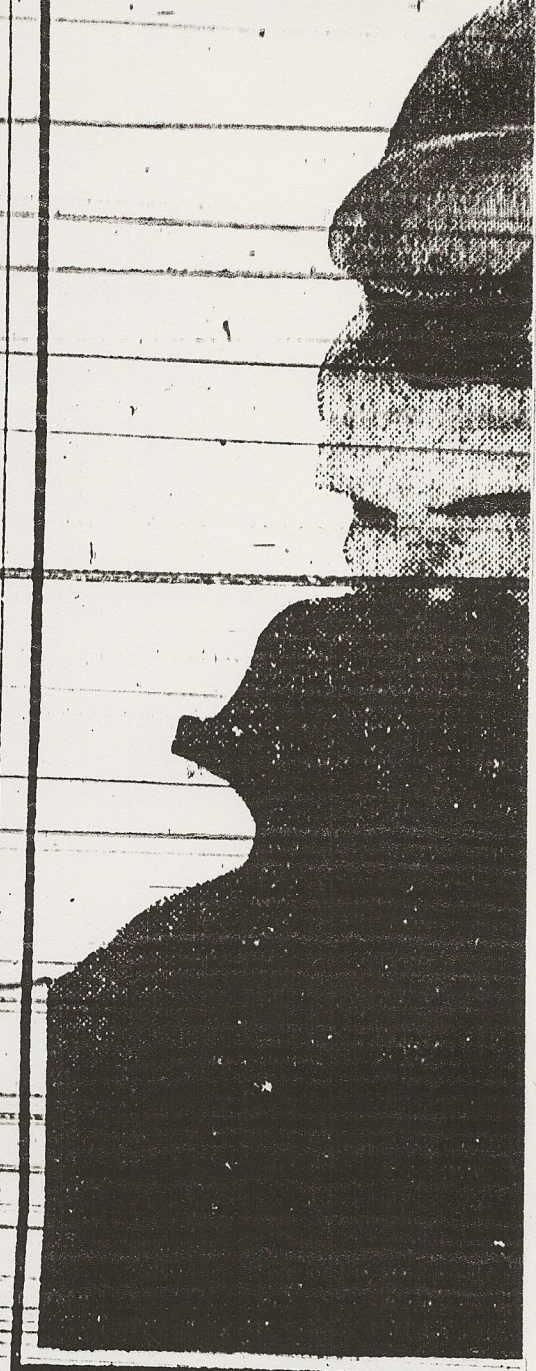
A. C. Newby was not present. He was unable to come because of the severe weather. He is one of the promoters of the track. Mrs. Carl Fisher was present and watched the races from her electric machine. Mr. Fisher was with her the greater part of the time.

Fred I. Willis of the Hearsey-Willis Automobile Company set the example for several of the spectators by standing on a small heater. He carried it from place to place wherever he could gain the best view of the races, and enjoyed watching the other men dancing to keep warm.

The money taken in at the gate is to be divided among the drivers. It was neither the intention, nor the expectation, of the promoters to make yesterday's events a financial success. They wanted to test the new track, and nothing more.

Fred Huyck, on his motorcycle, looked like a jack rabbit going at a terrific rate as he whirled past the tape. It was his first trip on the paved course. He raced here last summer.

Sergt. Stoddard was in charge of a large squad of city patrolmen, which had great difficulty in keeping the interested spectators from crowding on the track. The men, who eagerly watched the races for



HOWARD MARMON,

RACE IN A SNOW STORM

RUNNERS HIDDEN FROM VIEW

JUAREZ PROGRAM PULLED OFF
TRACK COVERED WITH THICK
BEAUTIFUL WHITE—JOCKEY
GARDNER IS INJURED.

JUAREZ, Mexico, Dec. 17.—The four races today were run in a blinding snowstorm, and it was impossible to see the horses on the back stretch. The tri-

going at a terrific rate as he whirled past the tape. It was his first trip on the paved course. He raced here last summer.

Sergt. Stoddard was in charge of a large squad of city patrolmen, which had great difficulty in keeping the interested spectators from crowding on the track. The men, who eagerly watched the races, forgot all about their frozen hands, feet and ears when the cars neared the tape, and moved as near as possible to the track to gain the best possible view.

The officials yesterday were:

Honorary referee, Governor Thomas R. Marshall; referee, Frank H. Martin, Chicago; starter, Fred Wagner, New York; announcer, E. A. Moross, Automobile Club of Maryland; paddock manager, O. G. Temme, Chicago; board of judges, C. G. Sinsbaugh, Chicago; Robert H. Kramer, Mudlavia; Charles Root, Chicago; Thomas Hay, Chicago; board of timers, F. W. Kohl, Cleveland; Frank Remy, Anderson; board of scorers, John S. Cox, Terre Haute; timing director, C. H. Warner, Beloit; scoring director, John Cox, Terre Haute; Representative of racing board of A. A. A., C. W. Sedwick; clerk of course, W. H. Wellman; ambulance car, A. M. Ragsdale; director of contests, E. A. Moross, Indianapolis.

The Warner electrical timing device proved a success. It was managed by C. H. Warner of Beloit, Wis., assisted by his Indianapolis representative, Fred W. Kohl.

As soon as the drivers alighted from their cars, they rushed for the ice cold waters in the creek that flows under the track and bathed their faces and hands in it. Strang washed his frozen face with a handful of snow. "It almost froze my smile," he said.

The judges' stand looked like a country grocery store as the men huddled around the round coal stove. They all wore their caps, pulled down over their ears, and kept their gloves and overcoats on.

Carl Fisher, president of the Speedway Company, said that his reasons for wanting the races to be held this winter are "In order to have all 1910 year books give the best records that can be made on this track in 1909, so that 1910 will be started with the local track to defeat."

While the men and women jumped up and down in the grand stand in efforts to beat warmth into their feet, E. A. Moross, director of the contests, called through his magnaphone, "The ushers will now please pass the ice cream cones in the grand stand." Loud cheers and laughter greeted this remark. Mr. Moross displayed his usual ability to handle the events, and was everywhere at once, giving orders and directions with a coolness that instilled confidence into all the drivers.

The motorcycle racers were determined not to let the automobile drivers display more nerve. John Sink, on a Thor, made a mile in 1:04:28. John Merz, on a Thor, made a mile in :54:56, and Fred Huyck of Chicago made a mile in :52:60 on his Indian. G. H. Hamilton of this city, who is the F. A. M. official referee, was present and conducted these races.

Anthony Scudellary of New York is the

GARDNER IS INJURED.

JUAREZ, Mexico, Dec. 17.—(T) four races today were run in a snowstorm, and it was impossible the horses on the back stretch. The track was entirely covered with snow, and a small crowd turned out.

Jockey Garner had his leg badly being jammed in the first race. Thistle. Results:

First race, selling, 1 mile—Wolfer (Pickens), 25 to 1, won; Enggraver, Apologize, 9 to 2; time, 1:44 1-5. Selling, 6 furlongs—Responsive, 98 to 1, won; Kiddy Lee, The Wolf, 12 to 1; time, 1:16. Thistle, 11-16 miles—Contestee, 109 (Sn) to 1, won; Bryce, 20 to 1; Light Horse, 1; time, 1:52 1-5. Fourth, 6 furlongs—Cobalt, 110 (Creery), 3 to 1, won; Easy, 5 to 2; Early Tide, 2 to 1; 1:14 4-5. Fifth, selling, 5 1/2 furlongs—108 (Strang), even, won; R. I. Smith, 1; Fireball, even; time, 1:09. Sixth, 6 furlongs—Marchmont, 105 (Bene) 3 to 1, won; Gold Flap, 5 to 2; E. even; time, 1:09 3-5.

JACKSONVILLE RACES GOOD

Selling Events Furnish Some Exciting Sport With Close Finishes

JACKSONVILLE, Fla., Dec. 17.—A brilliant gathering witnessed some brilliant racing at Moncrief today. Although the day was made up entirely of selling events, it developed some of the most exciting the meeting, with several finishes of hair-lifting variety. Pantouffe, carrying weight at 114 pounds, raced away from the field in the overnight handicap, brought together some of the best here. Pantouffe hung up a new track record for the six furlongs, negotiating the in 1:14 flat.

Long shots had the better of the results, only two choices winning. C. and Billy Pullman, both freely offered to 1, were the mediums of a heavy betting.

Summaries:
First race, 5 1/2 furlongs, selling—C. 102 (Ural), 10 to 1, won; Lotta Cre 1; Dixie Knight, 7 to 2; time, 1:08. Second, 6 furlongs, selling—George W. 101 (Burns), even, won; Ballot Box, Ragman, 3 to 1; time, 1:14 4-5. Third, 6 furlongs, selling—Tom McGrath, 10 (bert), 5 to 2, won; La Gloria, 6 to 1; Run, 13 to 1; time, 1:07 4-5. Fourth, 6 furlongs, handicap, selling—Pantouffe, Bergen, 7 to 10, won; Guy Fisher, First Premium, 9 to 1; time, 1:14. Fifth, 6 furlongs, selling—La Reina (Hind) (Powers), 9 to 2, won; Aunt Kate, Mary F., 4 to 1; time, 1:28. Sixth, 6 miles, selling—Billy Pullman, 109 (B) 10 to 1, won; Paradise Queen, 11 to 5 of Hyacinth, 13 to 1; time, 1:45.

CHESTER KRUM SECOND

Wins First Place, but Is Put Back by Fouling at Oakland.

OAKLAND, Cal., Dec. 17.—The first qualification of the season at Emeryville occurred today in the Pacific Union Handicap. Chester Krum, a 10-to-1 chance, finished in front, but was placed second, while money went to Judge Quinn, the favorite. About a furlong from the finish Krum ran into Judge Quinn, knocking

Marshall, referee, Frank H. Martin, Chicago; starter, Fred Wagner, New York; announcer, E. A. Moross, Automobile Club of Maryland; paddock manager, O. G. Tenme, Chicago; board of judges, C. G. Sinsbaugh, Chicago; Robert H. Kramer, Mudlavia; Charles Root, Chicago; Thomas Hay, Chicago; board of timers, F. W. Kohl, Cleveland; Frank Remy, Anderson; board of scorers, John S. Cox, Terre Haute; timing director, C. H. Warner, Beloit; scoring director, John Cox, Terre Haute; Representative of racing board of A. A. A., C. W. Sedwick; clerk of course, W. H. Wellman; ambulance car, A. M. Ragsdale; director of contests, E. A. Moross, Indianapolis.

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Anthony Scudellary of New York is the mechanic with Strang. He is only 23 years old, but has ridden with the greatest race drivers in the world.

William P. Blair, who as representative of the National Paving Brick Manufacturers' Association, supervised the construction of the paved track, declared that he is well pleased with the results.

(Plemons), 25 to 1, won; Ben Apologias, 8 to 2, time, 1:11.5; selling, 6 furlongs—Response (scoten), 11 to 10, won; Kid The Wolf, 12 to 1, time, 1:11.5; 1:11.6 million—Contention, 10 to 1, won; Bryce, 20 to 1, time, 1:12.1.5; fourth, 6 Cobalt, 116 (Greens), 3 to 1, time, 1:14.4.5; fifth, selling, 6.5 103 (Strang), even, won; 1:10.9; Fireball, even, time, 1:09.6 furlongs—Marchmont, 10 3 to 1, won; Gold Flap, 5 to 1, even, time, 1:09.3-5.

JACKSONVILLE RAC

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CHESTER KRUM

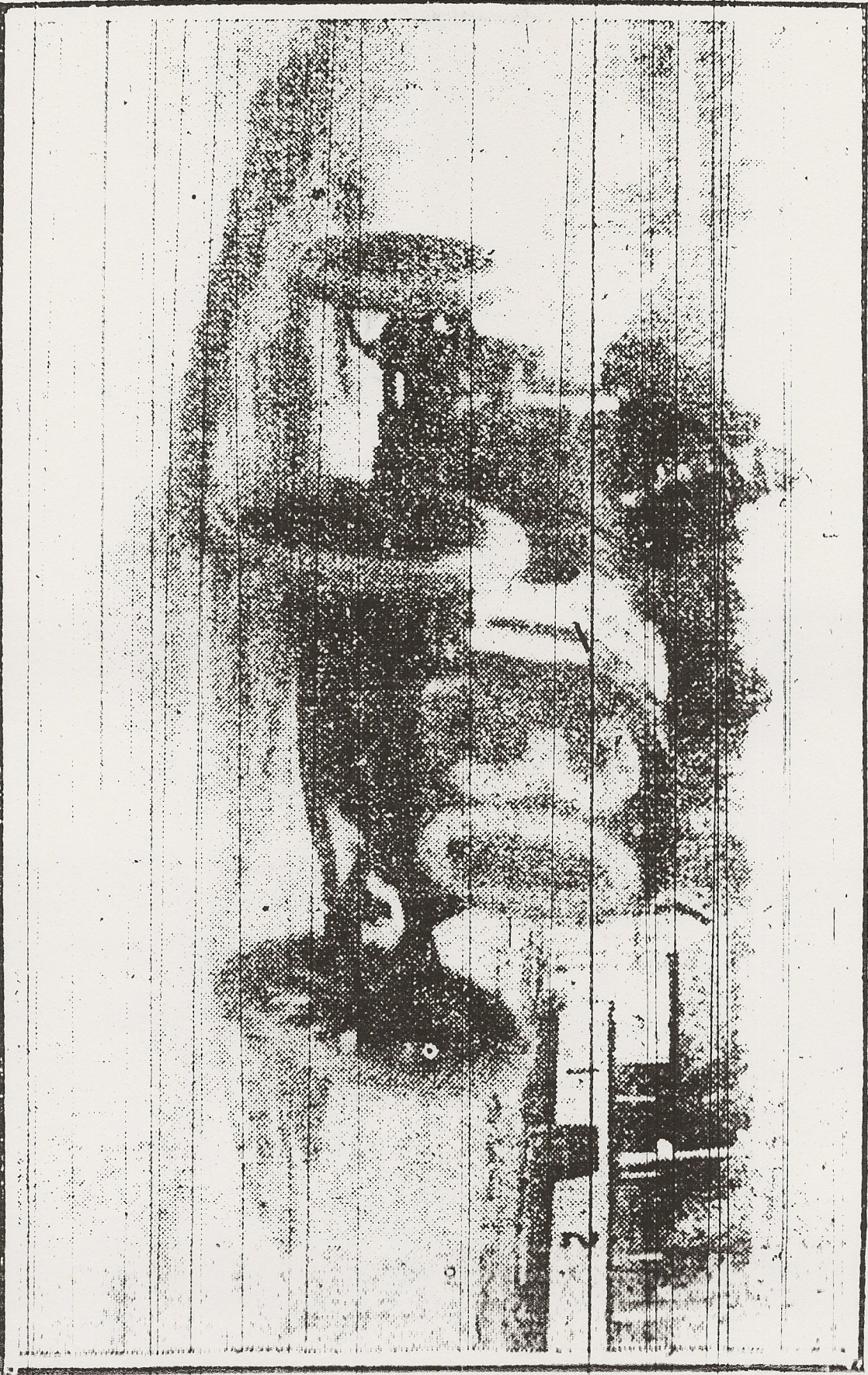
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OAKLAND, Cal., Dec. 17.—A qualification of the season at curried today in the Pacific I Chester Krum, a 10-to-1 chance front, but was placed second money went to Judge Quinn.

About a furlong from the Krum ran into Judge Quinn off his stride. The interfer apparent, and the judges d after hearing the stories of t

A field of seven met in which was the feature of the the medium of a heavy play ing event from El Moline. Th fine and the track fast. Sun First race, 5 1/2 furlongs— (Bora), 1 to 1, won; El M Boda, 3 to 1; time, 1:04.1-1.5.

MAKING **MILE RECORD** **AT SPEEDWAY AND BUNDLED-UP DRIVER**



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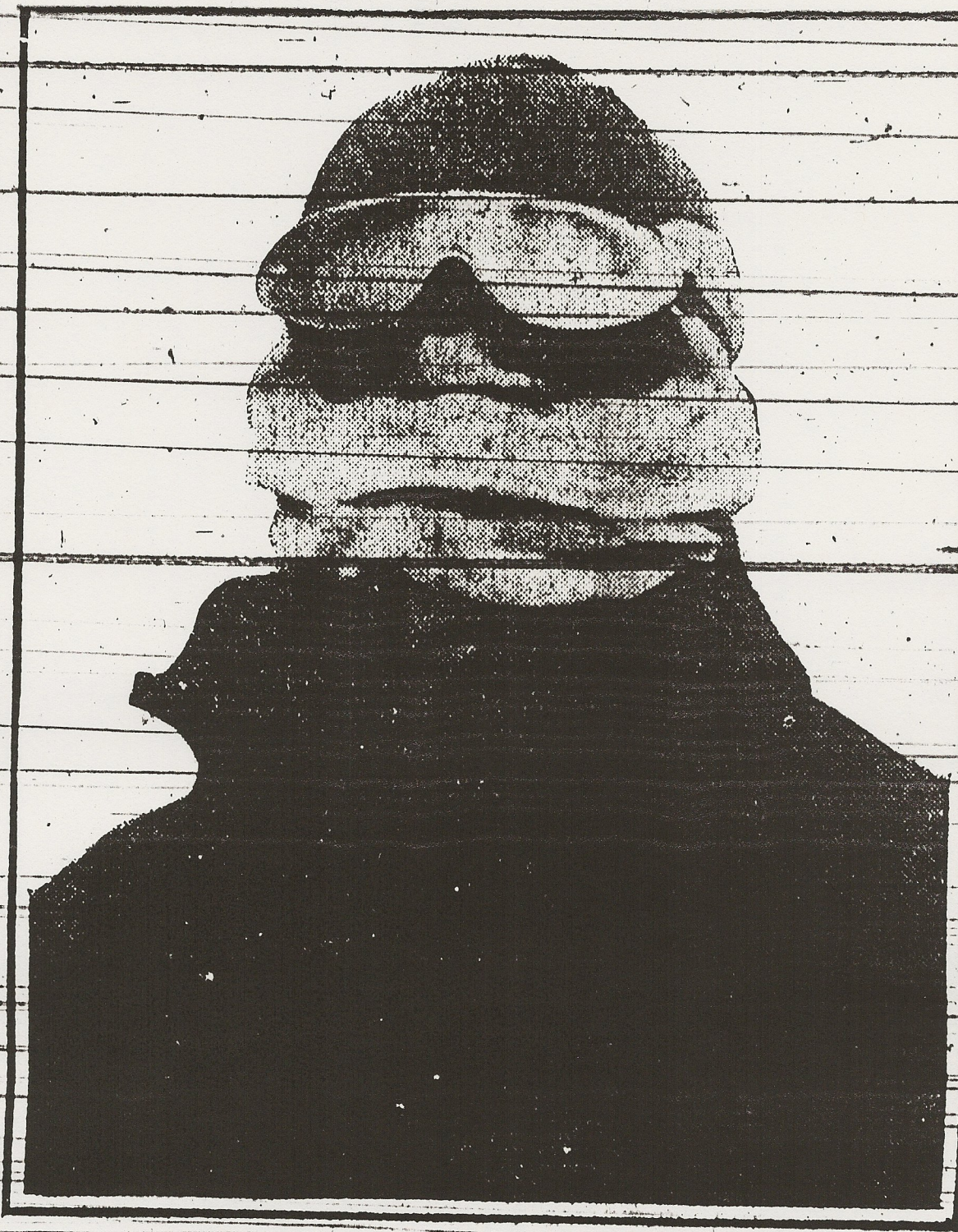
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STRANG IN FIAT.



HOWARD MARMON, WHO DROVE HIS OWN CAR.

RACE IN A SNOW STORM

RUNNERS HIDDEN FROM VIEW

furlongs--Silvia Fir. 112 (Cavanaugh). 2 to 1; won; Calopsus. 7 to 1; La Petite. 15 to 1; time, 1:09 1-5. Third, 6 furlongs--Dareington. 132 (Mantry). 13 to 5; won; Bureleigh. 3 to 1; Minnedocia. 7 to 1; time, 1:14 1-5. Fourth, 1 mile, Pacific Union Handicap--Judge Quinn. 108 (Vesper). 6 to 5; won.

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