PROMINENT CITIZENS PRAISE BIG MOTOR SPEEDWAY RECENTLY DEDICATED

DECLARE FIVE-MILE AUTOMOBILE RACE COURSE IS BIG BOOM TO CITY AND ENTIRE MIDDLE WEST.

ness men and citizens have expressed their praise and appreciation of the big Motor Speedway which was recently dedicated. It is the uniform opinion of business men that this big race course is a great boom to the Moosier capital and the entire middle West It has brought Indiana to its own. This state is rapidly forging to the front as a center for automobile manufacturers and the Speedway is another step in selvancement in harmony with the healthy industrial activity. Following are some opinions from citizens:

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inestimable value to the city in every way. It is to be regretted that there was ainany loss of life, but this is one of the incidents connected with this hazardous erods occupation, and in my opinion, while exlatremely regrettable, still it does not argue ome in any way against the benefits to be derived, and I think the people of Indianof a apolis owe a debt of gratitude to Mr. Fisher, to Mr. Wheeler, to Mr. Allison and to Mr. Newby for the public spirit that has given to us the Speedway, when the ved same enterprise carried on in a larger town would net them far more money. I wish there were a hundred Fishers, a hundred Wheelers, a hundred Allisons and a hundred Newbys! There is an important feature that I think a lot of our people are overlooking. The Speedway has taken the testing car that the manufacturer sends out off from the highways and left these to the farmer and the man who uses the roads for pleasure trips. This in my opinion affords a solution of a serious problem and allows the citizens and farmers relief from danger and annoyance.

"I watched Indianapolis very during the race meet, and eliminating the unfortunate accidents, and looking at the question from a dollar and cents view, the speed contests brought more money into the city than does the State Fair, because it has been my observation that the man with an automobile is of all men, most generous, when it comes to

our heartiest support. I am among all fair-minded people who do not think the Several of Indianapolis' leading busiaccidents, though greatly to be deplored and regretted, should be judged against the Speedway and the men at its head although I do want to see the chance of risk and danger minimized, as I think they intend doing. The question of making the races machine-endurance instead of man-endurance, which question seems to be before the contest board, is, I be-lieve the correct one for solution. The long races are to be condemned, unless measures are taken to protect the man.

Any enterprise that gives to Indianapolis

desirable publicity is good for us—acci-

dents are not peculiar to the Indianapolis

Speedway, but we want to minimize them and make the track a safe place from all standpoints. I approve Mayor Bookwalter, when called over long-distance at his summer home, Lake Maxinkuckee, said: "The Speedway is of Star's editorials in the matter and its policy regarding the Speedway. very glad to offer my word of encouragement to the Speedway Company." W. L. Taylor, former attorney general: "The Indianapolis Speedway is the mag-

net that is drawing the eyes of the world Why, the Speedway is to Indianapolis. better known and more talked about in Boston and New York than it is in Indianapolis. In recent visits to I found that the metropolitan places papers were featuring the Speedway in entire pages, and entire supplements. In all of these, in large, black letters, appeared "Indianapolis." What better advertising could be had None. We have no lakes and no rivers, but

we have our railroads, and our Speedway. and with them we can defy even troit to take away the prestige of the greatest automobile center of the world It is impossible to estimate the value this wonderful track has been, and will be for us. The men that are behind it represent all that is progressive and able in business and citizenship. Encourage them and tell them we appreciate their work. I heartily approve of The Star's editorial and reportorial policy in regard to these races. Like all right-minded citizens, I regret the unfortunate accidents that occurred, but this should

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attached to the management, because I know that I was warned away from the very spot, and I saw the guards and the policemen tell other spectators constantly cause there has nothing been given the city in years that could possibly have the world-wide importance that this Speedway of the danger, and saw them drive people back, only to have them flock back to the fence and wire. I do not doubt but that has had for Indianapolis. It tells to the world that Indianapolis is the center of the element of danger will be done away The men at the head of the orthe automobile industry. ganization could not afford to have another such accident as that of Saturday. among that class of people which never Anyway, I am old-fashioned enough to does a town or community any good. I much prefer my horses.' doubt if 90 per cent of the people who have registered complaints ever gave any one Crate D. Bowen, city attorney: "From the standpoint of races, they were all employment. These are not the kind of people a town needs—but the town does need that could be desired. The average man more men like those at the head of this enterprise, who will risk their time and does not consider danger when he wants money in an effort to make the town and to see speed—he demands speed for the its people progress. I am proud of the dollar he pays—why blame the man who give it to him? The enormous crowds that attended, attest to the popularity of the track, and to racing events in general, Motor races are here to stay. Without doubt, every large city in the country is envying Indianapolis the possession of such a track. From a commercial and advertising standpoint to Indianapolis, the value can not be overestimated. In short, say-'encourage them by all means.' McClure, secretary to Com? mercial Club: "If the Indianapolis Motor Speedway is conducted along fair business lines, and on a clean sporting basis, it is without doubt, one of the best things that can happen to Indianapolis. You know, some one is going to run races, just as we used to run races, and Indianapolis might as well get the benefit of the advertising—and it is advertising-wonderful advertising. have all these thousands of Associated Press dispatches going out and repeating 'Indianapolis' means everything to us No better advertisement could be had. The Speedway has come to stay—it is permanent affair. Automobile concerns will make racing cars, and will race them, and people will pay to see them raced. The management can without doubt see points for improvement and change. One can always see these places in any undertaking. You see I take the broad view of this matter that all progressive people must take. At any rate, it is a fine thing for Indianapolis." Mr. Mark Thistlethwaite, Governor Marshall's secretary: "A city could have no better advertisement than the new Speed-We have been advertised from to ocean. The fatalities are to be way. ocean to ocean. The fatalities are to be deplored, but I do not think that this will mean unfavorable advertising for us, because it is not a fault peculiar to Indianapolis or to Indianapolis's Speedway. Wherever there are races there are accidents. I think The Star hit the nail on that they also desire to do something for Indianapolis which will make their home the head in the small editorial it ran, in which it was stated that no one attown prominent in the eyes of the world. es tempted or even hoped to guarantee the on Rheims, where inventors of every kind

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Speedway and offer them all the support in my power. Howard Harmon of Nordyke & Marmon: "The Speedway has made Indianapolis the center of the automobile world and I believe it stands good chances for making it the aeronautical center of the United States also. There are few towns that can boast of the kind of men at the head of the Speedway Company. They deserve all the credit possible to give them for the nerve and ability that has given us this Speedway. One point that presents itself to me is the improvement it will make in all Indianapolis made cars, because it affords every manufacturer the opportunity of making his car to the letter perfect before he allows it to leave his It was this point that first apfactory. pealed to me when the plans for the Speedway were being discussed. I firmly believe that it will tend toward a betterment of the Indianapolis product until Indianapolis cars will be recognized as the best earth." Roy H. Jarrett, manager Smith Premier Company: 'In connection with the great Indianapolis Speedway and the criticism which has recently been made for and against it, I feet the citizens who are interested in the welfare, growth and popularity of this beautiful city of Indianapolis should certainly assert themselves in favor of the promotion of this great track, which has given Indianapolis world-wide attention. At present there is not a city in the world of any importance that has not recently been talking about Indianapolis and the great Motor Speedway. The names are linked together and I know of nothing which has so greatly advertised our city as the motor track. I also feel sure that the promoters of this proposi-tion are not by any means looking at it wholly from a financial standpoint, but

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W. H. Brown, vice president of the Overland: "First, last and always, I am for the Speedway, and anything that Carl Fisher is promoting has not only my par-sonal support, but that of the Overland Company. We anticipate great results from the testing-out process on the track we are glad that we can take this work from the roadways, as we do not like to annoy the farmers or those pleasure vehicles.

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officers are Eastern men, still we are for anything that tends to benefit Indianabassert that the claim to the automobile center of the country can be justly unatched just now from Detroit, where land for automobile manufacturing pur-poses is selling at \$15,000 an acre, still,

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apolis, and although the balance of our officers are Eastern men, still we are for anything that tends to benefit Indianap-olis. Although I am not quite ready to assert that the claim to the automobile center of the country can be justly snatched just now from Detroit, where land for automobile manufacturing purposes is selling at \$15,000 an acre, still, there is nothing short of the Speedway that will justify the "snatching." If anything can do it the Speedway can, and I hope to see Indianapolis the largest automobile center in the world as a result of the advertising and attracting force of the Speedway. You may quote us always as decidedly for Carl Fisher and his Speed-way.

Crawford Fairbanks, at the Denite tell you that I think it is a wonderful thing for the city-nothing better in the way of world-wide advertising could be had. People are talking about us all over the world. The men at the head of the company deserve the greatest credit for their liberality and bepulty to Indianapothe last corry about the endidents, but they harder at every race. In fact, tro I know personally that the men of the head of the Speedway company full there, more knowly than any of the official actor are consignativiting . I do not think they give to easy wary to Hame, because they fit all easy burgen beings could do be pre-THE NAME OF THE PARTY pour charm-its become the charges of sout-

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Crawford Fairbanks, at the Denison: "The Speedway? I am very glad to tell you that I think it is a wonderful thing for the city-nothing better in the way of world-wide advertising could be had. People are talking about us all over the world. The men at the head of the company deserve the greatest credit for their liberality and loyalty to Indianapolis. I am sorry about the accidents, but they happen at every race, in fact, are liable to happen at any great undertaking. I know personally that the men at the head of the Speedway company felt them more keenly than any of the citizens who are complaining. I do not think they are in any way to blame, because they did all any human beings could do to preyent them to lessen the chance of accident. It is the ordinary man's propen-sity for getting 'too close.' I am sur-that Mr Taggart will be giad to have

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E. S. Shumaker, state superintendent Anti-Saloon League: "I-do not consider myself in a position to give an opinion that will be worth much as to the value of the Motor Speedway to Indianapolis for the reason that I am not a business man, did not attend the races and do not know to what extent these events brought business to the city. My understanding of the matter is, however, that the Speedway, being an international affair and attracting the attention of the world to the records made there, will certainly go a long way toward making Indianapolis the automobile center of the United States

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Jay G. Wilbraham, manager Hotel English: "All hotel men are delighted with the results of the Speedway meet from a commercial standpoint. We have never had as good a crowd-here before. More money was spent, and spent generqualy, less fault found and more praise given than exer given by any other crowd. I heard several people speak in commen-Curtor of the treatment received a nor val

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E. S. Chumaker, date superintendent Anti-Salpan League: 'I do not consider myself in a position to give an epinion that will be worth much as to the value of the Motor Speedway to Indianapolis for the reason that I am not a business man, did not attend the races and do not know to what extent these events brought business to the city. My understanding of the matter is, however, that the Speed-way, being an international affair and attracting the attention of the world to the records made there, will certainly go a long way toward making Indianapolis the automobile center of the United States.

Auto Company: D. M. Parry, Parry 'I think the press and the people of Indianapolis should stand back of the Indianapolis Motor Speedway in a solid body, giving all the support encouragement and

State of the state derethe state of the s Service of the service see the second Open Ban e to the contract of the contr Service. \$ 2 · . . there are de the boson of the y a series a way grand a second of the process of the second Course Standard Standard Control to Control Co Tage of frequency groups of and object or groups the Consense to a tig some an incompan of order production in the i bie o emerchen bie bie eine erbeit 🍑 (Statement and an access to the contract of the 🐝 kie is die andere gilte Garleig – 🗓 die gebook bikanie. 🛊 bikanie gre to day way to this me because the That at a continue to bearing a confict to for parayear a armer to immore the character and quest dest is to the articles and a product Toggett will be glad to have thank biff. you quote him as feeling exactly the same, as he has expressed his opinion very pointedly in favor of the Speedway."

trafficial participation

Wilbraham, Hotel Jay G. manager English: "All hotel men are delighted with the results of the Speedway meet from a commercial standpoint. never had as good a crowd here before More money was spent, and spent generously, less fault found and more praise given than ever given by any other crowd. I heard several people speak in commendation of the treatment received—a noticeable one being the absence of the boosting of prices, so common at the Crownpoint race for instance. We are all sorry, very sorry, about the accidents Re They were brought home very closely to Au

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eral. out Howard Harmon of Nordyke & Marmon: "The Speedway has made Indianapolis the ntry 10. center of the automobile world and I beadlieve it stands good chances for making it the the aeronautical center of the United ort, States also. There are few towns that can boast of the kind of men at the head of the Speedway Company. They deserve all the credit possible to give them for the nerve and ability that has given us om otor this Speedway. One point that presents itself to me is the improvement it will make in all Indianapolis made cars, because it affords every manufacturer the usiasis. ings You opportunity of making his car to the letauto ter perfect before he allows it to leave his 088'' factory. It was this point that first apget pealed to me when the plans for the Speedt is

way were being discussed. I firmly believe that it will tend toward a betterment of

the Indianapolis product until Indianapolis

cars will be recognized as the best on

Roy H. Jarrett, manager 8mith Pre-mier Company: "In connection with the

great Indianapolis Speedway and

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criticism which has recently been made for and against it, I feel the citizens who are interested in the welfare, growth and popularity of this beautiful city of Indianapolis should certainly assert themselves in favor of the promotion of this great track, which has given Indianapolis der-701 ople ning world-wide attention. At present there is not a city in the larworld of any importance that has not recently been talking about Indianapolis and the great Motor Speedway. The ed rom names are linked together and I know of nothing which has so greatly advertised our city as the motor track. I also feel be this us, sure that the promoters of this proposi-tion are not by any means looking at it wholly from a financial standpoint, but Inлаў. ccithat they also desire to do something for on

Indianapolis which will make their home town prominent in the eyes of the world.

on Rheims, where inventors of every kind

of aeriel machines are demonstrating the

possibilities of their particular device.

There may be accidents, but every acqi-

dent will improve the machine, the same

with the Motor Speedway. The accidents

which have happened there, while, in my

opinion, not the fault of the Speedway

in any particular, will correct the rules

governing the races and grounds.

"Today the eyes of the world are turned

W. H. Brown, vice president of the Overland: "First, last and always, I am for the Speedway, and anything that Carl Fisher is promoting has not only my personal support, but that of the Overland Company. We anticipate great results from the testing-out process on the track we are glad that we can take this work from the roadways, as we do not like to annoy the farmers or those pleasure vehicles. "I was born and brought up in Indianus, because the Knox boys were staying with us, but still all fair-minded people will hold this as no argument against the Speedway and its wonderful advertising of Indianapolis. The men at the head of it should be encouraged and offered a vote of thanks for giving the Speedway to Indianapolis." W. Merrill of Bobbs-Merrill 'I fail to see how any one can hold two points of view on that subject. There

can hardly be any other view than that

the Speedway is extraordinary advertis-

Send for Year Book.

ing for Indianapolis."

W. A. Holt, manager of the Denison Hotel: "There has never been the business to equal it from any crowd heretofore entertained in Indianapolis. I do not even except the big gold bug convention. The hotel men of the city are of one opinion—it was the most liberal, bestnatured, good-hearted crowd of people ever brought together here. We did more business than at any one other time in our history. "These Speedway races bring

money into this town that remains here

than anything else we have ever hadwhy one factory alone spent \$80,000. In

view of this there can be no two sides to the question. We are advertised all over the country—it is the one thing that puts Indianapolis at the head of the automobile procession. There can not be tomobile procession. too much said in praise of the men who have gone ahead without any help or any encouragement and risked their money on the rather hazardous undertaking, now that we have the greatest track in the world here, it is up to us to keep it. "Even if from a personal standpoint, the Denison did not feel an appreciable effect, we would still say The Speedway

is the greatest thing that ever has hap-

Ed Rink, Rink Cloak Houses "Although

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it was not held at the season for us to feel the effects in a commercial definite way, still we unhesitatingly say there is nothing to equal the Speedway advertising and commercial from an standpoint. I know that it helps our business, even though we never made a known sale as a direct result, but every-thing that advertises Indianapolis, advertises every firm in it. I admire the men at the head—they deserve all encouragement and help." I admire the

WAR CAR EXCEEDS SCHEDULE.

Transcontinental Auto With Army Dispatches Speeds Westward. Forty-eight hours ahead of the schedule