

PROMINENT CITIZENS PRAISE BIG MOTOR SPEEDWAY RECENTLY DEDICATED

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

Several of Indianapolis' leading business 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 Hoosier 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 advancement in harmony with the healthy industrial activity. Following are some opinions from citizens:

Mayor Bookwalter, when called over long-distance at his summer home, Lake Maxinkuckee, said: "The Speedway is of inestimable value to the city in every way. It is to be regretted that there was any loss of life, but this is one of the incidents connected with this hazardous occupation, and in my opinion, while extremely regrettable, still it does not argue in any way against the benefits to be derived, and I think the people of Indianapolis 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 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 annoyances.

"I watched Indianapolis very closely 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 spending money."

our heartiest support. I am among all fair-minded people who do not think the accidents, 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 believe 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—accidents 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 The Star's editorials in the matter and its policy regarding the Speedway. I am very glad to offer my word of encouragement to the Speedway Company."

W. L. Taylor, former attorney general: "The Indianapolis Speedway is the magnet that is drawing the eyes of the world to Indianapolis. Why, the Speedway is better known and more talked about in Boston and New York than it is in Indianapolis. In recent visits to these places I found that the metropolitan 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 Detroit to take away the prestige of the greatest automobile center of the world from us. 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 bring no criticism on the men who are at the head of the enterprise. It is a racing hazard. Should we abolish steamships because two of them collided yesterday and drowned 200 people? Should

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Henry Lawrence of the Claypool Hotel: "The Indianapolis Motor Speedway? Why, it is the greatest thing that has ever happened to Indianapolis! I heard a Chicago man say that he would give a million dollars if that Speedway were set down within twenty miles of Chicago, and I heard a New York man say that there is nothing in New York to compare with it—in fact, that there is nothing in the world that will equal the Speedway in its completed state.

"I wonder if the people of Indianapolis have any conception of the enormous amount of money that was brought to Indianapolis and left here by the crowds. It isn't like a circus that carries all of the money away—the money spent during these meets stays here and is again spent in circulation right in our own community. We had people from all over the United States and from foreign countries registered here. Some of these had nothing more than a geographical knowledge of Indianapolis previous to the press work of the Indianapolis Motor Speedway. I want you to encourage them; I want them to be told that we appreciate the work they have done; I want them to know that we are proud of the Speedway and the men who gave it to us."

A. N. Collins of L. S. Ayres (general manager): "First and foremost, I am unreservedly for the Speedway. I think it is one of the greatest advertisements that could be had for any city—even the largest in the world. Since the starting of this enterprise I have been in dozens of the largest cities in the country, to say nothing of the smaller ones, and invariably the topic of Indianapolis's wonderful Speedway has been drawn into the conversation.

"The accidents were deplorable—every one feels this to be true. However, I wish to state that in my opinion they were the result of racial carelessness on the part of the men in the ill-fated Kras in the one case, and on the part of the operators who were where they had no business to be, in the other case. On two occasions I saw Sammy, the Kras driver take his hand from the wheel to wave at some one in the grand stand without the slightest consideration of the terrific speed. Several times I saw him turn his head to look back. I saw another driver take half of his hands from the steering wheel. It is this kind of carelessness that creates accidents. It is divine that the spectators have in the same pro-

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"Every car manufactured in Indianapolis will have an additional merit now; that it is perfect because of the chance the manufacturer has for testing it out on the greatest Speedway in the world.

"Don't you see that it is a trade mark for every Indianapolis-made car?"

"The whole world is talking of Indianapolis. Why? Because the promoters of the Indianapolis Motor Speedway have made it talk. We owe them more than we can ever repay."

George M. Cobb of the George M. Cobb Insurance Company: "The Speedway is a great thing for the city. Give the boys at the head a 'boost' for me. I'm for them."

Dr. A. O. Caldwell, assistant surgeon for the Big Four: "The Speedway races bring the most desirable crowds to the city of any event. It is indeed good advertising for any town. Regarding the accidents, we all regret to see them occur, but trains are liable to go into a ditch whether going at the rate of thirty miles or at six. I do not let the accidents argue against the track or the management. I believe the danger element will be eliminated and that they did all in their power to prevent the accidents that did occur."

Dr. Henry Jameson: "There is no one thing ever been done in Indianapolis or around Indianapolis that is so big as the Speedway. I am glad Indianapolis has men who are bold enough to put their money into big things. They have given Indianapolis a wonderful advertisement. There is an old ad which says the cheapening of things is the sure way to ruin. I think the element of danger will be eliminated in the near future and will be replaced by the safe and sane spirit which has been in the city."

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"The accidents were deplorable—every one feels this to be true. However, I wish to state that in my opinion they were the result of rank carelessness on the part of the men in the ill-fated Knex in the one case, and on the part of the spectators, who were where they had no business to be, in the other case. On two occasions I saw Bourque, the Knex driver, take his hand from his wheel to wave at some one in the grand stand without the slightest slackening of his terrific speed. Several times I saw him turn his head to look back. I saw another driver take both of his hands from his steering wheel. It is this kind of carelessness that hurts much. It is obvious that had the spectators been in the seats pro-

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