

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 annoyance.

"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 race carelessness on the part of the men in the ill-fated Kras in the one race, and on the part of the operators who were where they had no business to be, in the other race. On two occasions I saw Kras, the Kras driver, take his hand from the wheel to wave at some one in the grand stand without the slightest consideration of the possible 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 danger. It is dangerous that the spectators have in the motor 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 names into the danger. They have given Indianapolis a wonderful advertisement. There is no one who believes the danger of having the race there, but I think the element of danger will be avoided in the future. The race will be a success and will be a great thing for 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 causes such. It is obvious that had the spectators been in the seats provided for them, that such accidents would not have occurred."

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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 broad enough to put their money into big things. They have given Indianapolis a wonderful advertisement. There is no one who deplores the happening of human life more than I, but I think the element of danger can and will be avoided at the track. Just now when these men are making all of

1. The Board of Directors of the Corporation shall have the right to elect and remove the President, Vice President, Secretary and Treasurer of the Corporation, and to elect and remove any other officers or directors of the Corporation.

A. Q. Jones, president of the Board of Trade: "The Agency is undoubtedly spreading Communism."

M. A. Woollen, president American Central Life Insurance Company and ex-president of Board of Trade: "I do not own a machine and seldom ride in one, so I am not in a position to give you a fair opinion, because I am so prejudiced. You see I was within ten feet of the Saturnay accident, and the horror of it all is still with me. I do not want to say anything more."

The Indianapolis Motor Speedway is a place of great interest to the people of this city. It is a place where the great races of the world are held, and where the most famous drivers of the world compete for the honor of being the first to cross the finish line. The Speedway is a place of great excitement and interest, and it is a place where the people of this city can see the great races of the world. The Speedway is a place of great interest to the people of this city, and it is a place where the great races of the world are held, and where the most famous drivers of the world compete for the honor of being the first to cross the finish line. The Speedway is a place of great excitement and interest, and it is a place where the people of this city can see the great races of the world.

From a commercial standpoint we felt the effect of the increased crowds in the city, although not so much as other lines might feel it, because there were more men in attendance than women. The bringing of these thousands to Indianapolis means much from a commercial standpoint, and I believe the merchants realize this."

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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 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 the element of danger will be done away with. The men at the head of the organization could not afford to have another such accident as that of Saturday. Anyway, I am old-fashioned enough to much prefer my horses."

Crate D. Bowen, city attorney: "From the standpoint of races, they were all that could be desired. The average man does not consider danger when he wants to see speed—he demands speed for 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, I say—encourage them by all means."

R. G. McClure, secretary to Commercial 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 auto races, just as we used to run "hoss" races, and Indianapolis might as well get the benefit of the advertising—and it is advertising—wonderful advertising. To 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 a 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 Speedway. We have been advertised from 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 the head in the small editorial it ran, in which it was stated that no one attempted or even hoped to guarantee the track's safety against broken steering

help at their command. The men at the head of the Speedway deserve the greatest amount of credit from all of us, because there has nothing been given the city in years that could possibly have the world-wide importance that this Speedway has had for Indianapolis. It tells to the world that Indianapolis is the center of the automobile industry. The people who are complaining and condemning are among that class of people which never does a town or community any good. I doubt if 90 per cent of the people who have registered complaints ever gave any one employment. These are not the kind of people a town needs—but the town does need more men like those at the head of this enterprise, who will risk their time and money in an effort to make the town and its people progress. I am proud of the 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 factory. It was this point that first appealed 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 on 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 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 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 proposition are not by any means looking at it wholly from a financial standpoint, but that they also desire to do something for Indianapolis which will make their home town prominent in the eyes of the world."

"Today the eyes of the world are turned on Rheims, where inventors of every kind

Henry J. Huder of Huder's Pharmacy:
"There is no question of the value of the Speedway to Indianapolis. The races brought a good crowd of people here—the kind of people we need, the kind of people we want. We felt the effect in our business, because they are a generous, liberal lot of men and women. They even did their own decorating, which is far more than the conventions ever do. The Speedway is undoubtedly a splendid advertisement for our city and the promoters are to be thanked."

Harry Daly, general passenger agent Big Four: "There is no doubt about it—Indianapolis is the envy of all the big cities in the country. The Speedway has advertised us so well that we had passengers from all over the United States here. To show you how much of a difference it made in our business, not counting the trains to the grounds, but outside traffic only, we had to put on three extra sleepers to Chicago, besides all of our sleepers for St. Louis, Philadelphia, Boston, Cleveland, New York, etc. It is a wonderful thing for this city. Indianapolis people in general do not fully appreciate the extent of the benefit the city has and will receive as a result of this Speedway being here. There are 'knockers'—there always will be people who think they are divinely appointed to knock every enterprise that is started, and the accidents unfortunately gave them a fine chance to get out their hammer, but right-minded and fair-minded people do not use these as any argument against the Speedway. They know that there are accidents in every business, telephone lines, telegraph lines, bridges and homes. They also know the Indianapolis is not the only place where there are accidents or enterprises started. The men who promoted this big thing deserve the highest credit they can give them."

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 in pleasure vehicles.

"I was born and brought up in Indianapolis, and although the balance of our officers are Eastern men, still we are for anything that tends to benefit Indianapolis. 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 Speedway."

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 critics who are complaining. I do not think they are in any way to blame, because they did all they human beings could do to prevent them—the chance of accidents is the greatest risk a promoter has to getting his plan. I am sure that the Speedway will be glad to have any other line of feeling, especially the feeling of the people of the Speedway."

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E. B. 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. We understand of the opinion in business that the Speedway was being an international affair and as such the attention of the world to the motor race given will certainly be a long way beyond anything that has been given in the international scope of the United States."

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Jay C. Witherspoon, manager Hotel England: "All hotel men are delighted with the results of the Speedway races from a commercial standpoint. We have never had so good a crowd here before. The motor race given and the great parade given last night brought out more people than any other event in the history of the city. The attention of the world is being called to the city of Indianapolis as a result of the Speedway races. The city is being advertised in a way that has never before been achieved. The Speedway is a great benefit to the city and the promoters are to be thanked."

1. The first of the two main parts of the report is a general survey of the situation in the country.	2. The second part is a detailed study of the economic situation.	3. The third part is a study of the social situation.	4. The fourth part is a study of the political situation.
5. The fifth part is a study of the cultural situation.	6. The sixth part is a study of the educational situation.	7. The seventh part is a study of the health situation.	8. The eighth part is a study of the housing situation.
9. The ninth part is a study of the transport situation.	10. The tenth part is a study of the communication situation.	11. The eleventh part is a study of the environment situation.	12. The twelfth part is a study of the future prospects.

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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 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 'booming' of prices, so common at the Crystal Palace race for instance. We are all very, very glad about the spectators. They were brought here very cheaply."

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D. M. Perry, Perry Auto Company
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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 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 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 proposition are not by any means looking at it wholly from a financial standpoint, but that they also desire to do something for Indianapolis which will make their home town prominent in the eyes of the world."

"Today the eyes of the world are turned on Rheims, where inventors of every kind of aerial machines are demonstrating the possibilities of their particular device. There may be accidents, but every accident 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."

W. M. 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 in pleasure vehicles."

"I was born and brought up in Indian-

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us, 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."

C. W. Merrill of Bobbs-Merrill Co.: "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 advertising 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, best-natured, 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 more money into this town that remains here than anything else we have ever had—why 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 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, and 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 happened in Indianapolis.'"

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

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