

TRACKS PUZZLE MOTORISTS

Los Angeles Board Track and Indianapolis Brick Cause Guesses.

WHICH IS BEST, IS QUESTION

World's and American Records Gained Have Been Snatched on Both Tracks, and It's Hard to Figure Their Merits.

NEW YORK, June 25.—The recent wholesale slaughter of world's and American records at Los Angeles and Indianapolis has caused considerable confusion in the minds of many and the question of which is the faster, board or brick course, and which course actually holds the class record is not clear to many. A comparison of the marks made at these two motordromes shows that, taking every class of car into consideration, the Los Angeles mile board track proved faster at all distances save one mile and under. The reason a speedier mark at one mile could be set at the Hoosier speedway than on the wooden course, is because Indianapolis is a two and a half mile circuit with mile straightaway stretches, calling for no turns within this distance, while the Los Angeles one is a perfect circle, one mile in circumference, making constant turns necessary.

For instance, compare the 100-mile mark at Indianapolis with Harroun's board track figure for the same distance. Kincaid, in a National, on the former course got over the ground in 5:22.4; Harroun's board track mark was 5:21.7, or seven minutes faster. In the free-for-all at the ten-mile distance, Bragg, who made the best Indianapolis mark, was clocked in the Flat 30 in 7:52, while Robertson, in the 30 simplex, on the mile board course at Playa del Rey, scored 7:52. The five-mile free-for-all figure for the brick speedway is 3:58.9, made by Bragg, while on the Los Angeles saucer De Palma in a car of the same make, made the figure of 3:58.9—more than eighteen seconds faster.

In the 400 cubic inches displacement class, where the same distances were run on each course, Oldfield in a Knox covered five miles in 7:42.2 on the boards, while on the other local the same car and driver was clocked at 7:51.9—nineteen seconds slower on the bricks. At ten miles, with the same car, Oldfield holds this class record of 7:22.2, made at Playa del Rey, as against his mark of 7:50.7 on the Hoosier course—twenty-eight seconds slower. Take the 200-400 inches class where comparisons are possible: At the Los Angeles saucer Nikrent in a Buick, covered five miles in 3:56.8 against Kincaid's mark of 4:06.7 with a National at Indianapolis. Nikrent also made the ten-mile fast record on the coast, 7:56.8, while Aitken's Indianapolis mark in this class was 7:57.61—a full minute slower. Again in the 200-300 inches class, Harroun in a Marmon on the plank circle made the five-mile mark of 3:35.37, while Dawson, in the same car, required 4:41.38 for the Indianapolis mark. The ten-mile mark in this class is 7:25 for Nikrent on the coast and 8:15 for Harroun on the Indiana course. Even in the 161-200 inches "Baby" class, the board track proved faster. Nikrent's Buick covered ten miles in 4:00.17 at Playa del Rey, against the Chevrolet's Buick figure of 9:03.8 at Indianapolis.

Of course, all of the Los Angeles records were made under American Automobile association class C, governed only by piston displacement, because at that time the 120 rule and definition of a stock car had not been announced, although in nearly every case competitors at Los Angeles drove stock machines. The Indianapolis class marks were made under class B, and therefore stand as purely stock car records. Nevertheless, the comparative speed possibilities are conclusively demonstrated above, for in numerous events the identical every car and drivers competed at each course and in every case of a race of more than one mile proved that the board course is the faster. Plans for a circuit of these board tracks are now maturing, so many cities being interested and various promoters wearing board motordromes. While the above mentioned phenomenal records were made it should be remembered that not a single serious accident occurred on the Playa del Rey saucer the seven days' meet and three weeks of practice, which in itself is a notable record.

with matinee performances on Wednesday and Saturday. But this Prof. Hatchett seems to be a pitiful creature. When Sarah Jane told him she couldn't be any more than a sister to him he just picked up his hat, as cool as you please, and said that it was a fine evening and went away. "The next day she met him and he merely bowed distant. Then she realized that it was all off to use one of Mrs. Bigler's expressions. Well, she was perfectly infuriated with that man and when she saw that she had let him get away she locked herself into a room and refused to eat anything, and she is going into a decline. She's just a shadow of herself. Her sister, Mrs. Wilkers, is almost distracted over the affair. What do you think Mr. Wilkers did? If she didn't thrash that professor he's no friend of mine."

"That's what he should have done, but he doesn't seem to have any more pride than his sister-in-law, and he actually went to that music teacher and told him that Sarah Jane was dying of a broken heart. He said the whole case before him and the professor never batted an eye. He said that if Wilkers' story was true he had reason to be thankful that Sarah Jane didn't accept him.

END OF A GREAT EPOCH

Passing of the Last of Mainland Territories as a Historic Significance. "Approved, William H. Taft." As the last stroke of the eagle quill pen crossed the "I" one era in the history of the American republic ended and another began. The era of the old territories had closed. There are legal formalities still to be complied with, and the flag may not officially show forty-eight stars until July 4, 1912. But the age of the territories with all that it meant of adventure, of romance and of national glory, has closed.

Why Should Women Fear? Nebraska Census Incident Provokes Remarks by a "Mere Man." It has remained for a Nebraska woman, head of the normal department in a college, and therefore, presumably, a person of mature years and more than common intelligence, to defy the United States government by declining to tell the census enumerators her age, and persisting in this refusal so firmly that as a result she has been indicted by the grand jury.

HE WAS A CRUEL MAN Heartrending Fate of the Girl Who Got Left on a Second. Call. "I just dropped in to return the card I borrowed the other day," remarked Mrs. Bigler, taking a seat. "I was over to see Mrs. Wilkers last evening, retaining some rations she loaned me, and I really was sorry for her; she feels so bad over her sister's love affair. I suppose you have heard about it?"

INSPIRATION FOR A POET Premier Confection of Artful Cooks Measured Up for a Song. Ready-made dinners never are so savory as in these latter weeks of spring, when we read "strawberry shortcake" on the menus but know that the words stand for little more than a flimsy hold! A pale yellow material in two layers, topped with a lonely strawberry, stuck into an unwhiting white substance that might be either a discouraged charlotte russe or a "frothing" of whipped cream solidified by some secret chemical

process. And dry! We have seen a city man eat away all around one of these lonely berries until it stood like a cap at the top of a thin column of the yellow material; and it is no exaggeration to say that he gasped and turned pale when the column toppled and the berry rolled off. If that precious fruit had dropped to the floor after all his pains to conserve it for the last mouthful, the whole day would have turned black. An honest, old-fashioned strawberry shortcake never contains such potentialities for tragedy. It is simply a delicious crust and plenty of juicy red berries. No gasps and white faces and ruined days go with this recipe! This platter is as full of joy as the one that bears the Thanksgiving Day turkey or the Christmas plum pudding. Here is a topic for James Whitcomb Riley. Will he write for us the song of shortcake—strawberry shortcake, country style, with Jersey cream?—Collier's Weekly.

During the next two decades the territories and the states came fast. American military skill and valor won the war with Mexico and swung the flag half across a continent to the Pacific. American diplomacy settled the Greater Question. American enterprise found Eldorado where Spanish sloth could not find it in a hundred years, and created in a year a state such as the earth had never seen—a state of whose population at least three-fourths were men under 30.

That was the great age of expansion of the American republic—the age in which, pioneering adventure, commercial enterprise and religion, the territories were overrun and possess the western half of our continent. It was an age whose achievements have been depreciated and derided, but still it towers as the colossus of modern history.

Florida in 1845; Oregon in 1848 and 1859; Wisconsin in 1836; New Mexico and Utah in 1890; California in 1850; Washington in 1889; Kansas and Nebraska in 1861, and Kansas in 1861. Colorado, Nevada and Dakota in 1891. Ten new territories organized, three of them and three older territories becoming states, the Greater Question, American enterprise found Eldorado; a national domain which congress had no time formally to organize as a territory, it grew so fast into a state.

MOTORDROME FOR NEW YORK

Enthusiasts of Metropolis Now Planning for Biggest Course.

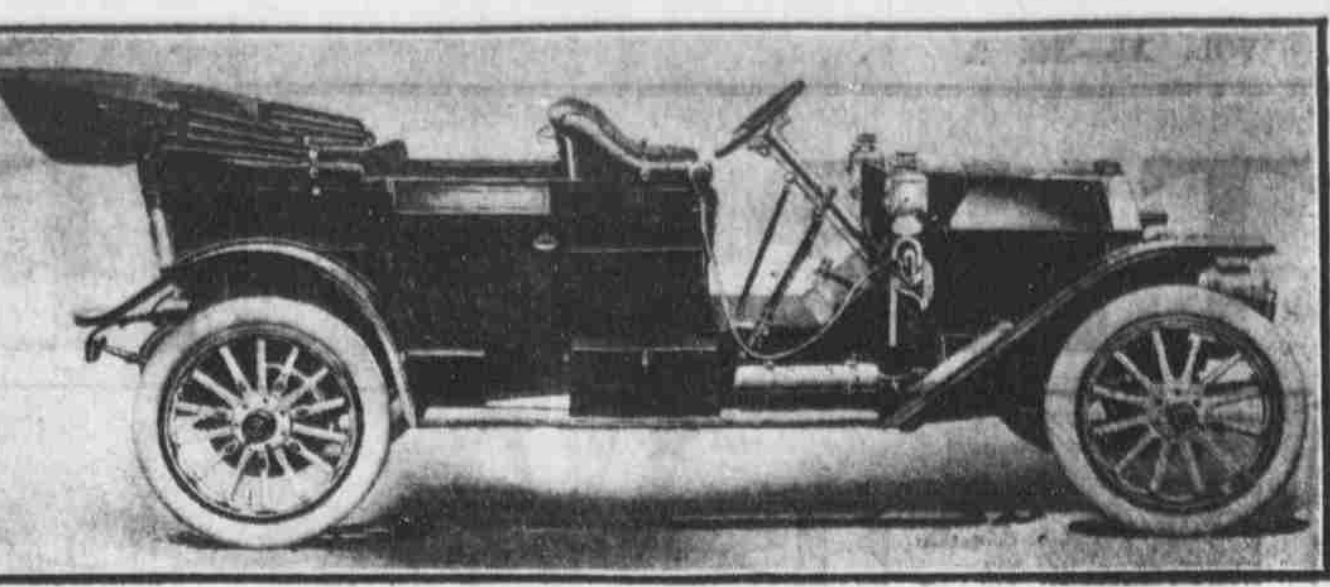
JOHN T. RAINIER LEADS MOVE

Followers of Idea Point to Success of Brighton Beach Track and Delclore Gotham Could Outstrip All.

NEW YORK, June 25.—Renewed interest in the demand for a specially constructed automobile racing track within the metropolitan district has been aroused because of the unexpectedly great attendance at and enthusiasm over the recent twenty-four-hour race at the Brighton Beach track. The fact that modern automobile race courses have been built and are being supported at smaller cities, such as Indianapolis, Atlanta and Los Angeles, has started the general query among motor car race enthusiasts in this city as to why New York is being outstripped in this particular. This query has had added force lent to it by the news that a big speedway is to be constructed on the route from Philadelphia to Atlantic City.

Why, this motordrome project is big enough to be placed in a barren waste and it will quickly establish a resort around it. Acquire a site in the Jersey meadows or on the Palisades or in Westchester, or Long Island, and so long as it is within easy riding distance and can be reached by train or street car, it will get the crowd. The attendance at the Brighton Beach races has not been a Coney Island attendance, but has been made up almost solely from motor car enthusiasts who have gone direct from New York or further for no other purpose than to see the races. Just let there be a few world's records on such a course and the crowd will flock to it, so fast that there will be no further doubt as to its financial success. I am ready to join a movement to build a motordrome here, but I stipulate that it must be the fastest and safest in the world.

STODDARD-DAYTON, 50 h. p., \$2750



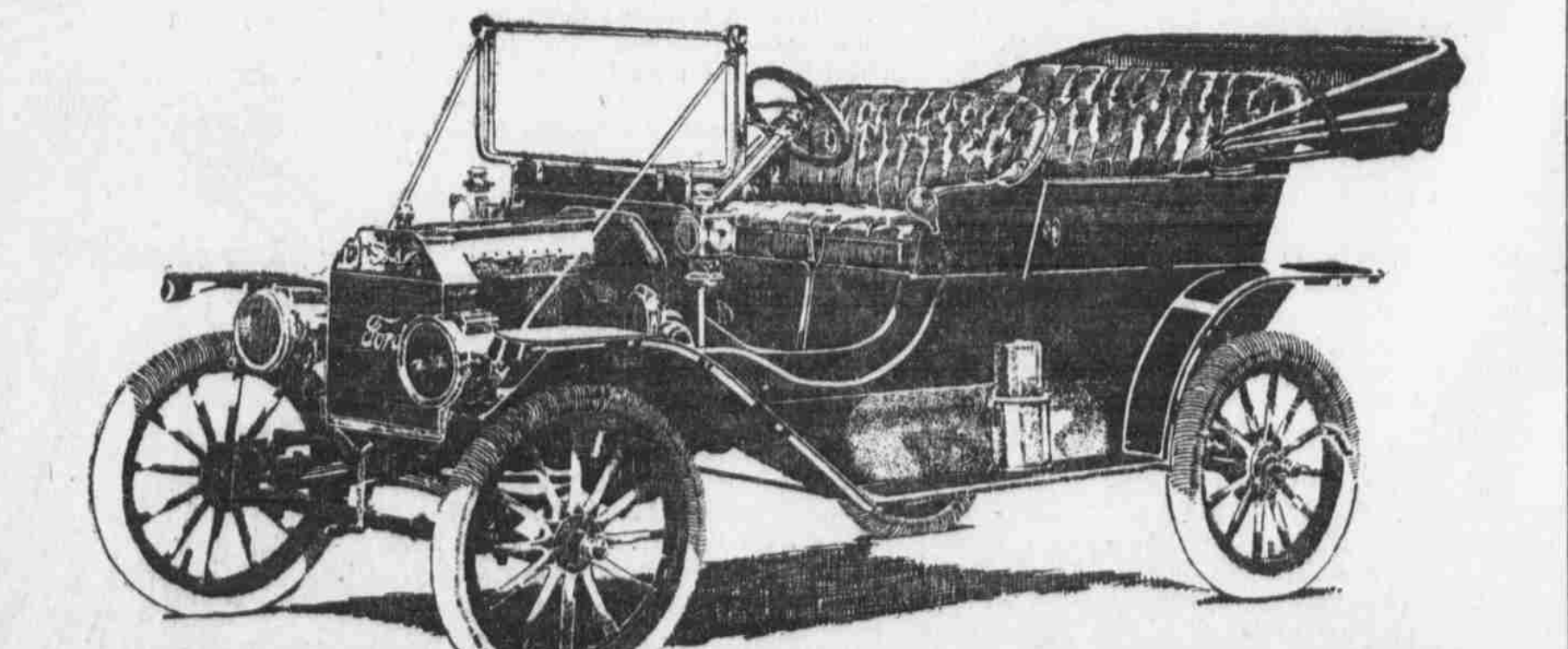
10 K, 50 h. p., 5 passenger. Wheel Base 120 inch; wheels 36x4 1-2; 3-4 Elliptic Springs; built on Rakish lines, with metal wind shield; Bosch Magneto and Delco Battery; 5 lamps; Prestolite tank; all included, \$2750. Top extra \$125.

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