

**ENTRANTS' LISTS HAVE ALREADY OPENED FOR INDIANAPOLIS RACES**

**Interest of Manufacturers Causes Speedway Management to Advance Date.**

Indianapolis, Ind., Sept. 27.—The entry list for the fourth annual 500 mile International Sweepstakes race which will be staged at the Indianapolis Motor Speedway, Saturday, May 30, 1914, is now open, entry blanks for the event having been issued today. Although last year the list was not formally opened until January 1, manufacturers and other prospective entrants have displayed so much interest in the coming event that it was deemed advisable by the Speedway management to facilitate the work of preparation by securing entries as early as possible. The list will close May 1.

There is no doubt that the event scheduled for 1914 will eclipse every other race meet held on the Indianapolis oval, the last race having served to stimulate interest in the speed sport to an unusual degree. Scores of letters have been pouring into the Speedway office from every part of Europe and America and from present indications it would seem that American manufacturers will make a determined effort to win back the honors won during the last year's race by Jules Grosse, the Frenchman, while the Europeans are equally determined to retain the world's speed honors for another year.

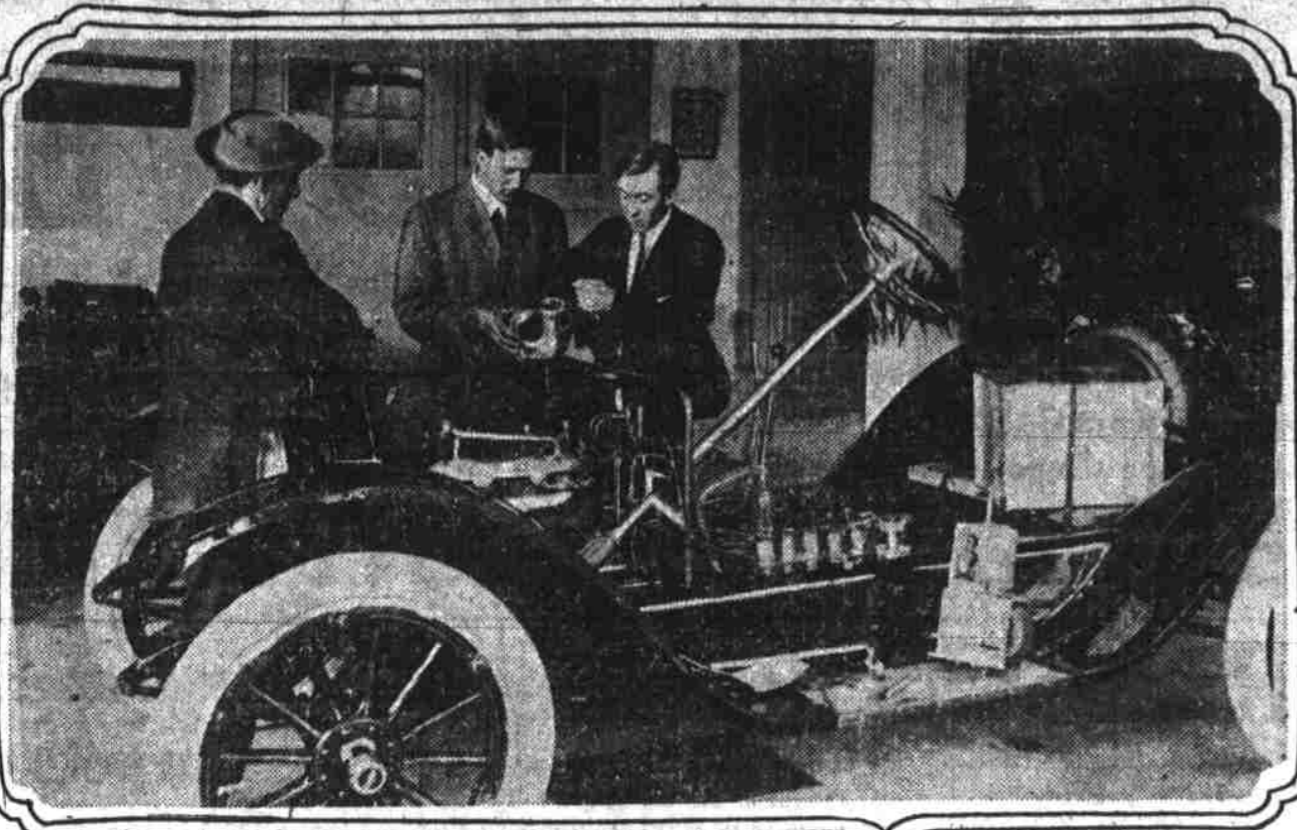
**Conditions Are Changed.**  
There have been several changes in the conditions governing the coming race which it is believed will meet with general approval. The entry fee has been reduced from \$500 to \$200 with the stipulation that 50 per cent of this fee will be refunded for all cars that start on May 30. To further insure the safety of drivers it has also been ordered that all steering knuckles and tie rods must be new two days before the starting of the race, while aluminum steering wheels will not be permitted.

Frame hangers and steering mechanism shall be subject to the approval of the Indianapolis Motor Speedway mechanical engineer, and cars failing to meet approval will not be allowed to start. All drivers, including relief drivers, must furnish the referee with a certificate from their respective surgeons, Dr. H. R. Allen, proving that they are physically fit to engage in such a contest and that they are entirely free from any serious nervous manifestations or other disorders which might prove a handicap. Physical conditions justifying the refusal of such a certificate will disbar drivers from the race.

**Prizes Are Same.**  
The regular prizes hung up for the coming race will be the same as those last year. A purse of \$50,000 will be offered, this to be divided into 10 purses, the first prize being \$20,000. The Wheeler-Schebler cup, the Remy Grand Brassard and trophy and the Prest-O-Lite trophy will also be offered again, the Wheeler-Schebler cup going to the entrant of the car which is first at 400 miles, the Prest-O-Lite trophy being won by the entrant of the car which is first at 300 miles while the Remy Grand trophy will be awarded to the entrant of the car which is first at 200 miles.

The driver of this car will receive the Remy Grand Brassard, and if Remy ignition is employed, the driver will receive \$50 a week for 20 consecutive weeks. If the car winning the first 400 miles is equipped with a Schebler carburetor, \$1000 in gold will be given the driver by F. H. Wheeler, president of the Wheeler-Schebler company. Cars entered in the race must have a piston displacement which will not exceed 450 cubic inches and a minimum weight of 1600 pounds.

**NORTHWEST AGENTS GIVEN LESSONS AT UNIQUE DEMONSTRATION SCHOOL**



"Professor" Fred Gross explaining Delco Electric system at salesroom of Howard Auto company.

In furtherance of the Howard service long since installed by the Howard Automobile Co., Pacific coast distributors for Buick and National cars, a unique school was held in this city during the last part of the week.

A stripped chassis of a Model-24 1914 Buick roadster stood in the show room of the Howard Automobile Co., and the mechanical workings of the entire car, together with the Delco generating, lighting, starting and ignition system, were shown in detail. Gathered about the chassis were a number of the agents of the Buick throughout the Pacific northwest, or their representatives, the local salesmen of the company and a number of

prospective Buick buyers residing in and about Portland. The instructor of the school was Fred Gross, who in company with Claude A. McGee, broke the road record from San Francisco to Portland. Gross had returned to San Francisco but two days before undertaking the record breaking trip, and had just come from the factory at Flint, Mich., where he spent several weeks thoroughly familiarizing himself with the new cars, and more particularly with the new electric equipment, the Delco system, with which all 1914 cars are equipped. Morning and afternoon sessions were held on both Friday and Saturday, and from the interest manifested much in-

formation was disseminated by "Professor" Gross. Mr. Gross took the train Sunday night for San Francisco, where he will hold school on Wednesday and Thursday of this week, before going on to the Los Angeles branch of the Howard Automobile Co. for a similar purpose.

called to my attention statements made by Newman Erb, one of the keenest financial men in the country, in which the automobile was given due credit for the good it has accomplished. Mr. Erb declared that \$2,000,000,000 was a conservative estimate of the increased value of farm lands, due directly to the automobile.

A few years ago, farm lands which were located near the railroads were worth about \$75 an acre, where the land 20 miles back could hardly be sold at \$10 an acre. With the introduction of the automobile, however, the latter land was brought within a few minutes' run of the railroads and its value has increased tremendously because of this fact. The farmer who owns an automobile and lives 20 miles from a shipping point is today as close to the markets of the world as is the man whose land is within three or four miles of the railroad. The automobile will make the run to the shipping point in less time than horses take to cover three or four miles.

Besides eliminating distance as it has, the automobile has worked another tremendous influence for good in the agricultural districts of the country by demanding good roads. It is universally acknowledged that good highways mean increased prosperity for the farmer, and wherever automobiles are owned there will good roads be found as soon as they can be built. Many short-sighted people have claimed that the purchase of an automobile by a farmer is an extravagance. I maintain that it is one of the most foresighted economies he ever introduced and I think the majority of the successful farmers of the United States will agree with me."

**PROMINENT IN LOCAL AUTOMOBILE CIRCLES**

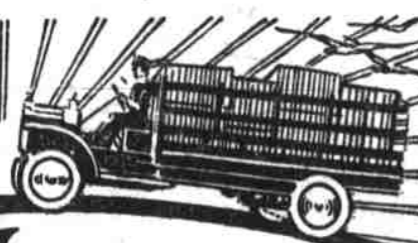


C. H. Mayer, manager of tire department United States Rubber company.

**AUTOMOBILES GREAT BENEFIT TO RAILROADS**

**Farms far Distant from Stations now Produce Increased Freight.**

"If the automobile has, in a manner, perplexed the railroads of the country, in lessening their receipts from passenger traffic, it has benefited them greatly by opening up hitherto undeveloped territories and thus increasing freight traffic," said F. W. West, local manager of the Overland company, in a recent discussion. "I have lately had



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**Bryan Booked With Cook.**  
Chicago, Sept. 27.—It was announced that Secretary Bryan and Dr. Cook have been booked to lecture under the name Chautauqua tent next season.

**EPISCOPALIANS WILL MEET IN CONVENTION**

**Cathedral of St. John the Divine to Be Used for Sessions.**

New York, Sept. 27.—The first Cathedral Close ever built in the United States, that of the Cathedral of St. John the Divine, is being rapidly put into shape for the Triennial General Convention of the Protestant Episcopal church, which will be held upon the cathedral grounds next month. Lawns are being leveled, debris cleared away, and the ground prepared as well as possible about the cluster of new ecclesiastical buildings which are rising upon Morningside Heights.

These buildings are the new Synod hall, the Deacons house, the Bishop's house, the Dean's house and the Choir school. Two of them, the Deacons' house and the Choir school, are completed. The other three, of which Ralph Adams Cram is architect, are nearing completion. It has been the architect's aim to make the Bishop's house and the Dean's house beautiful, appropriate for the functions which they must perform, dignified, and yet simple to the verge of austerity. They have ample space and the rooms are perfectly proportioned, which gives the desired effect of richness without luxury, dignity without ostentation.

The cost of the buildings and fittings, which were donated by John Pierpont Morgan and William Bayard Cutting, will be close to \$450,000.

**Dog Drops Three Stories.**  
Los Angeles, Sept. 27.—"Duckie," a Splitz pup belonging to J. D. Van Coyen, fell from a third story window. Van Coyen hastened to the street to get the remains and met the dog on the stairs, unhurt.

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