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THE DAYTONA GAZETTE-NEWS.

17, No. 25

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Daytona, Florida, Saturday, November 18, 1905.

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nervous

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The Globe

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116 South Beach Street.



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Run no risks by getting inferior appar-
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less work because it's a bit cheaper.
We charge fairly for materials and
work, because we're not satisfied to put
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We can save you considerable
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Moss and Fiber Mattresses.
In Second Hand Furniture and Stores.
Your Old Furniture Made as Good as New
118 St. and Bellevue Ave.

"Senator" Morgan's Slogan--"Two Miles a Minute"

An interesting interview with the Nestor of Automobile Racing in America.
"The Ormond-Daytona Beach the Finest in the World."
January Races to be the Best Ever Held.

W. J. Morgan, more familiarly known by his associates as "Senator" Morgan, the man most prominently identified with automobile racing and motor boat sports, of any man in America, if not in the world, was in Daytona Monday and Tuesday in the interests of the great race meet to be held on the Ormond-Daytona beach January 22 to 27.

The Gazette-News was favored with an interview by Senator Morgan and during his conversation he stated that even this early the manufacturers, racing men and others interested were beginning to talk about and make preparatory arrangements for the coming meet on this grand course, which he characterized as the "finest stretch of racing beach in the world, known to man."

Mr. Morgan stated that the races this year will be attended by the largest crowd ever assembled on an occasion of this kind, and that the races will have more entries than ever before, the most prominent drivers in the world having signified their intention to compete.

On account of accidents to many of the best machines last year several were put out of commission and never yet have the owners or drivers been satisfied with the outcome. These fellows who got left last year, will be here again to see if they can have better luck. They all admit that the beach course is the best and safest in the world, and it is there they must look to smashing records.

The day of racing on circular tracks is certainly passing. The recent series of casualties have made the question an issue that must soon draw the attention of lawmakers, for the races on round tracks with a crowd pressing close to watch the flight of the ponderous machines, is far more dangerous than prize fighting, which is already under the ban, or football, which is likely to be.

In one month, Kiser, Oldfield and Webb Jay, three of the most prominent drivers in the country, went from automobile races to hospitals, and the marvel is that they escaped the grave. Jay and Oldfield sustained accidents while blinded by dust. Kiser allowed his car to go through the fence, and had to have his legs amputated as a result of his misfortune, and the other two victims are still in bad shape.

None of these accidents could have happened on a sea beach course. There is no dust to flock into the driver's eyes, and lose control at the vital instant when he may need it most. Neither is there any menacing fence to make trouble. It is no wonder then that drivers, newspapers, manufacturers and sportsmen generally demand that the scene of the races be shifted to a place where human life will not be

endangered and indirectly the future of the sport be placed in serious jeopardy.
Each of the northern beaches has ample room to start half a dozen cars in a single heat.
But for long races the Ormond-Daytona beach enjoys such points of advantage that its superiority is not to be questioned.

In the first place, the sand itself seems made for the purpose. It is



"Senator" W. J. Morgan.

composed largely of the shells of the coquina clam. This shell is about one-half inch long and is very thin. For ages nature has been rolling them up on the beach, pounding them, and washing them back into the surf.

The sand under the microscope is said to show the same qualities that makes mortar, and it packs so tightly after being washed up by the tide, that it does not lump any more under the wheels of great autos than would asphalt or a solid board plank.

No matter what hole may develop from tide to tide, they are repaired by the next settling of water, and there is scarcely a day during the season that the natural race track is not in the most flawless condition.

Since automobile races on the beach became the vogue only two accidents have marred the sport. Frank Croker was killed at Ormond because the course had not been kept clear, and he had to avoid hitting a motor cycle, and Christie's machine overturned at Atlantic City. Some idea may be gained of the rate at which an automobile can be driven on the sand by a glance at some of the records made on these tracks.

The fastest mile ever made by an automobile was that of H. L. Bowden, in a 120-horsepower Mercedes, on the Ormond-Daytona beach, last January. Bowden covered the distance in 0:32 4-5. The fastest time made on the Cape May course was a mile in 0:38, by A. L. Campbell in an 80-horse power Darracq car, while Walter Christie, in a 120-horse power Christie, holds the record for the Atlantic City beach, which is 0:38. The fastest time ever made by an automobile on a track was that made by Webb Jay, in a 15-horse power White steamer, at Mor-

ris Park, last July. His time was 0:48, 15 1-5 seconds slower than the time made by Bowden on the Florida beach.

Ormond-Daytona records are equally wonderful. Besides running 100 miles and making seven turns in the record time of one hour, eighteen minutes and twenty-four seconds, at Ormond last winter, H. W. Fletcher, on E. R. Thomas' Dietrich, made the best time for fifty miles, 38 minutes, 58 seconds. McDonald placed to his credit a new record for ten miles, 6 minutes and 15 seconds. The best five miles in competition was 3 minutes, 32 2-5 seconds. This was made by an amateur, E. R. Thomas, in his 90-horse power Mercedes. These are wonderful figures. Anyone who beats them at the forthcoming races will have to go with the speed of the wind. Moreover Atlantic City and Cape May threaten to go after the times for the sprints next year. It is, therefore, not straining to say that a year is likely to see the auto desert the perils of the circular enclosed track, to fight it out in safety on the stretches provided and cared for by old ocean.

Tuesday, Mr. Morgan in company with J. B. Moore, Edw. G. Harris, C. W. and C. A. Birchwood and G. F. Crouch went over the new auto road to New Smyrna in J. C. Pettepher's auto bus with Mr. Pettepher as driver.

The trip was made to learn the condition of the road for automobil- ing and to take a few pictures for an illustrated article in Mr. Morgan's "Motor Messenger." From both points of view the trip was a success. The road was found to be in excellent condition, barring a few bad approaches to bridges, notably those across Spruce Creek, which can easily be repaired; a fine lot of views of some of the prettiest of the many beautiful stretches of road were secured and the party, thanks to Mr. Mr. Pettepher's careful manipulation of his big car, had a thoroughly enjoyable trip.

This road from Daytona to New Smyrna will be a popular drive for autoists the coming winter, and if they wish to extend their trip farther, a fine road from New Smyrna to Oak Hill, a distance of twelve miles is open to them.

Mr. Morgan was agreeably surprised at the condition of the roadway. His camera was snapping continually, and in connection with the views taken by Mr. Harris will make an interesting collection.

The return trip from Smyrna was made in exactly fifty minutes, which is pretty fast time considering that there were seven in the party.

Mr. Morgan left for the north Wednesday morning to complete arrangements for what he termed the "biggest race meet ever held."

His slogan, which has been taken up all over the county is "two miles a minute" and he confidently expected to see that time made here at the coming meeting.

All Eyes On Daytona.

The Miami News says: "All eyes are now fixed on the greatest speedway in the world, Ormond-Daytona Beach, Florida, where the speed kings in automobiling are crowned each winter. The great race, or rather the two great races, January 22nd to 27th, on Nature's famous boulevard, will be the one mile for the Sir Thomas Dewar International trophy and the two-mile-a-minute race, the winner of which will be crowned the speed king."

*Two automobiles and a Westing house engine with direct connected dynamo, 250 lights, for sale. Alonzo White, garage, Palmetto, near Bayft.

*Old-fashioned pound cake at the Gramling Bakery.

'Twas Only Lettuce.

There is evidently no truth in the statement that the water hyacinths are spreading on the lower canals of the Florida Coast Line Canal and Transportation Company for the Delray correspondent of the Miami Metropolis says: "Captain Geo. G. Gleason, of St. Augustine, who spent last Wednesday in town and took a trip down as far as the Hillsboro Inlet, looking up the rumor in regard to water hyacinth being in the canal, found only lettuce which will do no damage."

J. W. Wilkinson has sold to Mrs. M. R. Morgan the lot lying on Volusia avenue next to the corner of Palmetto, formerly belonging to Mrs. Martin.

Why Shouldn't We Claim Him?

The Daytona papers have already begun to lay claims upon our own ex-Mayor Wilmon Willdin; but they shan't have him even if we have to kidnap him.—Palm Beach Tropical Sun.

The opening concert of the Industrial School for Colored Girls will be held at William's Hall, Midway, Monday evening, November 20th, 1905, for the benefit of the school. Admission 10 cents; reserved seats 25c. A cordial invitation is extended to the public to attend this entertainment.

*Have you tried the Gramling baked beans and Boston brown bread. If not try them at once. No. 239 N. Beach street.

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THE GABLES NOW OPEN.

S. H. MOSELEY, Proprietor.

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twenty sizes, styles and grades to select from.

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