

# NOTED DRIVERS TO PILOT RACE AUTOS

**Seymour, Dunnell and Maisonville  
Are Among Latest Crown-  
point Entry Lists.**

**H. O. SMITH RECEIVES HONOR  
Is Picked as One of the Officials  
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Events.**

## OFFICIALS FOR RACES.

Referee—Asa Paine, Minneapolis.  
Starter—Fred J. Wagner, New York.  
Clerk of Course—Charles P. Root, Chicago.  
Chief Timer—Harry Knights, Boston.  
Judges—John Farson, John C. Eastman and Fred D. Countiss, Chicago; H. O. Smith, Indianapolis; Judge W. C. Mahon, Crownpoint; Judge V. S. Reiter, Hammond.  
Chief Flagman—Frank B. Wood, Elgin, Ill.  
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Every farmhouse within twenty-five miles of the course crammed with guests—guests for a monetary consideration filled to their capacity weeks farmhouse facilities have only upon heavily within the last residents have shown all of the ability in devising means of escape from the presence of the race has been manifested upon sections elsewhere. Every inch which can be made to produce is being worked with a zealous intensive agricultural method and the public highway at the will be the only ground where ing room will be available. A fact, indicating the expected the basis of prices. The points ten miles from the straight line are just as high as a grand stand.

## TOURISTS REACH INDIANA

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known automobile driver in hill climbs and reliability races, will pilot the Corbin car in the Indiana trophy race on June 18 over the Crownpoint-Lowell course, the New Britain (Conn.) product, has been thrown into the limelight.

Because of that inexplicable "something" that comes to the automobile row critics by a sort of wireless report, this Corbin car is given credit for being one of the most likely entrants in the stock chassis event that will precede the Cobe trophy race.

Maisonville will go on direct from the factory and will be accompanied by his mechanic, J. R. Aude. The latter is said to know more about the mechanism of a Corbin than any man who ever handled one. While the driver is going to have his "baptism of fire" at long-distance racing, such as the Indiana trophy will afford him, other drivers do not belittle his chances.

#### All Drivers Are Named.

It was expected that the list of drivers for all the cars in the carnival would be completed yesterday, and reports from General Executive F. H. Trego show that there are no gaps to fill. The driver of the second Apperson jack rabbit is to be none other than Joe Seymour, who will be recalled as the pilot of a Simplex in the Briarcliff and the Savannah Grand Prix. These races alone were sufficient to give him a high standing among American pilots.

With the acquisition of Seymour the Appersons have a strong pair of drivers, Herbert Lytle, his teammate, being known the world over as one of the best pilots in this country.

Dunnell will drive the Ford in the light car event, coming here from the factory, while the Stoddard-Daytons in the same event will be driven by Wiseman and Wright, Harry Tuttle having been left out of the reckoning.

Attention is directed to the only Chicago-made automobile represented in the Indiana "Western Vanderbilt"—the Fal car. Quietly have the men worked who put this machine on the market.

#### Racers Establish Quarters.

Frank H. Trego, general executive of the race, has moved his headquarters to Crownpoint, and the Lake County metropolis will be the center of activities from this date on. The entrants are rapidly establishing their training camps, Lewis Strang, George Robertson and Joe Florida being among the first to be clocked around the course. In the early hours of the morning before the residents of the district were astir, these drivers have been reeling off the 23.6 miles cir-

#### TOURISTS REACH INDIA

W. M. Cannon, president of City Automobile Company of Ery, Ala., and Lee Langley, editor of the Nashville American, visited Louisville to attend the races at Douglas Park recently here last night in the car. Young Tilford Cowell has been in so many races. They are from Detroit.

Tilford Cowell, the Montgom who won the Alabama championship at Vandever Park in Montgomery 4, and a few days later won the ham district championship at a mile race at Birmingham, is old.

Less than two years ago the "devil" in the office of a afternoon newspaper, and wheelbarrows and oxcarts were the same class so far as he was concerned. He secured a position in a garage and soon took a bad case of automobile fever and has literally been under or around one since. Under the head, the nerve and the daring of the old-timers and there is no doubt what he will go to stellar heights of it within the next few years.

#### RACERS REACH EL

ELIAS, Kas., June 10.—All the ocean-to-ocean race passed here late today. The Acme did not stop, but the two Ford cars layed forty-five minutes for repairs. The Shawmut car was twenty minutes behind the Acme, having left while the others were being repaired. The road was heavy and the cars' progress slow.

#### HUGH MCGANN TO BE

Pugilist to Officiate at Wrestling  
Be Held Next Week

Hugh McGann, the Indianapolis pugilist, attained a national reputation by knocking out six rounds with Stanley Ketchum in a bout of that length held in Indianapolis. He probably will officiate as referee at the show to be held at the Empire Hotel Tuesday night, when Dr. B. J. take on Frank Prindle in a heavy and Charles Olson will meet E. J. Glio, the Polish grappler, in a light.

McGann is taking a few weeks and says he intends to issue a challenge to Dr. Roller to meet him in a show to go either on the coast, where he is known, or in Pittsburg, where he is under contract to appear before A. C. in a match with Billy I.

Dr. Roller will spend most of his time in Seattle, where he will be in the athletic shows to be held

of a Cornish man who ever handled one. While the driver is going to have his "baptism of fire" at long-distance racing, such as the Indiana trophy will afford him, other drivers do not belittle his chances.

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Such parts of the course as have been pronounced finished are in lightning shape. The taroid construction has proved admirably adapted to the roads, and the drivers are enthusiastic over the possibility of establishing a new American record for the Cobe Trophy—a distance of 401.2 miles, the longest yet essayed in a road race. The light cars as well are expected to chalk up some extremely fast rounds.

Although the cars are absolutely of stock construction, there seems to be every reason to believe that the speed will not suffer by comparison with that

of a Cornish man who ever handled one. While the driver is going to have his "baptism of fire" at long-distance racing, such as the Indiana trophy will afford him, other drivers do not belittle his chances.

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Hugh McGann, the Indianapolis boxer, attained a national reputation by stopping six rounds with Stanley Ketchell in a bout of that length held in Pittsburgh, probably officiate as referee at the wrestling show to be held at the Empire Theater Tuesday night, when Dr. B. F. Roller take on Frank Prindle in a handicap match and Charles Olson will meet Emanuel Egllo, the Polish grappler, in a finish match.

McGann is taking a few weeks rest and says he intends to issue a challenge to Dr. Roller to meet him in a six or ten-round go either on the coast, where Roller is known, or in Pittsburgh, where McGann under contract to appear before the National A. C. in a match with Billy Papke.

Dr. Roller will spend most of the summer in Seattle, where he will be a principal in the athletic shows to be held at the Seattle Exposition. He recently announced his intention of taking up boxing as well as wrestling, and his size, weight and intelligence should make him a factor in the heavyweight division. In case he accepts McGann's challenge he will outweigh the local man many pounds, but McGann presses no fear because of this. In addition to being a boxer McGann has a good knowledge of the wrestling game and will soon be seen on the mat here.

## BEGIN GOLF DESPITE RAIN

Allegheny Country Club Tourney Started With Seventy Players.

PITTSBURG, Pa., June 10.—Handicapped by bad weather, seventy players today commenced play in the fifteenth annual tournament of the Allegheny Country Club. During the early morning the golfers were

# AUTOMOBILES

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accomplished in contests between strictly stock cars heretofore. At least eight of the cars entered have already shown speed on test runs of between ninety and 100 miles.

The huge grand stand, 1,000 feet in length, located on that portion of the east leg where the fastest speed will be attained, is rapidly approaching completion, and the provisions for the comfort of the spectators and for seeing the race to the best possible advantage are declared to surpass all earlier road races in this country. The seat sale has been large, although the Chicago Automobile Club is just beginning to feel the full volume of orders from other cities.

## Clubs Plan Runs.

A number of club runs are being planned. Detroit, Indianapolis, South Bend, Michigan City, Danville, Janesville and Milwaukee are among the cities which will send motoring delegations to the races.

Col. J. B. Sanborn, commanding the First Regiment, Illinois national guard, and executive on public safety, is bringing his plans into final form. The course has been divided into military zones, each under command of an officer with a large squad of soldiers at his service. The roadway will be closed at 7 o'clock in the morning, one hour in advance of the race, and after that hour no one who can not show a military pass will be allowed upon the course. All cross-roads will be fenced off, with a detail of soldiers to prevent encroachment upon the part of spectators.

Every farmhouse within a radius of twenty-five miles of the course will be crammed with guests—guests in return for a monetary consideration. Hotels were filled to their capacity weeks ago, but the farmhouse facilities have only been drawn upon heavily within the last week. The residents have shown all of that versatility in devising means of securing gain from the presence of the racers which has been manifested upon similar occasions elsewhere. Every inch of ground which can be made to produce revenue is being worked with a zeal that puts intensive agricultural methods to shame and the public highway at the cross-roads will be the only ground where free standing room will be available. An interesting fact, indicating the expected demand, is the basis of prices. The charges at points ten miles from the start and finish line are just as high as at the official grand stand.

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W. M. Cannon, president of the Capital City Automobile Company of Montgomery, Ala., and Lee Langley, automobile editor of the Nashville American, who visited Louisville to attend the Shriner's

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