

CHALMERS-DETROIT AUTO WINS RACE

Joe Matson Finishes Ahead of
 Fifteen Speed Demons on
 Northern Indiana Course.

LOCOMOBILE CAR IS SECOND

Marion, an Indianapolis Machine,
 Driven by A. Mosen Third—Time
 of Winner 4:31:21.

ENTRIES INDIANA TROPHY

No.	Car.	Driver.
1	Cadillac	A. J. Malcomville
2	Ward	R. P. Burman
3	Marion	H. E. Stutz
4	Ford	G. Dunsell
5	Chalmers-Detroit	W. Knipper
6	Marion	A. Mosen
7	Indianapolis	J. W. Florida
8	Ward	L. Chevrolet
9	Ford	W. H. Pearson
10	Indianapolis	George Robertson
11	Marion	Phil Wells
12	Ward	A. W. Greiner
13	Ford	L. Sprang
14	Ford	John Hoshi
15	Ward	Fred Wiseman
16	Chalmers-Detroit	Al Cook

GIRL'S LIFE SAVED WHEN 6 O'CLOCK WHISTLE

She was Being Drawn to
 Death When Machinery
 Escaped with Broken L

(Special to The Indianapolis
 HAMMOND, Ind., June 14.—
 ing of the 6 o'clock whistle at
 coal storage plant here last
 sixteen-year-old Frieda Stuedt
 ing torn to pieces.

While walking home the girl
 pick flowers near a hidden water
 pull care to the storage plant,
 the cable, which started to
 drew her into the space of a
 revolutions brass bolt cut
 drawing her to certain death
 o'clock whistle blew and the
 was stopped.

JAP CLEMENS, SPEED MERCHANT, FINES

JUDGMENT, HOWEVER,
 PENDED AS TO 'DAY

SAID HE SAVED MAN'S

"I saved that fellow's life
 glad to be here now," said
 one, a former speed merchant
 police court today. "I had
 chance last year to buy a

ENTRIES INDIANA TROPHY

No.	Car.	Driver.
1.	Corbis	A. J. Maisenville
2.	Buick	R. P. Burman
3.	Marion	H. E. Stutz
4.	Ford	G. Dunnell
5.	Chalmers-Detroit	W. Knipper
6.	Marion	A. Monson
7.	Locomobile	J. W. Florida
8.	Buick	L. Chevrolet
9.	Fal-car	W. H. Pearce
10.	Locomobile	George Robertson
11.	Moon	Phil Wells
12.	Renault	A. W. Greiner
14.	Buick	L. Strang
15.	Fal-car	John Ruhl
16.	Stoddard-Dayton	Fred Wiseman
17.	Chalmers-Detroit	Al Poole
18.	Stoddard-Dayton	Carl Wright
19.	Chalmers-Detroit	J. Matson

Referee, Asa Paine, of Minneapolis;
starter, Fred J. Wagner, of New York.

*Withdrawn.

COBE TROPHY CONTESTANTS

No.	Car.	Driver.
1.	Stoddard-Dayton	Miller
2.	Knox	Bourque
3.	Apperson	Seymour
4.	Buick	Strang
5.	Stoddard-Dayton	Englebrecht
6.	Locomobile	Florida
7.	Knox	Denison
8.	Apperson	Lytie
9.	Locomobile	Robertson
10.	Buick	Chevrolet
11.	Flat	Hearne
12.	Buick	Burman

CROWN POINT, Ind., June 18.—Joe Matson, lithe, sinewy and enduring, speeded a light Chalmers-Detroit automobile into fame today by winning in brilliant fashion the Indiana trophy. In all the long, killing journey of 232.74 blurred miles he stopped his car but once for gasoline and lubricant. He made the distance over roads which in spots were rough and the cars bumped in nasty fashion. He and his machinist finished in good form amidst the cheers of thousands all along the route. His average

JUDGMENT, HOWEVER, IS
PENDED AS TO 'GAY'

SAID HE SAVED MAN'S

"I saved that fellow's life and glad to be here myself," said one, a former speed maniac, police court today. "I took a chance there was to save him, loss of the danger to myself."

The man referred to was H. V. a dairyman, who lives south of and whose wagon was struck by automobile driven by Clarence Clemens on Meridian street. The result of collision was that the milk wagon set and wrecked, falling over on north the milk bottles and the horse was killed, and H. V. 7-horse power touring car, which one was driving, was completely broken shredded against wall.

The friends of Clemens were so that the police would try to "save" the defendant, so when the trial they presented warrants alleging was drunk, that he violated the law, that he was guilty of some battery on Pickett and that he was in a motor car while drunk. Charge carries with it a suspension of thirty days.

Warrant Not Withdrawn

Clemens's attorney, C. C. F... demanded that one of the witnesses drawn on the ground that the being drunk was never alleged. This was not done. The lawyer that Clemens, when driving at speed early in the morning, he to pass a street car that was in the same direction he was going. He got on the left side of street. The milk wagon struck front of the approaching car when the latter advanced at the

brilliant fashion the Indiana trophy. In all the long, killing journey of 232.74 murred miles he stopped his car but once for gasoline and lubricant. He made the distance over roads which in spots were rough and the cars bumped in nasty fashion. He and his machinist finished in good form amidst the cheers of thousands all along the route. His average speed was 51.2 miles. For the route it was 4:11:31.

Robertson, winner of last year's Vanderbilt, finished second in a Locomobile, his time being 4:39:03. Mønsen, in a Marmon, ran a close third in 4:42:03.

Matson started last in the field of nineteen, and in the third lap, in point of elapsed time, had assumed first position. In the next lap he lost it to his teammate Knipper, but in the fifth again regained it and held it to the last. He averaged seven minutes in the lead after the fifth round.

Robertson and Mønsen ran a close, exciting race and were seldom more than a minute or two apart, but they were unable to overtake the fleet "Blue Bird," as the Chalmers-Detroit car is called.

The other cars on the track when the race finished were:

Locomobile (Florida), Chalmers-Detroit (Poole), Corbin (Maisonville) and Moon (Waller).

The others either withdrew or were hopelessly distanced.

Chalmers-Detroit Leads at Half.

When the first of the "Western Vanderbilt" automobile races on the Crow Point-Lowell course was half run victory seemed to belong somewhere with nine of the original sixteen starters. Maisonville had lost two laps with his Corbin, Hurman and Chevrolet, Buick pilots, were each a lap shy. The former was disqualified for borrowing a valve, and Strang, another Buick pilot, was forced to drop out after the first lap with a bent axle and a broken transmission. Rush, in the Fal-car, had not completed the first lap, while Wright, in a Stoddard-Dayton, had made but two laps.

Robertson, whose Locomobile started in ninth position at the beginning of the race, steadily crept up in position. In the second lap he was sixth, in the third fifth, in the fourth third and in the fifth he was second. He stopped for oil, however, and was passed by Matson. The big easterner made remarkably swift time getting his gasoline and lubricant,

being drunk was twice alleged. This was not done. The test that Clemens, while driving at speed early in the morning, to pass a street car that was in the same direction he was going so he got on the left of the street. The milk wagon was in front of the automobile and who was then abreast of the turned and crossed the front of the street car, the rear of the one swiping the milk wagon and...

The police said Clemens was and that they could smell his breath. Clemens insisted that to drink that night was part of of beer served in the night.

"Split Three Ways"

Another witness said the car "split three ways" when Clemens's portion was the pits. Clemens said he had given oil business and stopped driving after the accident.

Judge Whallon suggested not to the "days," on the charge an automobile with drunk at the time of the accident and costs, on the charge drunk, \$1 and costs and for a battery, \$10 and costs. The was \$11.

ON EMERGENCY

Dr. Noble's Speed Not Held Under the Circumstances

Twenty-five miles an hour considered an excessive speed for driving under certain conditions in Judge Whallon's opinion. Oglesby, a witness, testified by Dr. Thomas D. Noble, who rested for fast driving in the street. The witness said Oglesby was observing the driving fast, and that he was on his way to purchase a car which every witness mentioned.

Judge Whallon said he had advocated a fast car which would exempt all persons from fast driving when they were on emergency calls.

The original sixteen starters, Matsonville had lost two laps with his Corbin; Herman and Chevrolet, Buick pilots, were each a lap shy. The former was disqualified for borrowing a valve, and Strang, another Buick pilot, was forced to drop out after the first lap with a bent axle and a broken transmission. Huehl, in the Pal-car, had not completed the first lap, while Wright, in a Stoddard-Dayton, had made but two laps.

Robertson, whose Locomobile started in ninth position at the beginning of the race, steadily crept up in position. In the second lap he was sixth, in the third fifth, in the fourth third and in the fifth he was second. He stopped for oil, however, and was passed by Matson. The big easterner made remarkably swift time getting his gasoline and lubricant, and was away after the Chalmers-Detroit man.

Chalmers-Detroit Leads at Half.

The Chalmers-Detroit cars maintained their remarkable pace, and were still leading at the end of the fourth lap, with but fifteen seconds separating the three cars. Klipper regained the lead by covering the fourth lap in 25:40, making his total time 1:46:27 for the 93.09 miles covered. Matson was only two seconds behind, and Poole followed the latter thirteen seconds later. Mosen in elapsed time finished fourth, and the others as follows:

Robertson, Wells, Wiseman, Florida and Stutz. Stutz was 16:23 behind the leader.

The fifth lap brought another general shakeup in the relative positions of the racers when Matson, driving the Chalmers-Detroit car No. 19, shot into the lead at the finish. The finish of this lap was the halfway point in the race, 118 1/2 miles. Matson's total elapsed time for the distance was 2:12:19, showing he has maintained an average speed of about fifty-six miles an hour.

Marion car No. 6 was a close second, having taken the place from Robertson, who paused for oil. Robertson was third, and Poole, in Chalmers-Detroit No. 11, fourth.

The elapsed time of the actively contesting cars at the end of the fifth lap was as follows:

- Marion (Stutz), 2:32:07.
- Marion (Mosen), 2:17:50.
- Locomobile (Florida), 1:27:10.
- Locomobile (Robertson), 2:19:00.
- Moon (Wells), 2:23:11.
- Stoddard-Dayton (Wiseman), 2:28:55.
- Chalmers-Detroit (Poole), 2:10:11.

Twenty-five miles an hour is considered as excessive speed for driving under certain conditions, according to Judge Whallon, in the trial of Oglesby, a colored chauffeur, by Dr. Thomas H. Noble, who rested for fast driving in Easton street. The physician testified Oglesby was obeying his ordering fast, and that he, the physician, on his way to perform an operation, which every moment counted. Judge Whallon said he had advocated a Red Cross act which would exempt physicians from fast driving when they would be on emergency calls. He thought Dr. Noble was justifying fast driving. He said Oglesby was under orders and was therefore not guilty any more than a doctor is guilty when working under the orders of the saloon keeper who is the law. Oglesby was discharged.

Kyle Case Continued

Harry Kyle, an employee of a mobile company, who is alleged to have shot a man in Senate square a few days ago, was to have been called in court today but his case was postponed until June 23 because the lawyer was not able to be present. Kyle was towing a "dead" automobile when he was driving and a negro stopped from the curb and shot the second machine.

WEATHER INDICATOR

UNITED STATES WEATHER BUREAU
 Washington, D.C.
 -Forecast-
 -Description-

7 A. M.	75	70	75
10 A. M.	75	70	75
1 P. M.	75	70	75
4 P. M.	75	70	75
7 P. M.	75	70	75
10 P. M.	75	70	75
1 A. M.	75	70	75
4 A. M.	75	70	75
7 A. M.	75	70	75

the distance was 2.17.5, showing he has maintained an average speed of about fifty-six miles an hour.

Marion car No. 8 was a close second, having taken the place from Robertson, who paused for oil. Robertson was third, and Poole, in Chalmers-Detroit No. 17, fourth.

The elapsed time of the actively contesting cars at the end of the fifth lap was as follows:

- Marion (Stutz), 2:33:07.
- Marion (Monsen), 2:37:30.
- Locomobile (Florida), 2:37:10.
- Locomobile (Robertson), 2:38:49.
- Moon (Wells), 2:38:11.
- Stoddard-Dayton (Wiseman), 2:26:58.
- Chalmers-Detroit (Poole), 2:14:17.
- Chalmers-Detroit (Matson), 2:12:19.

Knipper Drops Back.

Knipper, who had been in the lead at the end of the fourth round, injured his car near Cedar lake on the fifth lap, thus breaking the unity of the previous performance of this machine. At the time when most of the cars had finished the second lap, the Fal-car, driven by Ruehl, and the Stoddard-Dayton, with Wright at the steering post, had not finished the first round. The Corbin, driven by Matsonville, dropped out of sight on the second lap. The Fal-car, with Pearce at the wheel, also was reported missing. The telegraph wires around the circuit failed to work and the causes of these delays could not for the time being be learned.

At the conclusion of the sixth lap Matson led by nearly seven minutes. Poole, his team mate, had some trouble and fell behind. Following is elapsed time of sixth lap:

- Chalmers-Detroit (Matson) 2:38:45.
- Marion (Monsen) 2:45:26.
- Locomobile (Robertson) 2:48:25.
- Moon (Wells) 2:55:41.
- Stoddard-Dayton (Wiseman) 2:56:06.
- Locomobile (Florida) 2:56:15.
- Marion (Stutz) 3:01:44.
- Chalmers-Detroit (Poole) 3:04:18.

Indianapolis Car Out of Race.

Charles Stutz, of Indianapolis, in a Marion, was reported to have gone into the ditch just after passing the stand on the seventh lap. Stutz, who was making a wonderful race in his Marion, blew a cylinder head at the very outset of the eighth lap. His car ran into a shallow

Continued on Page Eighteen.

Temperature

1908

7 A. M.	71	7 A. M.
12 M.	71	12 M.
3 P. M.	71	3 P. M.

Barometer

7 A. M.	30.0
12 M.	30.0
3 P. M.	30.0

Local Forecast

Local forecast for Indiana daily for the week ending 7 p. m., June 19, 1908.
 Saturday: rising temperature; forecast for Indiana: Fair probably Saturday; rising temperature; forecast for Illinois: Fair and night; Saturday partly cloudy and forecast for Ohio: Fair; Sunday: rising temperature similar.

Weather in Other Cities

The following table shows the weather in other cities of U. S.

Station	Temp.
Amarillo, Tex.	71
Bismarck, N. D.	71
Boston, Mass.	71
Chicago, Ill.	71
Cincinnati, O.	71
Denver, Colo.	71
Dodge City, Kan.	71
El Paso, West.	71
Jacksonville, Fla.	71
Kansas City, Mo.	71
Little Rock, Ark.	71
Los Angeles, Cal.	71
Mobile, Ala.	71
New Orleans, La.	71
New York, N. Y.	71
Oakland, Cal.	71
Omaha, Neb.	71
Pittsburg, Pa.	71
Portland, Ore.	71
St. Louis, Mo.	71
San Francisco, Cal.	71
Salt Lake City, U. S.	71

Hourly Temperature

7 A. M.	71
8 A. M.	71
9 A. M.	71
10 A. M.	71
11 A. M.	71
12 M.	71
1 P. M.	71
2 P. M.	71
3 P. M.	71
4 P. M.	71
5 P. M.	71
6 P. M.	71
7 P. M.	71
8 P. M.	71
9 P. M.	71
10 P. M.	71
11 P. M.	71
12 M.	71

ny's Results

n Association.

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2 1 1 0 0 0 0 0	3	3	0

and Poltr; Ellroy,
Umpire—Owens.

	R	H	E
1 0 0 0 0 0 0 0	1	0	0
0 1 0 0 0 0 0 0	1	1	0

and James; Wacker
Umpires—King and Conahan.

	R	H	E
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0 0 0 0 2 2 0 0	4	6	0

re. McSardy and Land;
Umpire—Sullivan.

nal League.

	R	H	E
0 3 0 0 0 0 0 0	3	0	0
0 1 0 0 0 2 0 0	4	0	0

and Graham; Lush and
Umpire—Kane.

	R	H	E
2 0 0 0 0 0 0 0	2	7	0
0 1 0 2 0 0 0 0	4	0	0

and Berger; Brown and
Umpire—Johnstone.

Philadelphia-Cincinnati
account of wet ground.

New York-Pittsburg game
out of wet ground.

can League.

	R	H	E
0 2 1 0 0 2 0 0	3	9	1
0 0 0 0 0 0 1 0	2	3	0

and Owens; Burchell, Schlitz
and Madden. Umpires—Evans

	R	H	E
0 0 0 0 0 0 0 0	1	0	0
0 0 2 1 0 2 1 0	6	7	1

and Sullivan and Payne;
Umpires—Perrine and Ev-

	R	H	E
0 1 0 0 0 0 0 0	1	0	0
0 0 0 0 0 0 0 0	1	7	0

and Stange, Plank, Dy-

CHALMERS-DETROIT AUTO WINS RACE

Continued from Page One.

ditch. He was scratched and bruised, but his machinist escaped injury. The car was withdrawn from the race.

With but two laps more to go and an eight-minute lead, Matson, at the end of the eighth lap, seemed almost certain to win with his Chalmers-Detroit. Seven of the original sixteen starters remained in the race. All the Buicks were officially out.

The three Buick cars ran afoul of hard luck. After Strang's mishap, which put him out of the running, Chevrolet dropped behind, and after three hours of racing was three laps behind, apparently putting him out of the race. In the third lap Burman broke a valve, and after spending over an hour in fruitless endeavor to repair it, deliberately disqualified himself by borrowing one. With this he made his way to the stand and retired his car to the parking space.

Elapsed time at the end of seventh lap:
Chalmers-Detroit (Matson), 3:05:50.
Marion (Monsen), 3:13:15.
Locomobile (Robertson), 3:17:21.
Stoddard-Dayton (Wiseman), 3:24:03.
Moon (Wells), 3:24:26.
Locomobile (Florida), 3:25:20.
Marion (Stutz), 3:35:36. (Dropped out next lap.)

Elapsed time at end of the eighth lap:
Chalmers-Detroit (Matson), 3:36:21.
Marion (Monsen), 3:43:29.
Locomobile (Robertson), 3:45:02.
Moon (Wells), 3:53:51.
Locomobile (Florida), 3:54:31.
Stoddard-Dayton (Wiseman), 3:55:08.

Matson, Monsen and Robertson entered the last lap in the order given, Matson leading by seven minutes over Monsen and eight over Robertson. Matson seemed

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Sullivan and Payne;
 Empires—Perrine and Ev-
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 and Stange, Plank, Dy-
 nomas. Empires—Connolly

R.H.E.

0 0 0 0 0 0 0-3 8 2
 0 0 1 0 1 0 0-2 9 0
 and Bemis, Hughes, War-
 Empires—O'Loughlin and

R.H.E.

0 0 0 1 0-1 6 1
 0 0 1 1 2-5 9 3
 Howell and Criger;
 Empires—Egan and Sheri-

R.H.E.

0 0 0 0 0 0 0-0 4 0
 1 0 0 0 0 1 0-2 6 1
 an and Clark; Smith and
 ten.
 game called at the end
 account of rain.
 League.

R.H.E.

0 0 0 0 0 2 2 0-4 6 2
 1 0 0 0 0 1 1 0-2 13 4
 and Holmes; Asher and
 Jacobs.

R.H.E.

0 2 0 0 0 1 0 0-3 11 3
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 d Stratton; Doty and
 ner
 Ft. Wayne game post-
 Wright brothers' celebra-

R.H.E.

2; Montgomery, 8.
 ta, 4; Memphis, 0.
 ashville-Little Rock game
 ed.
 League.

R.H.E.

3; Wichita, 2; 14 innings.
 Denver, 0.
 a, 5; Omaha, 3.
 x City, 7; Des Moines, 1.

Indianapolis Player
 Get Trial.
 erly a Butler, Indiana
 n and Manual training

JOINS TOTS.

Indianapolis Player
 Get Trial.

erly a Butler, Indiana
 n and Manual training

Locomobile (Robertson), 3:53:51.
 Locomobile (Florida), 3:54:31.
 Stoddard-Dayton (Wiseman), 3:55:03.
 Matson, Monsen and Robertson entered
 the last lap in the order given, Matson
 leading by seven minutes over Monsen
 and eight over Robertson. Matson seemed
 a certain winner.

Corbin First to Get Away.

Corbin was off at 9 o'clock. Burman
 followed a minute later. Then came
 Stutz.

Owing to the withdrawal of the Ford
 entry a two-minute interval elapsed be-
 fore Knipper was sent away in the
 Chalmers-Detroit. Monsen, Florida,
 Chevrolet, Pearce, Robertson and Wells
 followed a minute apart each. The
 Renault being withdrawn there was an-
 other two-minute interval, and then
 Strang, Ruehl, Wiseman, Poole, Wright
 and Matson were sent on their way.

As starter Wagner gave the word send-
 ing the drivers on their way, he slapped
 each driver on the back. The rear wheels
 slid in the oiled dressing of the road for
 an instant, there was a sudden rush, and
 the machines, their exhausts thundering,
 disappeared over the low rise north of the
 stand. The intervals between the cars
 more than gave time for the leading cars
 to disappear before their respective pur-
 suers were sent after them.

Burman Leads on First Lap.

Burman in his Buick overhauled and
 passed Maisonville in a Corbin half way
 down the Cedar Lake-Lowell stretch, oth-
 erwise known as the west leg. Burman
 held his lead and sped past the grand
 stand the leader in the first lap, which he
 made in 23:41.

Strang Out of Race.

Maisonville, running like a top, fol-
 lowed, having made the lap in 26:28.
 Knipper, in his Chalmers-Detroit, over-
 took Stutz and made the lap in 26:55.

Strang, in the Buick, who made sensa-
 tional time on the first lap, was an-
 nounced out of the race. He stripped a
 rear axle at Lowell.

Strang was not hurt. Burman made
 the second lap, still in the lead, in 26:05.
 Knipper, close up, made the same round
 in 28:58. The judges made repeated mis-
 takes in announcing the time of the laps,
 creating some laughter and many groans.
 Monsen made the second lap in 28:21.
 Stutz took 29:24. Monsen in a Marlon

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ONE DEAR

Turfman Kl

FAIRFIELD

BOYS TOTS.

Indianapolis Player Get Trial.

Merly a Butler, Indiana and Manual training player, went to Terre in the Central League that city. On the high nine he was a catcher, to try out at Terre in stop position. He has ability as a player, both under, and a bright future m.

Nashville Giants 4.

defeated the Nashville game at Northwestern to 4. The last game scheduled for this after-

R. H. E.									
0	0	0	0	4	3	0	0	12	5
0	1	0	2	0	0	0	1	4	8
Higbee and Merida ^o and and Watkins. Umpire--									

at Jeffersonville.

s White Sox will play Sunday and at Conners- Sunday. As neither have lost to an Indiana- season, the Sox are ex- their hands full, but are nning with the large end ollingsworth and Rick- e twirling.

vs. Tenth Infantry.

to be one of the most ts on the baseball pro- w is the game sched- ton park between the m and the fast Tenth tion from Fort Harri- have been playing a e and a good contest is

PORTS ON PAGE 19.

CHOD TO

nounced out of the race. He stripped a rear axle at Lowell.

Strang was not hurt. Burman made the second lap, still in the lead, in 26:05. Knipper, close up, made the same round in 28:58. The judges made repeated mis- takes in announcing the time of the laps, creating some laughter and many groans. Monsen made the second lap in 28:21.

Stutz took 29:34. Monsen, in a Marion, made the lap in 27:29. Florida, in the Locomobile, came next and was clocked at 29:55. Pearce and his Fal-car came in only a few feet ahead of Strang in a Buick. Strang was shaking his fist at the car ahead, apparently trying to indi- cate that the men ahead would not give him room to pass. Strang had to pass Robertson, winner of last year's Vander- bilt, and driving a car of the same make this year. Wells, in the Moon, and his teammate, Chevrolet, to gain this posi- tion. Pearce's time was 28:32; Robert- son's 27:58, Wells's 28, and Chevrolet's 31. Strang's time was 24:32. Chevrolet stopped to take water for his radiator, accounting for his comparatively slow time. Poole, in a Chalmers-Detroit, made 26:44, and Wiseman, in a Stoddard- Dayton, 27:58.

No. 2 Buick blew out a plug on the sec- ond lap, but got back at once and led the second lap. When Burman passed the stand the second time, Wright in the Stoddard-Dayton No. 18, and Ruehl in the Fal-car No. 15, had not been heard from. Burman traveled seventy-one miles an hour on the Lowell straightaway and passed Wells in the Moon No. 11.

CARS GET AWAY WITH A ROAR.

Thousands Cheer Drivers at Start of Mad 232-Mile Dash.

CROWN POINT, Ind., June 18.—Snorting and blowing, its exhausts cracking like a Gatling gun, the little Corbin car, Maison- ville driving, bounded away from the starting line at 9 a. m. today, and the first race in the great "Western Vander- bilt" auto carnival was on.

A minute later, Burman, in a Buick car, followed, and in eighteen minutes more the last of the sixteen automobiles had started in their 232-mile dash over a crooked course for the Indiana trophy.

The race was run to-day in perfect June weather and over a track as smooth as time, money and men could make it.

The withdrawal of the Ford yesterday was followed today by that of Art Grelper's Renault. It was hoped to the last

ONE DEAD

Turfman Killed

FAIRFIELD

here as a res- girls by men- atrical com- Charles L. L- geon, turfma- county's fair- killed, Fran- wounded, R- wounded, and- theatrical co- was badly be-

The fight show closed

At the inq- night last w- and badly be- of this city, l- cause he fall- While Pinnk- young woman- a dark spot- with brass l- pistol shots- Lelninger fel- Sloan fell. F- and telephone-

A restauran- minutes befor- changed nat- identity.

The inques- nick's relativ- Ind.

ELIAS

Release of- cused o-

(Special

LAFAYET

spending ten- ing the out- ceedings in- the millional- dealer, was- Judge Rich- the proof wa- tion strong- degree murd- The bond wa- cused of kil- ploye.

SHOP TO THREE MEDALS

from Page One.

such an honor been be- citizens.

and the World.

ic achievements have their invention has at- tion of all nations; with lopment of their aero- be only an incident of knows today what the their invention may mean tion?

plation of these facts, it proper that they should t honor, and we stand, ered heads in their pres- em as never before men- ed, and we lay at their s of our appreciation as their achievements, and ne honor with which we

People of Dayton.

clare to the world that ns have solved the prob- of all times and of all

Orville Wright, here in this vast assemblage of neighbors, in the pres- natives of the state and of e the honor to present to of appreciation from the y of Dayton."

s Are Grateful.

e medals Wilbur Wright urally with a feeling of cept these tokens from state and the city to ur allegiance, and I wish e of the United States

crooked course for the Indiana trophy. The race was run to-day in perfect June weather and over a track as smooth as time, money and men could make it.

The withdrawal of the Ford yesterday was followed today by that of Art Greiner's Renault. It was hoped to the last that the Renault's broken transmission, which kept it from weighing in yesterday, could be repaired. Early today, however, Greiner surrendered. This amateur left the hospital last Sunday to prepare for the race, and had had nothing but ill luck.

Today's race was over ten laps, approximately 23.6 miles each, or a total distance of 232.74 miles, for the Indiana trophy. The specifications limited entrants to light cars. Tomorrow twelve big cars will contest for the Cobe cup, the big event of the meet. They will be sent around the course seventeen times, a distance of 395 miles.

Daylight had hardly broken when Crown Point was buzzing with activity. The honk of auto horns was constant, sleepy visitors who had rested as best they could in any available sleeping place began to scramble out into the streets, and everything was in motion and readiness for the running of the first race.

From Chicago and down state cities came a constant stream of autos, all carrying the "social element" that is so conspicuous in the grand stand at the course. Along the same road, but giving way to scorching "city folks," came a procession of buggies, family carriages, wagons or practically anything with wheels on it that would carry the families of the Hoosier farmer to see the races.

At 6 o'clock the outskirts of the city and about the race course took on the appearance of a field for military maneuvers. One thousand Illinois militiamen, under the command of Colonel J. B. Sanborn, moved from their camp and took up their stations at various points about the course, thus placing about twenty-five square miles of Indiana under martial law, with Illinois troops in charge.

Owing to the length of the course and the way the crowd is spreading out it is almost impossible to make an estimate on the number of persons at the race.

The grand stand seats 10,000 and it is estimated that at least 20,000 pairs of eyes watched the raters in their wild night.

AUTOMOBILE OVERTURNS.

Spectators En Route to Crown Point

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Wright, a sister, and other
Wright family.

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AUTOMOBILE OVERTURNS.

Spectators En Route to Crown Point Races in Accident.

CROWN POINT, Ind., June 18.—Adolph
Magnus, Florence Packard and Harriet
Barnes, all of Chicago, were injured early
today by the overturning of their autom-
obile in which they were speeding to the
motor car races. The car, in the dark-
ness, ran into a ditch and turned over.
The patients, it is said, are not seriously
hurt. They were brought to the military
hospital at the grandstand. Mr. Magnus
and Miss Packard were the most seri-
ously hurt. Miss Barnes was able to be
about soon after reaching the hospital.
Mr. Magnus is a stepson of Jacob W.
Loeb, whose wife is a daughter of Adol-
phus Busch, the St. Louis brewer.

Edward Dolliver and T. J. Free, both
of Chicago, were seriously injured in
motorcycle accidents. Numerous small
accidents which did not require skilled
treatment occurred in the crush of ma-
chines on their way to the various park-
ing spaces around the course.

Charles Armisted, said to be employed
by a Chicago automobile agency, was se-
riously injured when his car overturned.