

CAR RUNS AMUCK

Louis Chevrolet Escapes Injury When Buick Leaves Speedway Course in Wild Trip.

MISSES DEATH BY DODGING

Driver Saves Himself by Ducking Under Hood—Saturday's Program Given Out.

Rolled under more than a ton of cold steel after flying through space at the rate of a mile in thirty-six seconds and virtually unhurt, is the story of the thrilling ride of Louis Chevrolet, in his big Buick Special at the Motor Speedway yesterday afternoon when a rear tire blew out as he turned his dashing mount into the stretch and threw open his throttle to make the two and a half miles in one and a half minutes, only to plow the soft dirt at the side of the track for 300 feet before the big monster turned turtle with the Franco-Swiss buried beneath. Appalled, the crowd of spectators was silent until the fearless pilot crawled from beneath his car and tested each limb for broken bones.

"He's up, unhurt."

The cry passed along the way and a hurried dash was made to the side of the man whom death had seemed to have in its grasp. He was smiling when the crowd reached him. With face begrimed and clothing almost of mud, Chevrolet reassured his friends, saying he was not injured. Then he turned to his big car and looked for damage.

"I'm all right, but how's the machine?"

The car was carefully inspected and outside of the two rear tires pulled, a steering wheel bent and a few minor scratches, the mechanism was intact. A damaged radiator was perhaps the most serious of the breaks.

Spectacular Accident.

Chevrolet's accident was perhaps one of the most spectacular that ever has occurred at the Speedway where the driver escaped without injury. Chevrolet started to try out his new speed creation in the middle of the afternoon. Two rapid circuits were made, one of them showing the two and one-half mile distance in one minute and forty seconds.

"See him travel," was the exclamation, "how fast will he go if he opens the car wide?"

Chevrolet seemed to know what the crowd wanted and started to deliver it. Opening his throttle in the stretches he called for a higher speed in a fourth circuit. The watch was on him as he dashed along, and when he left the track at the two mile point, the clock caught the time of one minute and twelve seconds. This speed shows a rate of a mile in thirty-six seconds, or one-fifth of a second slower than the Speedway record set by Barney Oldfield in his Benz "200." Oldfield made the mile at the May Speedway meeting in thirty-five and four-fifths seconds.

As Chevrolet rounded the last turn in his dash for the wire, he opened his throttle wide, and the big black "Buck" fairly flew over the brick. He was running, he believes, at the rate of 110 miles an hour. Suddenly the nose of the monster was seen to swerve, and in another instant it clipped a rear wheel off the Great Western driven just ahead by Moore. The little car was not moving fast and the pilot escaped without a fall, though the machine lost a wheel.

Racer Takes Dirt.

Carreering from the inside of the track to the outside, the Buick sped into the soft dirt and plowed up a pair of six-inch furrows where the wheels hit. Then the car's nose hit the ground and end for end it was hurled. It hit the ground running and then turned sideways and rolled over.

Thrashing the air, the wheels spun on as the motor kept running and the big car was on its back. For a moment no sign of life was seen, then the khaki-clad pilot crawled out and took a few steps and waved his arms to find if bones had been broken.

Chevrolet told the story of the accident as far as he knew, and the crowd listened as if a man from the grave were talking.

"The first I knew that something was wrong," he said, "was when I nosed into the Great Western. From the action of my car then I knew a rear tire was gone, and perhaps both. I cut out and put on the brake with the hope of stopping before I hit the fence. My speed was too great, though, for the car had taken the speed given by the extra gas I was feeding, and I picked the soft ground for a stopping place when I saw I could not hold the track."

"When I hit the ground I watched for the turnover, and when it came I ducked, turtle fashion, into the hood of the car as far as I could. That is what saved my life, I think. The steel bands around the hood held strongly and when it rolled over my head was out of danger. The only injury is to my left knee where it struck against some part of the mechanism."

Chevrolet Keeps Nerve.

"Am I going to run it again?" Chevrolet laughed as he repeated the question. "Well, if you are at the Speedway again tomorrow or the next day you will see me in that same car, and if there's nothing in the way I'll go two miles a minute before the race meeting is over. I don't know just how much speed the big car has in it, but I'm going to get it all."

The Buick Special which Chevrolet was driving at the time of the accident is one of two new creations of the Buick concern. It is built with a completely enclosed body except for the driver's seat and its shape resembles the body of a whale or porpoise. The object is to avoid all wind resistance possible. For the last month Chevrolet and Burman have been working on the freakish speed makers and they believe they have a pair of machines that will make the records disappear as soon as the mechanism is fit.

The program for Saturday, which will begin at 1 o'clock in the afternoon, was announced last night by E. A. Moross, director of contests at the Speedway. The first event will be record trials for one mile, free for all. Each car will be permitted two trials and the following have entered: Empire, National, Chadwick, Benz and two Buicks.

Three Herreshoffs Enter.

Event No. 2 will be for cars of 160 cubic inches piston displacement or under and the race will be ten miles. The Em-

Government Chemist, Bachelor, Remembers Spooning Days and Scores Anti-Loving League.

WASHINGTON, June 29.—(Special)—Dr. Harvey W. Wiley, the government chemist, who is a confirmed bachelor, in an interview in the Washington Post today dealt a solar plexus blow to the Anti-Kissing League recently organized in Cincinnati, which is said to be gaining converts by the hundreds.

"A society for the prevention of kissing," Dr. Wiley says, "is nothing less than a society for the prevention of pleasure."

"Just imagine a kissless courtship," he continued. "Can you contemplate a more uninteresting predicament? I certainly would like to get one peep at the members of an organization which approves of such a thing."

"While I long since have retired from the spooning business, I still have a memory and whenever any one quotes me as saying that I believe that the kissing habit should be abolished, you can put it down that I have been misquoted."

"I have now reached that stage when I confine my kissing entirely to relatives and babies, but that is not because I fear the ill effects of disease transmission from mouth to mouth."

"Take a darkened nook on a moonlight night with the beams playing around a couple idly swinging in a hammock. Let the Anti-Kissing Society get to work in such a case and see what happens. It would not be long before the pair would shift their position and find a more secluded spot. You can't keep it down, and there's no use trying, and so long as good red blood courses through the veins of the American youth and the adults and the aged, too, so far as that is concerned, that delightful sensation which is experienced when lips touch and arms clasp and two hearts beat as one will continue to exist."

The third event likewise will be for ten miles for cars of from 161 to 230 cubic inches displacement. Following are the cars entered: Maytag, Fuller, two Coles, Warren-Detroit, E-M-F and two Buicks.

The five-mile race, event No. 4, for cars from 231 to 300 cubic inches displacement, has drawn the following nominees: Pope-Hartford, two Great Westerns, two Black Crows, two Marmons, two Buicks and two Fals.

Event No. 5 will be for a ten-mile race for cars of from 301 to 450 cubic inches piston displacement. Three Nationals, a Midland and two Buicks have entered.

A twenty-mile race constitutes the sixth event and will be for cars of from 451 to 600 cubic inches displacement. A Stoddard-Dayton and two Nationals will be seen in this event.

A ten-mile free-for-all handicap will be the seventh event. Following are the entrants: Four Nationals, Maytag, Pope-Hartford, Empire, Fuller, Midland, two Coles, two Great Westerns, two Black Crows, three Herreshoffs, Diamond T., Warren-Detroit, E-M-F, Stoddard-Dayton and two Fals.

Event No. 8, a ten-mile race, open to registered amateur drivers, in accordance with definition of racing rules of the A. A. A., has produced the following entries: Three Nationals and a Stoddard-Dayton.

A free-for-all five-mile race, the ninth event, will be contested by a National, a Chadwick, a Benz, two Buicks and a Stoddard-Dayton.

The race for the Remy Grand Brassard, 100 miles, and the Remy trophy, 301-450 cubic inches class, will be the feature event on Saturday's card and will wind up the program for that day. Following are the entrants: Three Nationals, Pope-Hartford, two Great Westerns, two Black Crows, two Marmons, three Buicks and two Fals.

The Black Crows made an excellent showing on the Speedway course again yesterday. The two yellow cars, with pictures of the bird, which is the company's mascot, painted on the body, attracted considerable attention. If perseverance will win, the Black Crow drivers should bring home the coonskins. They covered the course throughout the day in trials for speed.

Pope-Hartford Speeds.

The Stoddard-Dayton and the Wescott, as well as the Great Western, used all the time to advantage and were spinning about the track morning and afternoon. Frank Fox had the Pope-Hartford, which was the first entrant in the July meeting, speeding about the course during the afternoon. The car showed considerable speed. Harry Grant, with his big Aco, winner of last year's Vanderbilt race, also was a prominent figure on the track. He expects to get surprising speed from the "six."

The technical committee will be hard at work today and tomorrow until the first event starts, and will be very strict in its rulings on stock cars. It is said. Rumor has it that the Buicks may come in for criticism if the Marquettes attempt to race as Buicks. The Buick people, who control the Marquette factory, say the cars will be entered as Marquette-Buicks, and that this action precludes them from coming under the ban of S. E. Edwards and fellow members of the technical committee.

Capt. Carpenter of the Speedway Guards, anticipating record crowds during the three-day meeting, is after more men. Those who wish to serve are requested to apply this morning at the Speedway office, 408 North Capitol avenue, or at the Armory, Thirteenth street and Ashland avenue, this evening.

MOTORCYCLE VICTIM BURIED.

Body of Man Killed at Five Points Taken to Shelbyville.

SHELBYVILLE, Ind., June 29.—The body of Leslie Patterson, who was killed by falling from his motorcycle near Five Points yesterday afternoon, was brought to Fairland this morning. The funeral services were held this afternoon in the M. E. Church. He was married three times.

ARMY ORDERS.

WASHINGTON, June 29.—Army orders were issued today as follows:

Capt. Joseph F. Gohn, quartermaster, at Seattle, Wash., will proceed to Portland, Me., and assume charge of construction work at Ft. McKinley, Ft. Leavitt, Ft. Preble, Ft. Williams, Ft. Knox and Ft. Scammon, Me., relieving Capt. Charles F. Humphrey Jr., quartermaster, who will proceed to this city and report to the quartermaster general of the army for duty in his office.

Leave of absence to July 5, 1910, is granted First Lieutenant Louis L. Pendleton, coast artillery corps.

By direction of the President and upon the application of First Sergeant George Weber, Company F, First Infantry, that soldier will be placed upon the retired list.

Each of the following named officers of the coast artillery corps is placed on the unused list: Capt. William W. Hamilton, from the One Hundred and Twenty-fifth Company; First Lieutenant Paul J. Horton, from the Ninth Company.

Capt. Daniel W. Hand is assigned to the First Field Artillery.

Capt. Ernest A. Greenough, paymaster, will proceed to Seattle, Wash., for temporary duty.

Leave of absence for two months is granted Capt. Howard H. Johnson, medical corps.

The leave of absence granted Lieut. Col. Eugene F. Ladd, adjutant general, is extended one month.

ASKS ARREST

PHYSICIAN CONVICT

COL. SWOPE IS RELEAS

BY JUDGE AN

MAKE

KANSAS CITY, Mo. (Special)—Attorneys for the convicted May 16 of police H. Swope, filed a motion for judgment here today, been denied a new trial. Latshaw in Criminal next was set as the date. When this motion is granted the matter of the Swope case will be set for a new trial. Hyde's wife as he was returning.

Denies Prejudice

In regard to the defendant by bond and sending the trial was in progress. He said the prosecution jury notes are armed, and he did not. He said his action was not influenced by the defendant's conduct. He said his action was not influenced by the defendant's conduct.

FIND BODIES NEAR

WHERE 3

Annapolis (Md.) Corps of Midshipmen Was Accused

ANNAPOLIS, Md.

erect in the waters of the body of Mrs. M.

ter-in-law of Superintendent of the Naval Academy.

morning. Stretched out on the river bottom were the men Grishey E. Thomas, Ga., and Sherman M. L.

Less than twenty bodies were found from the Naval academy bathing beach. They had donned bathing trunks and were toward the mouth of the beach.

The trio not returned was begun yesterday. The midshipmen's bodies were found about 100 yards from the beach.

Small boats from the academy searched the water. Marines patrolled the beach. Hosts of fishermen and one of these, W. L. the bodies in about 100 yards from the beach.

Superintendent B. C. naval board of inquiry. Commander J. J. Curtin and Surgeon General members. Commander J. J. Curtin and Surgeon General members.

after viewing the bodies a case of accidental death.

MAY GIVE OUT

INSURANCE COMPANY

Judge Weir Hears Federal Attorney General Under Appeal

Argument was completed yesterday morning.

General Bingham is in fire insurance charges are in a contest in this state. Judge Court, Room 4, before was held, May 7, 1910, Saturday, but if the will be handed down full term of court.

At the close of the morning William L. the fire insurance of the defendants would be decided as possible.

panies wish the case confer with business concerning the reduction.

Attorney General closing argument at 1 o'clock he had finished statements of Tuesday has proved insurance business in the state rates.

The trial of this case three weeks, although stated two weeks, will the hearing. The attention among insurance companies.

MANY BECOME

COUNTY

One Patient, a Tale of Finger Torn Off, Before Physician

WARSAW, Ind.,

ually every physician attending a meeting of the local Society in Warsaw.

sons were stricken and lay for hours without motion.

Mrs. G. W. Suffered from paralysis and suffered intense pain.

a Syracuse telephone ring on a passing Buick train and her fingers were severed.

four hours she was an anesthetic administered pending the trial.

GIVES \$100,000

Indianapolis Man Obtains Drug

COLUMBUS, O.,

ment of a school at Columbus and suggested promised today before the trial of Suggestive Therapeutics.

J. Crawford of Indianapolis to such a school drugless healing school.

Inquiry last night members of the medical school in Indianapolis.

Columbus dispatch Crawford in the Columbus insurance and collection. He resides in Columbus.

FREE TO ACTUALLY SUFFERERS