

**American Decorated  
Mikado of Japan**



NEW YORK, June 19.—John Houston, president of the College of the New York, will soon receive from the Mikado of Japan the order of the Rising Sun. Formal notice that this honor would be conferred upon him has been received by Mr. Finley from the Japanese Embassy at Washington in the form of an elaborate statement that the Mikado "had been graciously pleased" so to honor him. The Rising Sun is the highest honor that can be conferred upon a foreigner.

# CHEVROLET VICTOR IN COBE CUP RACE

**Drives Buick Car to Front in Closing Event Over Crownpoint-Lowell Course.**

## KNOX WINS SECOND PLACE

**Bourke Gives Leader Hard Chase and Finishes Little More Than a Minute Behind.**

BY P. P. WILLIS.

CROWNPOINT, Ind., June 19.—Thousands of wornout spectators saw the thrilling finish of the Cobe Trophy race this afternoon, when Chevrolet hurled his Buick, No. 10, across the tape line, after more than eight hours' riding, covering more than 395 miles distance.

He fearlessly plunged into a neck-to-neck race with Bourque, in Knox No. 2, plucking the victor's wreath just 1 minute and 5 seconds before the speeding car of his rival rushed under the tape. Such a narrow margin after so long a race is stamped as marvelous. Chevrolet won through his consistent driving, skill at death-inviting turns and ability to utilize his powerful machine, which was chocking with compressed energy. Robertson in his Locomobile finished third. It was 8 hours 1 minute and 39 seconds after Starter Wagner had uttered the word "Go" to the ultimate victor that Chevrolet crossed the line for the last time. Owing to the fact that Chevrolet was the tenth entrant in a field of twelve, and that Bourque

### Prophecy of

**FAIR** for India for Sunday and Monday.

Fair and warm Sunday; showers and cooler Monday; moderate to brisk southerly winds.

Forecast for Indianapolis and vicinity for today:

Probably fair; rising temperature.

### ALMANAC

Sun rises at.... 4

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Amount during the ending at 7 p. m. Total amount since Accumulated departure since Jan. 1 (except)

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WEATHER CONDI

YES

- Amarillo, Tex.....
- Atlanta, Ga.....
- Bismack, N. D.....
- Chicago, Ill.....
- Cincinnati, O.....
- Denver, Col.....
- El Paso, Tex.....
- Helena, Mont.....
- Jacksonville, Fla.....
- Louisville, Ky.....
- Nashville, Tenn.....
- New Orleans, La.....
- New York, N. Y.....
- Qu' Appelle, Sask.....
- St. Louis, Mo.....
- Washington, D. C.....

SUM

THE INDIANAPOLIS

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## GIRL'S ASSAILANT

## SIDERS FLY TO ARMS

ON CHILD BY NEGRO ANGERS  
ENTS OF NEIGHBORHOOD  
D SCORE JOIN POLICE-  
MEN IN CHASE.

hunt, in which more than a  
armed residents of the northeast  
section and probably fifty bi-  
ers, detectives and plain clothes  
part, failed last night in placing  
e bars a negro who about dusk  
assaulted Miss Ruth Miller, 7  
, the little daughter of John  
ying at 630% East Nineteenth

ro, pursued by a dozen men on  
down the rear stairway from  
home, which is in apartments  
rug store at Nineteenth street  
ge avenue. Shouts, "Catch that  
ot that negro," told residents  
eteenth street and Broadway  
quare of the chase and half an  
r the assault the quiet resi-  
tion was aroused and excited as  
been in years.

against the negro and interest  
ase was intensified, as the assault  
rth within a week on women in  
on of the city. In none of the  
s the intended victim badly in-  
e negro is believed to have been  
in each case.

### Brother Sent Away.

er brother Francis, two years  
Ruth was playing at the foot  
Ruth, leading to the Miller

minute and 39 seconds after Starter  
Wagner had uttered the word "Go" to the  
ultimate victor that Chevrolet crossed the  
line for the last time. Owing to the fact  
that Chevrolet was the tenth entrant in  
a field of twelve, and that Bourque  
crowded so perilously close to him in the  
final laps, the Knox car, No. 2 on the list,  
was the first to pass the tape, his time  
being 8:02:44. At this time Chevrolet was  
somewhere near the beginning of the  
long south stretch, with eight minutes in  
which to seize the prize. As he flashed  
by the stations along this part of the  
course the news of his location, trans-  
mitted by wire to the judges' stand and  
through the watchers, wrought them to a  
climax of enthusiasm.

### All Eyes on the Hilltop.

All eyes were turned to the wooded  
hilltop to the south, over which the speed-  
ing car would be first discerned, but the  
wigwagging of the red flags along the  
route heralded the contestants' advance  
even before he came in sight. The in-  
tense anxiety attending his movements  
to the last foot was due in the main to a  
lively sense of the possibility of a disaster  
evolved by a multitude of rough expe-  
riences characterizing the day.

George Robertson, the big blonde  
Easterner piloting one of the Locomobile  
entries, said it was a very hard race to  
lose, but he lost it gamely.

Robertson ran consistently, apparently  
trying more to save his car than to equal  
some of the spurts made by drivers whose  
cars failed to finish the contest. He was  
never worse than fifth in point of elapsed  
time.

### Robertson Gains the Lead.

When Chevrolet's cylinder valve gave  
out, Robertson assumed the lead and  
maintained it until the thirteenth lap,  
when his magneto troubles began. At one  
time he had a lead of twenty-four  
minutes, and it was generally conceded  
that, barring just what did happen, he  
could not be beaten. But at Lowell, half  
way around the course, his magneto  
failed him and time was lost. He limped  
into the repairing pit and more valuable  
moments were lost while a new magneto  
was installed and tuned up. He started  
again, but had scarcely crossed the tape  
when the sparking instrument failed  
once more and Robertson was compelled  
to stop and back to his repairing pit for  
further overhauling. This cost him the  
race. However, there was balm to him  
in the fact that he finished third.

Trouble resulting in the withdrawal of  
car after car characterized the race from  
the start, half dropping out before the  
finish.

St. Louis, Mo. . . .  
Washington, D. C. . . .

## SUM THE INDIANAPOLIS SUNDAY

Miss Elsie Sigel kn  
ing Chinese.  
Cash Register Tru  
for Beveridge.  
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President Reyes of  
draws from offic  
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A. W. Unthank, f  
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Evansville paving

Assault on little

In each case.

**Brother Sent Away.**

Her brother Francis, two years older, Ruth was playing at the foot of the stairway leading to the Miller family father, a widower, who lives with two children and an older daughter accompanied the latter to marriage. The children he would return innocent and unafraid the little were playing together when the negro approached and began a conversation. After talking a moment he handed to the little boy, telling him to go to the drug store at the corner and get a pencil which it called for. The note, which was obtained by the police, contains writing in a lead pencil scribble: "This boy a dollar." The signature was illegible and can not be read.

The boy obeyed and started for the drug store. Hardly had he done so when the mother took the little girl in her arms and led her up the stairway into the apartment.

The child's story is that she screamed and the negro placed his hand over her mouth. She struggled and screamed and this time footsteps were heard. With a bound the negro gained from a position on the floor and ran in the rear stairway as Paul Morgan, 6 College avenue, and Charles L. Baird, 942 College avenue, reached the top of the stairway. The two had been on the street and seen the negro's car. They followed, after a brief dispute, up the stairway and were in the apartment to prevent injury to the little girl, and late to seize the negro.

Baird, living on Broadway near Ninth street, was below and had seen the negro. He saw him again come plunging from the rear and went out on Nineteenth street. Baird was in the act of deciding that something was wrong and he led in the chase which included Morgan and Pegg.

### Speed Prevents Capture.

The negro ran to Broadway and started his car. The cries of the pursuers told him he was in imminent danger of capture. He ran with a speed which the police say was marvelous. At Twenty-second street a Mrs. Brown saw him turn and all trace of him was lost.

Answering to a call Policemen Stewart and Kelly, on wheels from the Northeast, went to the locality and took the chase. Morgan and Pegg, with their assistants to the policemen in the car which followed. Residents all over Broadway and College avenue, who were of the assault, joined in groups and discussed the affair and threatened vengeance. Residents in cross streets and alleys where people were watching and waiting by several streets and made a great noise.

race. However, there was balm to him in the fact that he finished third.

Trouble resulting in the withdrawal of the car after car characterized the race from the start, half dropping out before the finish.

The crowds had been sleepless for two days and thousands had stood up during the long speed contest, braving the scorching sun. They were almost all exhausted, but their fortitude faded into insignificance when compared to the endurance of the daring pilots. These oil-soaked, dirt-begrimed heroes of fearless speed have brought the West unto its own. The first great motor race west of the seaboard has become a reality.

### Record in Middle West.

A record has now been established in the middle West which stares the entire world in the face and which the Chicago Automobile Club, which conducted the two days' racing, will flaunt before the jealous eyes of all manufacturers.

After the course was closed at 7:45 o'clock this morning, Matson, who had won first place in the previous day's race, rode forward in his prize machine, Chalmers-Detroit No. 6, and received from the hands of Ira M. Cobe the Indiana trophy, which was given by the Chicago Automobile Club. He was given a loud welcome and a louder send off as he rode away with his reward to present it to his wife, who was waiting near the judge's stand.

Immediately the dozen anxious pilots began cranking their cars which were lined in front of the judge's stand. The noise thus turned loose was like the opening of a seventy-two-gun battery. Every exhaust pipe was shooting forth smoke and sputtering, cracking and snarling noises.

It was generally feared that at least one pair of riders would be sacrificed at the altar of speed, and the escape of even any

CONTINUED ON PAGE 2, COLUMN 5.

## Statistics of Closing Race at Crownpoint

The following table shows Chevrolet's performance:

Lap.	Position	Time.
1	1	24:20
2	2	24:12
3	3	24:11
4	1	24:17
5	2	24:20
6	1	24:27
7	1	23:20
8	1	23:20

Evansville paving

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gauge in man hu  
Mayor Bookwalt  
raid "Penny V  
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charity game b

Mysterious wolf  
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President of Gir  
Indianapolis m

Fifteen students  
College of Nor  
Union.

Three hundred b  
didacy of W. N  
for mayor.

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New York sto  
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Crop news cau  
grain markets.

### DEPA

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Views of people.  
Suburban society  
Local society.

Music.  
Theaters.  
Home hints.  
Laura A. Smith

Automobiles.  
Sports—Sporting  
MAGAZ

Vawter's page  
Gun."

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All sorts of "o  
Uncle Sam.

Remarkable cas  
Indiana.

Mr. Dooley on C  
Pomper

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## LINCOLN PA

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 2. Birthdate  
 3. Social Security  
 4. Marital  
 5. Residence  
 6. Place born  
 7. Name of mother

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of Abraham Linc

# Chevrolet Victor in Cobe Cup Race

CONCLUDED FROM PAGE ONE.

fatal injuries speaks loud in praise of the drivers' skill. They did not shrink from daring to the limit. Time and again the crowd held its breath in fearful anxiety as one of the fleeing cars whirled around a right angle turn on two wheels at more than fifty miles an hour.

Races Start at 8.02 a. m.

The start was at 8:02 o'clock, two minutes past schedule time. Starter Wagoner was hoarse, and had difficulty in screaming the succeeding seconds in the pilots' ears. A pistol report at a few feet distant would not have been heard because of the deafening noises that rent the air from the many throats of the cars. Wagoner placed his mouth against the pilots' ears.

They were off: "Dare Devil" Miller in his Stoddard-Dayton No. 1 looked well the part of his title as he shot from the long line of followers.

The crowds in the grand stand, which did not fill by two-thirds, gave Bourque a hearty cheer when he started in his Mass-made car, Knox No. 2. It is conceded that the enormous grand stand is a mistake, as the 80,000 persons were distributed all along the course in the largest hordes near the curve.

No one thought that hard luck was lurking ahead for the mighty Apperson No. 3 as it was nosed to the tape by Pilot Seymour. This handsome Indiana-made machine and its merry crew were given hearty applause. It was off like a flash from a rifle.

Strang, in his Buick No. 4, left next, waving good-by. He remarked before the race that he had not lost his nerve, as rumors had asserted. One minute elapsed before Engleck, in his Stoddard-Dayton No. 5, nosed the tape. Strang had long been out of sight.

Florida Files Handkerchief.

Florida, in his Locomobile No. 6, rushed to the starting line with the same white handkerchief flying from the top of his close-fitting cap. He said that he expected to dare and to do. He had no wind shield to protect him as did the others.

Denison, in his Knox No. 7, presented the appearance of a crew that already had faced a speed battle, both car and men were covered with oil and dirt. Lytle was given a tremendous reception when he urged the second Indiana-made

jet buttons and large mock button hosiery. The garments have been shown this season; \$25.00 values .....

## "Geisha"

### Tailored Waists

Neat, conventional figured effects, regular \$2.00 and \$2.50,

## \$1.50

# SEL

20 W WAS

"Where is Miller?" was the question on a thousand lips. The official announcer cried through his megaphone that Miller had left ten minutes, nine miles away.

Lytle made a remarkable drive, passing Robertson. Bourque had retained the lead in the third lap. Florida's absence began to cause uneasiness. He had not been heard from, since his start. Chevrolet went by so quickly in this lap that his number could scarcely be determined. Hearne let Seymour pass him in this lap. Lytle and Strang both made stops in this lap to replenish their supplies of tires.

The fourth lap again went to Bourque. Denison clung to second place. The leaders of the race now stood thus: Bourque, Chevrolet, Burman and Denison. Up to this time the lap had been made of increased speed of only ten minutes faster than yesterday.

Burman Passes Robertson.

Burman passed Robertson in this lap. Burman made the same time in this lap as he made in the previous one, that of 24:50. Englebeck stopped for tires. Denison changed places with Bourque in the fifth lap and led the race by one minute and a half. Bourque regained his lead in the sixth lap. Denison stopped for new tires and oil.

The best exhibition of quickness in refilling the oil tank was given by Chevrolet, when he slapped a five-gallon can,

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Denison, in his Knox No. 7, presented the appearance of a crew that already had faced a speed battle, both car and men were covered with oil and dirt. Lytle was given a tremendous reception when he urged the second Indiana-made car up to the starting line. Loud reports flashed from the exhaust pipe of his Apperson Jackrabbit, and in two seconds he had left a trail of dust several miles long behind him as he raced with a winners' gait in pursuit of his predecessors.

Thousands picked Lytle as their favorite.

Robertson, in his Locomobile No. 9, wore his military uniform, which he owns through the distinction of being a member of the Seventh Regiment of the New York national guard. His long, slender car, with the military man behind the trigger of speed, looked well the part able to enter the money battle. Many thought his aim was sure and that victory would be crushed under the wheels of his fleeting car.

Chevrolet, in his Buick, No. 10, looked small compared to some of the big demons of strength and speed that he then followed. The only foreign car, Fiat No. 11, was driven by E. A. Hearne. He was the only amateur pilot in the race. Hurman in his Buick No. 12 was nerved for a strenuous tour because of his failure on the previous day. He left with a confident air, charming to his mechanics.

#### Crowds Watch for Cars.

All the contestants were now well along on their first lap, the crowds in the grand stand that had stood up while the cars were being started now returned their seats, observing their gaze toward the surrounding straightway to the south.

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The best exhibition of quickness in refilling the oil tank was given by Chevrolet, when he slapped a five-gallon can upside down over the opening in the tank, holding it thus while he regained his seat and started the car. He threw the can off backward after he had gone a few hundred feet. Robertson also took oil in this lap. Miller had failed to keep his lead over Robertson. The seventh lap again went to Bourque.

Chevrolet, according to time, then was leading the race by four minutes ahead of Robertson, with Bourque a close third. The official announcer called out that Denison had broken a connecting rod nine miles down the straightaway course to the south. The first news concerning Florida was now received. Three and a half anxious hours had elapsed since he had started. He had been ditched near Lowell while trying to straighten his thundering machine, which was skidding.

Chevrolet led the eighth lap. This little Buick speeder, who at the start looked insignificant alongside of his larger rivals, has played his game skillfully, as his present position and future record indicate. Four machines were lined up in front of the pit receiving repairs at the same time during the eighth lap.

The ninth lap went to Chevrolet, with Robertson second. Bourque had fallen by the wayside.

A telegraphic report said Englebeck had gone into a ditch near Cedar Lake, but that no damage was done. Strang then completed his fifth lap and Miller pulled up for his stop. The race was now about half over, with five minutes' time separating the two leaders.

Four machines were out of business at this time. The largest collection, as well as the most varied, came from injury to machinery, was shown when Englebeck went into the ditch near Cedar Lake. The small car from Cedar Lake was skidding and the engine was broken. The car from Cedar Lake was skidding and the engine was broken. The car from Cedar Lake was skidding and the engine was broken.

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## Crowds Watch for Cars.

All the contestants were now well along on their first lap, the crowds in the grand stand that had stood up while the cars were ~~being~~ started now resumed their seats, regarding their gaze toward the disappearing straightaway to the south.

What machine will be the first to thrust its nose over the distant horizon? This question was soon answered. Fairbanks, in his plane No. 1, had passed Miller and completed the first lap of the race. Miller and Johnson followed in close succession. When Strong pulled up he signalled the pit authorities that he was going to stop. The attending physician in his waiting clinic, and his wife, the doctor's wife, both sat and were the first to see him. The doctor's wife was the first to see him.

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as he made in the previous one, that of 14:40. Engelbert stopped for three. Denison changed places with Bourque in the fifth lap and led the race by one minute and a half. Bourque regained his lead in the sixth lap. Denison stopped for now three and off.

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Four machines were out of business at this time. The biggest sensation, as well as the most narrow escape from injury to men, was effected when English saved his car from falling into the grand chasm when he completed his death lap. The speed of his machine was so tremendous that the mighty craft was leaping and dashing in its efforts to satisfy the will of the pilot, which a few feet from the goal started the most exciting contest ever seen with great driving apparatus at the challenge of the pilot.

[illegible]



### Crowds Watch for Race

At the automobile race track with along on this first lap, the crowd in the grand stand and along the track were watching the race with interest. The crowd was estimated at 10,000.

When the race was over the crowd was still watching the race with interest.

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Lytle made his first stop to procure a tire. Before he could get away Robertson and Chevrolet had whizzed by.

Seymour came in last of the lap, having met with the first accident of the day when trying to turn the first curve in his Apperson. He made a complete circle, ruining his tires. Bourque won the second lap. Denison followed, still gaining.

The crowd was still watching the race with interest. The crowd was estimated at 10,000. When the race was over the crowd was still watching the race with interest.

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Robertson led the tenth lap. Furman was knocked out of the race in this lap when his gasoline tank exploded near Lowell. Robertson led the next lap. Strang was stalled in this lap in the sands near Cedar Lake at exactly the same place where he had met with a similar experience during the previous lap.

The big Jack Rabbit car, with Lytle at

A car send his and man,

"Where is Miller?" was the question on a thousand lips. The official announcer cried through his megaphone that Miller had left ten minutes, nine miles away.

Lytle made a remarkable drive, passing Robertson. Bourque had retained the lead in the third lap. Florida's absence began to cause uneasiness. He had not been heard from, since his start. Chevrolet went by so quickly in this lap that his number could scarcely be determined. Hearne let Seymour pass him in this lap. Lytle and Strang both made stops in this lap to replenish their supplies of tires.

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#### Burman Passes Robertson.

Burman passed Robertson in this lap. Burman made the same time in this lap as he made in the previous one, that of 24:50. Englebeck stopped for tires. Denison changed places with Bourque in the fifth lap and led the race by one minute and a half. Bourque regained his lead in the sixth lap. Denison stopped for new tires and oil.

The best exhibition of quickness in refilling the oil tank was given by Chevrolet, when he slapped a five-gallon can upside down over the opening in the tank, holding it thus while he regained his seat and started the car. He threw the can off backward after he had gone a few hundred feet. Robertson also took oil in this lap. Miller had failed to keep his lead over Robertson. The seventh lap again went to Bourque.

Chevrolet, according to time, then was leading the race by four minutes ahead of Robertson, with Bourque a close third. The official announcer called out that Denison had broken a connecting rod nine miles down the straightaway course to the south. The first news concerning Florida was now received. Three and a half anxious hours had elapsed since he had started. He had been ditched near Lowell while trying to straighten his thundering machine, which was skidding.

Chevrolet led the eighth lap. This little Buick speeder, who at the start looked insignificant alongside of his larger rivals, has played his game skilfully, as his present position and future record indicate. Four machines were lined up in front of the pit receiving repairs at the same time during the eighth lap.

The ninth lap went to Chevrolet, with Robertson second. Bourque had fallen by the roadside.

A long race report said that the race was over. The winner was Chevrolet. The time was 2:10:00. The race was won by Chevrolet.

the wheel, and to which so many had pinned their faith, broke a spring in this lap, but Lytle drove on like a mad man.

Robertson led the twelfth lap. He had to stop for repairs, and when he was told of his good record he re-entered the contest with new determination.

The pilots lost all count of the number of laps and became bewildered as to their position in the race. Strang stopped to let his mechanic out, he having become exhausted. The nerve-racking strain tore down his stubborn fortitude. Fred Kuntz, who had to leave his car, was taken to the hospital. He was succeeded by Peter Hart.

Englebeck led the thirteenth lap. Miller stripped his universal joint in this lap and was out of the race. Englebeck led the fourteenth lap. The finish was beginning to take color, five cars being out.

Englebeck took the fifteenth lap. Bourque crawled up and took the sixteenth lap, with Chevrolet making a tremendous gain. Bourque was the first to enter on the seventeenth and last lap, but Chevrolet tore down the track in time to cross the tape a little more than a minute ahead of Bourque and the Western stock chassis event had passed into history.

#### Cobe Cup Is Presented.

The Cobe trophy was presented to the winner at 7 o'clock from the Court House steps of Crownpoint by the donor. It took several hours for the crowds to vacate the course. By the time darkness had added its sense of quietness to this up-state racing site after the two days of continual noise, excitement and death-defying races, the inhabitants sent up a silent prayer of relief.

Mothers no longer fearfully clung to their children to keep them off the dangerous roadway. The hotels in which society women had begged for a place in the garret on the previous night looked like haunted houses, with a few tired ghost-like stragglers who were forced to remain over night.

As the camp fires died and the sound of the soldiers' bugles sent the strains of taps on the cold night air, the successful motor car carnival died away.

## INDIANAPOLIS NOT AFFECTED.

Warner Explains Shortage of Funds at Pension Agencies.

WASHINGTON, June 15.—A report was circulated today to the effect that several of the pension agencies, including the one at Indianapolis, are short of funds. The report was made by a man who had been in the city for some time. He said that the pension agencies were in a bad way and that the government was not paying them. He said that the pension agencies were in a bad way and that the government was not paying them.

Where is Miller? was the question on a thousand lips. The official announcer cried through his megaphone that Miller had left ten minutes, nine miles ago.

With made a remarkable drive, passing Robertson. Bourque retained the lead in the third lap. Florida's absence began to cause uneasiness. He had not been heard from since his start. Chevrolet went by so quickly in this lap that his number could scarcely be determined. Hearne let Seymour pass him in this lap. Little and Hwang both made stops in this lap to replenish their supplies of tires.

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A telegraphic report said Englebeck had gone into a ditch near Cedar Lake, but that no damage was done. Strang then completed his fifth lap and Miller pulled

the wheel and to which so many had planned their faith, broke a spring in this lap but Little drove on. Robertson led the tenth lap. He had to stop for repairs and when he was told of his good record he re-entered the contest with new determination.

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## INDIANAPOLIS NOT AFFECTED.

#### Warner Explains Shortage of Funds at Pension Agencies.

WASHINGTON, June 19.—A report was circulated today to the effect that several of the pension agencies, including the one at Indianapolis, are short of funds with which to make the next pension payment. Pension Commissioner Warner said that the Indianapolis agency