erican Decorated Mikado of Japan



ORK, June 19.—John Houston resident of the College of the ew York, will soon receive from for of Japan the order of the in. Formal notice that this uld be conferred upon him has lived by Mr. Finley from the Embassy at Washington in the

n elaborate statement that the iad been graciously pleased? so uish him. The Rising Sun is

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-toneck 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

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Fair and warr Sunday; showers a cooler Monday; m erate to brisk so winds.

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a field of twelve, and that Bourque THE INDIANAP

n elaborate statement that the had been graciously pleased? so wish him. The Rising Sun is order of the empire, and its upon foreigners is regarded as Mr. Finley has been preside Japanese Club of New York and numerous Japanese students a field of twelve, and that Bourque THE INDIANAP 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 ad numerous Japanese students being 8:02:44. At this time Chevrolet was tuition at the college. somewhere near the beginning of the Miss Elsie Sigel kn long south stretch, with eight minutes in which to seize the prize. As he flashed GIRL'S ASSAILANT by the stations along this part of the course the news of his location, transmitted by wire to the judges' stand and Francisco. through the watchers, wrought them to a SIDERS FLY TO ARMS climax of enthusiasm. President Reyes of All Eyes on the Hilltop. All eyes were turned to the wooded ON CHILD BY NEGRO ANGERS hilltop to the south, over which the speed-ENTS OF NEIGHBORHOOD ing car would be first discerned, but the D SCORE JOIN POLICEwigwagging of the red flags along the don society. route heralded the contestants' advance MEN IN CHASE. even before he came in sight. The intense anxiety attending his movements to the last foot was due in the main to a hunt, in which more than a lively sense of the possibility of a disaster evolved by a multitude of rough expermed residents of the northeast riences characterizing the day. section and probably fifty bi-George Robertson, the big blonde Easterner piloting one of the Locomobile ers, detectives and plain clothes entries, said it was a very hard race to part, failed last night in placing lose, but he lost it gamely. e bars à negro who about dusk Robertson ran consistently, apparently assaulted Miss Ruth Miller, 7 trying more to save his car than to equal the little daughter of John some of the spurts made by drivers whose cars failed to finish the contest. He was ing at 630% East Nineteenth never worse than fifth in point of clapsed time. ro, pursued by a dozen men on Robertson Gains the Lead. down the rear stairway from When Chevrolet's cylinder valve gave home; which is in apartments out, Robertson assumed the lead and maintained it until the thirteenth lap. rug store at Nineteenth street when his magneto troubles began. At one time he had a lead of twenty-four minutes, and it was generally conceded. ge avenue. Shouts, "Catch that Kokomo "wet" an t that negro," told residents in street. neteenth street and Broadway that, barring just what did happen, he could not be beaten. But at Lowell, half quare of the chase and half an way around the course, his magneto failed him and time was lost. He limped r the assault the quiet resition was aroused and excited as into the repairing pit and more valuable moments were lost while a new magneto boom. been in years. Greene County w against the negro and interest was installed and tuned up. He started ise was intensified, as the assault 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 wrongly accuse rth within a week on women in prison twenty y on of the city. In none of the the intended victim badly in-A. W. Unthank, f e negro is believed to have been race. However, there was balm to him in the fact that he finished third. in each case. Brother Sent Away. Trouble resulting in the withdrawal of car after car characterized the race from er brother Francis, two years , Ruth was playing at the foot the start, half dropping out before the Assault on little

1 minute and 39 seconds after Starter

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ultimate victor that Chevrolet crossed the

line for the last time. Owing to the fact

that Chevrolet was the tenth entrant in

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in each case. Brother Sent Away. ner brother Francis, two years or, Ruth was playing at the foot tairway leading to the Miller ler father, a widower, who lives two children and an older daugh-accompanied the latter to marng the children he would return inocent and unafraid the little re playing together when the proached and began a conversater talking a moment he handed the little boy, telling him to go ug store at the corner and get a which it called for. The note, d obtained by the police, contains wing in a lead pencil scribble: this boy a dollar." The signature d and can not be read. s obeyed and started for the re. Hardly had he done so when o took the little girl in him rms ied her up the stairway And into rtment. hild's story is that she screamed negro-placed his hand over her She struggled and screamed nd this time footsteps were heard

With a bound the negro gained from a position on the floor and n the rear stairway as Paul Mor-6 College avenue, and Charles L. 342 College avenue, reached the he stairway. The two had been he street and seen the negro's They followed, after a brief disup the stairway and were in prevent injury to the little girl, late to seize the negro. Baird, living on Broadway near ith street, was below and had n the negro. He saw him again ame plunging from the rear and on Nineteenth street. Baird was in deciding that something was

Speed Prevents Capture. egro ran to Broadway and started

luded Morgan and Pegg.

The cries of the pursuers told was in imminent danger of capthe ran with a speed which the say was marvelous. At Twen-reet a Mrs. Brown saw him turn all trace of him was lost, wer to a call Policemen Stewart ly, on wheels from the Northeast

on, went to the locality and took Morgan and Pege, with Chare. htained wheels and became valu-detants to the policemen in the which followed. Residents

Broadway and College avenue, of the assault, joined in groups

iscussed the affair and threat-

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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 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 welcome and a louder send off as he rode

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 alter of speed and the escape of even any

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: Position. Time. LAP. 24:20 26:12

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pictures they Commercial Club charity game l

killed. President of Gir Indianapolis n

Fifteen students

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Union. Three hundred b didacy of W. N for mayor.

TRADE away with his reward to present it to his wife, who was waiting near the judge's Hog market str good demand. New York sto

> levels. Crop news cau

grain markets. DEP Editorial.

Views of people. Suburban society Local society.

Music. Theaters. Home hints. Laura A. Smith

Automobiles. Sports-Sporting

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Indiana

24:11

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on Nineteenth street. Baird was in deciding that something was id he led in the chase which uded Morgan and Pegg.

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y, on wheels from the Northeast n, went to the locality and took hase. Morgan and Pegg, with stants to the policemen in the which followed. Residents all roadway and College avenue, of the assault, joined in groups scussed the affair and threatngeance. Residences in cross and alleys where colored people watched and searched by sevent and Reidy and their searched a score of dwellings was thought the negro might

Hyland sent a detail of plain men from Central Station, and ned in a search. Colored-men opped and questioned wherever e met, and several were taken to girl. She failed to identify anya he right man. tie girl was not seriously infured

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Views of people. Suburban society Local society. Music. Theaters. Home hints. Laura A. Smith'

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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 min-

uates 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 will his Stoddard-Dayton No. 1 looked well elethe part of his title as he shot from the anlong line of followers. ity.

The crowds in the grand stand, which did not fill by two-thirds, gave Bourque ny, a hearty cheer when he started in his Mass-made car, Knox No. 2. It is conthe of ary ceded that the enormous grand stand is a The mistake, as the 80,000 persons were disuly and

esiurlurking ahead for the mighty Apperson No. 8 as it was nosed to the tape by ton Pilet Seymour. This handsome Indianamade machine and its merry crew were end given hearty applause. It was off like 30. a flash from a rifle. ys, Strang, in his Buick No. 4, left next, waving good-by. He remarked before the and

race that he had not lost his nerve, as

rumors had asserted. One minute clapsed

before Engleck, in his Stoddard-Dayton

D. No. 5, nosed the tape. Strang had long been out of sight. m-

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 He had no

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 jet buttons and large mock button ho garments have been shown this season; \$25.00 values Li "Geisha"

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tributed all along the course in the largest level made a remarkable drive, passing hordes near he curved hard luck was Robertson. Bourque had retained the lead in the third lap. Florida's absence lead in the third lap. Florida's absence less. He had not began to cause uneasiness. 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

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

lap to replenish their supplies of tires, The fourth lap again went to Bourke. 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

Burman Passes Robertson.

than yesterday.

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

ires and oil. The best exhibition of quickness in refilling the oil tank was given by Chev-rolet, when he slapped a five-gallon can winr

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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 favor-

Robertson, in his Locomobile No. 9,

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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 de-mons of strength and speed that he then

The only foreign car, Fiat No. followed. 11. was driven by P. A. Hearne. He was the only amateur pilot in the race. Hurman in the Butck No. 12 was revel for a strong of the falls are on the green and the falls on the green are the falls of the green are the green confident ale, chaperes e-to his mechanica.

All the contestants were now well along

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filling 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 alongside of his insignificant

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 The ninth lap went to Chevrolet, with

A telegraphic report said Englebeck had

cone into a ditch near Cedar Lake, but that the first last and Miller pulled

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CrowdagWatch for Cars.

All the contestants were now well along on their first key, the croads in the grand stand that had show up while the cars diminishing straights way to the south. What machine will be the drat to thrust its now over the distant hortson?" This question was soon anyoned.

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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, reversing their gaze toward the diminishing straightaway to the south. "What machine will be the first to thrust its nose over the distant horizon?"

This question was soon answered. Bourque, in his Knox No. 2, had passed Miller and completed the first lap of the day. Miller and Denison followed in close succession. When Strang pulled up he signaled his pit attendants that he was going to stop. He charyed appinion in his rocker shaft. As he left his mechanic was lying flat out over the bonnet of

the car, the care of the care ing met with the first architect of the day when trying to turn the first curve in his Aggerson. He made a complete circle,

the restrict life tires. Business was the spe-

when his gaseline table exploded near Least Bottom sed the next ap. Strang and hip. Dentison followed, will gaining.

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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 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 biggest sensation, as well

as the most narrow escape from injury to spectators, was executed when Englebeck saved his car from dashing into the grand stand when he completed his ninth lap. The speed of his machine was so fremendous that the mighty craft was leaping and thundering in its efforts to satisfy the will of the nilot, when a few feet from the grand stand the steel monster skidded and was saved only from killing spectators by the skillfulnes of the pllot.
Reperson led the tenth lap Burman

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Lytic made his first stop, to procure a by the skillfulness of the pilot. Robertson led the tenth lap. Eurman was knocked out of the race in this lap when his gasoline tank exploded near tire. Before he could get away Robertson and Cheyrolet had whized by. Seymour came in last of the lap, hav-Lowell. Robertson led the next lap. Strang ing 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. was stalled in this lap in the sands near Cedar Lake at exactly the same place ear s send where he had met with a similar experihis a ence during the previous lap. and The big Jack Rabbit car, with Lytle at man,

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"Where is Miller?" was the question on The official announcer thousand lips. cried through his magaphone that Milhad left ten minutes, ier nine miles.

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 Bourke. 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-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 Miller had failed to keep oil in this lap. his lead over Robertson. The seventh

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

to stop for repairs, and when he was told of his good record he re-entered the con-

test 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 tere down his stubborn fortitude. Fred Kunts, who had to leave his our, was taken to the hospital. He was succeeded by Peter Harr.

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 tre-mendous gain. Bourque was the first to enter on the seventeenth and last lap, but Chevrolet tore down the track time to cross the tape a little more than a minute ahead of Bourgue 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 slient prayer of relief.

Mothers no longer fearfully clung to their children to keep them on the dan-gerous roadway. The hotels in which so-ciety 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 Penelon Agencies. WASJUNGTON, June 11 A report circulated today to the effect that ser the pension agencies, including 124 124 1

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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 Indianapelis, are short of funds with which to make the next pension payment. Pension Commissioner Warner