

NOTED DRIVERS TO PILOT RACE AUTOS

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

H. O. SMITH RECEIVES HONOR
Is Picked as One of the Officials
for the Upstate Motor
Events.

OFFICIALS FOR RACES.

Referee—Asa Paine, Minneapolis.
Starter—Fred J. Wagner, New York.
Clerk of Course—Charles P. Root, Chi-
cago.
Chief Timer—Harry Knights, Boston.
Judges—John Farson, John C. Eastman
and Fred D. Countiss, Chicago; H. O.
Smith, Indianapolis; Judge W. C. Ma-
hon, Crownpoint; Judge V. S. Reiter,
Hammond.
Chief Flagman—Frank B. Wood, El-
gin, Ill.
Chief of Electric Timing—Bick Ed-
wards, Chicago.
Commissary General—Oliver G. Temme,
Chicago.

With the official announcement yester-
day that Alvin J. Maisonville, a well-
known automobile driver in hill climbs
and reliability races, will pilot the Corbin
car in the Indiana trophy race on June

accomplished in contests bet-
stock cars heretofore. At
the cars entered have al-
speed on test runs of between
100 miles.

The huge grand stand,
length, located on that partic-
leg where the fastest speed
tained, is rapidly approaching
and the provisions for the con-
spectators and for seeing the
best possible advantage are
surpass all earlier road ra-
country. The seat sale has
although the Chicago Autom
just beginning to feel the fu-
orders from other cities.

Clubs Plan Runs

A number of club runs
planned. Detroit, Indianap
Bend, Michigan City, Danville
and Milwaukee are among
which will send motoring de-
the races.

Col. J. B. Sanborn, comm
First Regiment, Illinois nat
and executive on public safety
his plans into final form. Th
been divided into military
under command of an officer
squad of soldiers at his s
roadway will be closed at
the morning, one hour in ad
race, and after that hour no
not show a military pass wi
upon the course. All cross-r
fenced off, with a detail of
prevent encroachment upon
spectators.

Every farmhouse within
twenty-five miles of the co
crammed with guests—guest
for a monetary consideration
filled to their capacity weeks
farmhouse facilities have only
upon heavily within the last
residents have shown all of t
ity in devising means of se
from the presence of the r
has been manifested upon s
sions elsewhere. Every inc
which can be made to prod
is being worked with a ze
intensive agricultural metho
and the public highway at the
will be the only ground where
ing room will be available. A
fact, indicating the expected
the basis of prices. The
points ten miles from the st
ish line are just as high as a
grand stand.

TOURISTS REACH INDIA

W. M. Cannon, president o

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

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

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

All Drivers Are Named.

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

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

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

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

Racers Establish Quarters.

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

TOURISTS REACH INDIA

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

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

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

RACERS REACH ELIJAS

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

HUGH MCGANN TO BE

Pugilist to Officiate at Wrestling Be Held Next Week

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

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

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

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

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

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

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

RACERS REACH ELLIS.

ELLIS, Kas., June 10.—All four cars in the ocean-to-ocean race passed through here late today. The Acme cars did not stop, but the two Ford cars were delayed forty-five minutes for repairs, got away an hour behind the Acme. The Shawmut car was twenty minutes behind the Acme, having left while the Ford cars were being repaired. The roads are very heavy and the cars' progress was slow.

HUGH MCGANN TO BE REFEREE

Pugilist to Officiate at Wrestling Show to Be Held Next Week.

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

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

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

BEGIN GOLF DESPITE RAIN

Allegheny Country Club Tourney Starts With Seventy Players.

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

AUTOMOBILES