

TOIST CENTER OF MOB POLICE DISPERSE ITALIANS

**CALVIN I. FLETCHER, BELIEVED
HAVE INJURED BOY, FEELS
HAND AT THROAT AND HEARS
CALL FOR KNIFE.**

the central figure in a mob of 200
red and angry Italians, many of whom
ved he had been speeding in his auto
run down a boy, Dr. Calvin I. Fletcher
ed a strenuous half hour in the
theast Italian colony last evening until
arrival of the police. The hand of
Guluzo was at Dr. Fletcher's throat.
t tore at his clothing and beat upon
breast, while the angry Italians
ted for a knife or a gun.
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Guluzo in Dr. Fletcher's ear. Dr.
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in its own tongue, struggling and re-
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the welcome arrival of Bicyclemen
and Todd.

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Italian Boy Runs Home.

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AUTO RACERS WILL DEFY DEATH TODAY

**Drivers in Indiana Trophy Con-
test Ready for Opening Test of
"Western Vanderbilt."**

CROWDS SWARM CROWNPOINT

**Thousands Vie for Positions Along
23-Mile Course Guarded by
Illinois Troops.**

Fair Weather for Race at Crownpoint

CROWNPOINT, Ind., June 17.—With
a dull red sunset, promising fair
weather for the first of the "Western
Vanderbilt" over the Crownpoint Lowell
circuit of 23.6 miles tomorrow, the
throngs began to arrive tonight.

Lieut. Col. Eddy brought in the First
Regiment on an early train from Chi-
cago. Tomorrow they will be detailed
in squads along the entire course, keep-
ing it clear at all hazards.

Practice this afternoon differed little
from that of preceding days. The time
varied from twenty-four to thirty min-
utes in the laps where no stops were
made. The cars stood up well under
the test.

Up to today it was expected there
would be eighteen cars in the Indiana
trophy race, but the withdrawal of the
Ford reduced the number to seventeen.
The remaining entrants are: Corbin.

...Guluzo in Dr. Fletcher's ear. Dr. Fletcher speaks Italian and answered the lad in its own tongue, struggling and reeling from acts of defensive violence at the welcome arrival of Bicyclemen and Todd.

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A son of the lad, a lad of 10 or 12 years, who flung the peeling at Dr. Fletcher and struck him as he went by the home at 414 South street, started the affray and ultimately caused the arrest of his father.

Fletcher had been making a personal call on South East street and driving toward the business section, coming with a young woman, a member of the family, where he had called, in the rear of his machine. Several days ago he had thrown a bit of wood at the lad as he passed No. 414, and this the physician was alert. The mistake—an orange peeling—true to its name. Dr. Fletcher rode on, but a moment later he turned his machine and started back. He intended going to the boy's parent and warning him of the repeated offense.

Italian Boy Runs Home.

At Dr. Fletcher only proposed and the lad disposed. As the auto came to a stop the lad ran rapidly toward his home. Dr. Fletcher followed with dignity, which was enhanced when an excited face appeared in the doorway and a man sprang toward

...was Guluzo. His son had warned him of the approach of the stranger, and when the physician attempted to explain, his words were lost on the angry man. Neighbors heard and flocked to the doorway. The waiting auto, the waiting boy, all seemed to tell a story of an excitable spectators and in a moment more Dr. Fletcher was the center of a mob which struggled to get nearer, and Guluzo seized him by the throat and drew a knife.

The young woman in the machine in the meantime had not been idle, and, seeing the trend of the incident, went to a telephone and called Police Station. Erick Todd made good time and reached Guluzo before the knife or gun for which he called. The two officers had their hands full for a moment, but the bolder of the Italians melted away at the approach of the bluecoats. After seeing Guluzo safely in custody Dr. Fletcher was taken to his machine, bruised but not seriously injured.

The Italian was slated for assault and battery. The police say there have been many complaints from the neighborhood.

MODERN PARENTS RIOT; GHETTO IS IN TURMOIL

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Up to today it was expected there would be eighteen cars in the Indiana trophy race, but the withdrawal of the Ford reduced the number to seventeen. The remaining entrants are: Corbin, A. J. Malsenville; Buick, Robert Burman; Marlon, Charles Stutz; Chalmers-Detroit, William Knipper; Marlon, A. Monson; Locomobile, J. W. Florida; Buick, George DeWitt; Fal-car, W. H. Pearce; Locomobile, George Robertson; Moon, Phil Wells; Renault, A. W. Greiner; Buick, Lewis Strang; Fal-car, John Ruehl; Stoddard-Dayton, Wiseman; Chalmers-Detroit, Al Poole; Stoddard-Dayton, Wright; Chalmers-Detroit, J. Matson.

BY P. P. WILLIS.

CROWNPOINT, Ind., June 17.—This little Hoosier city is one big garage today. The streets are lined with automobiles, parties already arrived to witness the Western stock chassis races tomorrow and Saturday.

Mechanical parts of the race machines are strewn over hotel floors and sidewalks. Long before the sun was up this morning the town was wide awake with noise of the smoke wagons, blended with the cries of the sandwich vendors and the "newsies." In fact, all night long those who sought slumber were disturbed by the ever-increasing arrivals of machines loaded with tourists. For miles in every

DENED PARENTS RIOT; GHETTO IS IN TURMOIL

Fire Engines Cause Panic in
Three East Side Schools With
Large Attendance.

NEW YORK, June 17.—One of those waves of hysteria which sweep crowded tenements of the East Side temporarily closed three public schools with an attendance of more than 1,000 pupils today, blocked all traffic on Grand street for an hour and was quiet until the police reserves were sent out.

And the fact that many Jewish parvenues of late been receiving threatening letters demanding \$1 from each on pain of having their children injured there is no explanation. At a gust of wind carried the untattoo of a fire engine on a gallop pentup children of a school that has 2,300 pupils; the engine whistled, a little girl shrieked in answer, in a minute the hallways were filled with a mob of fighting boys and girls and stricken mothers from nearby tenements were clawing and kicking at the e of the street doors.

And by prearrangement, another passing engine chafed the nerves of another children in a second school. The spread that the school was on fire, more the crowds could get to it there shout that a third school had been up by the Black Hand. Then was no holding the people. Parents with the police for their children, many were torn and bruised. All came to a stop and it was long order was restored.

T-INSPECTORS ARE INVESTIGATING CHARGES

Line Witnesses on Allegations Concerning Packing Houses at
East St. Louis.

ST. LOUIS, Ill., June 17.—Secretary of Agriculture Wilson's board of inquiry appointed to investigate the charges against former Inspector J. F. Harms, that the present inspection system in the packing houses here is faulty, held a session this afternoon. Harms, being denied an open investigation, withdrew from the room.

The board is composed of Dr. A. B. ... chief of the Bureau of Animal Industry; George P. McCabe, solicitor for the department of Agriculture; Dr. E. A. ... an assistant inspector of the bureau; Dr. B. P. Stedden, chief of the in-

eries of the sandwich vendors and the "newsies." In fact, all night long those who sought slumber were disturbed by the ever-increasing arrivals of machines loaded with tourists. For miles in every direction around this hub of the motor world of today the honking of horns and the noise of unmuffled machines heralded the dawn of the first day's race activities. The cars will be driven today in efforts to capture the Indiana trophy. The military bugles summoned the soldiers from their shelter tents at 2:30 to begin their vigil of the course. Thousands of spectators walled the roads leading to the numerous grand stands around the twenty-three-mile race course, which sprang as by magic from the quiet country district.

Dress Rehearsal Day.

It was dress rehearsal day for the entrants in the race events. At 2 o'clock the course was closed and the final speed contests began. They were not consistent, however, as the drivers dared not risk their cars at the eleventh hour before the real races.

The fastest lap thus far recorded during the three days' practice spurts, as well as the fastest mile, was made by Bert Miller in Stoddard-Dayton No. 1, who made the lap of a little more than twenty-three miles in the time of 21:46 and a mile in 74:03.

Following is the list of the best test complete-lap trips made yesterday: Englebeck, in Stoddard No. 5, 30:04; Knipper, in Chalmers, No. 5, 26:40; Monson, in Marion No. 6, 29:05; Matson, in Chalmers No. 19, 27:26.

All others made trips, but as no official time was registered their marks are not given any importance. A. J. Maisenville, in Corbin No. 1, made his first test tour.

Sightseers Claim Positions.

Autos of high and low degree contained eager sightseers, who realized the early motorist gets the best position. Once obtained the positions will be clung to with determination until the two days' events cease and the dust of the first big middle Western race events dies down. Watching the races from the side lines is regarded very dangerous, as accidents are feared at any minute.

Farm vehicles of ancient and modern types carried their burdens of country folk to the sides of the road at early dawn. Society from Chicago and elsewhere blossomed forth, bedecked in veils, ribbons and banners and characteristic motor togs. Officials dispatched special messengers in every direction on motorcycles, putting the finishing touches on the complex system of organization.

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Melvin issued a statement which
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Do You Want a Good Stenographer Temporarily?

Of course you will allow your stenographer a vacation, and of course you will have to get some one while she is away.

A "Want Ad" in The Star will bring to you the applications of most of the desirable stenographers of Indianapolis who are out of employment.

You can easily secure one who will do almost as well as your regular stenographer.

down. Watching the race from the lines is regarded very dangerous, as accidents are feared at any minute. Farm vehicles of ancient and modern types carried their burdens of country folk to the sides of the road at early dawn. Society from Chicago and elsewhere blossomed forth, bedecked in veils, ribbons and banners and characteristic motor togs. Officials dispatched special messengers in every direction on motorcycles, putting the finishing touches on the complex system of organization. At daylight the grand stands were well filled. Much fear is expressed concerning the safety of some of these hurriedly constructed "perching" stands. The Red Cross officials are prepared to care for victims of accidents. Farmers are reaping a harvest from the influx of spectators. It is estimated that at least \$6,000,000 will be left in this section after the hordes have left. Three hundred thousand persons are expected and every one will be called upon to part with about \$20, distributed among all the men, women and children of Crownpoint, each would gain about \$190. Beds for a night cost \$5 in some places.

Crowd Will Pay Expenses.

Velled women sat in the grand stand at breakfast time, devouring sandwiches. Men huddled by their sides wrapped in overcoats and wearing straw hats. All were chilled by the winds. At 4 o'clock the fondest dreams of the promoters were realized as the "speedometer on the crowd" indicated that enough receipts were coming in to defray expenses.

After midnight hourly excursions were run over three railroads from Chicago and Hammond to Crownpoint and Lowell. Every house is now filled to overflowing. Many visitors slept in tents, as they will continue to do in increased numbers until the races have passed into history. Not until then will the surrounding country awake to the full realization of the wonderful achievements of civilization's latest contribution to the ceaseless demand of the ages for more speed.

At daylight mechanics were busy in the separate garages giving the race cars a last inspection. The cars were gone over as if they were human athletes being rubbed down for a run. Drivers pet their cars and nurse their weaknesses and strong points like a driver of horses watched over his live racers.

The photo partook of light nourishment and served for the fore-dinner when that has ahead of it with possibilities of fatal accidents. The race start at 1 o'clock.

Fear of Accidents

One big fear is expressed concerning the safety of the stands. The promoters are anxious to get the stands built on the safe side of the plane. The plan is to put on the safe side of the plane. The plan is to put on the safe side of the plane.

Of course you will allow your stenographer a vacation, and of course you will have to get some one while she is away.

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[illegible]

Yelling encouragement in the grand stand at breakfast time, dropping sandwiches. Men huddled by their sides wrapped in overcoats and wearing straw hats. All were chilled by the winds. At 6 o'clock the fondest dreams of the promoters were realized as the "speedometer on the crowd" indicated that enough receipts were coming in to defray expenses.

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Fear of Accidents.

CONTINUED ON PAGE 9, COLUMN 6

You can easily secure
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ployee.

The first of these is the fact that the United States has a long and honorable tradition of supporting the rights of all people, regardless of race, religion, or political beliefs. This tradition is rooted in the principles of the Declaration of Independence and the Constitution, which guarantee the rights of all citizens.

The second of these is the fact that the United States has a strong and effective system of government. This system is based on the principles of democracy and the rule of law, and it has been shown to be capable of maintaining peace and stability in the world.

The third of these is the fact that the United States has a large and powerful economy. This economy is based on the principles of free trade and competition, and it has been shown to be capable of creating jobs and improving the standard of living for all people.

The fourth of these is the fact that the United States has a strong and effective military. This military is based on the principles of defense and deterrence, and it has been shown to be capable of protecting the United States and its interests around the world.

The fifth of these is the fact that the United States has a strong and effective foreign policy. This policy is based on the principles of diplomacy and cooperation, and it has been shown to be capable of promoting peace and stability in the world.

The sixth of these is the fact that the United States has a strong and effective cultural policy. This policy is based on the principles of freedom of expression and the arts, and it has been shown to be capable of promoting cultural diversity and understanding.

The seventh of these is the fact that the United States has a strong and effective environmental policy. This policy is based on the principles of conservation and sustainable development, and it has been shown to be capable of protecting the environment and improving the quality of life for all people.

The eighth of these is the fact that the United States has a strong and effective social policy. This policy is based on the principles of social justice and equality, and it has been shown to be capable of improving the lives of all people.

The ninth of these is the fact that the United States has a strong and effective health policy. This policy is based on the principles of public health and medical research, and it has been shown to be capable of improving the health of all people.

The tenth of these is the fact that the United States has a strong and effective education policy. This policy is based on the principles of quality education and lifelong learning, and it has been shown to be capable of improving the lives of all people.

One big fear haunts owners and spectators alike—that of serious mishaps. The course is branded the most dangerous on earth. Owners have begged of the pilots to put on the soft pedal while whizzing round the sharp curves. The drivers

CONTINUED ON PAGE 9, COLUMN 6

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Indianapolis is the great center of
speed. Every day, according to statistics,
there are about 100 cars on the streets of
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strong points like a driver of horses
watches over his live racers.

The pilots partook of light nourishment
and nerved for the dare-devil chase that
lies ahead filled with possibilities of fatal
accidents. The races start at 8 o'clock.

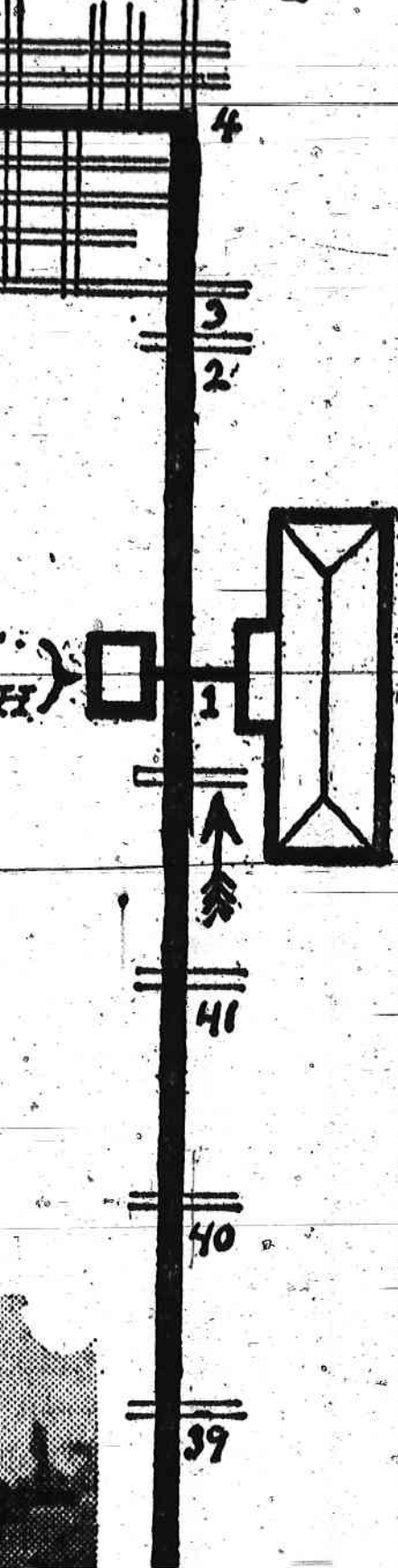
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CONTINUED ON PAGE 9, COLUMN 6

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W POINT



Auto Racers Will Defy Death Today

CONCLUDED FROM PAGE ONE.

alone remain fearless and determined. They dare not let their minds picture the horrible possibilities of a second's failure to keep watch on the course, for such would spell instant death to riders, ruin to cars and danger to followers.

Commercialism is on deck with its sleeves rolled up and teeth gritted. For months the factories have hummed with activity of condensing into special cars all the speed that modern science and skill can produce. Soon the results of this toll will be told in cold figures.

Harry Stont, sales manager of the Aperson company of Kokomo, Ind., which has two cars in the Cobe race, declares that these events will do more to teach manufacturers and the public than any other single event recorded. If the cars can travel at abnormal speed for approximately five hours over roads that are testers to the limit of endurance it is said to be a foregone conclusion that such cars will stand years of ordinary driving.

As the cars speed around and around the representatives of the factories will watch with keener interest than any others the records being spun off. However, a big element of luck enters into the race. Drivers say that they often shut their eyes, as it were, and trust to chance that they miss by a fraction of an inch the wheel of a rival as they dash past one another.

The dust from the course rises like a cloud of smoke and adds increasing dangers. The narrowness of the track makes passing impossible at a few points.

Mechanics Risk Necks.

One of the most thrilling parts these actors on the stage of motor speed will be called upon to play is to crawl from the seats out over the bonnet and adjust the carburetor. The mechanic will perform the most daring feat while the pilot is urging his machine at a mile a minute. It has been done often during the practices. Several thousand diamond-shaped bills have been printed to supply the crowds with means of calculating the rate of speed. On these bills every possible average has been figured, and it will only be necessary to hear the official announcer call out the number of the car coming and the time of the lap to tell at a glance the average speed of the car.

All the officials who will superintend the races arrived today and took a trip of inspection over the course. Although there are deep ruts carved in some of the curved beds, there is no time to re-

ALL RED IS W OF LATONIA

Cella's Entry Finishes

Classy Field in Bre
change Hand

ROMPS IN ON SLOP

Martin's Mount Show

Madman and Richa

Powers Rides Thre

CINCINNATI, June 17.

All Red won the Brew Handicap, the feature at The race was run over a All Red took the lead in and won easily by two lengths, an added starter, Reed third. All Red and coupled in the betting as while Madman and Rich coupled as the Bedwell Dame, Alice and Halket starters. The value of the winner was \$1,790. Jock three winners. Summarie

First race, 1 1/4 miles—Bell ers), 8 to 5, won; Maid Millt time, 3:05. Second, 5 furl perial, 107 (Powers), 11 to 5 Duquesne, time, 1:02. Th Merrick, 108 (Powers), 4 Sandals, Alice George; tim the Brewers' Exchange 1 added, 6 furlongs—All Red to 2, won; Madman, Rich 1:14 3-5. Fifth, 1 1-16 miles Williams), 4 to 1, won; time, 1:51 3-5. Sixth, 1 1-16 (Taplin), 7 to 10, won; D dear; time, 1:51 1-5.

MASKETTE SHOW

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All the officials who will superintend the races arrived today and took a trip of inspection over the course. Although there are deep ruts carved in some of the curved beds, there is no time to repair these death traps.

Frank Wood, chief flagman, gave his corps of 100 men their practice today, and says that he feels sure there will be no accidents caused from carelessness on their part. General Executive Trego announced that the races will be run, rain or shine. Means of signaling and other fine points were included in the list of instructions given all drivers before bed-time tonight by the officials. A school was held at the central offices in the Lake County Court House. This judicial edifice has been converted into an automobile headquarters for both men and car supplies.

Ordinary means of signaling are useless to a driver as he is forcing his machine at terrific speed through flying dust and oil. A French system of bill boards will be used. On these the pilots can see at a glance what lap he is on and how far ahead the other cars are. It takes only a swift glance, for in no time almost he is upon another one. Referee Ann Payne has completed all his preparations. He said he expects some unrivaled samples of steering—either that or serious and fatal results.

Fred Wagner, official starter, warned the drivers to be careful at the school last night. The hospital forces have established headquarters at three different positions and have three automobile ambulances ready to start at a second's notice. A driver sits behind every wheel constantly on the alert. The medical tents are equipped so as to care for any kind of surgical operations that may be needed. In case of a number of accidents the physicians say, their forces and supplies will care for all. This is not a cheering aspect to the men who must place their lives in the wheel of chance and skill.

The army of soldiers has organized and presents a businesslike appearance, with hundreds of tents and complete camping organization. Campfires and guards lend picturesqueness to the sights around the course. The soldiers were carried on trucks from Chicago seated on top of their supplies. They are armed and means to enforce their orders. Panic will thus be avoided.

Apperson Team Heavy.

Bourgne, driver of Knox No. 2, may not be in the race because of injuries sustained in the Wilkesbarre hill-climb Memorial day. He has a substitute. Chevrolet's Buick car was overweight this morning and he was ordered to change his machine, which he did. The Apperson cars weighed exactly the same, 2,700

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MASKETTE SHOWS

Again Shows Heels to Field and Race Track

GRAVESEND, June 17.—Maskette, by J. R. Keene, today added to her list when she easily won the Stakes, a mile and a sixteenth. The filly so far outclassed her rivals was held at the prohibitive price. She took a commanding lead at the turn and won under wraps.

First race, 3-year-olds and under, \$500 added—Hammer (Cahey), 6 to 1, 2 to 1 and Joseph, Rock Stone, time, 1:10 handicap. 2-year-olds, 5/8 added—Medallion, 115 (Nicoll) and out, won; Pretend, 1:07 2-5. Third, the Mazelle filles, 1 1-16 miles, \$2,500 added, 131 (Scoville), 1 to 4 and out, Lady Bedford; time, 1:48. Fourth, \$600 added, for 3-year-olds and under, 1 mile—Effendi, 99 (Doyle), 1 and 1 to 4, won; Norbitt, Pe 2:06 3-5. Fifth, 3-year-olds and under, about 6 furlongs, \$400 added, Johnson, 125 (Nicoll), 2 to 1 and 5, won; Julia Powell, M 1:10 1-5. Sixth, maiden 3-year-olds, 1 1-16 miles, \$400 added (Grand), 60 to 1, 20 to 1 and St. Falsenay, Nedlim; time, 1:51 1-5.

MONTREAL RESULTS

MONTREAL, June 17.—Hard at Blue Bonnets today were again in evidence. The tier stakes at a mile was the last shot, the well-backed favorite front at the rise of the bend left the issue in doubt. Sum

First race, 1 mile—Jack (Walsh), 1 to 4, won; Glin time, 1:42 2-5. Second, 5 furlongs—Girl, 105 (Reid), 1 to 3, won; len, Adonia; time, 1:03 1-5. Joe Galtons, 96 (Reid), 9 to 1, won; Desperado; time, 1:44 2-5. Jacques Cartier Stakes, \$1,200—Center Shot, 106 (Mentry), 1 to 1, won; McDonald, Reidmore; Fifth, Steeplechase, full course, 1 1-16 miles—Pagan Boy, 145, (Aronson), 1 to 1, won; Kara, Wild Refrain; time, 1:51 1-5. 6 furlongs—Colonel Zeb, 115, 20 to 1, won; Lady Orimar, 1:17 3-5.

BREAKS WORLD'S RECORD FOR

De Palma Smashes Mark in Field by Going Distances

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Charles Stutz and A. Monson, drivers of Indianapolis made cars (Marions), are prominent favorites, and it is confidently predicted by experts who have their motor-racing teeth cut that these men will make history.

Threats of disqualification in case of proven attempts at fraud were made by officials tonight at meeting for instructions to drivers. Asa Paine of Minneapolis, referee, urged clean sportsmanship. Rigid rules will be enforced. Starter Fred Wagner of New York, starter of Vanderbilt races, said drivers could stop any time for drinking water, but nothing else short of accidents.

FORD TAKES LEAD IN RACE.

In New-York-to-Seattle Contest Cars No. 1 and 2 Head List.

MONTPELIER, Idaho, June 17.—The Ford car No. 1 has taken the lead in the New-York-to-Seattle race. It arrived here at 4 o'clock and left soon afterward, expecting to reach Pocatello by morning. The Ford No. 2 is second and was reported at Cokeville, Wyo., this evening.

The Shawmut car is broken down at Nugget Canyon, fifty miles east of Montpelier.

Joe Galton, 96 (Reid), 9 to 1, mell, Desperado; time, 1:44 2-5. Jacques Cartier Stakes, \$1,200. Center Shot, 106 (Mentry), 1 to 1, aid McDonald, Reidmore; 1 Fifth, Steeplechase, full court miles—Pagan Boy, 145, (Arch) won; Kara, Wild Refrain; time, 6 furlongs—Colonel Zeb, 107 20 to 1, won; Lady Orimar, 11 1:17 3-5.

BREAKS WORLD'S AUTOMOBILE RECORD FOR

De Palma Smashes Mark Made by Going Distance

READVILLE, Mass., June 17.—56 3-5 seconds for each of two laps of the one-mile Readville track. Ralph de Palma, driving a six-cylinder Fiat car, set up a new world record of twenty-five miles, the finisher dropped 23 minutes and 35 seconds had been waved for the start. The new record displaces the mark of 28 3-5 seconds made by Earl Grey, Fresno, Cal., Dec. 13, 1904. De Palma attempted to break the world's record on the second trial, equaling the world track record, but three laps short of the world's mark. The event was the annual Bunker Hill day race. The Bay State Automobile Association eight races were run off.

WILL HOLD GOLF

Riverside Club Plans Monthly Handicap Matches for Tomorrow

The Riverside Golf Club will hold its monthly handicap tomorrow. There will be only one prize—fob—which will be given to the winner. It will be held by him until the end of the month. At the end of the month the fob will be given to the winner of the different handicaps for the permanent ownership.

Chester Nelson will be handicapped plus four, while H. C. Colb will be handicapped from scratch. In all there will be seventy-five entries. The tournament will be an eighteen holes medal play.

IMPROVE IN RUSHVILLE TOURNAMENT

Held Among Professionals, Traughan Heads Amateur Shooters.

IND., June 17.—Good scores were made today's shoot of the second tournament of the Rushville Country Clubs. The weather was favorable for the event today as but a much larger crowd gathered on the grounds. C. A. Young, made the best score of the tournament, breaking 194 birds out of 200. C. O. LeCompte was a close second, 190 out of 200. Dr. W. L. Cleveland, who was high amateur, again led them today with 197 out of 200. T. H. Perry of Indianapolis and Charles Brooks of this city tied for third place with 180 out of 200.

PROFESSIONALS.

37 North Pennsylvania Street } Two Stores { 41 South Illinois Street

"Heads Up"