

VOL XL (WHOLE NO. 12,381)

ROBERTSON LEADS COBE TROPHY RACERS

**Fast Locomobile Expected to
Win Big Event from Stub-
born Competitors.**

FOUR CARS ARE WITHDRAWN

**Almost Mile-a-Minute Speed is Reg-
istered by Leaders in First Half of
Long Contest at Crown Point.**

FACTS ABOUT CROWN POINT COBE CUP RACE

Distance—265.65 miles, seventeen times
around the course of 23.31434 miles.

Start of race—8 a. m.

Expected speed per hour—Sixty miles.

Expected duration of race—4 hours 45
minutes.

Number of entries—12.

Referee—Ann Payne, of Minneapolis.

Starter—Fred J. Wagner, of New York.

Names of cars, drivers, starting num-
bers and horsepower:

"ROOSEVELT" BITE OF

Lion Attacks H.
Island

NEW YORK, Jan. 10.—Bonavita, famous animal trainer, was at the scene of a lion attack on his calling today when the roaring beast was and the string of which he had been three years ago and chased by a lion.

Bonavita's latest lion trainer was under training lessons from

No sooner was the case than the lion The trainer jumped into a pool, and jumped behind a cage, but it furnished the lion leaped at trainer's right shoulder before aid could be had. He crouched for an assistants threw up Bonavita dashed at him until he was

Bonavita spent a an animal trainer. In the old cylinder now occupied by the

SAFE UNLOCK BURGLAR

SAD. EXP.

lstered by Leaders in First Half of
Long Contest at Crown Point.

FACTS ABOUT CROWN POINT COBE CUP RACE

Distance—235.65 miles, seventeen times
around the course of 13.862 miles.

Start of race—4 a. m.

Expected speed per hour—Sixty miles.

Expected duration of race—4 hours &
minutes.

Number of entries—12.

Referee—Ann Payne, of Minneapolis.

Starter—Fred J. Wagner, of New York.

Names of cars, drivers, starting num-
bers and horsepower:

No.	Driver	Car	H.P.
1.	Miller	Stoddard-Dayton	41
2.	Bousque	Knox	24
3.	Seymour	Apperson	21.5
4.	Strang	Bulck	22.5
5.	Engelbeck	Stoddard-Dayton	41
6.	Florida	Locomobile	22
7.	Denison	Knox	24
8.	Lytle	Apperson	21.5
9.	Robertson	Locomobile	22
10.	Chevrolet	Bulck	22.5
11.	Hearne	Fiat	22
12.	Burman	Bulck	22.5

CROWN POINT, Ind., June 12.—With
234.14 miles covered and 139.14 to travel
in the Cobe cup stock chassis race here
today it was believed that George Rob-
ertson, the big eastern driver, would win
with his Locomobile. He was about twelve
minutes ahead of his nearest pursuer,
Chevrolet.

Robertson at the end of the twelfth
stopped to change a rear tire, but not
long enough to jeopardize his lead. He
lost six minutes at Lowell to repair en-
gine troubles. He was then on his thir-
teenth lap.

Robertson jumped into the lead in the

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Donavita spent a
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SAFE UNLOCK BURGLAR

BAD EXPERIENCE
BERTERMANN

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He failed to...
he would have...
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Robertson at the end of the twelfth stopped to change a rear tire, but not long enough to jeopardize his lead. He lost six minutes at Lowell to repair engine troubles. He was then on his thirteenth lap.

Robertson jumped into the lead in the tenth lap. On the ninth Chevrolet led him by 4:54, but in the next Chevrolet was compelled to stop at the pit for oil and Robertson forged ahead. He attained a lead that looked hard to overcome. Lytle broke a spring on the ninth, but repaired it.

Miller, at the end of the ninth, stopped seven minutes and changed tires all around. Englebeck stopped at the same time. His car skidded, crossing the tape almost sideways in the softened road dressing. A serious accident seemed imminent and the crowd jumped to its feet to cheer the driver when he gained control of the plunging machine.

Chevrolet broke a piston valve on three cylinders. Passing the stand the Locomobile was thirteen minutes ahead of him. Burman's withdrawal from the race was officially announced. His time for 116.37 miles was 2:02:51. Strang was stalled, and, though not formally announced, was out of the contest.

Four Cars Out of Race.

With 186.19 miles of the 306.65 of the course covered, Chevrolet had attained a lead of seven seconds over Robertson, his nearest rival. Four cars—Seymour's Apperson, Florida's Locomobile, Burman's Buick and Denton's Knox—were withdrawn, hopelessly damaged in vital parts. Strang could not make the Buick machine hold up and could not be considered a contender. Strang at noon was four laps behind and Burman three. Hourque, Miller, Englebeck, Lytle and Hearne continued in the race, scattered along the course.

Chevrolet made the 186.19 in 3:10:32, nearly at the rate of a mile a minute. For four hours, without a sign of abatement, he maintained a pace faster than the great majority of express trains.

Lytle finished the eighth lap with fire burning under the bonnet of his machine and in the apron where oil had become ignited by friction heat. Burman was put out of business by the burning of his gasoline tank. Englebeck ran into a ditch on the road to Cedar lake on his ninth lap, but continued in the race.

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Reported to

ROME July 23
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Great discovery
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Lytle finished the eighth lap with fire burning under the bonnet of his machine and in the apron where oil had become ignited by friction heat. Burman was put out of business by the burning of his gasoline tank. Englebeck ran into a ditch on the road to Cedar lake on his ninth lap, but continued in the race as his car was not damaged. Before the breaking down of his car Denison ran an exciting race with Chevrolet. Each had the lead twice.

Florida, driving a Locomobile, was put out of the race in the first lap. His machine sustained a broken jack shaft, and, after working for an hour in a fruitless endeavor to repair the injury, the withdrawal of the car was announced.

Seymour, from whom much had been hoped, was compelled to withdraw his Apperson at the start of the fourth lap, owing to engine trouble irreparable outside of a garage. He had made the three rounds in 1:26:13, being in tenth place, about fourteen minutes behind the leader.

Cars Start on Schedule.

The twelve cars in the big race for the Cobe trophy, the second event on the "Western Vanderbilt" race program, were sent away on the exact schedule time, 8 o'clock this morning. Miller, wearing a knit shirt and a rose, alleged to be a "hoodoo," and pinned on him by a rival, was first over the tape. The first five drivers each had screens affixed to their steering posts to protect their faces from flying gravel thrown up by preceding cars. Florida and Denison wore big near-white handkerchiefs pinned to the tips of their caps, to have them handy for wiping the dust and oil which accumulates quickly on their goggles.

Just before the start of the big race, Joe Matson, of the Chalmers-Detroit, winner of yesterday's race, was given the Indiana trophy, a massive silver cup, by President Ira M. Cobe, of the Chicago Automobile Club. Matson drove up in front of the stand in his winning car and was heartily cheered.

Soldiers Do Good Work.

Major Funkhauser, in charge of the guardsmen of the Illinois militia, kept the space in front of the grand stand absolutely clear, and starter Wagner was able to send the big machines away on their long, desperate task without a hitch. At 8:13 the last car, a Buick, driven by Bur-

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province of Navajo.
Great discoveries of
ancient civilization are
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WEATHER

UNITED STATES

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