LE GIANTS IN
FEW WITH DE PAUW

Battle Hard at Green-
ville Before 3,000 Root-
ers to 0-0 Score.

THE PLAY MARKS GAME

Warriors Have Advant-
age in First Half, Methodists
Excel in the Second.

ROBERTSON FIRST
IN 200-MILE RACE

Daring Driver Finishes First in
Field of Twenty-One in Classic
Event in Fairmount Park.

APPerson CAR COMES THIRD

Dingley, in Chalmers - Detroit,
Forces Winner to Keep Up Ter-
rific Pace to the End.

PHILADELPHIA, Pa., Oct. 9.—Travel-
ing at a terrific rate of speed over the
eight-mile course in Fairmount Park this
afternoon, George Robertson, the hero of
many classic automobile events, won the
200 mile stock chassis road race in a
Simplex car, from a field of twenty-one
automobiles handled by some of the most
expert drivers in the country. The result
of the race follows:

Course, 200 miles, eight miles to the lap,
twenty-five times around.
First Prize ($1,000 cup and $2,500)—Won
by George Robertson in a four-cylinder, 90-
horse-power Simplex; time, 3:38:58 4.5.
Second Prize ($1,250)—Won by Bert Ding-
ley in a four-cylinder, 40-horse-power Chal-
mers-Detroit; time, 3:44:20.
Third Prize ($750)—Won by H. L. Harding
in a four-cylinder, 49.2-horse-power App-
erson; time, 3:52:17 7-10.
Fourth Prize ($500)—Won by J. Parkins
Jr. in a six-cylinder, 60-horse-power Chad-
wick; time, 3:55:31 1-5.
Fifth Place (no prize)—Louis Strang in a
four-cylinder, 40-horse-power Isotta; time,
3:58:54 2-6.

Robertson seemed to have an easy time
with his car all the way, but Dingley, in
a Chalmers-Detroit, was also going well
and the leader was not permitted to let
up his pace at any stage of the race. The
winner's car worked perfectly and only

De Pauw Wins Toss.
De Pauw Wins Toss.

De Pauw won the toss and chose to de- cast goal. Wabash kicked off, and received the ball and returned it. Sellers made two yards and was called on again. He made a one-yard gain, but was again forced out of bounds. De Pauw was penalized for holding the ball, and was forced to turn over the ball at their own 35-yard line. Gangwich was given the ball and took it to the De Pauw 30-yard line. A pass to Starbuck netted five yards, and De Pauw roosters began to see what they were up against.

Wilson suffered a broken nose and was carried off the field until the injury could be treated.

This was the second time out for the Giants. Overman was kicked in the face, but refused to take time out. He was called for holding the ball, and the Old Gold was penalized for ten yards.

De Pauw Holds Near Goal.

The ball was again brought to the De Pauw five-yard line, and the roosters prayed for a first down. Sells caught a pass from Gissler and ran for five yards, and the ball was moved back to the De Pauw 40-yard line. Gangwich was again given the ball, and ran for ten yards. A pass to Block was successful, and the ball was moved to the De Pauw 30-yard line. A pass to Block was successful, and the ball was moved to the De Pauw 20-yard line. Gangwich was again given the ball, and ran for a first down.

DE PALMA BADLY INJURED.

Machine is Smashed to Pieces Following Bursting of Tire in Race.

DANBURY, Conn., Oct. 9. — As the result of the bursting of a tire during a race on the Danbury fair track, Ralph de Palma was thrown twenty feet, narrowly missing a tree in his flight and landing on his head. He sustained a fractured thigh and other injuries. The accident happened during the last lap of a five-mile free-for-all in which De Palma, driving a Fiat Cloud, Wagner, with a Columbia, and Brown, with a Fiat, were entered. De Palma had trouble with his machine during the race, but on the last lap he let his engine out and was going at about sixty miles an hour. He passed Brown and was overhauling Wagner when his rear tire burst, causing the machine to veer off the course.

Robertson seemed to have an easy time with his car all the way, but Dingley, in a Chalmers-Detroit, was also going well and the leader was not permitted to let up his pace at any stage of the race. The winner's car worked perfectly and only once during the long contest did Robertson have to stop and that was at the end of the eighteenth lap, when he replaced a couple of tires and replenished his gasoline and oil tanks. Harding, in an Apperson, also drove a beautiful race. He stayed well and the leading cars pushed into third place on the eighteenth lap, where he had to stop.

It is estimated that more than 25,000 persons crowded both sides of the eight miles of roadway, said to be one of the most dangerous courses in the country. The weather was perfect and not a serious accident marred the big race. E. O. Haynes, in an American car, struck a telephone pole on the eighth lap at the "Hairpin" curve at Sweet Briar. He and his mechanic were thrown out, but they were not seriously hurt. The only other accident was when Malin Leipnau was approaching the grand stand in an Acme car. A rear tire flew off, went up in the air and down the stand, striking a boy.

The younger was unconscious, but received no serious hurt.

The course was cleared at 11 a.m. and the race was started on the stroke of 12 o'clock. The cars were sent away at intervals of fifteen seconds. The last lap proved a thrilling one for the spectators. J. F. Betz, third, an amateur driver, in a Simplex, had fallen slightly behind because of tire trouble and in order to make up ground let his big ninety-horse-power machine out to the limit. He took the curve at hair-raising speed and shot by the grand stand like a hurricane. When his time was up it showed that he had gone over the course of eight miles in seven minutes and fifty-four seconds, better than a mile a minute.

The time for the lap proved to be the best of the race.
DETROIT—De Palma badly injured. Machine smashed to pieces following bursting of tire in race.

DANBURY, Conn., Oct. 9.—As the result of the bursting of a tire during a race on the Danbury fair track Ralph de Palma was thrown twenty feet, narrowly missing a tree in his flight and landing on marshy ground. He sustained a fractured thigh and possibly internal injuries. The accident happened during the last lap of a five-mile race-for-all, in which De Palma driving a Fiat, Cylcone; Wagner with a Columbia, and Brown with a Fiat, were entered. De Palma had trouble with his machine during most of the race, but on the last lap he let his engine out until he was going at the rate of sixty miles an hour. He passed Brown and was overhauling Wagner when a rear tire burst, causing the machine to turn over and crash through the inclosure around the track and turn turtle. De Palma's condition, while serious, is not considered critical. The machine was smashed to pieces. It was the one which Cedrino was driving when he was killed during the Pimlico races in 1907. The race was won by Wagner in 7:43.4.

Fans paid $82,156.