

FRIDAY, MAY 25, 1906.

THE HILL



AUTOS MAKE EXCELLENT TIME GOING UPHILL

CLIMBING CONTEST ATTRACTS
CROWD AT GLENN'S VALLEY.

CARS THAT SHOW BEST SPEED

Glenn's Valley hill had a large population yesterday afternoon, the attraction being the hill-climbing contest for automobiles. Persons came from miles around in automobiles of all sizes and kinds, and in buggies and wagons, likewise of all sizes and kinds, and there were many persons living in the neighborhood who just strolled over "to see what was going on."

There was considerable dust on the course, which was a quarter of a mile long, and there were some soft places along the side of the road that called for careful driving, but good time was made by several of the cars.

Fastest Time Made.

The fastest time was made by the first car that went up the hill, a forty-horsepower Apperson runabout, driven by Edgar Apperson, which made the climb in 31 1-5 seconds. The car went by the spectators like a big ball of dust, and it was evident that it was "going some." The car that made the second best time

TEST



The ligaments in a painful shoe and stocking were re-laid on the ground near me was later carried to the where a physician was called. of the game for a week s absence will be a severe s been playing fast ball. lace and was caught a mo- n he started for home on second. The injury caused mium going to right-field making the place of Dun-

The Hoosiers gave the vis- and revived the fans' spark r got a base on balls and With C. Carr at bat, world as if he would

The car that made the second best time was a thirty-five-horsepower Stoddard-Dayton, driven by Frank Moore, which made the climb in 32 1-5 seconds. When the big machine reached the top of the hill it seemed to leave the ground like a rocket, but when the dust had cleared away it was seen to have landed on "all fours" and to be ambling peacefully along.

Another car that showed to exceedingly good advantage was the Marmon, with Howard Marmon driving. It won the contest for heavy touring cars, carrying four passengers and a driver, in 40 2-5 seconds.

The officials were as follows: Judges, B. F. Meixell, W. G. Whitlock and Daniel Dorsey; timers, F. A. Claus, W. G. Hunter, George Kern, G. H. Hamilton and F. H. Wheeler; starter, P. C. Avery; clerk of the course, L. M. Wainwright.

Summary of Time Made.

Following is the summary of the time made by the three fastest cars in each event, with the power of the cars and the names of the drivers:

Free-for-all owners' contest; owners to drive—Apperson, 40 h. p., Edgar Apperson, time, :31 1-5; Buick, 20 h. p., Carr, time, :41 1-5; National, 35-40 h. p., Wall, time, :42 flat.

Open to all steam car contests—No entries.

Light car contest, for cars weighing not over 1,432 pounds, each car to carry driver only—Franklin, 12 h. p., Elston, time, :35 3-5; Franklin, 12 h. p., H. Stutz, :53 4-5; Cadillac, 10 h. p., Davidson, time, :57 4-5.

Medium car contest, open to runabouts only, weighing over 1,432 pounds and under 2,204 pounds, car to carry one passenger and driver—Premier, 16 h. p., Waltman, time, :42; Buick, 22 h. p., Whittle, time, :42 1-5; Premier, 24 h. p., Brown, :43 1-5.

Medium car contest for light touring cars only, weighing over 1,432 pounds and not over 2,204, each car to carry three passengers and one driver—Stoddard-Dayton, 30-35 h. p., Moore, time, :36 1-5; Buick, 22 h. p., Whittle, time, :46; Leader, 20 h. p., Cherry, time, :48 3-5.

Heavy car contests; for touring cars weighing over 2,204 pounds; each car to carry four passengers and driver—Mar-

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 hit an easy grounder to
 hich he was retired at
 made a desperate attempt
 econd on the play, but was
 plate, Sullivan to Shaw.
 d.

ey Easy at First.

Cromley was easy for the
 p fielding alone prevented
 ning up a big score. Crom-
 o hits in the first inning
 he second, when two runs
 double play in the first
 out of a tight hole. He
 line fly from the bat of
 caught Brashear off first.
 Puttmann was caught at
 g to score a third run for
 a sharp piece of fielding.
 d the sphere to J. Carr,
 stole second and Carr re-
 ne to catch Puttmann at
 lace.

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 h. p., Whittle, time, :46; Leader, 20 h. p.,
 Cherry, time, :48 3-5.

Heavy car contests; for touring cars
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 carry four passengers and driver—Mar-
 mon, 30 h. p., H. Marmon; time, :40 2-5;
 National, 35-40 h. p., Clemens; time, :45 3-5;
 Peerless, 28-30 h. p., Stutz; time, :47 2-5.

Open to stock cars, list price \$850 or un-
 der—Leader, 16 h. p., Cherry, time, :50 3-5;
 Cadillac, 10 h. p., Davidson, and Maxwell,
 10 h. p., Willis, tied for second; time,
 1:00 3-5.

Open to stock cars, list price over \$850
 and not over \$1,500—Bulck, 22 h. p., H. P.
 Whittle, time, :37 2-5; Premier, 16 h. p.,
 Waltman, time, :40 3-5; Buick, 22 h. p.,
 Carr, time, :42 3-5.

Cars listing over \$1,500 and not over
 \$2,000—Franklin, 12 h. p., Elston, time,
 :39 1-5; Lambert, 30 h. p., Lambert, time,
 :42 4-5; Premier, 20 h. p., Hammond, time,
 :43 3-5.

Open to stock cars, list price over \$2,000
 and not over \$3,000—Stoddard-Dayton, 35
 h. p., Moore, time, :32 1-5; Marmon, 30 h.
 p., H. Marmon, time, :36 2-5; National, 35
 h. p., Jap Clemens, time, :38 4-5.

Cars listed over \$3,000—Apperson, 40 h. p.,
 Edgar Apperson, time, :33; Peerless, 28 h.
 p., H. Stutz, time, 45 2-5.

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