

TWO NEW MARKS AT MOTOR SPEEDWAY

Aitken and Kincaid, in Nationals, Break the Mile Record for Class.

BRICK TRACK SWEPT BY WIND

Weather was Against Both Drivers and Machines and Disagreeable for the Spectators.

INDIANAPOLIS MOTOR SPEEDWAY.
December 17.—Under a sun of midsummer brilliancy, but handicapped by a cold wind that the stoutest coat could not keep out, some of the most noted automobile drivers in the world gathered at the Indianapolis motor speedway this afternoon bent on breaking all speed records. Except for the extreme cold the conditions were excellent. The high wind had removed the dust from the track and the bright sun made it possible to follow the racing cars with the eye the complete length of the course. It was too cold for spectators, however, and less than five hundred were there to witness the racing.

SIX LIVES LOST IN FIRE

One Fireman Dead; Young Woman Injured

PHILADELPHIA, Dec. 17.—A fast moving fire swept through the brick building of the Philadelphia Supply Co., 12th and Market streets, about 10:30 A. M. The fire started in the basement and spread rapidly up the stairs, the windows being broken by the intense heat. One man was killed and several others injured.

About twenty men were on the floor with the windows broken, but escaped. Some were slightly injured.

About a half hour counted for, but located in the building they had escaped to their homes or there was no escape possible, it is believed.

Miss Eva Ruhm, who escaped, said running down the fourth floor she met Roberta Feltz, aberger said. "Help! I am burning!"

HAD WRAP
AND TWO

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Strang and His Powerful Car.

The races were the first scheduled over the new brick track, completed two weeks ago, and they were arranged in the hope that the new year would be started with all records held in Indianapolis. The world's records, established on the Indianapolis course, last August, when the surface was of concrete, were recently lowered at Atlanta by Lewis Strang in his big 200-horse power Fiat racer. Strang and the same car were entered in the two-day race meet starting this afternoon and it was confidently expected that he would lower the marks he set at Atlanta.

Track is a Fine One.

The new \$700,000 speedway was today decorated with the flags of all nations and was policed by more than a score of Indianapolis patrolmen. More thorough preparations could not have been made had a crowd of 25,000 been expected. The new brick track was as smooth and clean as a model housewife's floor. Since the August races the seating capacity of the bleachers and amphitheater has been doubled and now, it is stated, there is seating capacity for 25,000. A strong cement retaining wall has been built on the curves for the protection of both drivers and spectators. The speedway plant now appears to be perfect in every detail, and experts say it is the finest in the world, not excepting the famous Brooklands course in England.

HAD WRAP AND TWI

SHOPLIFTING
WHINNIE

VALUABLE GO

The final report ever called to the fact that George Woot Wright, the Hobo, was killed, who was shot yesterday on the charge of

A man was shot dead at the door of his own home and another in a neighboring house. A man called up and told the woman who was the other

Made Up

To women in the houses of the state capital the lottery of a

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Motsinger Starts the Racing.

The first event was at one mile, to a flying start, for cars of class No. 5, 300 cubic inches and under piston displacement. Motsinger, in an Empire, started first. His time was 1:20.5; for the mile, Biagiotti followed in a Cole 30, in class No. 4, 451 to 50 cubic inches piston displacement. His time was 1:35.5.

The time in these events was a big disappointment to the drivers, owners of the cars and the speedway promoters. Both cars are of low power, and it was not expected that they would break any records, but their time was slow, even for their class.

The drivers and other racing experts said the poor showing was due to the extreme cold. Aside from handicapping the drivers, the cold also affected the cars, keeping the oil and gasoline from flowing freely and otherwise interfering with the mechanism of the racing machinery.

The Mile Events.

In the mile events Kincaid, in a National, for cars of Class No. 2, 311 to 40 cubic inches displacement, covered the distance in 51 1-10.

Aitken, in a National of the same class, drove a mile in 50 2-10.

B. Desuden drove a Packard, in Class No. 1, 451 to 600 cubic inches piston displacement, a mile in 58 2-10 seconds.

Aitken and Kincaid both broke the old record for cars in Class No. 2 which previously was 50 1-10.

Kincaid, in a National in class No. 2,

covered, where you are on the corner about the different things. The women over there are women who number in a large majority. And was a man who wished the women to leave the corner.

Wade Up

The women in the boxes of the track saw the ladies of station attendants

be placed in the women had under their arms

standing. The

of the women in

the boxes

had no

been placed

no room any

cause quitted

at the

and the

in police

up the

THIEF ROB ST. INC

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Motsinger Starts the Racing.

The first event was at one mile, to a flying start, for cars of class No. 6, 200 cubic inches and under piston displacement. Montsinger, in an Empire, started first. His time was 1:20.4 for the mile. Endicott followed in a Cole 30, in class No. 4, 161 to 200 cubic inches piston displacement. His time was 1:20.4. The time in these events was a big disappointment to the drivers, owners of the cars and the speedway promoters. Both cars are of low power, and it was not expected that they would break any records, but their time was slow, even for their class.

The drivers and other racing experts said the poor showing was due to the extreme cold. Aside from handicapping the drivers, the cold also affected the cars, keeping the oil and gasoline from flowing freely and otherwise interfering with the mechanism of the racing machinery.

The Mile Events.

In the mile events Kincaid, in a National, for cars of Class No. 2, 331 to 400 cubic inches displacement, covered the distance in 51 1-10.

Aitken, in a National of the same class, drove a mile in 59 2-10.

B. Desuden drove a Packard, in Class No. 1, 161 to 300 cubic inches piston displacement, a mile in 58 2-10 seconds.

Aitken and Kincaid both broke the old record for cars in Class No. 2, which previously was 59 1-10.

Kincaid, in a National in class No. 1

covered, after we were
there yesterday
on the bridge up
about two
different places
it is. The ground
was twice as
wet as yesterday
yesterday is a
deception. And the
was called to
watch the water
to leave the road.

Map Up

The water is
the bottom of
the city and the
the level of
at the bottom,
be placed in the
water had to
under the surface
and the
stealing the
of the water is
ful of valuable
contents of
"Up below" is
half my
been placed
no shore and
as some of the
parts and tools
not broken but
found at the
likely the
In fact, I
until I
These are
parts of
now the
trunks and
were the
that had

THIEF ROB
ST. VINCENT

laying start, for cars of class No. 2, 40 cubic inches and under piston displacement. Montinger, in an Empire, started first. His time was 1:20.4 for the mile.

Endicott followed in a Cole 30, in class No. 4, 151 to 380 cubic inches piston displacement. His time was 1:31.4.

The time in those events was a bit disappointing to the drivers, owners of the cars and the speedway promoters. Both cars are of low power, and it was not expected that they would break any records; but their time was slow, even for their class.

The drivers and other racing experts said the poor showing was due to the extreme cold. Aside from handicapping the drivers, the cold also affected the cars, keeping the oil and gasoline from flowing freely and otherwise interfering with the mechanism of the racing machinery.

The Mile Events.

In the mile events Kincaid, in a National, for cars of Class No. 1, 381 to 490 cubic inches displacement, covered the distance in 51 1-10.

Aitken, in a National of the same class, drove a mile in 59 2-10.

B. Desuden drove a Packard, in Class No. 1, 451 to 600 cubic inches piston displacement, a mile in 58 2-10 seconds.

Aitken and Kincaid both broke the old record for cars in Class No. 1, which previously was 59 1-10.

Kincaid, in a National in class No. 1, 41 to 600 cubic inches piston displacement, drove a mile in 50 seconds flat.

Aitken, in a National, in the same class, drove a mile in 49 1-5 seconds. This is a new record for this class.

Gold Plated Brick Put In Place.

The rededication ceremony, which consisted of laying the gold-plated brick at the finish line in front of the judges' stand, was held at 2 o'clock. Governor Thomas R. Marshall, accompanied by Secretary Mark Thistlethwaite, taking the principal part. The solid silver gold-plated brick was carefully chained and cemented in its place. This properly marked the completion of the new track course.

HORSE MISTAKES WOMAN'S HAT FOR GREEN PASTURE

red, and others
standing. The first
of the women in
full of valentine
countries. The
had no
been alien
and some
names of the
cars and drivers
had been
facing at the
in the
unlike
players were
piano solo
tragedy. Read
were two days
that had been

THIEF ROB ST. VINCE

YOUNG MAN
SERVING

ARRESTED

The police force
of every kind, from
Maryland, a
Dawson, Miss.,
performed the
big while and the
Maryland, a
had taken up
New York to 1
as a cause. It
It was well