

Weather Man.

COME ON, CHIEF
LET'S GO UP TO
CROWN POINT
AND GET SOME
TARGET PRACTICE



OF THE DAY.
16 | Sun sets at..... 7:17
ITIONS IN INDIAN-
YESTERDAY.
ipitation.—
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Jan: 1, 1909..... 22.90
ture from normal
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peratures.—
8 | Minimum 54
8 | Maximum 72
e Date Last Year.—
2 | Minimum 68
4 | Maximum 89

**ITIONS ELSEWHERE
TERDAY.**

Max.	Min.	Weather.
88	64	Clear
86	68	PtCldy
90	64	Clear
58	52	PtCldy
74	58	Clear
82	56	PtCldy
98	72	Clear
82	56	Cloudy
86	76	Rain
76	62	Clear
82	70	Clear
90	78	Cloudy
68	60	Clear
82	62	Clear
76	56	PtCldy
74	64	Clear

ARY OF
NAPOLIS STAR
AY, JUNE 19.

MATSON WINS FIRST INDIANA AUTO RACE

Drives to Victory in Chalmers-Detroit Machine Over "Western Vanderbilt" Course.

MONSEN GETS THIRD PLACE

Amateur Driver in Indianapolis-Made Car Finishes Behind Robertson in Locomobile.

Record of Winners in Indiana Cup Race

The leading trio finished in the Indiana trophy race as follows:

Chalmers-Detroit (Matson)	4:31:21
Locomobile (Robertson)	4:39:08
Marion (Monsen)	4:42:08

Following is the record of the Matson car:

Lap.	Time.	Position.
1	29:00	10
2	25:45	5
3	25:41	1
4	26:05	2
5	25:50	1
6	26:26	2
7	27:05	1
8	30:21	1
9	28:01	1
10	26:59	1
Total, 4:31:21.		
One lap, 23.37 miles.		
Total distance, 233.74 miles.		

Victor in De



JOE MATSON IN CHALMERS CAR

Minimum	54
Maximum	72
Date Last Year.—	
Minimum	68
Maximum	89

Record of Winners in Indiana Cup Race

CONDITIONS ELSEWHERE
YESTERDAY.

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86	68	PtCldy
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74	64	Clear

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One lap, 23.27 miles.
Total distance, 232.74 miles.

LIBRARY OF
INDIANAPOLIS STAR
JUNE 19.

**JOE MATSON'S
CHALMERS
CAR**

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Page 4
LOCAL.

BY P. P. WILLIS.

CROWNPOINT, Ind., June 18.—“Car coming,” screamed the flagman. The throng of spectators around the judges’ stand rose as one man and strained an eager look far down the track. With the swiftness of a tornado, a funnel of smoke and dust was rushing toward the finish line. When a few hundred feet away it burst with the roar of a cannon, and Matson in a Chalmers-Detroit shot forward like a projectile from a giant gun and lunged past the finish line, winner of the Indiana race in the Western stock chassis events. His victory completely upset the dope bucket, which had been filled to overflowing with Buick predictions.

Although the weary crowds had watched the machines in their dangerous whiz around the circuit since 9 o’clock, and had been on the grounds since daylight, Matson was given an ovation that expressed the uniform approval of the lookerson.

The last five miles of straightaway track was the thrilling and spectacular part of the entire day’s program, as Matson and Robertson in a Locomobile



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BOOKERSON.
The last five miles of straightaway track was the thrilling and spectacular part of the entire day's program, as Matson and Robertson, in a Locomobile, fought like chased demons to reach the tape first.

Monsen Makes No Stops.

Monsen, in his Marion, who finished the tenth lap first, was given repeated cheers as he plucked the cherished laurel from the ring of death and danger without once stopping his machine for repairs. This consistent driving was the most remarkable feature of the day. Being an amateur and being pitted against professionals in the arena of speed it was feared he would not make good. He trampled all doubts under foot after his first three laps, and continued to rise in favor and position as the miles flew behind his throbbing machine.

Only one disappointment marred the otherwise perfect day. The crowd was not as large as had been expected. The fact that Saturday is a holiday in Chicago added to the fact that tomorrow's race will be much faster and far more dangerous, it is predicted that the hoped for 800,000 will line the two sides of the course. More than 75,000 saw today's races. The weather was ideal.

At first overcoats were the vogue, but as the sun mounted higher perfect conditions were enjoyed. The crowds were the most orderly that veterans declare they have seen. There were no attempts at violence and no arrests were necessary. Warnings were sent broadcast to beware of pickpockets, but few complaints were heard.

The fact that there were no serious accidents to the racers is regarded as the most marvelous feature of the day. While the light cars can not attain the great speed that the bigger racers will tomorrow, yet the dangers were as great in proportion.

Strang, in his Buick, paid the penalty for trying to turn Death's curve too suddenly by stripping his axle. He quit the race immediately. Chalmers-Detroit No. 5, Knipper's car, sustained a cracked axle. Stutz, in his Marion No. 3, ran into a ditch during the seventh lap, but did not damage his car nor sustain any injuries to his body. He quit the race.

Race Delayed an Hour.

A hitch in the distribution of the troops around the course caused the race to be postponed one hour, starting at 9 o'clock instead of 8. Before the cars were lined in single file to wait their signals to leap into the chase after the fleeting goddess of speed, all spectators were cleared from the danger zone. Commercialism had placed a lure of gold in their hands. The race was to the limit

JOE MA

PLAY FOR CHARITY

BALL NINES READY FOR

COMMERCIAL CLUB AND BOARD OF TRADE GAME TO BE PRECEDED BY PARADE OF ORGANIZATIONS THAT BENEFIT.

LINE OF MARCH.

The parade preceding today's game will form at Meridian and York streets. It will move going south on Meridian street to Circle, east on Market to Pennsylvania Circle, south to Washington street and north on Capitol avenue, where cars will turn for Washington Park. All of the automobiles are invited to participate in the parade.

With blue and red flags waving, the Commercial Club and Board of Trade baseball teams will battle this afternoon at 3 o'clock at Washington Park. Six leading charities of the city will precede the game a parade representing Protestants and beneficiaries will move through the downtown district.

It will be a real game of ball. Both organizations have been practicing hard, and each wants to win quite as much as it wants to see a large attendance. In evidence of this was the "purchase" yesterday of Frank Fishback of the Commercial Club team by the Board of Trade. The consideration was \$10,000. Mr. Fishback is a director of both organizations drafted by the Commercial Club to the outfield. The Board of Trade itself short of eligible material after long negotiations between Me-



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Race Delayed an Hour.

A hitch in the distribution of the troops around the course caused the race to be postponed one hour, starting at 9 o'clock instead of 8. Before the cars were lined in single file to wait their signals to leap into the chase after the fleeting goddess of speed, all spectators were cleared from the danger zone. Commercialism had placed a lure of gold in their hands. The race was to the limit and but one word is on the lips of the thousands, "Success."

Before the cars were started the mechanics in the pits along the course busied themselves for the hundredth time, giving the machines final examinations.

The drivers alone sat coolly on the seats, some chewing gum, others smoking and seemingly indifferent to the death traps that lurked around the many curves ahead.

As the starting time drew near the pilots began steaming up, and the machines cracked and popped like gatling guns. Clouds of smoke rolled from the rear of the machines, and it was evident that every man behind every wheel was determined and meant business.

The officials examined the gasoline tanks to satisfy themselves that no frauds were being attempted. The gasoline used was of between 78 and 82 gravity test. It was rumored afterward that some of the racers did not comply with this rule, but no sworn charges were filed with the officials.

Maisonville Off First.

One could hardly hear Starter Wagner's voice as he called out the seconds before Maisonville in his Corbin, the first car up, should plunge forward. He was off like a shot exactly on the dot of time. The others followed at one-minute intervals. He went off chewing gum and smiling like he was going to a picnic, instead of a nerve racking, grueling test of hours of endurance.

The crowds gave Hurman, in his Buick, a merry chase as he dashed across the tape. Stuck in his Marmon, he left with a rather slow, but steady gallop, which was regarded as he faded over the finish line. The Ford No. 4 was not noticed because it had not been prepared to run.

Johnson was conspicuous and grunted his way to the tape. He took his time in getting his "Marmon" off after the last second had been pronounced in his ear.

Wagner Starts Like Rocket.

Wagner, the "Great Gunner," was the first to start. He took his time in getting his "Marmon" off after the last second had been pronounced in his ear.

the purchase of Frank Fishback of the Commercial Club team by the Board of Trade. The consideration was \$10,000. Mr. Fishback is a director of both organizations drafted by the Commercial Club to the outfield. The Board of Trade itself short of eligible material, long negotiations between Manager Boyd and Manager Bert A. Boyd was finally arranged. Mr. Fishback will play right field for the Board of Trade.

Final Lineup of Teams

The final lineup has been announced by the Managers Boyd as follows:

Board of Trade: Charles M. catcher; Aquilla Q. Jones, pitcher; William O'Connor, first base; Bert second base; William H. third base; H. Evans, right field; Frank S. left field; Anderson, center; and Tom field.



JONES.

The Board of Trade nine consists of being the heavy side ball team that has lined up for the year. Five of them are: Jones, O'Connor, Horner, Anderson weigh more than 160 lbs. The majority of the other nine are but little lighter.

The parade will form at 11:30 a.m. on the first of the four streets. The first of the parade will be led by the Board of Trade nine, followed by the Commercial Club team.

Star