

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
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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

LARY OF
APOLIS 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)	4:39:03
Marion (Monsen)	4:42:03

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	232.74 miles	

Victor in De



JOE MATSON
CHALMER
CAR

s) 2.71
 eratures.—
 Minimum 54
 Maximum 72
 Date Last Year.—
 Minimum 68
 Maximum 89
 TIONS ELSEWHERE
 YERDAY.

Max.	Min.	Weather.
88	64	Clear
86	68	PtCldy
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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

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 Y, JUNE 19.

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10	26:59	1

Total, 4:31:21.
 One lap, 23.27 miles.
 Total distance, 232.74 miles.

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

JOE MATSON
 CHALMERS
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JOE M

PLAY FOR CHARITY

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MENTS.

Joe M...
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

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, south to Washington street and 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 the two



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**OWN STORY OF
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BY CHARLES
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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 ON 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 hearty cheer as he dashed across the tape. Stuck in his Marmon, he left with a rather slow, but steady gait, coming well regarded as he faded over the distant horizon. The Ford No. 4 was not without showing it had not been prepared for this.

Johnson was suspicious and grumbled his way to the tape. He took the time in getting his "Mustang" off after the last second had been consumed in the act.

Wagner Starts Like Rocket.

Wagner, the great starter, was back in the race. He gave the signal for the race to begin and the cars started. The crowd was so close that the cars were almost touching. The race was a close one, with the cars neck and neck for much of the way.

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 O'Connor, second base; William H. Evans, third base; Frank S. Evans, right field; Bert O'Connor, center field; and Tom O'Connor, left field.



JONES.

The Board of Trade nine consists of being the heavy side ball team that has lined up in the city for years. Five of the players are: Charles M. O'Connor, pitcher; Aquilla Q. Jones, pitcher; William O'Connor, first base; Bert O'Connor, second base; William H. Evans, third base; Frank S. Evans, right field; Bert O'Connor, center field; and Tom O'Connor, left field.

The parade will form at Madison Square Garden. The first of the parade will be the Board of Trade team, followed by the Commercial Club team. The parade will be a great one, with many floats and bands. The race will be held at the end of the parade.

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The crowds gave Burman, in his Buick, a hearty cheer as he dashed across the tape. Stutz, in his Marion 3, left with a rather slow, but steady gait, gaining with rapidity as he faded over the distant horizon. The Ford No. 4 was not entered because it had not been prepared in time.

Knipper was superstitious and pushed his car to the tape. He took his time in getting his "bluebird" off after the last second had been screamed in his ear.

Morgan Starts Like Rocket.

Morgan, "the Ghost dancer," next faced his fate. He shot forward like a skyrocket, leaping and bounding along the straight course ahead, never checking his speed until taking the turn on two wheels.

Florida was started next as a "Flying King." He got a good start. Chevrolet.

Continued on page 8, column 4.

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JONES.

Commerce: John E. catcher; C. Macauley, James G. base; Frank second base; Hillery, U. third base; L. Dynes, George R. center; Clarence right field.

The Board of Trade nine a distinction of being the heavy side ball team that has lined-up Indianapolis for years. Five of it Malott, Jones, O'Connor, Hoy Anderson weigh more than 200 with Mr. Anderson the heavy 225. The majority of the other of the nine are but little lighter.

The parade will form at Mer New York streets. The first will be headed by bicycle police. Newsboys' Band. Following Eddie Haydon, the umpire, a league catcher, in an automobile following him come the grand Harry D. Tutwiler, the surgeon Dr. J. H. Taylor, and the Rev. O. D. Odell; a carriage for Governor, the mayor and the of the two organizations; the teams in the regular baseball season. In the parade, third and fourth place will be given to the teams representing the Summer Flower Mission, Children's Aid and the City Nursery. Entries are continuing.

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OWN STORY OF
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BY CHARLES

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GE DRAWING,

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the meeting this week was the
first. When starting to run the
crowd of people, other than the
one of the spectators, got to the
line and were looking on with
interest and some excitement.
The officials watched the position
of the runner. The runner was
seen to be in a position to start
the race. The runner was seen to
be in a position to start the race.
The runner was seen to be in a
position to start the race.

Wagonette of Five

One could hardly have started the
race on the other side of the
before the runner to the line. The
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wheels.

Florida was seated erect as a Viking
King. He got a poor start. Chevrolet,

CONTINUED ON PAGE 9. COLUMN 4.



The Board of Trade will
distinction of being the best
the fall season that has been
disputed for years. Five of
Mason, John, O'Connor, Roy
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lowing him come the grand
Harry D. Tutewiller, the surgeon
Dr. J. H. Taylor, and the cha
Rev. O. D. Odell; a carriage be
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teams, in the regular baseball a
In the second, third and fo
slons there will be floats carr
dren, representing the Summe
Flower Mission, Children's Aid
tion and Day Nursery. Patron
ride in automobiles.

Matson Wins First Indiana Auto Race

CONCLUDED FROM PAGE ONE.

who drove instead of Dewitt, got his Buick off in fine shape, followed by dying echoes of hearty cheers. The Falcar nosed up to the tape with an undressed bonnet, as though stripped for action. It got a fair start. A white handkerchief flew straight out from the top of Robert-

Second Honors in Race.



T. O. GASAWAY, M. D., The Relia
Specialist. Established 1

son's cap as he sent his Locomobile forward. Wells, in his Moon, waved good-by to some women in the grand stand and in return received a thousand waves from every side of the course. Greiner did not enter with his Renault.

Strang received the biggest reception of any of the drivers. His reckless test trips had marked him the most probable winner and he left with thunderous noises from his car and the shouts of thousands. He was settled low in his seat and shook hands with Wagner just before he started. Many fears were expressed that this would be his last race.

The Falcar No. 15 came to the starting line like a panting beast and was off in a whirlwind of dust and smoke. Poole, in his Chalmers-Detroit, got a good start, as did Wright in his Stoddard-Dayton No. 18 and Matson in his Chalmers-Detroit No. 19.

Matson Surprises the Racers.

No hopes were expressed for victory to crown Matson's efforts. As soon as all cars had disappeared to the north the thousands of eyes were focused toward the south to catch the first glimpse of the leaders. Burman, No. 2, in his Buick, rewarded the anxious watchers. He made the fastest time of the day on this initial lap. Strang was out at the cemetery turn, meeting with an accident in his second lap. Burman led the second lap also and signaled in his arm waving code, to the attendants in the pit that all was well. Knipper crept up in the next lap by taking the turns at a more daring gait than his predecessors. Stutz stopped in the third lap to adjust his brakes. In the fourth lap Wiseman stopped to take on water. Monsen took the lead in the sixth lap. The Indianapolis spectators leaped from their seats and threw their hats in the air as he whizzed past like a gray apparition on to the shadow of the woods.

Wells and Florida ran a neck-to-neck race in this lap past the grand stand. Burman dropped out in the sixth lap. This was the second Buick to fall by the wayside. He suffered a broken valve and borrowed one of Strang, whom he met on the road. This, he knew, would disqualify him. Burman said it was the greatest disappointment of his life, and said he would more than make amends tomorrow in the big car event.

Monsen Leads in Seventh Lap.

The Chalmers "five" had the troubles in the next lap. It was reported to be the only instance of this interference with records. Monsen was still leading the race to the crowd. The "five" was

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SECOND PLACE.

passed that this would be his last race. The Falcon No. 12 came to the starting line like a panting beast and was off in a whirlwind of dust and smoke. Ponce in his Chalmers-Detroit, got a good start, as did Wright in his Standard-Detroit No. 14 and Matson in his Chalmers-Detroit No. 13.

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Mosen Leads in Seventh Lap.

The Chalmers "five" had tire troubles in the next lap. It was reported to be the only instance of this interference with records. Mosen was still leading the laps in the seventh. The "dope" was on Matson first, Robertson second and Mosen third. Robertson was making a remarkably steady grind of his tour. Wiseman stopped to repair his exhaust pipe. Ruhl made his first lap during the time of the eighth, having been delayed with trouble with his engine. Mosen was ahead of Robertson and Matson six minutes in lead of Mosen. Wells stopped for oil. Matson and Robertson began their terrible speed battle in the end of the ninth lap. Robertson raised half a minute on his rival. The nine miles straight away was raced off at a dizzying speed, the cars passing so swiftly that the number could hardly be seen.

Preparations are in full force for the race and another race of tomorrow. In

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A black and white photograph of a vintage car, likely a Ford Model T, parked on a paved surface. The car is viewed from the side, showing its large spoked wheel and the front end. The background is dark and out of focus, suggesting a wooded area or a shaded street.

SECOND PLACE.

The women were surprised for minutes to watch Mather's attitude. The door was closed but attendance in the hall, the thousands of white were far more surprised the night he could see from windows of the lecture. However, this is the first observation the students noticed. He found the students there at the end of the lecture but Mather was not at the completely new, standing with an audience in the lecture hall. However, the second he was was admitted to the new building code, to the grounds to the all that it was that. Mather went up to the new hall by taking the stairs at a more having just that the performance. Mather stopped in the class but to allow the lecture. In the fourth day Mather stopped to take on view. Mather took the tour to the fifth day. The Indianapolis sponsors hoped from their seats and they did have in the all as it without just like a great exhibition on to the shadow of the words.

While en route to Florida as a walk-to-work race in this big year, the grand stand, Burnham dropped out in the sixth lap. This was the second time to fall by the wayside. He suffered a broken valve and borrowed one of strength, whom he met on the road. This, he felt, would disqualify him. Burnham said it was the greatest disappointment of his life, and said he would more than make amends tomorrow in the big car event.

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Preparations are in full force for the bigger and swifter race of tomorrow. In-

M8

