

THE INDIA

NO. 10.

INDIANA

PLEASEING PROGRESSIVES

Reported by Con-
armonizes Differ-
in Measures.

OKER" ELIMINATED

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tes May Be Sus-
d Is Accepted.

of a Day in tional Capitol

report on railroad bill
both the Senate and

ides attention between
and withdrawal bill and
ne's motion discharging
tee on Privileges and
m further consideration
ution providing for the
United States senators by
f the people. No action

against administration's
policy made by Senators
Colorado and Heyburn of

House devoted to polit-
s under the guise of de-
ne deficiency bill.

THE WEATHER.

CLEAR

Fore cast
for Indiana
for Wednes-
day and
Thursday:

Generally fair and
warmer Wednesday,
with light winds;
Thursday, unsettled.

Forecast for Indi-
anapolis and vicinity
for today:

Fair; not much
change in tempera-
re.

KEEPIN' TRACK
OF AVIATION
RECORDS IS
AS MUCH
WORRY AS
WATCHIN' A
THREE-RING
CIRCUS.



ALMANAC OF THE DAY.

Sun rises at.... 4:15|Sun sets at..... 7:15

WEATHER CONDITIONS IN INDIANAPOLIS YESTERDAY.

—Precipitation.—

Amount during the 24 hours ending
at 7 p. m. 10

Total amount since Jan. 1, 1910. 14.83

Accumulated departure from normal
since Jan. 1 (deficiency) 3.62

—Temperatures.—

7 a. m. 68|Maximum 82
7 p. m. 72|Minimum 60

—For the Same Date Last Year.—

7 a. m. 67|Maximum 77
7 p. m. 67|Minimum 55

WEATHER CONDITIONS ELSEWHERE
YESTERDAY.

	Max.	Min.	Weather.
Amarillo, Tex.	82	54	Clear
Chicago, Ill.	80	60	Clear
Cincinnati, O.	82	60	Clear
Denver, Col.	86	52	PtCldy
Devils Lake, N. D.	88	52	PtCldy
Little Rock, Ark.	82	60	Clear
Louisville, Ky.	84	58	Clear
Nashville, Tenn.	82	56	Clear
Omaha, Neb.	82	62	Clear
Pittsburg, Pa.	74	58	Clear
Salt Lake City, Utah.	82	58	PtCldy
San Antonio, Tex.	88	68	Clear
St. Louis, Mo.	82	62	Rain
Wichita, Kas.	82	58	Clear
Yellowstone Park, Wyo.	72	36	Cloudy

SUMMARY OF

THE INDIANAPOLIS STAR.

WEDNESDAY, JUNE 15.

AVIATION.

ROOT AT BALL GAME TOO BUSY TO SIN

Visiting Merchants Whoop WI
Indianapolis Wins Exciting
Contest at Park.

ALMOST 1,000 AS GUES

Total of 1,300 Business Men
ertained on First Day by
Trade Association.

By the aid of the Indianapolis F
ball Club and the Indianapolis Trade
society, almost 1,000 visiting retail
chants yesterday enjoyed a twelv
ning game, full of spectacular feat
as the first event in the three days'
tainment provided for visiting
ness men.

An entire section of the grand s
at Washington Park was reserved
the men wearing the red-heart but
and although a program of songs
other amusement features had
planned by the local committee in ch
the interest in the game was so in
throughout the afternoon that there
no opportunity to slip in many of
extras.

The Newsboys' Band played during
earlier part of the afternoon, but
this did not interfere with the cheers
broke forth spontaneously from the
Association section every time the
was given a good crack, or a fielder
a long run and ended with the ball
aloft after a double flip-flop.

COURT HITS WRIGHT CLAIMS IN DECISION

Dissolves Temporary Injunction Against Paulhan and Curtiss in Aeroplane Case.

INVENTORS HERE HOPEFUL

Dayton Aviators Declare Winning of Point Depends Only on Proper Evidence.

Orville and Wilbur Wright lost a point yesterday in their court fight to protect the patents covering their aeroplane from alleged infringements by Glenn H. Curtiss and Louis Paulhan, the French aviator. By unanimous decision the United States Court of Appeals in New York vacated the temporary injunction obtained by the Wright Company against Paulhan and the Herring-Curtiss Company pending trial of suits which will determine whether there is any infringement in fact.

The decision states that the only question involved is whether, in the defendant's aeroplane, the tendency to swerve or spin is counteracted by means of a vertical rudder. Following the issuance of the temporary injunction, affidavits were submitted by both sides which present sharp conflicts in the evidence. Under the circumstances, the court says, the infringement was not clearly established as to justify a preliminary injunction.

Upon learning of the dissolution of the temporary injunction, Wilbur and Orville Wright, who are here superintending the flight of their aeroplanes in the aviation meet, issued the following statement:

Will Increase Expense.

"It is a pity, but we have read too much of the troubles of other inventors to expect to escape altogether extensive litigation. The dissolution of the injunction will greatly increase the expense of defending our rights, but in the end we will undoubtedly win. The case clearly denied the validity of the patent, but the court of appeals did not accept their contention on this point. The only question was as to whether the defendants in fact infringed."

"On this point there was some conflict of testimony in the manner in which the defendants operate their machines, and as in an application for preliminary injunction all doubts must be resolved in favor of the defendants, when the case comes regularly to trial we will prove that these machines are operated, and must be operated, just as described in our patents. As a matter of fact, they are so operated, and it is only a question of presenting proper evidence."

"As to the matter of dispute, apart from the legal technicalities, it is admitted that we have originated the method of control which produces successful flight, and that in using it we have the right and left ends of the machine at different angles of incidence. They all got it from us, and the real contention is merely whether they shall pay anything for it or if they shall have the same right to use it as the men who spent years in inventing and developing it."

The order against the Herring-Curtiss Company was granted some time ago at Buffalo by Judge Hazel, and the Paulhan injunction was issued in New York city by Judge Hand.

Curtiss and his aviators have been flying under bond in the court in favor of the Wrights. When the court granted the temporary injunction against Curtiss it required a bond which should go to the plaintiffs by default in case the injunction was upheld. This bond decision follows the bond to be released and the Curtiss and Paulhan teams to fly until other legal procedure has been made.

Unusual Court Action.

The granting of an injunction before the court had heard the details of the case was an action which has only one precedent in the history of this country. The court believed the Wright claims to be firmly based that there would be little question about their validity.

Referring to the decision against the Wright brothers, Roy Knabenshue, manager of the Wright aviation teams, said last night:

"I can not see what effect the decision of the court will have on the present status of aviation affairs. The Wright brothers have adopted the liberal policy of allowing other machines to fly any way, so the ruling really gives legal sanction to the policy the brothers have adopted. I can not say what the future action of the inventors will be."

It is known that the Wrights will make

Air Wizard Advises Young Pilot.



ORVILLE WRIGHT.

AVIATOR BROOKS.

a bitter fight to obtain an injunction against both Curtiss and Paulhan in a second court battle, and this action probably will be continued at once.

According to a New York dispatch, the most important feature of the vacation of the injunction is the effect upon the agreement between the Wrights and the Aero Club of America regarding aviation meets in this country. It is believed the agreement is abrogated by the court's action, and this will open the doors of America to all aviators, regardless of conditions imposed by the Wright Company.

By the agreement the Aero Club had bound itself to give approval only to promoters who made satisfactory financial arrangements with the Wrights, who in turn would issue licenses.

Glenn H. Curtiss expressed satisfaction in New York last night with the vacation of the restraining order against him, and based a statement in which he explained in detail how the workings of his machine differ from the Wrights. He denied he had taken any suggestions from the rival aviators, citing that he had made flights in four biplanes at Hampton, N. Y., before any public flights had been made by the Wrights.

ENTERTAINS MANY VISITORS WITH FLAG DAY EXERCISES

Anderson Chapter, D. A. R., Acts as Host for Indianapolis, Muncie and Marion Women.

ANTHONY, Ind., June 11. Kith-and-kin chapter of the Daughters of the American Revolution of this city observed flag day today by entertaining members of the Indiana Scott Harbison chapter of Indianapolis, Paul Revere chapter of Muncie and the Marion chapter of the Country Club, prominent on the program was Mrs. H. C. Taylor of this city, who delivered the address of welcome. The local chapter was organized only one year ago by Mrs. G. W. Lovett.

BLOOMINGTON, Ind., June 11. Flag day was observed in this city today by the unfurling of a large American flag at the high school campus, the staff of which was presented by the local chapter D. A. R. A patriotic address was delivered by President Bryan of Indiana University. At the same exercise the historic high school campus was dedicated as the city's first park.

REDFORD, Ind., June 11. Flag day was more generally observed in Redford today than at any previous time. Tonight the local chapter of Elks gave a patriotic entertainment.

GOES AFTER BATHTUB TRUST ON PLAIN OF RETAILERS

Attorney General Orders Inquiry Into Reports of Combine of Plumbers and Hardware Dealers.

WASHINGTON, June 11.—What is commonly designated the plumbing trust is under investigation by the department of justice. The so-called combination has various ramifications, and one feature of it has been popularly called the hardware or the bathtub trust. The attorney general said today he was not prepared to announce whether any prosecution would grow out of the inquiries being conducted by the special agents of the department.

Numerous complaints have been made, alleging generally, the existence of a combination to maintain prices. One of these was to the effect that as a result of the operations of the trust, jobbers who sold

TELLS OF DETENTION WHILE IN TEXAS AIDING MEXICANS

Newspaper Writer Regrets Many Instances of Arrest Without Warrant for Alleged Breach of Law.

WASHINGTON, June 11.—More tales of alleged persecution of Mexican political refugees in this country were related before the House today by John Murray of Los Angeles, who said he was a newspaper writer.

Murray said that as secretary of the Political Refugee Defense League, he was in San Antonio last October during President Taft's meeting with Diaz, working in the interest of Mexican political prisoners, when he was arrested on a warrant charging violation of the neutrality laws, thrown into a handsome cell, and kept there for forty-eight hours. He said he was finally released without trial on orders from the United States district attorney.

Many instances were related by Murray where he said Mexican refugees had been arrested in Texas and kept for weeks and often months without trial and finally released. He said they were charged with all manner of offenses, including robbery, murder, violation of the neutrality laws and conspiracy.

The committee is holding hearings to determine whether there shall be a congressional investigation of the subject. Representative Wilson of Pennsylvania, chairman of the resolution asking for an investigation, said he was endeavoring to show by Murray and other witnesses that men were arrested along the border repeatedly without warrant and finally released. It was stated that some of the men accused were ever convicted. The hearing will continue tomorrow.

FAVORS NEW DEPARTMENT FOR HOME AND CHILDREN

Mothers' Congress May Adopt Resolution Declaring for Idea Said to Bear Roosevelt Approval.

DENVER, Col., June 11.—A new department of the national government, with a woman at its head, is one of the propositions that probably will be introduced by the National Mothers' Congress, in annual convention here. Resolutions have been prepared declaring for a department of home and child. It is said that the idea is favored by former President Roosevelt.

Dr. George Walter Holden of Denver read today a paper entitled "The Mothers' Responsibility in the Prevention of Tuberculosis." Dr. Holden said that tuberculosis is a disease that is spreading rapidly in this country, and that it is a disease that is often contracted in childhood. He said that the mothers have a great responsibility in the prevention of this disease, and that they should be educated in the proper care of their children.

PURCHASE BIG COTTON MILLS.

Marshall Field & Co. Obtain Controlling Interest in Corralina Mills.

CHARLOTTE, N. C., June 11.—Probably the largest deal in cotton mill stocks that has ever been made in the South has just been consummated, by which Marshall Field & Co. of Chicago obtain the controlling interest in several mills at Spaw, this state. The purchase includes

ARMY ORDERS.

WASHINGTON, June 11.—Army orders were issued today as follows:

Capt. Henry G. Leonard, general staff, is designated as disbursing officer of the national academy for 1910.

Capt. Thomas G. Donaldson Jr., Eighth Cavalry, is detailed for duty at the camp of instruction at Pine Camp, New York, during August, 1910.

Leave of absence for three months is granted Capt. Henry Smith, Fifteenth Cavalry.

Leut. Col. Charles I. Phillips, coast artillery corps, is detailed to arrive in the inspector general's department, where Leut. Col. Charles G. Woodward, inspector general, relieved. Leut. Col. Phillips will report to the inspector general for duty in his office.

Major Gordon G. Helmer, coast artillery corps, is detailed as an acting inspector general. Maj. Helmer will report to this city and report to the inspector general for duty in his office.

The following changes in the stations of inspectors general are ordered: Leut. Col. Millard of the Harpers, from headquarters, Department of the East, to Vancouver Barracks, Wash.; Maj. George Hall Jr., from the Department of Columbia in San Francisco, to the Department of the East in San Francisco; Maj. Frank G. Moulden, from the Department of the East in San Francisco, to the Department of the East in San Francisco; Maj. William Laster, from headquarters, Philippine division, to Oahu.

Maj. George P. Safford, Philippine division, is relieved from treatment at the General Hospital, Hot Springs, Ark., and will return to his station, Manila, P. I.

Capt. Arthur C. Carter, coast artillery corps, is detailed for duty at the camp of instruction, Gettysburg, Pa., during July, 1910.

RAILROADS BEGIN CUTTING EXPENSES IN ALL QUARTERS

Ten Thousand Laborers Lose Positions in Northwest, and Extension Plans Are Dropped.

ST. PAUL, Minn., June 11.—The Pioneer Press tomorrow will say that the policy of retrenchment threatened by the railroads because of Federal activity in preventing a proposed increase in freight rates to being put into force. So far it has meant the laying off of about 10,000 laborers in the Northwest. Orders have been given for discharges to stop practically all new construction work, and plans for proposed extensions and betterments have been temporarily dropped.

President Howard Elliott this afternoon issued a statement giving the reasons for the action of the railroads, in which he said:

"Increased taxes, increased prices for labor and material, increased liabilities, both in quantity and quality, and the enlarged powers of the railway commission are working to reduce the net earnings of railway companies, so that it seems prudent for directors and railway officers to stop practically all new construction work, and plans for proposed extensions and betterments have been temporarily dropped.

"It seems the part of wisdom to suspend the action of the railroads, in which he said:

MADRIZ TAKES CAPE GRACIAS

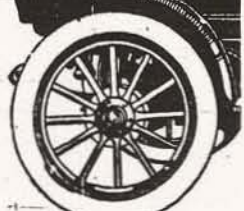
Estrada Government Loses Control of Harbor on East Coast.

NEW ORLEANS, La., June 11.—Admiral

Cut Cost BY USING THE

Overland

Overland



This light delivery with carrying capacity. It as far and as fast as

Visit These Same Cars Each Day THE WILLYS-OVERLAND

STATE NEWS BRIEF

CHARLOTTEVILLE. John Davis, 35 years old, of this place, became deranged Monday night.

FT. WAYNE.—The new Youth World school at this city Tuesday gave a superb production of "The Hunchback of Notre Dame" before a large audience in the high school here. The play was properly staged and costumed.

BRAZIL.—The Republican of "The Sun" will hold their convention here Thursday morning at 11 a. m. and many of state candidates will be present. There are unusually large number of candidates.

RICHMOND. Members of the school at this city Tuesday gave a superb production of "The Hunchback of Notre Dame" before a large audience in the high school here. The play was properly staged and costumed.

BRAZIL.—The Board of Commissioners awarded the contract for the construction of the new county asylum to W. H. Brown & Co. of Indianapolis for \$124,200. The plan was properly staged and costumed.

BRAZIL.—The executive board of United Mine Workers of District 4 at meeting in this city adopted resolutions on upon the noted session of the Legislature to install a mine safety station at or in Terre Haute. Union is also fighting for safety.

BRAZIL.—The July, August and September clubs of the Amherst Catholic Club at this city are arranging to give a fair here in August for the benefit of the church. A carnival company will be engaged to furnish the entertainment and a good show is expected to last a week.

KNIGHTSTOWN.—Miss Edith Hamilton, 21 years old, and Leonard A. Johnson, 21 years old, were married at this city, Wednesday, at the Methodist church, Indianapolis, by the Rev. J. M. Hamilton. The bride is the daughter of the late John Hamilton and Mrs. Hamilton is a native of this city. Mr. Johnson is a native of this city.

DEATH COUNT IN NEWSPAPER FIRE REACHES THIRTY-FOUR

Nine Bodies Have Been Recovered From Montreal Herald Building and Eight Identified.

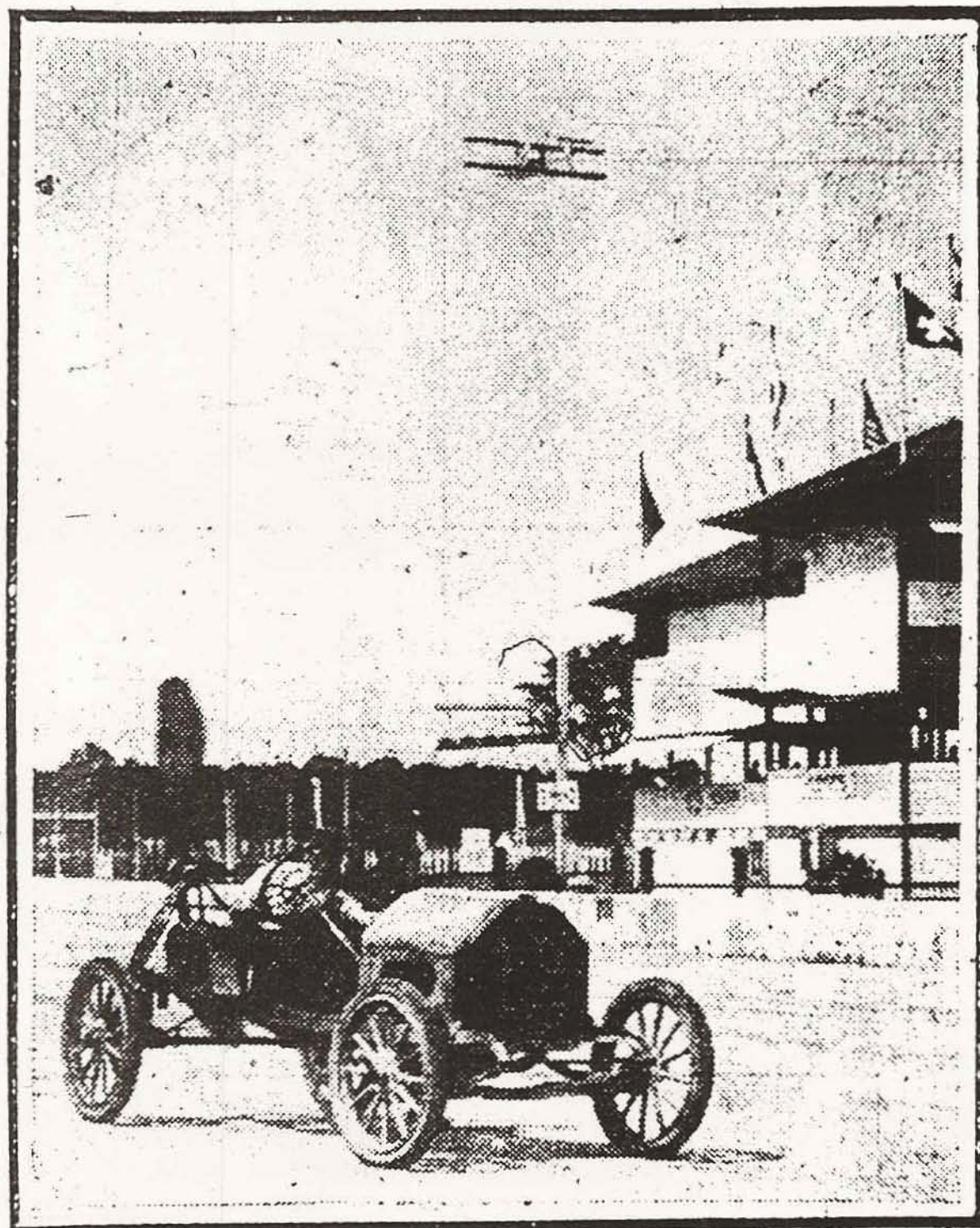
MONTRÉAL, June 11.—The addition five names to the list of missing from among those who were in the 116th building yesterday when the apartment

FORNICK

EDDED

Aeroplane in Race With Wind Wagon

Realty
and



John T. Bar-
lot 21, Brow-
addition, 32x
Goodlet Ave.
Street

Thomas J. Do-
caster's Be-
36x153 feet,
avenue, south

Henry J. Coe,
81, Addition
vacant, south
and Thirty

Millens Wain-
al, part, 1-
18x1300 1/2 feet
Ington, house
second street

Willie Abendr-
4, Abendr-
al & sub, 1-
side, Devey
avenue

George M. W-
42, Bradsha-
40x195 feet
Bradshaw
street

Mary H. Peac-
et ux, lot
Springdale
cant, west of
Twelfth

Central Trust
man J. Barn-
ern Heights
cant, west of
Forty-second

Sovereign Rea-
ler, north
dition, vacant

William H. A-
et ux, lot
Johnson, lot
vacant, east
of Twentieth

Will R. Dun-
south 1/2 lot,
dition, 100x
Washington

Huldah A. W-
et al, trustee
southeast
cant, east of
Minnesota

Ellen C. Man-
et ux, 1/2
feet, impro-
street, east

Florence, McI-
Reinrichs, 1-
dition, 100x
cant, east of
of Thirtieth

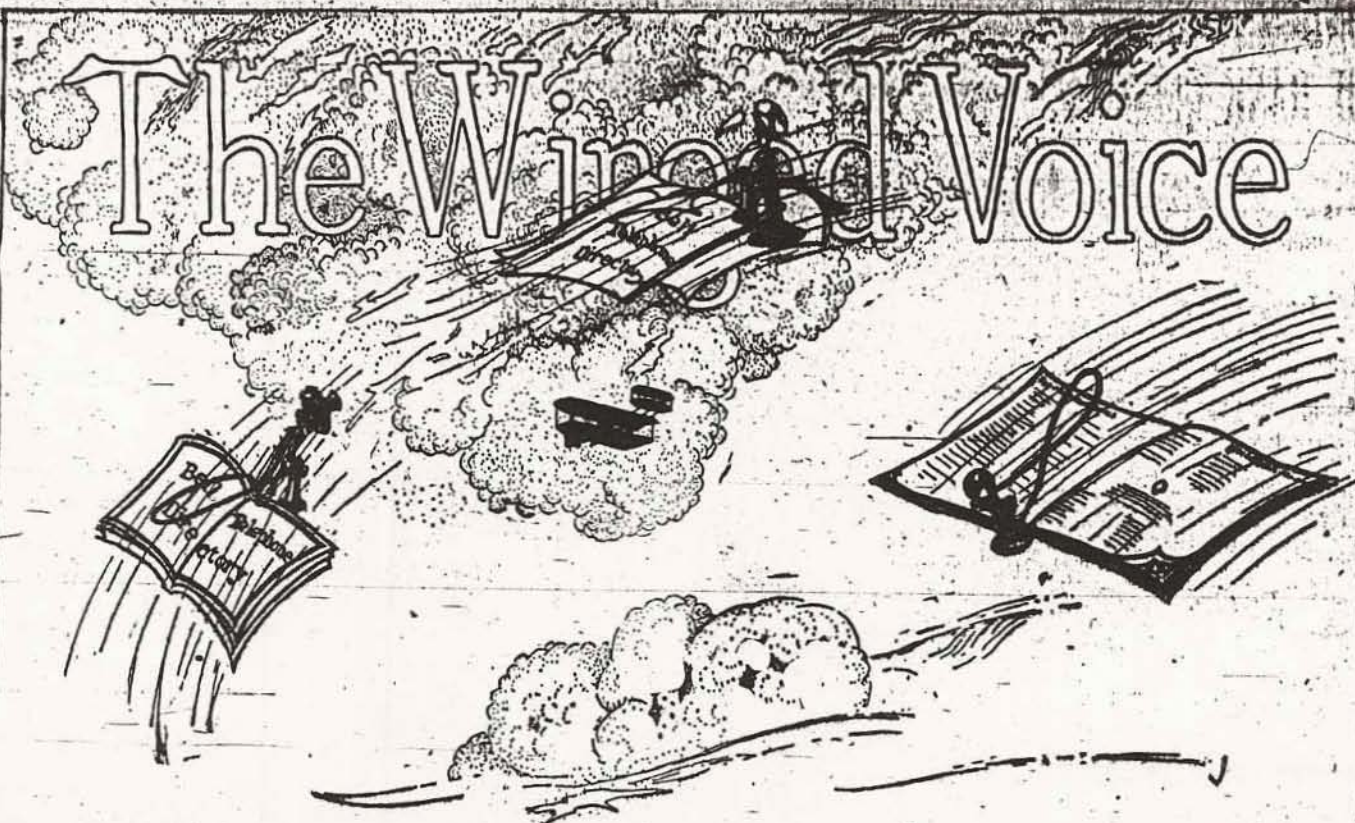
Albert H. Gr-
lot 12 and a
place, addit-
west side of
of Forty-eight

Alice Newell,
75 and 80 1/2
irregular, va-
cant, Green-
street

Ransom D. B-

ON RAILROAD ROW. | NEWS OF COURTS.

its.



*We Conquered the Air 30 Years Ago
Let Us Fly at Your Bidding*

*Over 21,000 Machines In Use In Indianapolis, and
Going Up at the Rate of 300 per Month*

*1,022,000 Connections In
Ohio, Indiana and Illinois
And Rising at the Rate of 7,000 Per Month*

Central Union Telephone Co.

Main 4800



Club of
esterday.

TAFT

L ACTS

TERFER-
UNBOAT
FINY
ST.

nor Louis
its capital
f. Nicara-
solved ad-
ort Limon
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ginalst the
command-
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State De-
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by Senor
press dis-
he occupa-
ce. of Cape
Thus, Mr.
stir coast of
Lagon, the
nkey Point
cession of
its harbor
practically

dele.

id the area
ver consti-
territory in
insurgents.

Rail Bill Pleasing

than a mere provision for the appoint-
ment of a commission to look into the
subject matter.

subjects about which complaints may be
filed before the commission, and authoriz-
ing the commission to make investigations
into the same extent as

**"BLIND TIGER" OPERATORS
FINED AND SENT TO JAIL**

IDENT OF THE AERO CLUB OF ST. LOUIS.

the Aero Club of America, operates the altimeter the speedway, aviation meeting this week and his He is an enthusiastic aviator. The Overland wind propeller similar to those on the aeroplanes, and wagon was beaten in a race with an aeroplane that the wagon would be equipped with a bigger expected to be much more successful.

Peculiar Play; Notes from Washington Park

he has produced at Washington park in many days. It was the big feature of the afternoon, and it brought a big demonstration from the crowd.

Young Higgins caught a nice game, considering that both Cheney and Graham had a world of speed and were unusually erratic. Higgins also did well at the bat and on the bases.

The Indians had runners on second and third in the eighth as a result of two bases on balls and a stolen base, but Hayden could do nothing in that frame, going out on strikes.

In the eleventh it looked as if the Indians certainly would score. Delahanty started with a single to right and Chadbourne was out on a long fly that Love caught after a high jump. Hayden was safe on Hunter's error that enabled Delahanty to go to third. Murch then drove a liner to right that looked so much like a hit that Delahanty and Hayden did not hesitate. Love made a great running catch and doubled Hayden off first base before he could get back to the bag. In the face of several similar disheartening plays the Indians did not cease to try and were finally rewarded with a victory.

Downey is a fast player at third base. In the seventh inning he threw out Carr, Milligan and Higgins in rapid-fire order.

Shannon caught a long fly from Graham's bat in the tenth that caused the players to laugh. He misjudged the ball in the bright sunlight, and after running in too far barely got back in time to catch it. Then he sat down in the grass in disgust. The funny part of it, however, was that a portion of the crowd cheered him for a great catch and insisted that he take off his hat.

Ago

Lost.	Pct.	At Toledo—	R.H.E.
25	.576	Milwaukee	0 0 0 0 0 1 0 4-5 10 2
26	.553	Toledo	1 2 1 2 2 0 0 0-8 15 3
27	.528	Batteries—Schardt and Ledwig; Owen and Abbott. Umpires—Owen and Guthrie.	
28	.508	At Columbus—	R.H.E.
29	.472	Minneapolis	2 0 0 0 0 3 1 2 6-8 12 1
30	.444	Columbus	0 0 0 0 2 1 0 0 0-3 6 3
31	.400	Batteries—Hughes and Smith; Sittin, Liebhardt and Carish and Arbogast. Umpires—Van Syckle and Elshalter.	
		At Louisville—	R.H.E.
		St. Paul	0 0 0 0 0 0 0 2 0-2 8 1
		Louisville	0 0 0 1 0 1 2 0-4 9 2
		Batteries—LeRoy and Spencer; Halla and Hughes. Umpires—Cusack and Hayes.	

INS

Lost.	Pct.	At Brooklyn—	R.H.E.
15	.667	St. Louis	0 0 0 0 0 0 0 0-0 7 1
16	.625	Brooklyn	1 0 0 1 0 0 0 0-2 6 0
17	.594	Batteries—Lush, Hermon, Bresnahan and Phelps; Rucker and Bergen. Umpires—Klem and Kane.	
18	.546	At New York—	R.H.E.
19	.512	Chicago	0 0 0 0 0 0 0 2 1-9 15 2
20	.483	New York	1 1 0 0 0 1 0 0 1-4 6 2
21	.457	Batteries—McIntyre, Richie, Kroh and Archer; Whitse, Raymond, Crandall and Meyers. Umpires—O'Day and Brennan.	
22	.434	At Philadelphia—	R.H.E.
		Pittsburg	0 0 0 0 0 2 0 1 1-4 7 2
		Philadelphia	3 2 0 0 0 0 0 0-9 15 1
		Batteries—Maddox, Camnitz and Gibson; Stack and Moran. Umpires—Johnston.	

INDIANAPOLIS AUTOS CLIMB GIANTS' DESPAIR

MARMON AND NATIONAL CARS DO WELL AT WILKES-BARRE.

DE PALMA SETS NEW RECORD

WILKES-BARRE, June 15.—In the fifth national hill climb over Giants' Despair, on the Wilkes-Barre mountain, conducted here yesterday under the auspices of the Wilkes-Barre Automobile Club, Indianapolis cars played an important part. Ray Harroun, in his Marmon "32" won out in one event and finished second in another, while the National twins, Aitken and Kincaid, were in evidence all the time. Aitken finished second in one event, third in two events and fourth in another. Kincaid, in the two events he entered, finished in third place in the first and fourth in the second. Young Tousey, an amateur driver, also did well with a National car, getting third place in the only event in which he was entered. A Marmon car won first place in the competition between members of the Wilkes-Barre Automobile Club.

Ralph de Palma, driving a 200-horse power Fiat car, made a new record over the course, going the distance of six thousand feet with a rise of seven hundred feet, with one sharp elbow and an "S" turn, with the grades from 10 to 22 per cent., in 1:23 2-5. He clipped three seconds, the record established by David Bruce Brown in his 120-horse power Benz last year. Summaries:

Stock chassis, 161 to 330 piston displacement—Oakland (H. A. Bauer), first, time 2:17 2-5; Rene (Frank Martz), second, time 2:21 1-3; Maxwell "T" (F. M. Costello), third, time 2:55; Maxwell "Q" (M. S. Donnelly), fourth, time 3:04 2-5.

Stock chassis, 331 to 500 piston displacement—Marmon "32" (Ray Harroun), first, time 1:50 1-5; Pope-Hartford (Robert Johnson), second, time 2:05; Pullman (H. P. Hardy), third, time 2:05 2-5; Pope-Hartford (Elliott), fourth, time 2:12.

Stock chassis, 501 to 600 piston displacement—Knox (F. Belcher), first, time 1:52; Marmon (Harroun), second, time 1:54; National (Aitken), third, time 1:54 2-5; National (Kincaid), fourth, time 2:00.

Stock chassis, 601 to 800 piston displacement—Knox Glantess (L. A. Diabrow), first, time 1:47 2-5; National (J. D. Aitken), second, time 1:55; National (William Tousey), third, time 1:58 1-5.

Stock chassis, selling from \$2,000 to \$3,000, carrying full equipment—Knox runabout (F. Belcher), first, time 1:53 2-5; Matheson "G" (Guy Reynolds), second, time 2:00 4-5; National (Thomas Kincaid), third, time 2:01 2-5.

Free-for-all event—Flat (De Palma), first, time 1:23 2-5; Chadwick (Len Zengle), second, time 1:37; Knox Glantess (L. A. Diabrow), third, time 1:45 1-5; Knox runabout (F. Belcher), fourth, time 1:45 2-5.

Wilkes-Barre Automobile Club members—Matheson "G" (John Turner), first, time 1:45 2-5; Knox (Fred Belcher), second, time 1:51 1-5; National (J. D. Aitken), third, time 1:52; Pope-Hartford (Robert Johnson), fourth, time 2:04 4-5.

Wilkes-Barre Automobile Club members, cars costing under \$2,000—Marion (Ed Habblett), first, time 2:19 2-5; Maxwell "Q" (M. S. Donnelly), second, time 2:45; Maxwell "T" (F. M. Costello), third, time 2:56 4-5; Regal (W. C. Moore), fourth, time 3:06 2-5.

Open to any cars competing in any event except the winner of first prize in the free-for-all race—Chadwick (Len Zengle), first, time 1:27 3-5; Knox Glantess (L. A. Diabrow), second, time 1:44 2-5; Matheson "G" (Turner), third, time 1:45; National (Aitken), fourth, time 1:53 1-5.

JOHNSON SELLS PICTURE

many a day. Big Chief Carr carried when the lion's share of the honors when, in the fourth inning, with Murch on first base, he poled one of Campbell's offerings to the flag pole for a clean home run. It was the longest hit seen at Washington park this season, and Carr had ample time to complete the circuit.

Blues Score First.

The Blues started the run getting right off the reel, when Shannon singled in the first inning, advanced on Raftery's sacrifice, and was crowded home when Hunter, Shay and Barbeau drew passes. The Blues could not score off Cheney after that, although they had runners on the bases in each of the frames he tolled. The second and only remaining K. C. tally came in the fifth, when Graham hit Shannon, and the latter advanced on a passed ball and scored on a single. After that Graham was in fine form and was invincible in the pinches. Fast fielding saved both pitchers several times, however.

Nip and tuck the two teams labored until the twelfth, when Milligan was hit by a pitched ball, after one was out. Higgins was safe on Downey's fumble, and both batters moved up on a wild pitch. Pitcher Brandon then displaced Campbell, and Lewis grounded to Hunter, who held the ball, watching Milligan at third, until Lewis beat him to the bag, when he should have been retired easily. With the bases filled, Graham came across with a clean single to center, scoring Milligan with the winning run.

Visitors Die Hard.

It was a hard game for the Blues to lose, as they were barely beaten out the previous day in a ten-inning contest. In the eleventh inning Shay doubled, with one out, but was left in the twelfth round, after James had fanned, Campbell got a life on Delahanty's muff. Raftery followed with a single, after Shannon had forced Campbell, but Hunter fouled out to Murch.

Although it lost three straight games in Indianapolis the Kansas City team played great ball, and it probably would have taken the Indians into camp had not they shown big improvement over the form they displayed against the other western clubs.

The Game in Figures

KANSAS CITY.												
	AB.	BB.	SH.	H.	O.	A.	E.		AB.	BB.	SH.	H.
Shannon, lf	5	0	0	3	1	2	0	0				
Raftery, cf	4	0	2	0	1	1	0	0				
Hunter, lb	3	3	0	0	1	18	0	1				
Love, rf	4	0	1	0	1	5	1	0				
Shay, 2b	4	1	0	0	1	2	3	0				
Barbeau, ss	4	1	0	0	0	3	3	0				
Downey, 3b	4	1	0	0	0	2	7	1				
James, c	5	0	0	0	1	2	1	0				
Campbell, p	5	0	0	0	0	0	5	0				
Brandon, p	0	0	0	0	0	0	0	0				
Totals	38	6	3	3	6	133	20	2				

*Cheney out on bunt strikes.
†One out when winning run was made.

INDIANAPOLIS.												
	AB.	BB.	SH.	H.	O.	A.	E.		AB.	BB.	SH.	H.
Delahanty, lf	5	0	0	0	1	1	0	1				
Chadbourne, cf	4	1	0	0	0	1	0	0				
Hayden, rf	5	0	0	0	1	1	0	0				
Murch, 2b	5	0	0	2	1	3	4	2				
Carr, lb	5	0	0	2	2	16	1	0				
Milligan, 3b	4	0	0	0	0	5	3	0				
Higgins, c	5	0	0	2	1	4	3	0				
Lewis, ss	3	1	1	0	2	4	3	0				
Cheney, p	1	0	0	0	0	0	3	0				
Graham, p	3	0	1	0	1	1	4	0				
Totals	40	2	2	3	9	36	19	3				

Kansas City . . . 1 0 0 0 1 0 0 0 0 0-0 6-2
Hits . . . 1 1 0 0 2 0 0 0 0 0 1 1-6
Indianapolis . . . 0 0 2 0 0 0 0 0 0 0 1-3
Hits . . . 1 0 1 2 1 0 0 0 1 0 1 3-8

Two-base hit—Shay. Home run—Carr. Struck out—By Cheney, 2; by Campbell, 2; by Graham, 2. Double play—Love to Hunter. Stolen bases—Love, Downey, Chadbourne. Passed ball—Higgins. Wild pitch—Campbell. Base hits—Off Cheney, 2 in four innings; off Campbell, 3 in eleven and one-third innings; off Brandon, 1 in one-third inning; off Graham, 4 in eight innings. Runs—Off Cheney, 1 in four innings. Bases on balls—Off Cheney, 1 in four innings. Hit by pitcher—Shannon, Milligan. Umpires—Chill and Ferguson. Official attendance—3,500. Time—2:05.

Some Noteworthy Features

DAY, JUNE 15, 1910.

PRICE 2 CENTS.

ACCEPTED BY 1,300: THE ASSOCIATION IS PLEASED

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W. J. Dobyne

tory, jobbing house and bank, afford the
retailer not only a great market in which
to buy, but a convenient one as well. Un-
usual attention is given to quick delivery,
goods being shipped the day orders are
received.

"Dependable goods, quick shipments," is
a combination inducement which the In-
dianapolis jobbers and manufacturers
hold out to buyers.

One of the fixed policies of the members
of this association is to accommodate
their customers in every reasonable man-
ner, and their willingness to do so has
helped to make Indianapolis the most
popular market in the middle states. Its
business men appreciate the patronage
of their customers and are always willing
to show this appreciation and they look
forward at all times with much pleasure
to meeting their customers in their business
houses.

WOMAN FACES BURGLAR HE EXPLAINS AND DEPARTS

INTRUDER IS SURPRISED IN MERIDIAN
STREET HOME AND LEAVES MARKS
OF DAYLIGHT VISIT IN TWO
OTHER HOUSES.

When Mrs. Anna J. Brownell, 1609
North Meridian street, returned home
from a neighbor's house yesterday af-
ternoon at 4:30 o'clock she met face to
face one of the daylight housebreakers
who have been working the city during
the last month, but the man escaped be-
fore she was able to call neighbors or
the police. She demanded of the man
why he was in the house and was told
he was hungry and looking for something
to eat. He then shoved past her on the
stairway and calmly walked out of the
door, jumping over the back yard fence.

When the police were called almost an
hour later they could find no trace of
the intruder. Bicyclemen Simon, and
Glenn from the Central Station investi-
gated the case, and searched for over
an hour for the man. Nothing was taken
from the house, Mrs. Brownell's return
being too soon for him to find any val-
uables.

The man had taken a coal shovel from
the cellar of the house and used it as a
chisel and "jimmy" on one of the bed-
room doors upstairs, which was locked,
but did not succeed in getting the lock
unfastened, although the door was badly
smashed. He left the shovel on the sec-
ond floor when Mrs. Brownell entered
the house.

Enters Through Window.

Entrance to the house was gained by
climbing through a side window, which is
in full view of the street. The man had
walked through the first-floor rooms and
then gone to the cellar, getting the shovel.
All the doors to rooms on the second
floor were locked and the keys hidden.
The man took the keys from the doors
downstairs and tried to unlock the up-
stairs doors, dropping the keys when he
found them useless. When caught the in-
truder appeared calm, and while Mrs.
Brownell did not attempt to stop him,
he did not threaten her in any way. She
described the man as being about 5 feet
8 inches tall, 35 years old, and weight
about 160 pounds. He had two weeks'
growth of beard on his face, and wore
a soft black hat.

While Officers Simon and Glenn were
searching for the intruder another call
reached Central Police Station that some-
one had broken into the home of Michael
E. Foley, 964 North Meridian street,
sometime between 2 o'clock and 5:30
o'clock. Bureau drawers were ransacked
and the contents tumbled onto the floor,
but nothing was missed by Mrs. Foley
when she returned from a downtown
shopping trip. She believes the intruder
gained entrance through a pantry win-
dow. Neighbors were in their yards and
on their porches around the house all af-
ternoon. Bicyclemen Irick and Hett from
No. 2 Police Substation investigated the
case.

The third daylight housebreaking was
reported about the same time as the other
two, about \$40 worth of property being
taken from the home of Albert B. Hel-
frich, 711 Woodlawn avenue, some time
between 1 and 4 o'clock. The thief en-
tered the house through the front door, it
being found unlocked when the family re-
turned from a party in the neighborhood.
Every room in the house was ransacked
and things turned over. The jewelry
taken consisted of a gold ring, on which
was the initial "A," valued at \$20, and a
ruby ring, in the setting of which there
were two small diamonds, valued at about
\$10. A revolver, razor and butcher knife
were also taken. The report of the rob-
bery was made to the police about 5:30
o'clock, or an hour after it was discovered,
and Bicyclemen Amden and Hyland, from
No. 4 Police Substation, were sent out to
investigate. No one could be found who
saw the man enter or leave the house.

BOY AVIATOR FLIES AGAINST HIGH WIND

Brookins Holds Crowd Breathless
as He Soars on Speedway in
Face of Breeze

FAR IN AIR YOUTH THRILLS

Wright Aviator Who Smashed
Record Executes Daring
Maneuvers.

Skimming through the air at all angles,
covering the course in long circles and in
short, ascending hundreds of feet into the
clouds at great bursts of speed, then
shooting peacefully downward to the
earth, Walter S. Brookins, the 21-year-
old Dayton (O.) aviator, who Monday in
a Wright biplane soared higher than ever
before in the world's history, yesterday
gained many new laurels for himself. It
was a veritable day of triumph for Brook-
ins and for the Wright aeroplane on the
Indianapolis Motor Speedway, where the
first annual aviation meeting is in prog-
ress.

With the apparent ease of a great bird,
the youthful pilot held the rapt attention
of the crowd for the greater part of two
hours. His graceful maneuvering, his
absolute control of his skycraft, his per-
fect confidence—all these added to the
name and fame of the boy who so sud-
denly and unexpectedly the day before
carved a place for himself in the annals
of aviation and won recognition from
Orville and Wilbur Wright, Hamilton,
Curtiss, Paulhan, Bleriot, Rolls and other
distinguished aviators of the world.

Monday the crowd was astonished by
the performance of the Wright aeroplane
manned and controlled by young Brook-
ins. Yesterday it was astounded—it fairly
gasped—and hundreds yearned for a
chance to shake the hand of the re-
nowned young man, unknown before this
week in the aerial field, whose name now
is on the lips of all who pay homage to
the men who have conquered the air.
Brookins, without attempting to be spec-
tacular, merely giving exhibitions of his
skill in handling an alrship, performed
feats never before attempted on the
Speedway—perhaps never before seen
anywhere.

Flies in Face of Wind.

In the face of a stiff wind the Dayton
aviator, who, within three months, has
mastered the art of guiding an aeroplane
sufficiently to ascend in the heavens to
an altitude of 4,384½ feet, yesterday flew
almost an hour in all. He defied the
strong breeze which flapped United States
flags used to mark the aviation course.
Indeed, he seemed to take pleasure in
demonstrating the superiority of man-
made machine over elements over which
human hand has no control.

Sitting firm in his lofty seat, Brookins
cleaved the clouds with the confidence
that seldom comes to one so young. With
victory won, he was ambitious for the
still greater success, whose first smiles
do not often come in the short space
of three months. Brookins, yester-
day, did not break a world's record so far
as written achievements go—but in his in-
repid flying against a brisk wind, which
never abated, he issued a silent challenge
to any man who has left old earth in a
heavier than air machine to duplicate his
performance.

TRAGEDY: HASKELL TAKES WAR PATH

WILL DIE GOVERNOR RESENTS WRITS

THREATENS TO THROW SHERIFF DOWN

UNWARRANTED BUT WILL REPAY.

extensive than in any other city and afford the opportunity of making shipments practically any hour of the day. More than 200 merchandise cars leave Indianapolis each evening over these roads for special points, going through to destination without change or opening, making it possible to deliver to customers the first thing the following morning.

Situated in the center of population, Indianapolis is truly "the heart of trade," and its aggressive business men in fact

One of the best points of the country for this association is to accommodate their customers in every reasonable manner, and their willingness to do so has helped to make Indianapolis the most popular market in the middle states. Its business men appreciate the patronage of their customers and are always willing to show this appreciation and they look forward at all times with much pleasure to meeting their customers in their business houses.

PRISONERS SEE TRAGEDY HASKELL TAKES WAR PATH

CONVICT FALLS WILL DIE GOVERNOR RESENTS WRITS

TUMBLES TO CEMENT FLOOR FROM THIRD GALLERY AT STATE REFORMATORY AND SKULL IS TERRIBLY CRUSHED.

JEFFERSONVILLE, Ind., June 14.—(Special)—Walter O. Nicewanner, 21 years old, a prisoner in the Indiana Reformatory, fell from a gallery on the third floor of B cellhouse this evening to a cement floor below, sustaining injuries which will prove fatal. He struck on his head and his skull was terribly crushed. Nicewanner was marching to his cell from the dining room. Two hundred other prisoners were in line and many of them witnessed the accident. The railing along the gallery is low and the presumption is that Nicewanner lost his balance and toppled over.

Secretary Butler Present.

While the accident caused considerable excitement among the prisoners, they maintained discipline and entered their cells without causing any trouble. It happened that Secretary Butler of the Board of State Charities was at Maj. Peyton's home, and he was present at an investigation which was held at once. The inquiry showed that the affair was purely an accident. Nicewanner was taken from Muncie in 1903 for petit larceny. His relatives have been notified. B Cellhouse is the one which Governor Marshall, during his recent visit to the reformatory, said should be done away with by an act of the Legislature and a new one built.

LEAVES FOR COLLEGE TOWN.

President Presides Today at Anniversary Exercises in Marietta, O.

WASHINGTON, June 14.—President Taft, accompanied by Secretary Norton and Capt. Archibald W. Butt, his military aid, left here at midnight over the Baltimore & Ohio Railroad for Marietta, O., where he will attend tomorrow afternoon the seventy-fifth anniversary of Marietta College. The President will be back in Washington early Thursday morning.

MARIETTA, O., June 14.—Gayly decorated Marietta is in readiness to receive President Taft. The celebration of the seventy-fifth anniversary of the granting of the charter of Marietta College, which began Sunday, continues through the week. Governor Harmon and Governor Wilson of Kentucky arrived today, and the former tonight was given the degree of doctor of laws.

PLEADS CAUSE OF MEXICANS.

"Mother" Jones Denounces Diaz and Takes United States to Task.

WASHINGTON, June 14.—"Mother" Jones addressed the Rules Committee of the House today in behalf of the Mexican refugees, who, it is alleged, are being persecuted in the United States through the agencies of American officers and Mexican government "spies." Mrs. Jones related that while she was in Douglas, Ariz., she witnessed the horrible kidnapping of a Mexican refugee named Sarabia. She denounced President Diaz of Mexico for sending "his hirelings across the border to crush the constitution of our country." She declared she did not think "the United States should run its penitentiaries in the interest of the Mexican government."

KENTUCKIANS FIGHT DUEL.

Horseman Fatally Wounds Farmer in Quarrel Over "Cooling Out" Grounds.

LATONIA, Ky., June 14.—A duel in which one man used a flint rifle and the other a shotgun resulted in the fatal wounding of Charles Demiens, a contractor and farmer, here today. Albert Spears, a prominent horseman, who has a string of thoroughbreds now racing at the Latonia race track, fired the rifle while Demiens opened the attack with the shotgun. Spears gave himself up tonight to the charging authorities. The quarrel resulted over a contention as to

HASKELL TAKES WAR PATH

THREATENS TO THROW SHERIFF DOWN STAIRS WHEN SERVED WITH COURT PAPERS IN OKLAHOMA CAPITAL FIGHT.

OKLAHOMA CITY, Okla., June 14.—Deputy United States Marshal Chris Madsen of Guthrie tonight served a citation on Governor Haskell to appear in the Federal Court to show cause why he should attempt to remove the state capital from Guthrie.

Last night Deputy United States Marshal Heck Thomas was repudiated by the Governor because of his attitude. The Governor had snatched a subpoena from the hand of Sheriff Mahoney of Logan County when Thomas interposed objections. According to Thomas the Governor said: "I don't care who you are; I am the Governor of Oklahoma. Not a word out of you or I'll kick you down stairs."

State Offices Under Guard.

Developments in the Capitol removal fight became more acute at Guthrie today with the return of state officials, excepting Governor Haskell and Secretary of State Cross. The officials went there for the arguments on the demurrer to the petition in the District Court to enjoin the removal of the Capitol. Judge Huston took the matter under advisement and probably will give a decision tomorrow.

Guards are stationed about the State House to prevent the removal of records or other state property. Labor Commissioner Daugherty was searched today for state papers before being allowed to leave the city. Mayor Farquharson of Guthrie said tonight that he had given no orders for the search and regarded the act as censurable.

SITUATION DOES NOT WORRY OPTIMISTIC RAILWAY HEAD

New York Central's President Sure Interstate Commission Will Deal Justly With Roads.

CHICAGO, June 14.—With St. Louis injunctions to the west of him and with what he considers drastic congressional measures to the east, W. C. Brown, arriving here today, refused to be otherwise than optimistic with regard to railroad prospects, particularly those of the New York Central lines, of which he is president.

"I feel no apprehensions as to the railroad rate bill on the verge of becoming a law at Washington," said Mr. Brown.

"True, it gives to the Interstate Commerce Commission almost unlimited power over the roads, power that was scarcely dreamed of five years ago. But I feel sure that the commission will deal wisely and justly with the roads."

Mr. Brown saw nothing in the protests of shippers, which took concrete form in the St. Louis injunction, to create alarm.

RANGERS FIGHT TIMBER FIRE.

Scores of Settlers' Homes in Ontario Are Threatened.

WINNIPEG, June 14.—All of the fire rangers in the district around Ft. William, Ontario, have been ordered out to fight a serious fire raging in the timber for a radius of fifty miles north and west of that city. Scores of settlers' homes are threatened and \$10,000 worth of timber has been destroyed. The big electric plant at Kakabeka Falls, which supplies Ft. William and Port Arthur with power, has been compelled to close.

FINGER PRINTS SAVE MAN.

Suspect in Murder Case Secures Release After "Chinese Test."

LEAVENWORTH, Kas., June 14.—Dean Ehrhart, arrested last night in connection with the murder of Mrs. Katharine Schultz, the wealthy widow whose body was found in the ruins of her home last week, was released this afternoon. The release was based on the fact that his finger prints with

on their porches around the house all afternoon. Detectives Frank and Matt from No. 3 Police Substation investigated the case.

The third daylight housebreaking was reported about the same time as the other two, about \$40 worth of property being taken from the home of Albert B. Holfrich, 711 Woodlawn avenue, some time between 1 and 4 o'clock. The thief entered the house through the front door, it being noted unlocked when the family returned from a party in the neighborhood. Every room in the house was ransacked and things turned over. The jewelry taken consisted of a gold ring, on which was the initial "A," valued at \$20, and a ruby ring, in the setting of which there were two small diamonds, valued at about \$10. A revolver, razor and butcher knife were also taken. The report of the robbery was made to the police about 5:30 p. m., and an officer was sent to investigate. Detectives Amden and H. H. No. 4 Police Substation, were sent out to investigate. No one could be found who saw the man enter or leave the house.

INNOCENT, BUT WILL REPAY.

Man Accused of Robbery Offers to Make Good the Amount.

Arrested in connection with the robbery of Peter W. Zimmer, 529 South Delaware street, which occurred near Pearl and Meridian streets late last night, Robert Green, 522 Seloto street, denied to the police he had robbed Zimmer, but said, since he was held, he would be willing to make good the amount. Zimmer said he had lost \$17. Green is held, charged with larceny.

Louis Stuck, 1530 South New Jersey street, was arrested by Detectives Haley and Rhine in connection with the robbery of the Capital City Brewing Company's office. The amount missing is \$31. Stuck had in his possession some beer revenue stamps, the police say. He is held charged with grand larceny.

ENGINEER HELD UP.

E. E. Wood Struck on Head and Relieved of Watch and \$1.

E. E. Wood, a locomotive engineer residing at Gale street and Roosevelt avenue, was struck on the head and robbed of his watch and \$1 about 9 o'clock last night as he was on the way from his home to his work. The robbery occurred near the railroad target east of Brightwood, and Wood returned immediately to the Brightwood Y. M. C. A., where he told his story and the police were called. Capt. Kruger, with other officers, answered the call in the emergency automobile. Wood had left the Y. M. C. A. building when they arrived and could not be found. In his statement to his friends Wood did not give particulars of the affair. His injuries are not serious.

POLICE ANSWER BURGLAR "SCARE."

Unlock Door Behind Which Intruder Is Supposed to Be—Find Nothing.

Police Lieutenant Belch, accompanied by Detectives Manning, Dugan, Franklin and Meyer, responded to a hurry call from the home of H. Fleming, 4711 East Washington street, late last night that burglars were in the house, but upon their arrival it was learned it had only been a "scare." It was believed the supposed thief had locked himself in a room but after the locked door was broken the room was found to be without a burglar.

MAN HANGS 45 MINUTES OVER NIAGARA'S CATARACT

Steeplejack, Who Tried to Cross Gorge on Wire, Suspended by Teeth, Finally Rescued.

NIAGARA FALLS, N. Y., June 14.—Niagara's first international carnival nearly came to a tragic end tonight when Oscar Williams, a local steeplejack, who essayed a trip across the gorge on a wire, hung at the base of the cataract, sustaining his weight by his teeth, came to a stop when about the middle of the river and hung forty-five minutes until rescued by the Maid of the Mist.

"Williams' apparatus began to balk soon after he left the American shore, and when it struck the upgrade to the Canadian side he came to a stop and then swung back to the middle of the wire, which clearly was over by 125 feet. Firemen rigged a pulley with rope and sent it out to him. Hand over hand he made his way back to the deck of the Maid of the Mist, which had taken a position below him."

During the festivities today an unidentified man jumped into the river from Luna Bridge before the eyes of thousands of people. In a twinkling he was swept over the brink of Luna Falls, which never gives up its dead.

SUES STRIKE SYMPATHIZERS.

Shirtwaist Maker Asks Damages, Naming Wealthy Women as Defendants.

NEW YORK, June 14.—Mrs. O. P. Belmont, Miss Inez Milholland and other well-known suffrage leaders were made defendants in an odd suit filed in the United States Circuit Court today in behalf of Simon H. Shurtwaist, manufacturer. Shurtwaist says he was driven out of business by the recent strike of shirtwaist makers, and asks \$50,000 damages of the women who gave moral and financial

Flies in Face of Wind.

In the face of a stiff wind the Dayton aviator, who, within three months, has mastered the art of guiding an aeroplane sufficiently in ascent in the heavens to an altitude of 4,381½ feet, yesterday flew almost an hour in all. He defied the strong breeze which flapped United States flags used to mark the aviation course, and seemed to take pleasure in demonstrating the superiority of "man's made machine over elements over which human hand has no control."

Hitting him in his lofty seat, Brookins elevated the clouds with the confidence of a young man. He was not only a victory won, he was ambitious for the still greater success, whose first smiles do not often come in the short space of three months. Brookins yesterday did not break a world's record, so far as written achievements go—but in his never abated, he asked a silent challenge to any man who has tried to fly as heavy as air machine to duplicate his performance.

Aeronautic history does not record the daring of men who breast the elements in all their caprices. Therefore young Brookins may be remembered only for his epoch-making high ascent on Monday, but those who were spellbound by the sunny glimpses of a fragile craft braving the sweeping winds high above the earth, will remember the sight as long as they live. Such a view is obtained only once in an age; it may be years before an aviator again may dare to test the power of blowing winds. Unless indeed the Wrights have constructed a machine the capabilities of which at present are only dreamed of.

Brookins Soars to Clouds.

It was a striking scene. Enaached on his aerial perch, the ship silhouetted against the storm-betokening clouds, Brookins appeared like a creature of another world. Like a bird the craft swooped downward, then, as if deigning to risk possible dangers of the earth beneath, flew up, up and away to the north, as if tireless. The great banks of clouds seemed to beckon to the magic craft, which, ascending higher and higher, eventually flitted with the fleecy lining of the sky while the eyes of the bewitched spectators far below constantly were strained for a better view of the picturesque, historic flight.

As he riding the waves of the air, after having seemingly exhausted the possibilities of fancy flying, after having held the spectators breathless and enraptured for many minutes, Brookins glided to the ground as easily as ever bird took to earth. It was only a minute following the appearance of Brookins—hundreds of feet away, looking up a mere speck in the sky, that he was again on the ground from which he had ascended. Dipping the front of his ship, the young aviator made a rapid journey almost straight beneath him, then, pointing the nose of the craft in a horizontal manner, he slid along the turf and came to a dead stop. It was no more than a little recreation, a few minutes' diversion for Brookins.

Only Wright Machines Exhibited.

A crowd estimated at 5,000 gathered at the Speedway for a program less varied than that of Monday, yet containing features seen perhaps for the first time. Only a few flights were attempted—all were more or less successful—because of the high wind and of the threatening storm. The work done by the Wright biplanes proved to all present that they can be sailed not only under favorable conditions, but when the sun is behind the clouds and when a strong wind threatens to buffet the little crafts out of their course. None but Wright machines was exhibited yesterday.

At 2 o'clock the first Dayton-manufactured aeroplane was wheeled from the museum. With it were Orville in a straw hat, took leading parts in the preparation of the airplane for flights. The rain had ceased, but Orville scanned the horizon with a somewhat anxious eye. Then, while the aeroplane was being placed on a monorail which had been set out outside the shelter house, he secured an oil can, which he used on various parts of the engine. Brookins, taking the initiative, as on the opening day of the meeting, seated himself and flew several times about the course while the crowd was waiting for the machine to be hoisted to the monorail back of the Judges' stand, as on the day before.

Fifteen minutes later, Welch, another Wright pilot, flying northward, encountered difficulty with his motor and was unable to rise more than ten feet above the ground. Expected to land every moment, the aviator maintained his balance and kept his machine in the air until he had traversed almost half the course. Then the craft caromed gently to the earth, skidded a few yards and rested.

Wind Prevents Quick Start.

By this time, Brookins having landed near the monorail on the west side of the Speedway, was prepared for the first exhibition flight of the day. "Let Brookins go five laps for time," suggested Orville Wright, who was in charge of the program. His brother Wilbur, being engaged in overhauling a machine in the shed, which task occupied all of the afternoon. "But there can be no quick start as the program calls for," Mr. Wright continued to E. A. Mottos of the Speedway. "The wind is against us. We shall have to wait."

Continued on Page 4, Column 1.

AN ACT IMBINES

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Discusses
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FOR EVILS

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Allow Fair
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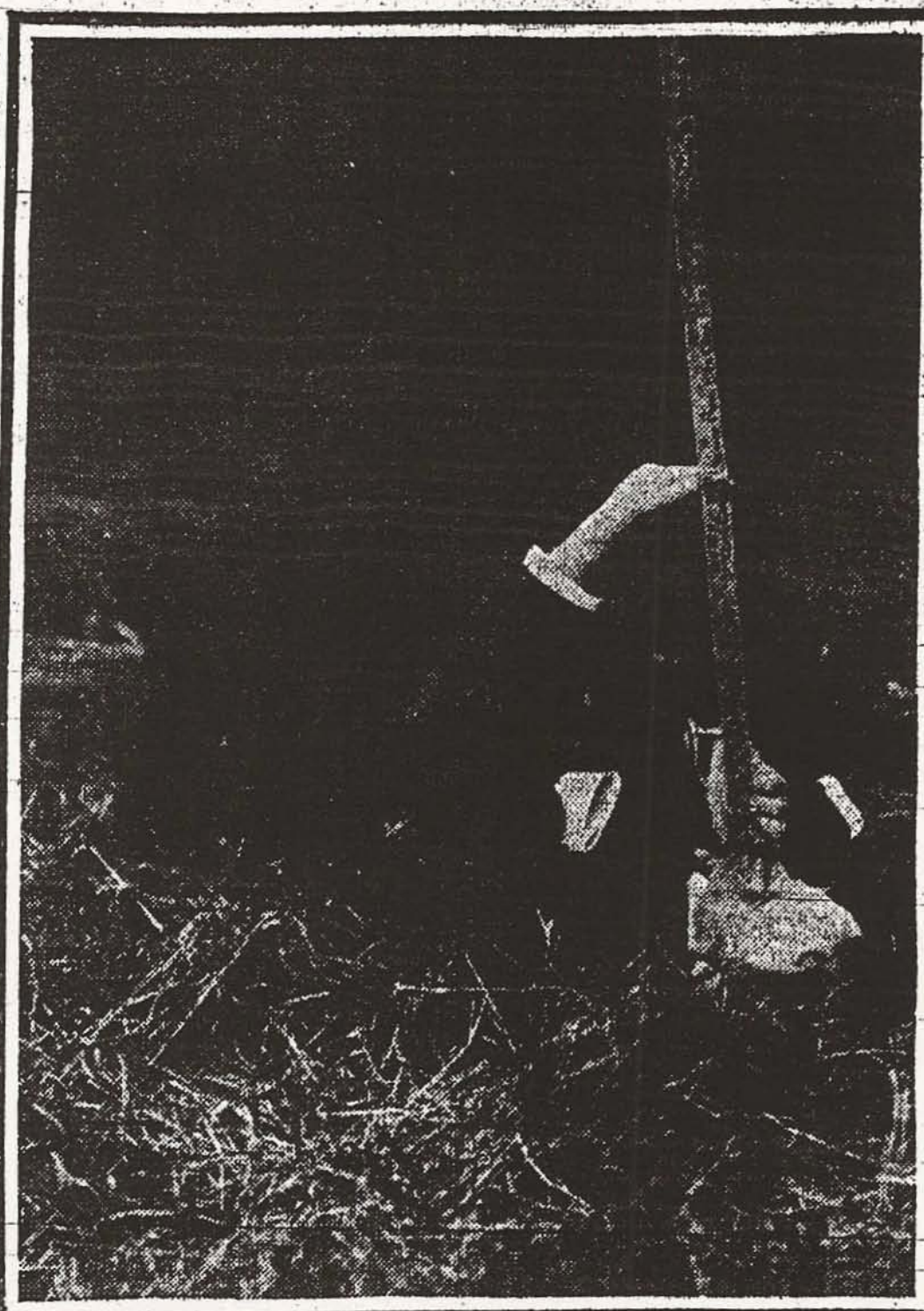
June 14.—"De-
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Aero Official Takes Measurements.



A. B. LAMBERT MEASURING ALTITUDE.

Lying on his back, A. B. Lambert of St. Louis, president of the Aero Club of that city, used the Wright device for measuring altitude at the Speedway yesterday.

Four Aviators to Race in Speedway Contest

CROWD INSPECTS WRIGHT BIPLANE

Simplicity of Flying Machine Astonishes Speedway Visitors Who Greet Brookins.

NEW CHAMPION IS MODEST

Youthful Aviator Tells of Sensations as He Pilots Flyer From Earth to Clouds.

Marveling at the simplicity of the Wright biplane, and inspecting carefully every detail of its construction, the throng of visitors at the Motor Speedway yesterday gathered in front of the main grand stand at the invitation of Manager Roy Knabenshue of the Wright team to see the flyer at close range. The lack of complicated mechanism in the build of the craft was the object of the most comment, while the wonderful manner in which the planes were built to utilize the air currents seemed to inspire a certain amount of incredulity.

Before this throng Walter Brookins, the new champion altitude flyer, met his first public introduction. The miles before Monday's achievement, now a world beater in his class, received the attention of the crowd with the same interest as the schoolgirl, and the tinge of red showed through the tan of his cheeks as he smiled at the tribute payers.

Brookins' rise into fame has been meteoric, and he gives due credit to the careful teachings of Orville Wright for the responsibility. Starting last March, Brookins entered the aviation field, and the younger of the brother air wizards took him under his wings a rapid flier, but a short distance from the Wright home in Dayton and has been interested in the work of the two brothers for some time.

When the opportunity to become an aviator was offered him, the 21-year-old Daytonian grasped it in a minute. He said he knew he could fly if the Wrights could, and with but three months' practice, he has reached one of the great pinnacles of fame in the game.

Brookins Tells of Sensation.

The crowd grouped about Brookins as he stood before them and poured question after question into his ear. He answered most of them and was good-natured when some of the questions seemed a little far-fetched.

In describing the sensation in altitude flights, Brookins said:

"I find very little difference between high flying and the ascents which do not carry the machine far from the ground. The only difference appears to be in the temperature. It is fearfully cold as you rise higher and higher, and I believe that an altitude will be reached eventually which will hamper the aviator to such an extent that he will not be able to handle his machine unless he wears special clothing to protect him from the cold. You see an aeroplane is moving so rapidly that the wind causes the machine to appear much lower than it would to a man in a balloon, which is moving slowly upward."

"Will I continue to seek a higher altitude?"

"Well, yes; but I will not be so anxious to get higher until some other aviator has beaten the record. I believe that I can reach the mile mark, and, if weather conditions are favorable, may do it this week. If the Wright brothers think it advisable."

Motor Is Not Affected

"The cold air has little effect on the motor except that it aids in keeping the radiator cool and that, in turn, benefits the motor, until it becomes too cold."

"What danger is there in the flyer flying? To be honest I believe there is less danger, in a way, in high flying than in flying along close to the earth's surface. I could shut off my motor at the weight of a mile and glide down to earth to a perfect landing. Of course, I should hit a clump of trees or some other object, it might cause trouble, but would be no worse than flying directly into an object. I have become accustomed to flying higher and higher all the time, and the sensation produced has become natural gradually, so I really can not say much about that."

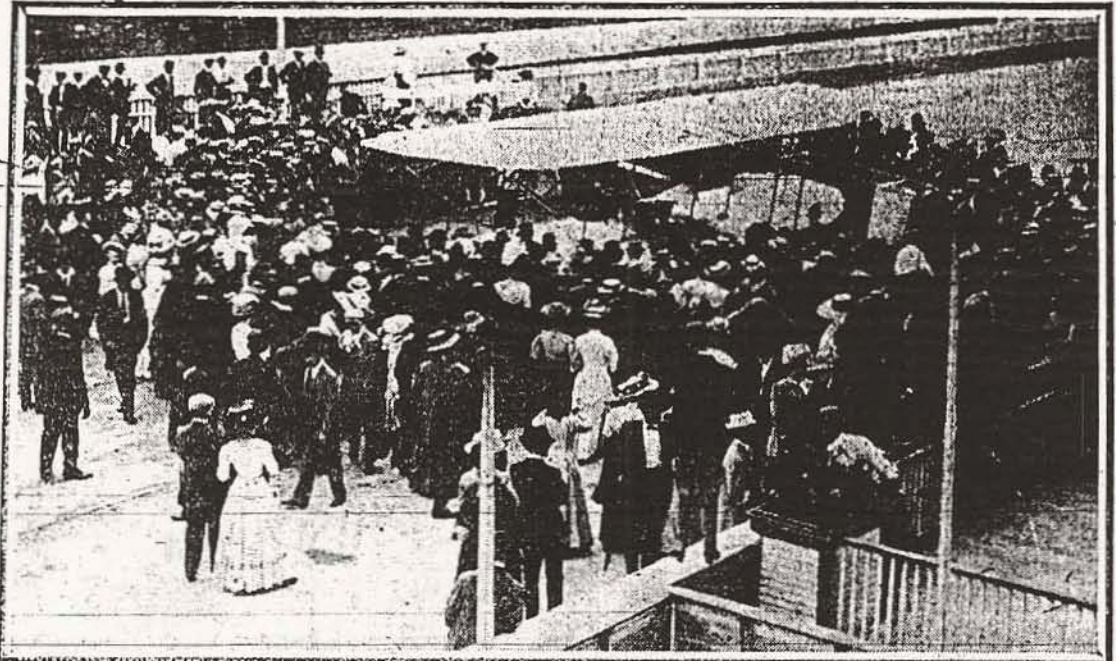
Wright brothers are enthusiastic about Brookins' future and believe that in a short time he will be one of the most sensational aviators of the era.

SEEKS ANOTHER RECORD.

Hamilton Not Satisfied Because He Did Not Beat Paulhan's Score.

NEW YORK, June 14.—Charles K. Hamilton, the aviator, is not satisfied with his work of yesterday flying from New York to Philadelphia and return. His present great ambition is to beat Paulhan's record of 117 miles on a continuous flight.

Crowd Seizes the Opportunity of Examining Aeroplane.



There is some obstruction like that. There is plenty of room between the building lines of Broadway for my biplane, and I'll make the whole trip just clearing the trolley cars." Hamilton remained in his hotel nearly all day. He will go to Nashville, Tenn., next Monday preparatory to flights during the summer months next month.

Capt. Thomas S. Hadden made a successful three-mile flight at Minnola, N. J., this evening and qualified for an air club license as an air pilot.

TWO AUTO DRIVERS FINED: ONE CASE IS CONTINUED

Brunning Assessed \$25—Tennis Will Pay Don's Doctor Bill and \$5 Fine.

George J. Brunning, 351 Sanders street, arrested Monday for assault and battery in connection with the automobile and buggy collision at Washington and East streets, was fined \$25 and costs in Police Court yesterday. Carrie Heister, 240 Good avenue and 1481 Dock, 515 Minerva street, both colored, were in the buggy, which was wrecked. Brunning said in court he was not driving fast. The judge, however, said automobile drivers should be more careful and named the fine.

Charles Newton, 240 Hickling street, appeared in court yesterday on the charge of assault and battery. The case was continued one week. It is charged Newton, who was driving an automobile truck, struck Robert Johnson, 428 Indiana avenue, Monday afternoon as the latter was walking from a car at East and Washington street and Highland avenue.

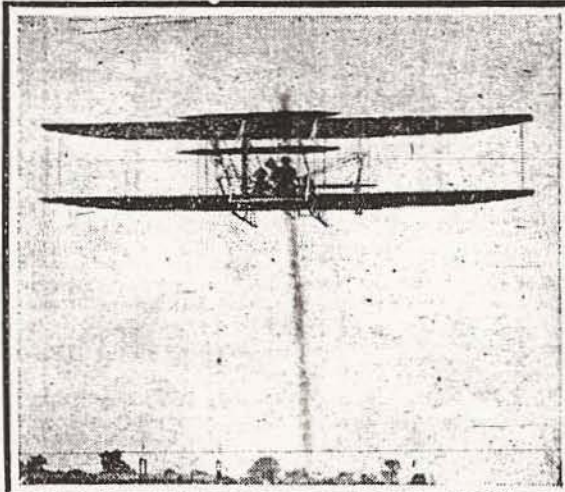
William H. Tennis, 771 North Pennsylvania street, who struck Lee Williams, a messenger boy, with his automobile Monday at Meridian street and Monument place, was fined \$5 and costs. Mr. Tennis promised to pay all expenses while the boy is recovering from his injuries.

PLUNGE DOWN EMBANKMENT.

Motorcycles Become Unmanageable and Result in Injury to City Employees.

A motorcycle trooper, in which Harry Hawkeotte and John J. Griffith, assistants in the city engineer's office, took their first lesson in driving, ended in their injury yesterday afternoon when the machines became unmanageable and plunged down a fifteen-foot embankment near the Emrichville bridge. Mr. Griffith suffered an injured left leg and Mr. Hawkeotte was seriously injured. Mr. Griffith is confined to his home.

Hawkeotte and Griffith were detailed to practice on two of the machines, which the department contemplates purchasing for use in long trips. While riding along the road Hawkeotte's machine plunged down the embankment, and Griffith, who was riding close to him, followed. Inexperience of the riders is given as the cause of the mishap. Neither man was seriously injured. They and the two machines were brought back to the city in an automobile test car, which was passing.



BROOKINS FLYING AGAINST WIND.

FOUR SHIPS FLY TODAY COLE CAR IN ACCIDENT

ODD RACE ON AT SPEEDWAY AVOIDS BUGGY, LOSES WHEEL

QUARTET OF WRIGHT AVIATORS WILL TAKE AIR SIMULTANEOUSLY IN COMPREHENSIVE PROGRAM THIS AFTERNOON.

GLIDDEN TOURISTS REACH LOUISVILLE, DOING 141 MILES FIRST DAY—TWO PREMIERS AND ONE FAIRY UNPENALIZED.

Program of Events at Speedway Today

Exhibition flight by Brookins in Wright biplane.

Exhibition flight by Johnstone in Wright biplane.

Quadruple flight with four machines in air simultaneously driven by Hoxsey, Coffey, Welsh and Brookins.

Short circle competition.

Novelty race, two machines circling in opposite directions.

LOUISVILLE, Ky., June 14.—(Special)—For the seventh time in the history of American motordom, the automobilist world has focused its attention upon a Glidden tour, the classic among road reliability contests. Twenty-six motor cars this morning left Cincinnati on the longest and hardest tour yet conducted, with a route of 2,851 miles to be traversed to Chicago, via Texas and Oklahoma, and in less time than ever before, there being but sixteen days of running. A trip of 141 miles in this city constituted the initial test and in that distance eight machines have dropped from the ranks of clean-score contenders. As had been predicted, the first day proved to have more trials than are ordinarily expected, and with much sweat and tears about them.

Boy Aviator Flies Against High Wind

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higher than 100 feet or so. He circled the one and a half mile course as marked by American flags six times, circling down to night after a flight of 15 minutes and 20 seconds. He remarked that the wind was very strong, blowing in a southeasterly direction.

After lighting a cigarette, Brookins was ready to resume his trip in the air in a unique race against the Overland "wind wagon" in charge of Driver Carl Baumhauer. The wind wagon is an automobile equipped with a propeller, and had made an excellent impression as it had been guided around the outer Speedway track in trials earlier in the afternoon and on the day before. Brookins flew north and turned about to start on even terms with the car, which was speeding southward, about to make the judges' attack.

The air craft forged ahead and had a small advantage when the race of one lap was pronounced "on" by the officials. Around the curve on the Speedway outer track the wind wagon pounded his way, while within the aero field, Brookins guided his machine sharply and turned north.

"He had a manifest handicap over the Overland driver, still the Wright aviator sailed gracefully onward, while the wind wagon, quickening its pace, began to overhail the airship. The race began to grow interesting, but on the north turn, Brookins began to outstrip his opponent once more. Turning again at the northwest curve, both machines speeded on the home stretch, while many again in their seats to see the finish. The aeroplane came across the tape first, winning the two and a half mile event by a small margin in 4 minutes and 25 seconds.

Welsh Forced to Alight.

The third event was to have been an exhibition between two aeroplanes piloted by Welsh and Brookins, but the former alighted shortly after his associate had got under way. Welsh's craft behaved well at the outset, then swept down until it hovered above the earth at a distance not to exceed ten feet. Up it rose to the astonishment of all and he appeared to be having success when a small

DEALERS

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Quadruple flight with four machines in air simultaneously driven by Hoxsey, Coffyn, Welsh and Brookins.

Short circle competition.

Novelty race, two machines circling in opposite directions.

Match race, Wright biplane and Overland wind wagon.

Race between Welsh in Wright biplane and Brookins in Wright biplane, both machines starting at once.

Altitude attempt to break records by Brookins in Wright biplane.

Today's program at the Motor Speedway aviation meet seems the most alluring thus far offered by the promoters. There are eight events regularly scheduled and others may be planned later. Two or three of the events have not been seen thus far in aviation exhibitions.

The quadruple flight with four machines in midair at once will give a realistic picture of a squadron of aeroplanes as they would appear in action in war use. The match race events will be popular.

Interest In Wind Wagon.

In the Overland wind wagon that company has produced a novel effect of a combination between the automobile and aeroplane, and the hot competition in yesterday's program between an aeroplane and the breeze cart stands as evidence that the offering will be good today.

Another inspection of a Wright biplane at close range probably will be allowed by the Dayton inventors. With the program listed the third day of the meeting should see larger crowds than at the first two.

LOUISVILLE, Ky., June 14.—(Special)—For the seventh time in the history of American motordom, the automobilizing world has focused its attention upon a Glidden tour, the classic among road reliability contests. Twenty-six motor cars this morning left Cincinnati on the longest and hardest tour yet conducted, with a route of 2,851 miles to be traversed to Chicago, via Texas and Oklahoma, and in less time than ever before, there being but sixteen days of running. A trip of 184 miles to this city constituted the initial test and in that distance eight machines have dropped from the ranks of clean-score contenders. As had been predicted, the first day proved to have more trials than are ordinarily expected, and with rough roads and many short turns, the perfect records began to slowly drop behind.

Indianapolis is well represented with seven cars out of the twenty-six—two Premiers, two Coles, two Parrys and one Westcott—but of these both Coles, one Parry and the Westcott have already accumulated demerit marks, leaving both Premiers and one Parry perfect. There are two classes in the tour, that for touring cars known as Glidden contenders and those competing for the Chicago Trophy for runabouts and toy tonneau machines. The Premiers are in the former, the two other firms have one car in each class, and the Westcott is a roadster. The Parry touring car, driven by Dull, took three points for having secured extra gasoline outside of the regular control.

The Cole touring car, driven by Knight, had a clogged gasoline feed pipe and lost 30 points thereby. The Cole runabout, however, furnished the only accident excitement of the day by dropping into a ditch and breaking a right front wheel. While going at a lively clip, A. F. Martin, the driver, swerved the machine aside to keep from colliding with a buggy, and left the road. A new wheel was procured, but the time spent in mending the trouble caused a penalty of 1,042 points to be inflicted.

Premier Cars Conspicuous.

The two big Premier cars have been particularly conspicuous throughout the day, not only because they are the largest and most expensive ones in the event, but also because they started the tour

haul the airship. interesting, but only began to out more. Turning curve, both machines stretch, while in to see the fins across the tape and a half mile in 4 minutes and

Welsh F

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After lighting a cigarette, Brookins was ready to resume his trip in the air in a unique race against the Overland "wind wagon" in charge of Driver Carl Baumhofer. The wind wagon is an automobile equipped with a propeller, and had made an excellent impression as it had been guided around the outer Speedway track in trials earlier in the afternoon and on the day before. Brookins flew north and turned about to start on even terms with the car, which was speeding southward, about to pass the judges' stand.

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The third event was to have been an exhibition between two aeroplanes piloted by Welsh and Brookins, but the former alighted shortly after his associate had got under way. Welsh's craft behaved well at the outset, then swept down until it hovered above the earth at a distance not to exceed ten feet. Up it rose to the astonishment of all and he appeared to be having success when a small

wire struck the propeller and the aeroplane gave up its flight. Many commented on Welsh's skill in effecting a safe descent in view of his accident. He has been studying aeroplanes and their management only a few weeks.

In the meantime Brookins, in the face of a high wind, began his voyage which seemed fraught with peril. The efficient operator guided the craft at will, now careening, now making remarkable short circles, now dipping far below, now roving upward—all in obedience to the wish of the youth in the pilot's seat. After a flight of eight and a half minutes the Dayton boy flew to a point near the monorail and jumped out.

It was 4:20 o'clock, when the breeze was blowing strongest, that Brookins ascended on what proved the most thrilling flight of the day. Orville Wright, using the Wright altitude measuring device, found his pupil had soared 395 feet when, at the end of the first lap, which consumed 2 minutes and 20 seconds, he passed over the starting point. As Brookins finished the second lap, after making a wide detour, Orville Wright pointed out that the presence of low-hanging clouds was impeding the aviator—at least would prevent a record altitude flight. Brookins now was 1,423 feet in the air, having been gone 7 minutes and 10 seconds.

"He started to climb shortly after leaving the monorail," said Orville Wright, after taking the measurement, "and he went fast, too, though not as rapidly as he did yesterday." Mr. Wright then called attention to the fact that the sun was behind the clouds. "Brookins can see it anyhow," said the Dayton inventor. "I flew in Dayton late one evening and saw the sun behind the clouds when it was not visible on earth. It was a beautiful sight."

That Mr. Wright is a capable guesser was proved, when at the end of Brookins's third lap he estimated that the youth had attained an altitude of 2,000 feet. The device showed 2,083 feet. Brookins had been gone 12 minutes and 45 seconds. Shortly after he shut off his motor a little and rapidly descended many feet, the machine looming larger and larger. At the end of the fourth lap Brookins was not more than 100 feet away, and when he had circled the course once more, he

alighted, his entire time being 18 minutes and 15 seconds. Summaries:

Flight No. 1—Brookins, Wright biplane, 9 miles, 15:02.

Flight No. 2—Brookins, Wright biplane, vs. Baumhofer, in Overland wind wagon, 2½ miles, 4:58.

Flight No. 3—Brookins, Wright biplane, Exhibition of fancy maneuvering. Time, 8:30.

Flight No. 4—Brookins, Wright biplane, altitude, 2,083 feet. Time, 18:15.

HARVARD YOUTH WINS FAME BY "AERO" POEM

In Versa, J. Gordon Gilkey, '12, Files
With Daring Aviator and Strives for
the Variety Prize.

BOSTON, June 14.—Among the many literary contributions of the year from students at Harvard one poem has caused much favorable mention of its author, J. Gordon Gilkey, '12. This poem is one of the many that were submitted for the prize at Harvard for poems on "aeronautical subjects."

The poem is entitled "The Aeronaut," and appears in the current issue of the Harvard Monthly. It deals with the thoughts of the aviator while aloft. The poem begins:

Over the sea-wastes tumbling free,
High above cities of sleep below,
In a veil of clouds the airships go,
On the top of the winds we never know,
To the lands we never see.

There's a touch and a spark and a thrill, and
I share
The breath of life with my steed of air;
And the lowest clouds rush up and away
As I swing through the night to the bounds
of the day.

Aloft the empty blue I rest
On double wings of silk and steel,
Beside me throng the wandering clouds,
And frightened eagles round me wheel.

To wide horizons never crossed
A level path lies clear for me;
Above the slopes of doming sky:
Below, the fields of wrinkled sea.

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