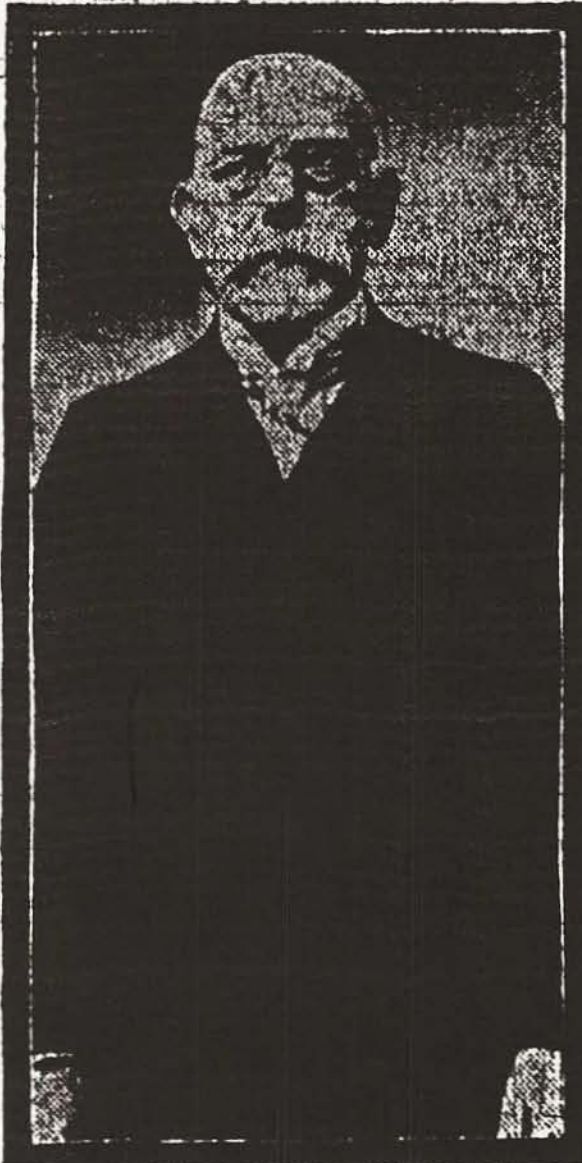


*Noted Bacilli Fighter  
Succumbs to Disease*



DR. ROBERT KOCH

**KOCH, GERM EXPERT, DEAD**

**FAMED AS BACILLI FINDER**

**GERMAN SCIENTIST DISCOVERED TUBERCULOSIS PHTHISIS AND CHOLERA  
GERM AND ACHIEVED HIGH  
HONORS IN BACTERIOLOGY.**

**AUTO PILOTS SET  
MARKS IN SAFETY**

**Fearless Drivers Make World's  
Records in Opening Day's  
Events at Speedway.**

**BIG CROWD CHEERS VICTORS**

**Kincade, Burman and Harroun  
Win Races on Modern  
Racing Course.**

*Winners in Events  
at Motor Speedway*

First Event—One-mile time trials: Lytle, in American, :46.08; Kincade, in National "sixty," :46.55; Altken, in National "seventy," :44.3; Bragg, in Flat "ninety," :39.5; Harroun, in Marmon "six," :41.05; Kefschler, in Darracq "100," :43.4.

Second Race—Canceled.  
Third Race—Five miles, 161 to 230 cubic inches: Bulck (Chevrolet), won. Time, 4:41.7.

Fourth Race—Ten miles, 231 to 300 cubic inches; Marmon "thirty-two" (Harroun), won. Time, 8:16.8.

Fifth Race—Five miles, 301 to 450 cubic inches: Kincade, in National, won. Time, 4:05.76.

Sixth Race—Ten miles, 451 to 600 cubic inches: Altken, in National, won. Time, 8:25.94.

Seventh Race—Five-mile handicap: Greiner, in National, won. Time, 5:44.9.

Eighth Race—Private owners' five-mile event: Greiner, in National, won. Time, 4:09.3.

Ninth Race—Free-for-all open, five-

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# ds Set by Auto Drivers

## RISES RIFE IN EDWAY TRIALS

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## ICE DAY'S FEATURE

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## n Auto Race.



along 4, 301 to 450 cubic inch piston displacement and minimum weight of 2,000 pounds. Won by Kincaid in National in time of 4:57.75.

Six cars started. Three were Nationals lined up next to the pole. They made a pretty picture. The feature was the spurt of Kincaid just as he passed the repair pits on the home stretch as he exchanged places with Dawson in Marmon and won. He broke the world's record by forty seconds.

The cars finished the first lap as follows:

Dawson, in Marmon; Kincaid, in National; Harroun, in Marmon; Aitken, in National; Merz, in National, and Lynch, in Jackson. They held the same order in the second and last lap with the exception of shifting of positions of Kincaid and Dawson. Dawson made time of 4:5:36. This could well be called the rainbow race, as the striking colors of the cars, not yet covered with dirt and oil, showed well against the white track. Yellow, blue, brown and white, mixed in a picturesque manner to the fascination of the spectators.

Hupmobile (Gelnaw), 2:00; Empire (Mottlinger), 1:40; Warren Detroit (Miller), 1:00; Cole (Endicott), :55; Marlon (Tinkler), :50; National (Tousey), :35; Marlon (Anderson), :35; Jackson (Lynch), :30; National (Greiner), :20; Pope-Hartford (Fox), :25; National (Herr), :20; American (Lytle), :20; National (Aitken), :15.

### Sixth Race.

Because Barney Oldfield had broken a steering knuckle in his Knox it left but three National entries for this ten-mile event. It proved these pilots true sportsmen for, contrary to the exception of many rail birds, the race was not framed up. It was frankly admitted that Aitken and Kincaid were more experienced than Wilcox and many thought these two would "get together" and let Wilcox win. Not so, Wilcox put up a plucky sample of piloting in this his first attempt at professionalism.

Aitken got the lead at start with Kincaid far in rear. Aitken won in time of 8:25:94. He was ahead in the second and fourth lap and Kincaid was ahead in the second and third lap. Wilcox finished every lap third.

### Seventh Race.

This was a handicap race with fourteen starters. Greiner in a National, who showed clever work in nosing his way out of the thick field of rivals, won in time of 5:14:30 for the five miles.

Following is the handicap slate:

Harry Stutz, manager of the Marlon town, was disappointed with the handicap given his car. It was later admitted by the technical committee that this little car with only 255 cubic inches piston displacement, had not been given a square deal. They said it was due to a mistake in getting the time of the car in previous action.

The little Hupmobile was off first and a big national was the last to get away. The National off last was driven by Aitken. The cars were strung all along the entire track. The victor jumped from fifth place in the first lap to first in the second. The other two big shifts in positions were those of Fox in a Pope-Hartford from eleventh place in the first lap to sixth in the second, and the drop of Miller in a Warren Detroit from sixth place in the first lap to last in the second.

### Eighth Race.

This was called the millionaire race. It was run by private owners of cars. Bragg of Cincinnati with his Fiat was put out because it was alleged he is connected with the Fiat company, and that his car was shipped here at the company's expense, which would, if true, disqualify him from the amateur class. This was for five miles, and was won by Greiner in his National. He is from Chicago. The other contestant, Tousey of Syracuse, rode in his National. The victor made time of 4:09:30. His rival scored time of 4:22:24. Much interest was manifested

when Bragg appeared upon the track, as he defeated Oldfield recently at Los Angeles.

A feature to this event was that the two cars were off about one thirty-nine hundredths of a minute before the pistol shot was sounded. The drivers started as Wagner raised his hand to fire, and were gone before the shot was sounded. Lytle in his American made a mistake and thought this another race and lined up, only to have to retreat to his garage. Greiner had the lead in both laps.

### Ninth Race.

This free-for-all open race was a big attraction of the card. It was for five miles and went to Burman in his Buick. Time for winner, 3:27:24. His defeat of Bragg in the Fiat was one of the big surprises of the day.

Seven cars started. Burman, in Buick, and Aitken, in National, were the only drivers to carry mechanics. Aitken was off at the start well in the lead, with Burman close and Kincaid, in National, near both. The others got away in a bunch.

At the end of the first lap the cars stood as follows: Bragg, in Fiat; Burman, in Buick; Aitken, in National; Lytle, in American; Harroun, in Marmon; Kincaid, in National.

At the end of the second and last lap they crossed the tape in the following order: Burman, in Buick; Bragg, in Fiat; Harroun, in Marmon; Lytle, in American; Aitken, in National, and Kincaid, in National. In the second lap Harroun made the sensational rush forward, jumping from fifth place to third, and Burman from second to first.

### Tenth Race.

This was the 100-mile race, the feature of the day, won by Kincaid in National, in the time of 1:23:43.12; Merz, in National, came second, time of 1:25:44.18, and Lynch, in Jackson, third, time of 1:28:31.7.

Dawson, in Marmon, led in the first lap. Aitken, in National, led in the next four laps, with time of 8:08.36 for ten miles.

Harroun, in Marmon, jumped to top in sixth lap and stayed there until the thirteenth lap. His time for twenty miles was 15:57.63, and for thirty miles, 24:18.15.

Dawson, in Marmon, who was third when Harroun took the lead, jumped to the front in the fourteenth lap. His time for forty miles was 32:30.37. For fifty miles his time was 40:28.05. For sixty miles his time was 48:21.74. He stayed in the lead until the thirty-fifth lap. Time for eighty miles was 1:04:18.7. Dawson had to stop because of valve trouble in the thirty-fifth lap. At the end of ninety miles the cars stood thus: Kincaid in National, time, 1:15:51.3 (Kincaid had last position at end of thirty miles), Merz in National and Dawson in Marmon. At end of race the cars stood in the following order: Kincaid in National, Merz in National, Lynch in Jackson, Dawson in Marmon and Harroun in Marmon. Harroun's defeat was one of the big surprises. Summaries:

Five Miles (161 to 230 cubic inches)—Buick (Chevrolet) won, Cole (Endicott) second, Firestone Columbus (Prayer) third; time 4:41.77.

Ten Miles (Class B, Division 3, 231 to 300 cubic inches)—Marmon (Harroun) won, Marmon (Dawson) second, Pope-Hartford (Fox) third; time 8:16.8.

Five Miles (Class B, Division 4, 301 to 450)—National (Kincaid) won, Marmon (Dawson) second, Marmon (Harroun) third; time, 4:05.76.

Ten Miles (Class B, Division 5, 451 to 600 cubic inches)—National (Aitken) won, National (Kincaid) second, National (Wilcox) third; time, 8:25.94.

Five Miles (free-for-all handicap, Class D)—National (Greiner) won, National (Tousey) second, Stoddard-Dayton (Reed) third; time (actual), 5:44.9; time (handicap), 3:14.9.

Five Miles (amateur)—National (Greiner) won, National (Tousey) second; time, 4:05.2.

Five Miles (free-for-all open race)—Buick (Burman) won, Fiat (Bragg) second, Marmon (Harroun) third; time, 3:27.24.

One Hundred Miles (Class B, Division 4, 301 to 450 cubic inches)—National (Kincaid) won, National (Merz) second, Jackson (Lynch) third; time, 1:23:43.12.



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Prices from 50c to

## SEVEN EVENTS ON MOTOR RACE CARD

Two-Hundred-Mile Contest for  
Wheeler-Schebler \$10,000  
Trophy Will Be Run.

BIG MACHINES ARE ELIGIBLE

Famous Drivers to Compete for  
Prizes Today--Speedway Man-  
agers Prepare for Crowd.

### Program Today at Motor Speedway

First Event—Record trials, one mile.

Second Event—Ten miles, stock  
chassis, 301 to 450 cubic inches.

Third Event—Five-mile stock chassis,  
451 to 600 cubic inches.

Fourth Event—Ten miles, free-for-all  
handicap.

Fifth Event—Ten-mile stock chassis  
amateur.

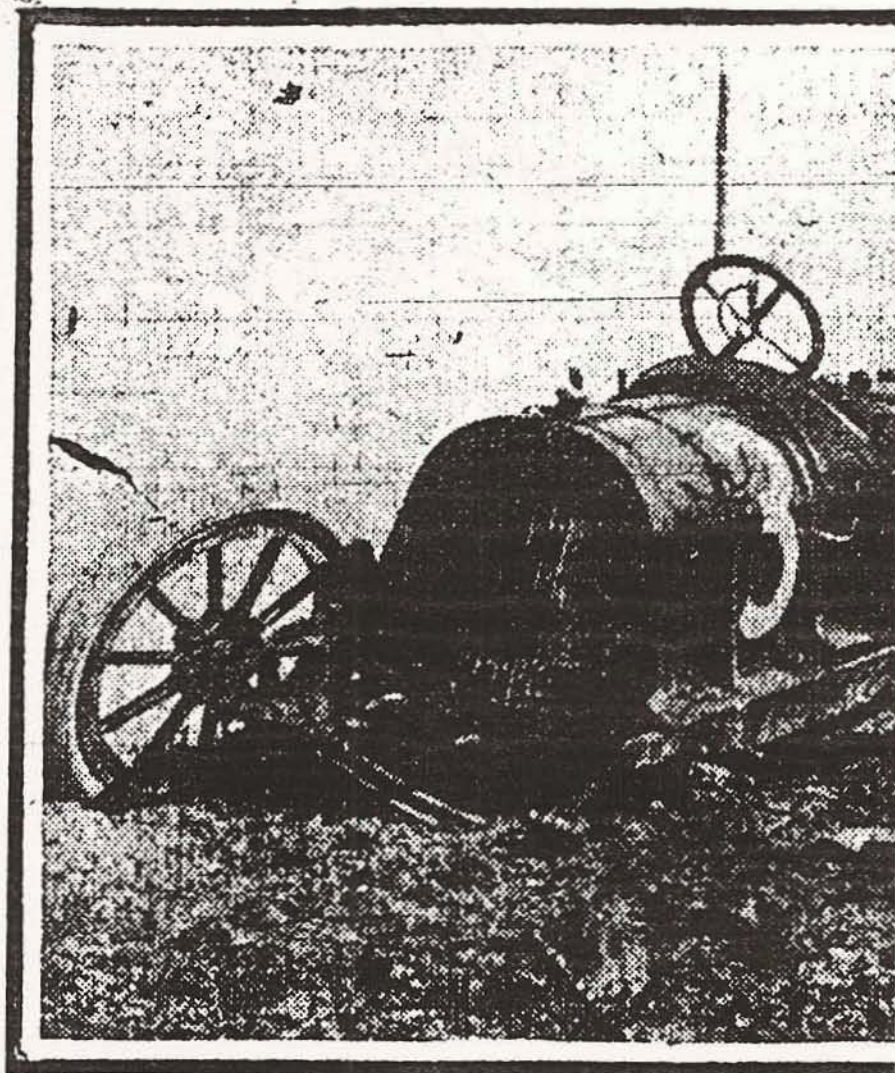
Sixth Event—Ten miles, free-for-all,  
open.

Seventh Event—Two hundred miles  
for Wheeler-Schebler Trophy, cars  
under 600 cubic inches.

Seven events are listed on the card at  
the Motor Speedway today, the big race  
of the afternoon being the 200-mile con-  
test for the \$10,000 Wheeler-Schebler  
trophy. This race offers one of the most  
coveted prizes in the motoring field, and  
the entry list is large.

To open the program, which starts at  
1 o'clock this afternoon, Overland test  
cars, driven by the cowboys of the auto  
world, will participate in a hazard race  
over wooden hills made especially for the  
event and into the creek at the Speedway.

## Only Wreck of Opening Au



When Fox held his Pope-Hartford car to the track after a  
torn off at a turn into the back stretch yesterday he escaped  
only accident of the day at the Indianapolis Motor Speedway.

## CAUGHT IN PERJURY TRAP NEWS OF (

### ILLINOIS SOLON INDICTED

STATE SENATOR HOLTSLOW TELLS  
JURY ONE THING AND LETTERS  
AND OTHER EVIDENCE SHOW  
THE OPPOSITE FACTS.

SPRINGFIELD, Ill., May 27.—An in-  
dictment for perjury was returned late  
this afternoon against State Senator D.

In the absence of a  
pastor of the Capitol  
Dr. George Hill will  
the services tomorrow  
ing at 7:45 o'clock  
patriotic program.

The final evening in  
season will be held at  
terian Church tomor-  
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The services will be  
recital at 7:30.

The Morris Street C  
and pupils of R. T.  
Donn Watson, violinst  
reader, will give a  
Tuesday evening, Jun

alderable amusement for the spectators. The cars which were ruled ineligible yesterday will be eligible to nearly every event today and the competition will be far hotter than that of yesterday. The track is in good shape and the Speedway officials are confident that today will bring out a crowd of more than 25,000 persons. Oldfield, Burman, Chevrolet and the winners of other big races yesterday will be in the card today.

#### Car Service to Speedway.

The Big Four and Interurban twenty-minute service to the track starts at 11 o'clock again this morning and will offer spectators a chance to get to the track early.

As a courtesy to the employes the Premier Motor Manufacturing Company has arranged to stop production for today to allow the men to go to the Motor Speedway. The big plant will also be idle on Memorial day (Monday), so that there will be a layoff of three consecutive days and nights, the longest period of inactivity in the Premier factory for many months.

Other factories are planning to close on Memorial day.

One feature of the big race meeting yesterday was the way in which the crowd of 15,000 spectators was protected and the police service rendered by the Speedway guards. The soldiers obeyed orders and guarded the complete course so that at no time was a spectator exposed to liability of accident. The guard is handled under regular military and polices the course all day, as well as keeping a squad of men on the grounds at night.

The work of the officials yesterday was highly satisfactory to the crowd. Starter Wagner got the cars away well and the contestants say he explained the rules of each race thoroughly. In the handicap event, where fourteen cars started away at intervals, he put the bunch into action without a break. The Warner timing device was handled well and the scoring systems gave the crowd immediate bulletins of what the results were. Altogether the detail work of the big meeting was well done.

#### Hotels Are Crowded.

The indications are that by tonight the crowd in the city for the automobile races will be a record-breaker for Speedway events. All the hotels in the city, with the exception of the Claypool, were taxed to capacity last night. The clerks were as busy as bees and hundreds of people were turned away. The Denison was full at a late hour last night and fully seventy-five people had been turned away from the English by midnight. It was said at the Grand that it would be necessary to "double up" in the rooms and put cots in the halls. All of the hotels will be doing this by night, it is expected.

Many people were still hunting accommodations at an early hour this morning. All of the small hotels of the city had all the people they could handle.

It is expected that by tonight the crowd will almost approach a state fair crowd in numbers, and many people will have to seek resting places for the night in boarding houses and in the hotels of the surrounding towns.

probable alleged bribery in the Illinois Legislature.

This is the first indictment which has been returned by the Inquisitorial body. The indictment is based principally upon the testimony this afternoon of Senator Holtslaw that he did not know and had never arranged for a meeting with J. W. Knox of Chicago, representing the Derby Desk Company of Boston, Mass., which company was the lowest bidder to supply the House and Senate with furniture but did not secure the contract.

After Holtslaw had denied having knowledge of or arranging a meeting with Knox, State's Attorney Burke produced a letter alleged to have been written by Holtslaw to Knox, at Iuka, Jan. 18, 1910, in which the Senator stated "It has been arranged that I should see you" and fixing Springfield as the place of meeting.

#### Hotel Register Mute Witness.

The hotel register of the St. Nicholas Hotel of this city was brought before the grand jury so the jurors could compare the senator's signature on the register with the signature of the letter and they are said to be identical.

Senator Holtslaw, indicted today, had just returned from a church missionary convention in Baltimore where he attended as a delegate from Illinois. He established the Holtslaw Bank at Iuka and is a director in three other Illinois banks.

He was one of the Democrats who voted for Corlimer, stating he did so to disrupt the Republican party.

## BUTLER COEDS SET RULES ON "SPIKING" NEXT YEAR

### Sorority Members Hold Panhellenic Council and Adopt System to Be Used in Fall.

Following on the heels of the action taken by the faculty at Butler College in regard to the initiating of "pledges" by the secret societies during the coming year, the coed Greeks of the institution met in a panhellenic council yesterday and adopted rules which will be adhered to during the "spiking" season of next year. The agreement entered into by the Butler sororities and sanctioned by their alumnae representatives, who were present at the meeting, sets the date for "spiking" during the fall term as the first Saturday following the opening of the term. In the winter and spring terms "spiking" will be permitted after the second Saturday following the opening of the terms. The agreement states further that on the day of the "spike" the "spikes" shall be tendered formal written invitations to join the organizations, these to be sent to the prospective "spike" at 2 o'clock of the afternoon of "spike" day. Not later than 4 o'clock of the same afternoon the "spike" is expected to send an answer to the sorority whether she will accept. During the entire part of the term preceding the "spike" day no member of any of the organizations shall in any way intimate that any coed is being considered for membership into any particular sorority.

all services will be Smyth, the event fifteen minutes of and congregation.

"Points of View" be the subject of put's sermon at Church tomorrow night will be, "The Peace and Rights" music by the male

In the First Proel evening there will be an address by the Haines, preceded by H. Donley.

The Women's E of the Capitol Av have an evening with Mrs. Fred H boulevard, Friday, art will preside.

Charles M. Lemo erts Park League t Foreigner" Nichol ary, in charge of population of this dress.

The ceremony of the Church of St. wood, announced postponed to Sund 8 o'clock. The Ver vicar general of t The women of the on the grounds. T ed to the church l

The Roberts Par meet in the main ing and hear an ac kinson.

Mrs. John S. Be the Roberts Parl meeting at 9:45 Women invited.

At St. Paul's Chu Rev. Lewis Brow calaureate sermon class of Knickerbac the sermon and 50 members of St. Jan nut and West street

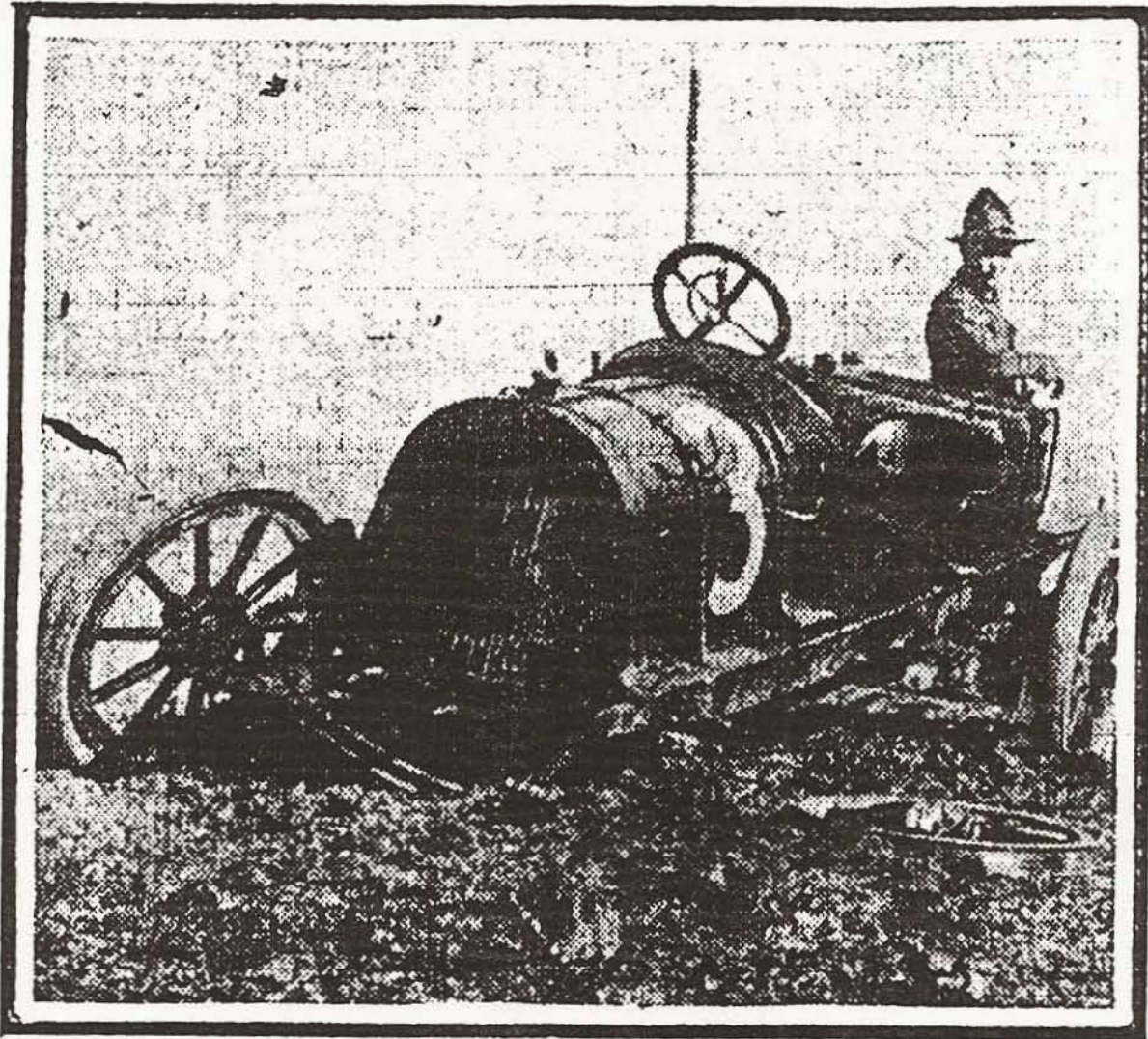
The Rev. H. B. I missionary in Asia manual Baptist Cl and Laurel street,

Monitor Temple Sisters, with 250 n body the King Ave row morning at 10 the Rev. J. F. Ral dress. There will

## BLESSING M

Considers Advisa Candidacy for DANVILLE, Inc Edgar M. Blessing announced his ci publican nominat Fifth District, but in a few days. It ing back for the committee as to would be any w

*Only Wreck of Opening Auto Races.*



When Fox held his Pope-Hartford car to the track after a front wheel had been torn off at a turn into the back stretch yesterday he escaped uninjured from the only accident of the day at the Indianapolis Motor Speedway.

**CAUGHT IN PERJURY TRAP**

**ILLINOIS SOLON INDICTED**

STATE SENATOR HOLTSLOW TELLS JURY ONE THING AND LETTERS AND OTHER EVIDENCE SHOW THE OPPOSITE FACTS.

SPRINGFIELD, Ill., May 27.—An in-

**NEWS OF CHURCHES**

In the absence of the Rev. W. H. Wylie, pastor of the Capitol Avenue M. E. Church, Dr. George Hill will occupy the pulpit at the services tomorrow morning. In the evening at 7:45 o'clock the choir will give a patriotic program.

The final evening musical services of the season will be held at the Second Presbyterian Church tomorrow evening. A program of several numbers has been arranged. The services will be preceded by an organ recital at 7:30.

The Morris Street Christian Church choir and pupils of R. F. Swarthout, assisted by Donn Watson, violinist, and Vadda Newman, will give a concert at the church.

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## TUBERCULOSIS PHTHISIS AND CHOLERA

### GERM AND ACHIEVED HIGH HONORS IN BACTERIOLOGY.

BADEN BADEN, May 27.—Prof. Robert Koch, the famous bacteriologist, died here this afternoon from a disease of the heart. He was born at Klausthal, Hanover, Dec. 11, 1843. Dr. Koch gained considerable distinction in the scientific world when in 1900 he discovered the phthisis bacilli. Although this discovery gave him international fame, he was widely known throughout Europe for his thorough knowledge of bacteriology. His special fitness along this line of work prompted his appointment as a director of the German Cholera Commission in 1883. In 1880 he had been made a member of the Imperial Board of Health, and two years later served as privy councillor. Following two years' work as professor in Berlin University and director of the Institute of Hygiene, he became in 1891 professor and director of the New Institute for Infectious Diseases.

#### Discovers Tuberculosis Germ.

It was in 1883 that Prof. Koch first announced his discovery of the bacilli of tuberculosis. The following year he was sent by the German government to India and Egypt to study cholera and discovered the comma bacillus, which is regarded as an infallible test in diagnosis of Indian cholera. Prof. Koch received decorations from the German and French governments for his discoveries. He visited the United States in 1903.

## NAVY GUNNERS SET WORLD MARK WITH 12-INCH GUNS

Hit Bullseye Sixteen Times in as Many Shots While Battle Ship Rolls in Choppy Sea.

NORFOLK, Va., May 27.—A new world's record for big gunshooting, which incidentally emphasizes the superiority of United States naval marksmanship, has just been made by the new battleship South Carolina. With her forward turret twelve-inch guns she made sixteen "bull's eye" target hits out of sixteen shots in four minutes and fifty-one seconds.

Upon the arrival of the South Carolina at the Norfolk Navy Yard from the southern drill grounds, it was stated that the record gun work was by Coxswain J. R. Edwards. Lieut. McMillan declined to give out details. Coxswain Edwards is on his first enlistment and is under 21 years old. His home is in Roodhouse, Ill.

That a battle ship less than three months in service, brand new and with a fresh crew of officers and men should make the record at target practice, as the South Carolina did, is a source of exultation among naval officials.

The conditions were severe, too, for the target was much smaller than was formerly used. It was a mile away from the gunners. The sea was fairly rough and the ship was traveling at a ten-knot rate

Eighth Race—Private owners' five-mile event: Greiner, in National, won. Time, 4:09.3.

Ninth Race—Free-for-all—open, five miles: Burman, in Buick, won. Time, 3:37.24.

Tenth Race—Prest-o-Lite Trophy, 100 miles: Kincaid, in National, won. Time, 1:23:43.12.

### By C. E. Stuart.

Thrilled again and again by the fearless driving of the world's most noted motor pilots in spectacular dashes over the greatest speed arena of modern times, and smiled upon by nature in a kindly June-like way, 15,000 spectators witnessed the shattering of fourteen world's automobile track records at the opening of the first 1910 Indianapolis Motor Speedway meeting yesterday afternoon when nine well-contested events were run without injury to driver or mechanic to mar the day. It was one of the grandest ensembles of daring and mechanical skill motordom has ever known, and the cheering throng paid tribute in applause to the intrepid winners as they flashed across the tape in a haze of dust and smoke.

Lightning fast the great two-and-a-half-mile course lay stretched in the sun, and before the starter's checkered flag had fallen on the finish of the last race, proved itself the premier motordrome of America as well as the safest way an auto pilot has ever traveled to win glory and fame in the game where luck and chance go hand in hand.

#### Kincaid Faces Danger.

Despite the safety of the course, some performances of the afternoon sent gasps of sudden breath-taking through the throng. Tommy Kincaid, winner of the Prest-o-Lite trophy in time that reduced the world's 100-mile record by a half-minute, rushed on to the big brick stretch as one of the rear tires of his National "forty" cast its tread, and held the speeding monster in its course as the spectators gazed open-eyed in wonderment at the nerve of the youngster.

As the tread loosened from the tire it hit Kincaid in the arm, making the member useless for a minute, and Don Herr, the driver's youthful mechanic, took hold on the wheel, aiding in bringing the careening car to a safe stop. 'Twas the most narrow escape of the day—and Kincaid laughed at the danger.

In the feature events of the program the Buick, National and Marmon entries figured strongly. "Wild Bob" Burman exhibited track generalship in winning the five-mile Speedway Helmet free-for-all race when he passed Caleb Bragg in the big Fiat just as the two cars came into the upper turn for the stretch. The white steed sprang forward at maddening pace as Burman threw it wide open and pur-

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make the record at target practice, as the South Carolina did, is a source of exultation among naval officials.  
 The conditions were severe, too, for the target was much smaller than was formerly used. It was a mile away from the gunners. The sea was fairly rough and the ship was traveling at a ten-knot rate while the shooting was going on.  
 The hits for each gun minute were 1.01, making the final merit 50.5. The extraordinary feature was that fifty-five of sixty great twelve-inch projectiles hit the bull's-eye. Three of the four turrets on the ship made 100 per cent of hits; in other words, every shot found its mark.

**THRILLING PLUNGE INJURES  
 PROFESSIONAL WOMAN DIVER**

Performer is Rendered Unconscious by Striking Water in Leap of Seventy Feet From Bridge.

LAFAYETTE, Ind., May 27.—Five thousand people stood horror stricken here this evening when Lottie Mayer, a professional diver, made a plunge from the Main street bridge into the Wabash river, a distance of seventy-five feet. Miss Mayer jumped from an improvised platform that was badly warped, and she turned over several times before reaching the water. She struck the water on her right side and was rendered unconscious. She did not come to the surface for some time, and the people who were standing on the bridge and bank of the river thought she had been drowned. She was rescued from the river by two men in a launch, and it was some time before she regained consciousness. Her side was injured. Miss Mayer is this week appearing at a local vaudeville house.

**His Shadow**  
 A Memorial Day Poem  
 BY WILBUR D. NESBIT

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**Memories That Never Grow Dim**

A full page photograph of three veterans absorbed in fighting the war over again.  
 How Gen. Lee went out.  
 Sons of famous civil war leaders in the life of today.  
 Sandy Brown, a Memorial day story.  
 Campfire songs of '61-'65.

**In Sunday's Star**

figured strongly. "Who saw Burman inhibited track generalship in winning the five-mile Speedway Helmet free-for-all race when he passed Caleb Bragg in the big Flat just as the two cars came into the upper turn for the stretch. The white steed sprang forward at maddening pace as Burman threw it wide open and pursued his rival into the wire. The big Italian car was disabled just after it took the turn, but Burman was calling for all the big Buick "100" could give him, and the pace killed off the contenders. For this dash the Michigan boy takes the Speedway Helmet, with its weekly salary of \$50, as long as he defends it successfully.

**Long Race Record Made.**

Kincade's victory in the Prest-O-Lite trophy race was remarkable, as the record fell a half minute for him after he had stopped at three different times to replace torn-out tires. The brick course ground the rubber-tires away fast and the heavy Nationals suffered worse than the other contestants in the long grind.

One lap behind the winner came Merz in another National "forty," taking second place in the 100-mile race.

A remarkable performance in the Prest-o-Lite race was that of Dawson in a Maroon "thirty-two." For eighty-five miles straight the pilot sent his car over the course and the motor responded to his demand perfectly. At the eighty-mile mark he had reduced the world's record for car of the class by four and one-half minutes, as well as time for forty, fifty, sixty and seventy miles, and seemed destined to give the world a new mark for the 100-mile distance. At the eighty-fifth mile, when Dawson was a full two-and-a-half-mile lap ahead of his nearest contender, a foul spark plug gave him trouble, and it was necessary to remove the entire cylinder cap to get the plug. This delay threw the driver of the yellow car into the rear of the caravan, and luck failed to smile on him again. His teammate, Harroun, led the race at the start and set new records for the ten-mile and twenty-mile distances. Chance was against him, however, and he retired with a broken valve, ruining his chances of placing in the long contest, though he gamely stuck it out after repairs had been made and gained on the winners a full lap after he resumed the race.

In the stock chassis race for cars with 301 to 450 cubic inches piston displacement, Kincaid, in a National "forty," again proved his ability to call on his mount for sudden bursts of speed. Close on the trail of Dawson, in a Marmon "thirty-two," he entered stretch of the track at the finish of the five-mile contest, and in an awe-inspiring swerve and dash across the bricked-course he took the lead from the yellow car and hurled the blue hood of his machine across the tape a winner.

**Chevrolet Makes Mark.**

Louis Chevrolet, the famous Swiss driver, appeared in his white mount, the Buick "ten," in the third event of the afternoon, a five-mile contest for cars with 161 to 220 cubic-inches piston displacement, and sent the little car through space, taking the race easily over all contenders and lopping a full minute off another world's record. The Alpine pilot coaxed all his power from three cylinders, as he found one disabled



# New World's Record

## OLD RECORDS FALL IN SPEED BATTLES

Fourteen New American Marks  
for Stock Cars on Special  
Courses Are Established.

### MARMON AND NATIONAL STAR

Harroun and Dawson Set Great  
Pace in Century and Kincade  
Finishes in Blaze of Glory.

By H. G. Deupree.

Tom Kincade's Blue National "forty," hurtling past the checkered flag in the 100-mile race yesterday afternoon at an average mad speed of 71.64 miles per hour, established an American Speedway record for high-powered stock cars and brought the day's harvest of new marks up to a total of fourteen truly a series of remarkable achievements. Kincade's time was 83 minutes and 43.12 seconds, which clipped a fraction over 25 seconds from the previous record for cars in the 301-450 cubic-inch piston displacement class, made by Chevrolet in a Buick at Atlanta last October.

The spectacular century run for the magnificent Presto-Lite trophy was a battle between Nationals and Marmons, and the sturdy cars left ten new American Speedway records trailing in the gasoline-aden dust before the Marmons were vanquished. At that the yellow jackets, with Harroun and Dawson at the wheels, carried away the record-breaking honors for the day.

Dawson smashed the marks established

## Auto Pilots Set Marks in Safety

CONCLUDED FROM PAGE ONE.

within ten seconds after Starter Wagner had given the word. The drive was spectacular, for the light car made the entire course in leaps and bounds and showed plainly how the busy motor was pulling at every ounce of power vested in it. The throng cheered wildly as the steel steed shot across the tape an easy victor.

A finish which brought the spectators to their feet was that of Harroun and Dawson in Marmon cars in the stock chassis race of 231 to 300 cubic inches piston displacement. These two yellow jackets shot around the four-lap distance hood and hood the entire ten miles, leaving all other contenders far in the rear. Harroun out-drove the younger pilot in the stretch of the last lap and finished a half length ahead. The two cars presented a scene of hot motor strife as they came down the stretch fighting inch by inch and the race was not decided until they shot across the timing wire at the finish. The ten miles was made in 47 seconds better than the world's record for cars of the class, the timing device showing 8:16.8.

### Technical Rule Disturbs.

The ruling of the contest board of the American Automobile Association in declaring certain cars ineligible for the stock-car events in which they were entered because of the fact that the makers had not manufactured the required percentage of cars of the model was the cause of a sharp wrangle yesterday. The contest board, the Speedway management and the team managers for the Buick and Jackson Companies were principals in the tilt.

The team managers protested against the ruling of the board, while the board maintained the stand it had taken that the meeting should be conducted under

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carried away the record-breaking honor for the day.

Dawson smashed the marks established by Chevrolet in the Buick at Atlanta for the forty, fifty, sixty, seventy and eighty-mile distances before he was stopped in his consistent, high speed endeavor in the eighty-fifth mile. Harroun had bent his Marmon to the front early in the race and set a new mark for the first twenty miles, and followed this up with another record for the initial thirty miles before he was delayed.

#### Harroun Creates Three Records.

These phenomenal trips around the polished Speedway surface gave the Marmons the enviable number of seven new American stock-car records to their credit, and Harroun plucked another laurel wreath when he grabbed the ten-mile event for cars in the 231-300 cubic-inch class in the big time of 8.16.8, wiping the name of Chevrolet and his Buick from the list, as the Frenchman held the previous mark of 9.3.18, which he established at Atlanta in 1909.

Johnny Aitken, dean of the National drivers, gave the blue cars and the 100-mile race an auspicious start when he thundered past the grand stand for the first ten miles in the record-breaking time of 8 minutes 8.36 seconds, which took another honor away from the Chevrolet-driven Buick that starred at the Southern Speedway in October, 1909. After the trouble had caused the National to lose the lead to the yellow-jacketed Marmons the big blue cars began to hurry the craft driven by Harroun and Dawson, forcing them into records.

Later in the fray when the Marmons were held up Kincade flashed into the lead and created a new record for the ninety-mile stretch as an introduction to his memorable performance in the 100.

Kincade picked up another American speedway record when he hurled his National 40 to victory in the five-mile event for cars in the 301-450 cubic inch class in the fast time of 4 minutes 5.76 seconds, which shattered the high water mark for the distance and class established by the luckless Bourque in a Knox at the August meeting on the local Speedway.

#### Chevrolet in Buick Wins.

Chevrolet piloted the sturdy little Buick 19 to a fast triumph in the small car 161-230 class, winning handily in 4 minutes 41.77 seconds, which beat the time created by Schweitzer in a little Stoddard-Dayton on the Indianapolis course in 1909. The Buick was the only car to annex a new mark yesterday besides the Marmon and Nationals.

The fourth American record that came the way of the National was created by Arthur Greiner, the wealthy young amateur sportsman from Chicago, who won the five-mile amateur match race from Tousey in another National "forty" in 4:09.3. Caleb Bragg, who had also entered in this event, was barred from starting by the contest board because of his failure to register the big Flat as stock car.

The ten new records established in the century run for the Prest-o-Lite trophy and the Marmon victory in the 231-300 class in each instance shattered the marks created by Chevrolet at Atlanta last October, when the intrepid Frenchman whaled the existing list of marks at that time in his wonderful 200-mile race.

"Bob" Burman showed the fastest five



"WILD BOB" BURMAN.

the rules to the absolute letter. The crowd at Speedway officials declared they must adhere during the

at that time in his wonderful 200-mile race.

"Bob" Burman showed the fastest five miles of the day when he roared around the course in the Buick Special at an average rate of 82.75 miles per hour. His time, 3:37.4, however, did not lower the mark established by De Palma at Los Angeles recently.

Caleb Bragg got the big Fiat up to an average rate of 21.14 miles per hour, when he shot the demon Italian machine across the line in the time trials for a mile in :39.5.

It is seldom indeed that the followers of the motor racing game are treated to such a series of record-breaking achievements as yesterday's program produced. The performances established beyond all question the superiority of the brick surface and the superiority of the Indianapolis Motor Speedway over every other special automobile course in America.

Following is a summary of records broken:

#### Marmon "Thirty-Two."

##### —301-450 Cubic Inches Class.—

Twenty Miles—Harroun; time, 15:57.63, lowering previous mark of 16:24.17 made by Chevrolet in Buick at Atlanta, by :26.54.

Thirty Miles—Harroun; time, 24:18.15, lowering previous mark of 24:31.73 made by Chevrolet in Buick at Atlanta, by :15.58.

Forty Miles—Dawson; time, 32:30.37, lowering previous mark of 32:31.82 made by Chevrolet in Buick at Atlanta, by :1.45.

Fifty Miles—Dawson; time, 40:28.1, lowering previous mark of 40:32.03 made by Chevrolet in Buick at Atlanta, by :4.93.

Sixty Miles—Dawson; time, 48:21.74, lowering previous mark of 49:1.6 made by Chevrolet in Buick at Atlanta, by :9.86.

Seventy Miles—Dawson; time, 56:17.4, lowering previous mark of 57:30.53, made by Chevrolet in Buick at Atlanta, by 1:13.13.

Eighty Miles—Dawson; time, 64:18.7, lowering previous mark of 67:49.17, made by Chevrolet in Buick at Atlanta, by 3:31.10.

##### —231-300 Cubic-Inch Class.—

Ten Miles—Harroun; time, 8:16.8, lowering previous mark of 9:3.19, made by Chevrolet in Buick at Atlanta.

#### National "Forty."

##### —301-450 Cubic-Inch Class.—

Five Miles—Kincade; time, 4:05.76, lowering previous mark of 4:45.5, made by Bourque in Knox at Indianapolis by :40.

Ten Miles—Aitken; time, 8:8.36, lowering previous mark of 8:17.52, made by Chevrolet in Buick at Atlanta, by 9:16.

Ninety Miles—Kincade; time, 75:51.3, lowering previous mark of 75:58.3 made by Chevrolet in Buick at Atlanta by :7.

One Hundred Miles—Kincade; time, 82:43.12, lowering previous record of 84:8.7 made by Chevrolet in Buick at Atlanta by :25.58.

Ten Miles (Amateur)—Greiner; time 4:9.3.

#### Buick "Ten."

##### —161-230 Cubic Inch—

Five Miles—Chevrolet; time, 4:41.75, lowering previous record of 5:13.4 made by Schweitzer in Stoddard-Dayton at Indianapolis by :31.62.

#### PLAY DOUBLE-HEADER.

The City League will play a double-header at Atkins South Side today. The Atkins Sheffield and Printers' Union will play the first game at 2 o'clock. The second game will be between the Marlon Motor Car and the Marlon Club.—The Waverley and Overland will play their game at Fairview No. 2.

the rules to the absolute letter. The Speedway officials declared they must adhere to the rulings of the board and the Buick and Jackson managers retaliated by threatening to withdraw their cars from all events. This would have precipitated another difficulty with the contest board, so the action was reconsidered and the cars were raced in the events to which they were eligible.

The technical point involved in the wrangle is the pivot of the political machinery in the automobile world, and this meet was chosen as the place where it should be tested out. Some manufacturers have contended that others are not racing stock cars and that they would not enter the game until the requirements were made absolute. The Buick and Jackson people say they are making cars of the models raced, but that they have not made enough to qualify under the percentage rule.

The American, an Indianapolis product, also was declared ineligible.

The feeling of the crowd could be gauged by the cheers which greeted Chevrolet and Burman when they appeared in their little racers for the five-mile go for small cars; by the welcome which Burman received when he drew up to the line in the big Buick roadster for the five-mile free-for-all, and by the applause which followed Buick victory in both these races.

"Aside from whatever effect the decision of the referee will have on us," said Manager R. H. Losey of the local Buick branch last night, "it is obvious that Mr. Pardington took no thought of its probable effect on the Speedway races now and hereafter.

"Our cars were permitted to enter only two of the races. The showing they made in these proved that if they had been permitted to participate as programmed they would at the very least have added interest to the other contests."

Dr. Wadsworth Warren, manager of the Buick racing team, said last night that the building of Buick roadsters is proceeding; that stock has been ordered and that the parts are being turned out as fast as possible. These are of the model which was barred yesterday. Director of Contests E. A. Moross says the Speedway management can abide only by the A. A. A. rules.

Both the Buick and the American companies say the whole question will be submitted to the contest board for early decision. Meanwhile the cars ruled against yesterday may not race during the remainder of the Indianapolis meet, save in the free-for-all events, where no classification is made.

The Buick and Jackson cars will race in all events at the meeting to which they are eligible and later protest the ruling of the board. The only events which they will not appear in are the stock-car events of the larger class.

#### SOUTHERN LEAGUE.

MEMPHIS, Tenn.—Birmingham, 4, 14, 9; Memphis, 10, 12, 1; Lower, Bauer and Elliott; Fritz and Rementer.

CHATTANOOGA, Tenn.—New Orleans, 1, 6, 2; Chattanooga, 5, 10, 1; Maxwell and Laftte; Hart and Carson.

NASHVILLE, Tenn.—Nashville, 8, 10, 0; Montgomery, 0, 3, 0; Case and Erliff; Thomas and Harf.

ATLANTA, Ga.—Atlanta, 3, 7, 2; Mobile, 6, 11, 2; Fisher and Smith; Chappelle and Dunn.

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ATLANTA, Ga.—Atlanta, 3, 7, 2; Mobile, 6, 11, 3; Fisher and Smith; Chappelle and Dunn.

crowd and interest was never once lost during the entire afternoon.

Time Trials.

The time trials came first. They were not spectacular. Lytle, in an American, made a mile in :46.54 Kipstead, in a National, in :46.50; Atken, in a National, in :51; Bragg, in a Flat, in :39.50; Harroun, in a Marmon, in :41.5, and Kirschner, in a Darracq, in :43.38. The second race was not run because it was lacking in entries.

Third Race.

When Fred J. Wagner, a character needed whenever a genuine race meet is held anywhere in this country, because he is the peer of all starters, lined the roaring craft up for the third event, the crowd had seen enough to put it on edge for what followed.

This event, for five miles, was for cars in class B, division 2, with a cubic inch piston displacement of 161 to 230. The minimum weight was 1,400 pounds. Six cars started. Buicks came first and last. The crowd cheered when the Frenchman Chevrolet rode to the tape. He won and his camp comrade Burman came last. Endcott in a Cole and Chevrolet got the start by a broad stretch of daylight.

The first lap, two and one-half miles, showed the following order and time: Chevrolet, in Buick, time 2:21.24; Endcott in Cole, time, 2:35.7; Miller in Warren-Detroit, time, 2:40.3; Frayer in Firestone-Columbus, time 2:48.75; Burman in Buick, time, 2:58.72, and Edmunds in Cole, time, 3:03.5.

The second and last lap showed the cars as follows: Chevrolet, time 4:41.77, and he waved to the grandstand as he crossed the mark well in the lead. The rest of the cars kept the same position as in the first lap except Edmunds in his Cole, who passed Burman in his Buick.

Fourth Race.

The fourth race, won by Harroun in a Marmon, was for ten miles. It was for cars in class B, division 3, those of 231 to 300 cubic inch piston displacement. Minimum weight was 1,700 pounds.

Seven cars started. Harroun in Marmon and Schifler in Jackson got off on the jump, and the others followed in a bunch enveloped in dense clouds of smoke.

The first lap ended as follows: Harroun in Marmon, Dawson in Marmon, Fox in Pope-Hartford, Schifler in Jackson, Clark in Cutting, Anderson in Marlon and Tinkler in Marlon.

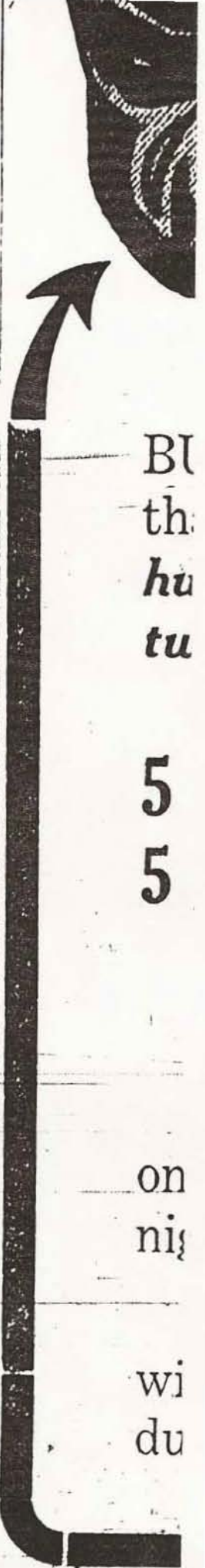
Second Lap—Harroun, time for five miles was 4:14.47; Dawson, Fox and Clark changed places with Schifler, Anderson and Tinkler.

Third Lap—Dawson exchanges places with Harroun, Schifler again taking third, with Clark back in fourth and the remainder in same order.

Fourth Lap—Harroun again jumped in the lead, with time for ten miles of 8:16.8; Dawson in Marmon second, with a difference of about .04 of a minute between them. The others finished in same rotation as in previous lap. This really was a race of Marmons, as they stayed ahead in a class of their own. Harroun held the lead for three of the four laps, falling behind only in the third.

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# Records Set by Auto Drive

**Safety**  
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## SURPRISES RIFE IN SPEEDWAY TRIALS

Exciting Finishes and Clever Driving Add Interest to Day's Program.

### LONG RACE DAY'S FEATURE

Marmon Cars Forced to Stop for Repairs After Making Remarkable Run.

By P. P. Willis.

Surprises were not lacking yesterday at the Speedway races and added their share of excitement to the continuous stream of whizzing cars guided by brave pilots.

Fuller in his Pope-Hartford caused the first thrill to go through the eager crowds when, just before the signal of the time trials, he started his car with the brakes applied and caused it to make a complete and sudden turn on the track. No damage was done. This little act whetted the racing appetite of the

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slong 4, 301 to 450 cubic inch piston displacement and minimum weight of 2,000 pounds. Won by Kincaide in National in time of 4:57.8.

Six cars started. Three were Nationals lined up next to the pole. They made a pretty picture. The feature was the spurt of Kincaide just as he passed the repair pits on the home stretch as he exchanged places with Dawson in Marmon and won. He broke the world's record by forty seconds.

The cars finished the first lap as follows:

Dawson, in Marmon; Kincaide, in National; Harroun, in Marmon; Aitken, in National; Merz, in National, and Lynch, in Jackson. They held the same order in the second and last lap with the exception of shifting of positions of Kincaide and Dawson. Dawson made time of 4:57.96. This could well be called the rainbow race, as the striking colors of the cars, not yet covered with dirt and oil, showed well against the white track. Yellow, blue, brown and white, mixed in a picturesque manner to the fascination of the spectators.

Hupmobile (Gelnaw), 2:00; Empire (Motzinger), 1:40; Warren Detroit (Miller), 1:00; Cole (Endicott), :55; Marlon (Tinkler), :50; National (Tousey), :35; Marlon (Anderson), :35; Jackson (Lynch), :30; National (Greiner), :20; Pope-Hartford (Fox), :25; National (Herr), :20; American (Lytle), :20; National (Aitken), :15.

#### Sixth Race.

Because Barney Oldfield had broken a steering knuckle in his Knox it left but three National entries for this ten-mile event. It proved these pilots true sportsmen for, contrary to the exception of many rail birds, the race was not framed up. It was frankly admitted that Aitken and Kincaide were more experienced than Wilcox and many thought these two would "get together" and let Wilcox win. **Not so. Wilcox put up a plucky sample of piloting in this his first attempt at professionalism.**

Aitken got the lead at start with Kincaide far in rear. Aitken won in time of 8:25.94. He was ahead in the second and fourth lap and Kincaide was ahead in the second and third lap. Wilcox finished every lap third.

#### Seventh Race.

This was a handicap race with fourteen starters. Greiner in a National, who showed clever work in nosing his way out of the thick field of rivals, won in time of 5:44:90 for the five miles.

Following is the handicap slate: Harry Stutz, manager of the Marlon team, was disappointed with the handicap given his car. It was later admitted by the technical committee that this little car with only 255 cubic inches piston displacement, had not been given a square deal. They said it was due to a mistake in getting the time of the car in previous action.

The little Hupmobile was off first and a big national was the last to get away. The National off last was driven by Aitken. The cars were strung all along the entire track. The victor jumped from fifth place in the first lap to first in the second. The other two big shifts in positions were those of Fox in a Pope-Hartford from eleventh place in the first lap to sixth in the second, and the drop of Miller in a Warren Detroit from sixth place in the first lap to last in the second.

#### Eighth Race.

This was called the millionaire race. It was run by private owners of cars. Bragg of Cincinnati with his Fiat was put out because it was alleged he is connected

when Bragg appeared upon the he defeated Oldfield recently at 1 les.

A feature to this event was two cars were off about one th hundredths of a minute before shot was sounded. The drivers Wagner raised his hand to fire, gone before the shot was sound in his American made a mis thought this another race and only to have to retreat to hi Greiner had the lead in both la

#### Ninth Race.

This free-for-all open race v attraction of the card. It was miles and went to Burman in 4 Time for winner, 2:37.24. His Bragg in the Fiat was one o surprises of the day.

Seven cars started. Burman, and Aitken, in National, were drivers to carry mechanics was off at the start well in the Burman close and Kincaide, in near both. The others got a bunch.

At the end of the first lap stood as follows: Bragg, in F man, in Buick; Aitken, in Natio in American; Harroun, in Mar caid, in National.

At the end of the second an they crossed the tape in the folloer: Burman, in Buick; Bragg Harroun, in Marmon; Lytle, in Aitken, in National, and Kincaid tional. In the second lap Harr the sensational rush forward, from fifth place to third, and from second to first.

#### Tenth Race.

This was the 100-mile race, tl of the day, won by Kincaide in in the time of 1:23:43.12; Merz tional, came second, time of and Lynch, in Jackson, third, 1:28:31.7.

Dawson, in Marmon, led in the Aitken, in National, led in the laps, with time of 8:08.36 for te

Harroun, in Marmon, jumped sixth lap and stayed there until tenth lap. His time for two was 15:57.63, and for thirty mile:

Dawson, in Marmon, who was t Harroun took the lead, jumped to in the fourteenth lap. His time miles was 32:30.37. For fifty time was 40:28.05. For sixty, time was 48:21.74. He stayed u until the thirty-fifth lap. Time miles was 1:04:18.7. Dawson ha because of valve trouble in the lap. At the end of ninety mile: stood thus: Kincaide in Natio 1:15:51.3 (Kincaide had last posit of thirty miles), Merz in Nat Dawson in Marmon. At end of cars stood in the following or cade in National, Merz in Lynch in Jackson, Dawson in and Harroun in Marmon. Harrou was one of the big surprises. S

Five Miles (161 to 230 cubic Buick (Chevrolet) won. Cole (End on), Firestone Columbus (Fraye time 4:41.77.

Ten Miles (Class B, Division 3, cubic inches)—Marmon (Marro Marmon (Dawson) second, Pop (Fox) third; time 8:18.8.

Five Miles (Class B, Division 4, 2 —National (Kincaide) won, Marm son) second, Marmon (Harroun) t 4:05.76.

Ten Miles (Class B, Division 5, cubic inches)—National (Aitke National (Kincaide) second, Natic cox) third; time, 8:25.94.

Five Miles (free for all handicap. —National (Greiner) won, Natio

## Wool Helmet in Auto Race.

