

IS OUT OF WINDOW FALLS THREE STORIES

McBRIDE HAS UNPLEASANT
(AND AWAKENS ON ALLEY
MENT—MANY OTHER AC-
IDENTS RECORDED IN DAY.

ing from his bed in his sleep, Riley
63 years old, 427 East Ohio
ast night stepped from an open
and fell three stories to a paved
McBride was found by passers-by
moments after he fell. He had a
right leg, a number of other in-
less importance and a deep
ound. He will recover.
le said the last he remembers
nding himself in the alley was
went to bed early and fell
He says he dreamed an unpleas-
am, but does not remember its
efinitely. The officers found the
of McBride's room open and the
f his bed thrown back. He was
the City Hospital.

street Car Crushes Buggy.

Jennie Thornburg, 716 Massa-
avenue, was injured and her
as wrecked last evening when the
was struck by East Tenth street
62, in charge of Roy Tome, motor-
New Jersey street and Massa-
avenue. Mrs. Thornburg's injury
serious. Witnesses seized her
d prevented a runaway. Patrol-
Moss made an investigation, but
arrests.
ing to the statements of wit-
Mrs. Thornburg appeared not to
in the approaching car, having
n the rear of another. Motorman
as able to stop his car almost as
he struck the buggy. Mrs. Thorn-
s carried to her home. She was
by Dr. W. S. Tomlin.

ught Between Two Autos.

n Becker, living in the Savoy, 36
rmont street, was slightly injured
at at Illinois and Ohio streets
stepped between two automom-
ie of which had the other in
r. Becker did not see a rope
g between the two and tripped
injurinj his ankle and shoul-
was taken to his home. John
the driver of the car which
ing the other, stopped his ma-
chely and prevented a serious ac-
erry Knight, chauffeur in the
ne, called to Glover, who
et instantly.
32 years old. ran

VICTOR SHATTERS RECORDS IN RACE

Harroun Drives Marmon to Front
in 200-Mile Feature Race at
Speedway.

TWO ACCIDENTS MAR SPORT

Herbert Lytle's Leg Is Broken—
Dawson's Car Is Wrecked, but
He Escapes Injury.

Summaries of Races at Motor Speedway

Record Trials for One Mile—Em-
pire "twenty" (Motsinger), 1:07.1;
American (Lytle), :44.44; National
"seventy" (Altken), :46.3; Flat "nine-
ty" (Bragg), :41.3; Marmon "sixty-
two" (Harroun), :42.33; Darracq
"hundred" (Kerscher), :41.83.

Ten Miles (stock cars 301 to 450
cubic inches displacement)—National
"forty" (Altken), won; Marmon "thir-
ty-two" (Harroun), second; National
"forty" (Merz), third. Time, 8:08.3.

Five Miles (stock cars, 451 to 600
cubic inches displacement)—Knox
"six" (Oldfield), won; National "for-
ty" (Herr), second; National "forty"
(Altken), third. Time, 4:03.24.

Free-for-all Handicap (ten miles)—
National "forty" (Wilcox), won; Jack-
son (Lynch), second; Cutting (Clark),
third. Time, 10:55.33.

Two Hundred Miles (Wheeler-
Schebler trophy)—Marmon "sixty-
two" (Harroun), won; Jackson
(Lynch), second; National "sixty"
(Altken), third. Time, 2:46.31.

ILLINOIS S FRESH T

LORIMER SCATH BRIBERY ACCU

Illinois Senator, Charge
Vote Buying, Raps D
and Chicago Tribun

BRANDS CONFESSIONS ASKS SENATORIAL

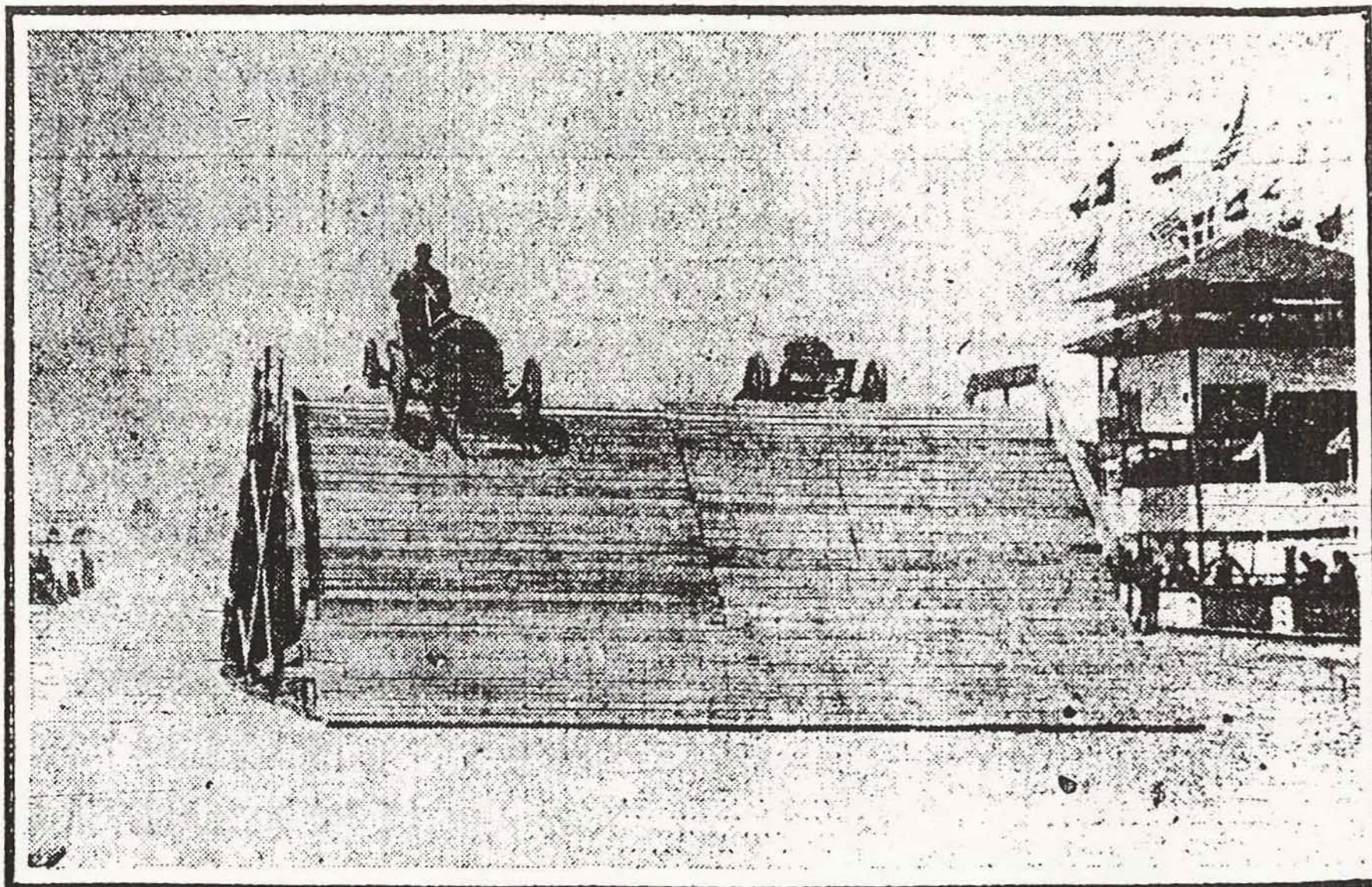
Declares Attack Result
Fact That Newspaper
Not Control Vote

WASHINGTON, May 28.—Fo
hours today Senator Lorimer
stood in the Senate and in vig
guage denounced as untrue the
bribery made against him in
with his election to the Sena
leaving the chamber at the co
his speech Mr. Lorimer hurried
affairs in order and caught a
noon train for Chicago.

In his address Mr. Lorimer
phatic denial of all the allegati
ruption and sought to turn the
of wrongdoing upon the Chicag
in which paper the charges first
lished.

The speech was devoted to a
charges and Illinois politics fo
twenty-five years. He charged t

BARNEY OLDFIELD DEFEATING TWO NATIONALS IN FIVE-MILE EVENT.



SCENE IN HAZARD RACE.

ST. PAUL TAKES OPENER

Spencer. Balk—Laroy. Time—1:48. Umpires—Biercalter and Hayes.

CHAMPS TROUNCE SENATORS.

Moriarty to Schreck. Base on balls—Off Nelson. 3. Struck out—By Nelson. 2. By Richter. 5. by Halla. 1. Hits—Off Pickett. 7 in 3 innings. off Richter. 7 in 3 innings; off Halla. 2 in 1 inning. Umpires—Guthrie

WIN PIT

EVAS SHUT

DEFEAT TERR
ON DOUBLE
MAK

TELE
double six
sixth inning
tween Albert
ville and
lastly also
Score
Halsey 6
Terry 1
Batteries
Lynch and
chen. Score
Somerville 5
Dots 3. Bat
lastly 1. H
on bases—
Time of game

DAYTON

Gets Early

DAYTON

early lead
failed to
Dayton.
Pl. White

Batteries
Lynch and
Stolen base
ridge hits
—By Wack
balls—Off
Off Albert
inning Pas
Dayton. 4
Time—2:02

VOL. 7. NO. 358.

THOUSANDS WONDER AS MEN DEFY TIME

Cars, as Well as Pilots, Amaze Spectators by Seemingly Impossible Feats.

SKILL IS MASTER OF POWER

Climbing "Board Mountains" Seems as Easy as Skimming Over Speedway.

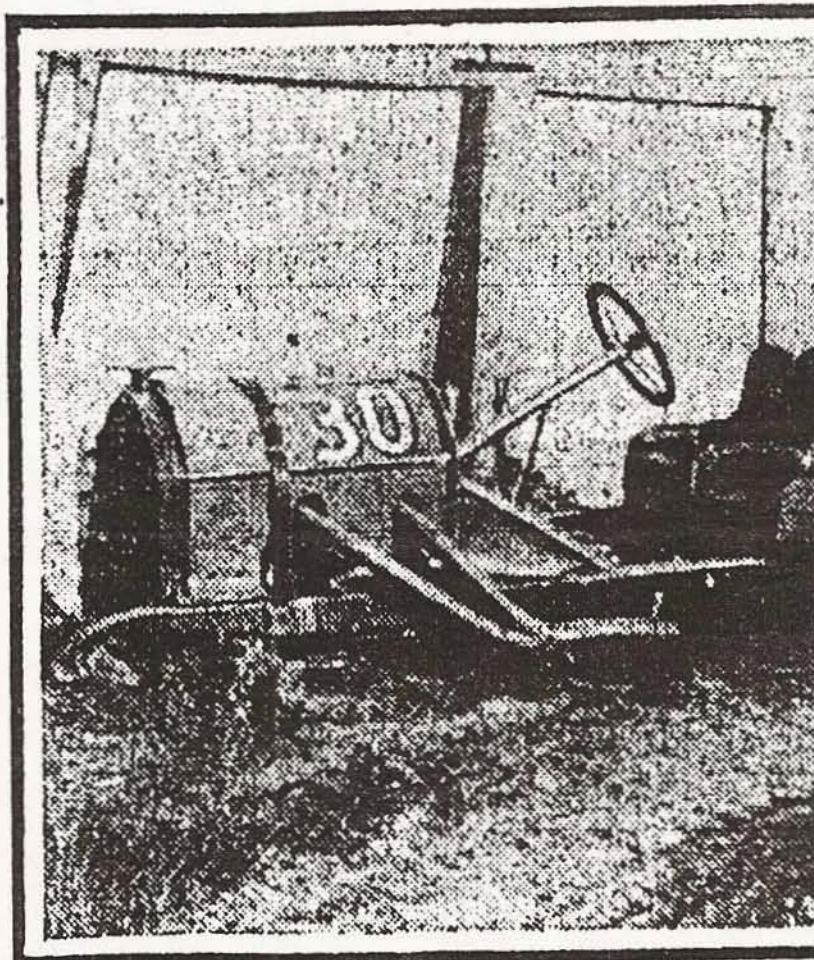
By P. P. Willis.

When night gathered around the famous Speedway yesterday and the long file of automobiles nosed their way out through thousands of persons on foot, there was one verdict on the lips of all—wonderful.

The day's performance of both men and machines was filled with wonder for the spectators. It is doubted if history records any sporting event that asks so much of its votaries and is paid so cheerfully. It is also questioned whether men ever endured more and performed so skillfully for a double purpose as those fearless knights of the motor who yesterday both thrilled the anxious multitude and at the same time furnished the manufacturers their best object lesson.

From start to finish of the program it was one continual enjoyment and excitement with lessons taught at every performance. The program was initiated by a hazard race of overland test cars. These drivers, called motor rough riders, showed the thousands in the grand stands not only their skill at handling machines in the most conceivable difficult circumstances, but produced the proof of the possibilities of the modern automobile. They were forced to urge their machines up, over and then down the steep incline. This same trick had to be performed twice by every driver.

CARS AND DRIVE



WRECK OF THE MARMON CA



stances, but produced the proof of the possibilities of the modern automobile. They were forced to urge their machines up, over and then down the steep incline. This same trick had to be performed twice by every driver.

Two inclines were in front of the main grand stand and two in front of the bleachers. After they had mounted the last "board mountain" they turned their cars loose at full speed and raced around the track back to the "judges' stand." Myers won, time 3.28, Meier came second, time 3.38, and Gregg, third, time 4.43. Starter Wagner expressed the opinion of all the officials when he said:

"In all my experience around races from coast to coast I never witnessed such a perfect exhibition of a car's possibilities. I think it marvelous that the winner was able to take the time required to climb those inclines and then make two and a half miles in a few seconds over three minutes." The other testers driving were Baird, Ricketts and Shessler. This event will not be repeated Monday because the regular program is too long, and it takes too much time to drag the inclines off and on and off the track.

Time Trials.

Immediately after the Overland hazard race the time trials were called forth. The results follow, and they were devoid of spectacular color, as every car went its paces alone. It was for one mile, with the following results:

Motsinger in Empire, time 1:07.1.

Lytle in American, time 1:14.4.

Altken in National, time 1:46.8.

Bragg in Fiat, time 1:41, getting first place.

Harroun in Marmon, time 1:42.3, getting third place.

Kirsch in Darracq, time 1:41.81, getting second place.

Louis Strang now holds the Speedway record for the mile, having made it last December in his Fiat in the time of 1:37.10.

First Race.

The feature of the first real race between cars was the competition of home machines, National and Marmon. It was nip and tuck all the way. The Marmon would get the lead in the middle of the back straight away and the National would regain it on the last turn.

The race was for ten miles for cars in Class B, Division 4, with 301 to 450 cubic-inch piston displacement, minimum weight being 2,000 pounds.

Altken in his National won in time of 8:5.9, Harroun in Marmon, second; Merz in National, third; Kincade in National, fourth, and Lynch in Jackson, fifth.

Dawson in Marmon was leading after two and a half miles, but was forced to quit the race in the second lap. Harroun jumped from fourth place in first lap to second in fourth.

Kincade had the lead in the second lap, time of 4:12.15. He then dropped to fourth place in the fourth lap. This shows what shiftings can take place, even in such a short race as ten miles. In the longer events the exchanging of position causes the man who tries to keep perfect tab to become dizzy.

Altken, in this race, had second place in the first two laps and first in the last two.

Second Race.

This event, won by Oldfield in his Knox, after five miles of spirited racing, was the official debut of this veteran of the speed arena at this meet. Barney received his first taste of speed from his many



DAWSON.

When Dawson's Marmon car ran off the track, turned a fence yesterday at the Speedway the driver stuck to his injured.

a question as to his being a real amateur was at stake. Chairman Butler of the A. A. A. contest board said last night:

"Mr. Bragg is an amateur. The reason he did not drive yesterday was because his car had not gone through the red tape of being officially registered."

Fifth and Last Race.

This was the sensation of the day. It was for 200 miles and was won by Harroun in his Marmon, time, 2:46:31. He hung up a new American Speedway record in this wonderful performance. Both car and man deserved every bit of the lavish praise showered upon them. Happy men clasped Harroun's hand and patted the sides of the long yellow machine with almost loving tenderness.

Howard and Walter Marmon, Clarence Stanley, H. H. Rice and others, who had watched this car from the Marmon pit, were the first to congratulate Harroun, and this plucky driver smiled at them with lips that bled because of being blis-

OLDFIELD

SEES NEW

KING BARNEY,
SPEED KING!
WILL CLIP
SPEED

When Barney
200-horse-power
Indianapolis Mot
afternoon agains
record, the auto

Aitken, in this race, had second place in the first two laps and first in the last two.

Second Race.

This event, won by Oldfield in his Knox, after five miles of spirited racing, was the official debut of this veteran of the speed arena at this meet. Barney received his usual round of cheering from his many admirers, and he, as usual, recognized it by giving one of his characteristic smiles all the while holding on to his cigar. Barney is as famous for carrying a cigar in his mouth in every race as "Uncle Joe" Cannon is for using one in the halls of Congress.

Anyway, cigar or no cigar, Barney is still popular with the fans and those who predict him as a "has beener" may have occasion soon to retract their words. He will try Monday to break the world's track record for one mile in his big Benz.

The rest of this five-mile race was the same in both laps as follows:

Aitken in National, second, and Herr in National, third. Time Aitken at end, 4:4.02, and time for Herr at end, 4:4.54. Aitken lost no time in resting from the victory of the previous race before he entered this one.

Third Race.

This race called forth a big field of starters. It was for ten miles, being a free-for-all handicap. Nineteen cars lined up at the tape. Wilcox in National won, time of 10:55.33. He jumped from thirteenth place in the first lap to tenth in second, to fifth in third and first in last. The little Hupmobile, driven by Gelnaw was off first and made a complete circuit before Greiner in National, Aitken in National, Lytle in American and Oldfield in Knox had started.

Lynch, in Jackson, came second. He leaped from ninth place in the first lap to third in the second lap, to first in the third lap and dropped back to second place in the last lap.

Clarke, in Cutting, did some "cutting up" in his attempt to shift his position in the winning order. From tenth place in the first lap he climbed to fourth in the second, then forged to second place in the third lap, to drop back to third place in the last lap.

This race in fact was a "dandy" when it came to being all mixed up, and in changing positions with lightning speed. Big cars rushed past little ones in an angry fashion, as though they would run over them. Lytle met with his accident in this event. He had traveled about ten miles, when he skidded and left the track. His left leg was broken, but his partner, William Clifton, escaped with a sprained shoulder. This was a reversal of the usual order of race accidents, as it is more often that the driver escapes serious injury and cruel fate falls on the mechanic.

Roberts in his little red, white and blue Hereshoff dropped from second place in the first two laps to sixth in the third and ninth in the last. Another big shift in position was that of Edmunds in his Cole, from fifth in the first lap to fourteenth in the last. The remainder of the cars "mixed it" in a confusing fashion.

Call Off Two Races.

The race for amateurs and the race for cars in Class D free-for-all, both for ten miles, were called off. The latter will be run Monday. Lack of entries stopped the first, and the cars not being ready caused the second to be postponed.

Bragg will drive in the amateur events Monday. It was announced yesterday that

Happy men clasped Harroun's hand and patted the sides of the long yellow machine with almost loving tenderness.

Howard and Walter Marmon, Clarence Stanley, H. H. Rice and others, who had watched this car from the Marmon pit, were the first to congratulate Harroun, and this plucky driver smiled at them with lips that bled because of being blistered and cracked. His face was black with oil and dirt, but when asked how he felt he said: "Oh, I feel fittin'." He was the hero of the day.

The race started with nineteen cars in competition for the \$10,000 Wheeler-Schebler trophy. The Jackson car that was leading last year in the chase for this prize put up a brave fight for it this time. Lynch in his Jackson came second, Aitken in his National third and A. Chevrolet in his Buick fourth. The race was stopped after four had made the required distance.

Following is the order of the cars as registered in running order at every ten miles:

Starters.	Miles.									
	10	20	30	40	50	60	70	80	90	100
3—Fuller, Pope-Hartford...	82	32	32	32	32	32	32	32	32	32
7—Aitken, National.....	41	44	16	44	16	16	16	16	16	16
10—Kincade, National.....	7	3	44	16	7	7	7	7	7	7
11—Merz, National.....	44	42	7	7	44	44	44	44	44	44
12—Clemens, Wescott.....	80	16	3	3	3	3	3	3	3	3
16—Lynch, Jackson.....	47	18	8	46	10	22	22	22	22	22
18—Ellis, Jackson.....	31	7	46	18	47	47	47	47	47	47
22—Clarke, Cutting.....	12	21	47	47	46	46	46	46	46	46
26—Bisbee, Cutting.....	3	41	11	22	22	22	22	22	22	22
21—Gelnaw, Cutting.....	48	12	41	11	11	11	11	11	11	11
30—Dawson, Marmon.....	41	46	21	20	20	20	20	20	20	20
31—Keene, Marmon.....	42	22	20	41	11	11	11	11	11	11
32—Harroun, Marmon.....	16	11	17	17	17	17	17	17	17	17
41—Burman, Buick.....	18	20	31	31	31	31	31	31	31	31
42—L. Chevrolet, Buick.....	17	47	47	47	47	47	47	47	47	47
44—A. Chevrolet, Buick.....	10	17	17	17	17	17	17	17	17	17
46—Oldfield, Knox.....	11	31	31	31	31	31	31	31	31	31
47—Tousey, National.....	21	21	21	21	21	21	21	21	21	21

From these figures it can be seen that Harroun worked hard for his honor and led throughout. The Jackson, Lynch driving, did good work in jumping from thirteenth place at ten miles to fifth at twenty, to second at thirty and staying there until sixty miles when he dropped back to third, but forged ahead to second in seventy miles and finished second.

A. Chevrolet, in Buick, who was in fourth place at the end of ten miles and at the end of the race too, did some shifting between the two. At twenty miles he was second, at thirty he was third, at forty he was fifth, at fifty he was third, at sixty he was second, at seventy he was fourth and stayed there.

Aitken, in his National, ran a pretty race with his car, which was out of its class. He stood third at ten miles, seventh at twenty miles, sixth at thirty miles, seventh at forty miles, fourth at fifty miles, fourth at sixty miles, third at seventy miles and third at finish. He blew a tire in front of the repair pits in his tenth mile and was forced to drive slowly all around the track in order to get back in front of his own repair pit. This killed his ideal chances for victory. Despite this loss of time Johnny showed his skill and climbed right back up to the front.

Merz, in his National, did some good crawling. From seventeenth place at ten miles Merz climbed to tenth place at seventy miles. Fuller, in his Pope-Hartford, also showed how he could crawl up, and came from ninth place at ten miles to fifth place at the end of the race. Fuller drove a remarkably consistent race.

When Barney 700-horse-power Indianapolis Me afternoon again record, the aut see the fastest mobile in the w

This car is parts the clima and its limit of be known. Bas all the world's away and spe purchased the Import Compan The magnific years of study automobile mar the Benz Comp The great H and six months ing the machin Mannheim facto

First Remo

The first reme car was at Broc famous three-m a speed of 127 m it was tried ov and then it was

After breakin in the old worl the car shipped the highest bid was handed to

Right off the r the machine to he did a mile in speed crown and human being ex lived.

After the Flc where four worl Oldfield hastene there on the far drome King Ba 36.22, breaking, at Atlanta and I

The next place Cheyenne, Wyo. duced the world and a mile, co seconds flat and flat.

Monday Oldfie be able to brea further, and it le of the big course money than wa single mile.

Oldfield may 1 quarter and one as the one-mile

NEW ORLEA

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NEW ORLEA

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the Times-Demo

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DAWSON.

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Race.

of the day. It was won by Harne, 2:46:31. He can Speedway performance. Every bit of the car was upon them. The hand and long yellow m-

nineteen cars in 10,000 Wheeler-Jackson car that the chase for fight for it this on came second, rd and A. Chev-. The race was ade the required

of the cars as ter at every ten

OLDFIELD TO CUT RECORD SEES NEW MARK TOMORROW

KING BARNEY, SUPREME RULER OF SPEED KINGDOM, CONFIDENT HE WILL CLIP TIME GREATLY ON SPEEDWAY TRACK.

When Barney Oldfield drives his big 200-horse-power Benz racer over the Indianapolis Motor Speedway tomorrow afternoon against the world's speedway record, the automobile enthusiasts will see the fastest and most expensive automobile in the world in action.

This car is considered by many experts the climax of mechanical ingenuity and its limit of speed will probably never be known. Barney Oldfield has broken all the world's short distance straight-away and speedway records since he purchased the machine from the Benz Import Company of New York.

The magnificent car was the result of years of study on the part of the oldest automobile manufacturers in the world, the Benz Company of Germany.

The great Hemery designed the car and six months were consumed in building the machine. Its cost at the great Mannheim factory was placed at \$22,000.

First Remarkable Performance.

The first remarkable performance of the car was at Brooklands, England, over the famous three-mile speedway. It attained a speed of 127 miles an hour the first time it was tried over the Brooklands course, and then it was not allowed its headway.

After breaking every speedway record in the old world the Benz Company had the car shipped to America. Oldfield was the highest bidder for the car, and it was handed to him.

Right off the reel the veteran driver took the machine to the Florida Beach, where he did a mile in :27.33, winning the world's speed crown and traveling faster than any human being ever traveled before and lived.

After the Florida Beach performance, where four world's marks were shattered, Oldfield hastened out to California, and there on the famous Los Angeles motor-drome King Barney uncorked a mile in :36.22, breaking the previous marks made at Atlanta and Indianapolis.

The next place Oldfield was seen was at Cheyenne, Wyo., where he further reduced the world's marks for a half mile and a mile, covering the former in 17 seconds flat and the latter in 36 seconds flat.

Monday Oldfield is confident that he will be able to break the Speedway marks further, and it is reported that the officials of the big course will pay the veteran more money than was ever paid before for a single mile.

Oldfield may be sent against the one-quarter and one-half-mile marks, as well as the one-mile mark.

lottery, and now the decks are cleared for action. I have bought them out and I now own all but 243 shares of the 20,200 shares of the different companies. These 243 shares are in the possession of the men who are working with me in the company in Toledo.

"I am going to reorganize all the companies into the Willys-Overland Company of Toledo. The capital of the company is now \$2,000,000, of which \$1,200,000 has been issued. The other \$800,000 is to be issued to the Overland Automobile Company of Indianapolis, and when that is done the latter concern will be turned over to the Toledo Company, making only one corporation with a capital of \$2,000,000, with \$100 as the par value of each share.

"I am not sorry the Indianapolis stockholders of the American Motor Car Sales Company filed the suits against me last Monday, for it brought things to a showdown and placed me in a position to get rid of them and reorganize the company along the proper lines with one big concern to handle the Overland business.

Big Plans for the Future.

"Toledo ought to be glad the whole thing is settled, for it will mean much to this city. We have some big plans laid for the future, and Toledo will reap great material benefit from their consummation. The growth of the Overland Company has been truly marvelous to the outsider, but not to the man in the automobile trade. Its great development is due simply to the ability of the company to keep abreast of the motor car business. Now that I have the reins entirely in my own hands I can do this without friction from disgruntled stockholders."

Mr. Willys also announced that George W. Bennett of New York had been appointed to succeed F. A. Barker, who resigned this week as general sales agent of the company. Bennett is one of the best known men in the automobile trade. He has been for twenty-one years with Thomas B. Jeffries of Rambler bicycle and automobile fame, and built up the Grant Rambler selling agency. He will take charge of the Overland sales department at once.

Mr. Willys's announcement of the settlement of the Indianapolis suits will be received with great satisfaction by the business interests of Toledo, for the Overland Company now gives employment to more men than any other concern in the city. It has about 3,500 men on its payroll and distributes \$185,000 monthly in wages.

MICHELIN TIRES ALSO SCORE.

Those on Harroun's Car in 200-Mile Race Fail to Show Slightest Wear.

Michelin tires were much in evidence yesterday. Every victorious car, with one exception, were equipped with the French pneumatics. Every winner on Friday's program used the Michelin tires exclusively. The French concern, which has a big factory at Milltown, N. J., to supply the American trade, has gained a remarkable racing reputation, both on account of the efficiency of the service and the convenience of the demountable rim.

Sales Manager Libby of the American Michelin factory declared last night that the performance of Harroun in the Marmon was simply without equal. Close inspection of the four tires immediately at the close of the 200-mile race failed to reveal the slightest wear. The tires appeared to be practically as good as new.

The Michelin Company has staged a unique exhibition in the windows of the Buick Motor Company the last few days. Two heroic figures of rubber known as the "Bibendum Twins" were inflated and made to do stunts. The word "Bibendum" used so extensively by the Michelin Company in France comes from the Latin "bibendo," meaning to drink, signifying the quality of Michellins, which permitted them to drink and eat nails, glass, etc., without injury.

FIRES IN CHICKEN QUARREL.

LYTLE WILL (

DRIVER TO ABAN

ANOTHER ESCAPES D ACCIDENT FOLLOW JURED PILOT NOUNCEMI

"I had a premonition would happen to me" told Lytle, pilot of the Am went into the ditch at way yesterday afternoon on a cot at the Speed told of his hunch.

"I was restless last n sleep," he said. "It is caught that way, but la to me that something w my mechanic before thought I would get in end of the day. He is rather sure about it, and went into the ditch."

Lytle has been the vic dents, having met serie Vanderbilt Cup race las formed a remarkable f the Speedway, when a broke on the Apperson Ja driving, and in front of cars at the start of the the track twice, but m the car and dodge the c "It's all over," the p am through with the m Never again will I take wheel of a racing car it

MEMORIAL GIV

The program and cor for Memorial day race Speedway follows:

Event No. 1—Five miles, cubic inches and under, (Motsinger), Hupm reschoff (Roberts), Hupm

Event No. 2—Ten miles, to 230 cubic inches, min pounds: Firestone-Columb (Edmunds), Cole (E (Schwitzer), Warren-Detro (Burman), Buick (L; C (Cunningham), E-M-F (Sk

Event No. 3—Five miles, to 300 cubic inches, min pounds: Marlon (Tinkler), son), Marmon (Harroun), Cutting (Clark), Cutting (

Event No. 4—Ten Miles, to 300 cubic inches, min pounds: Pope-Hartford (Foler), Marlon (Anderson), Marmon (Dawson), Cutting (Biebee).

Event No. 5—Five miles, to 450 cubic inches, min

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TIRES ALSO SCORE.

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without equal. Close inspection
revels immediately at the close of
race to reveal the slight-
est wear.

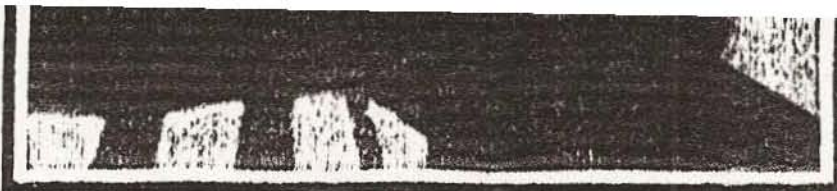
any has staged a
the windows of the
the last few days.
ubber known as the
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"Bibendum" used
Michelin Company in
the Latin "Bibendo,"
trying the quality of
ated them to drink
without injury.

QUARREL

**ated Charged With
Two Boys.**

3.—Harry West, 20
was lodged in jail
with attempting to
Agar Davis, 4 and 8

about chickens, and
his home. Two small
and West, it is
One boy was
her escaped with
left side of his



"HERB" LYTLE.

LYTLE WILL QUIT GAME

DRIVER TO ABANDON RACING

**ANOTHER ESCAPES DEATH IN AUTO
ACCIDENT FOLLOWED BY IN-
JURED PILOT'S AN-
NOUNCEMENT.**

"I had a premonition that something
would happen to me today," said Herbert
Lytle, pilot of the American car which
went into the ditch at the Motor Speed-
way yesterday afternoon. Lytle was lying
on a cot at the Speedway hospital and
told of his hunch.

"I was restless last night and couldn't
sleep," he said. "It is seldom that I am
caught that way, but last night it seemed
to me that something was wrong. I told
my mechanic before the race that I
thought I would get in trouble before the
end of the day. He laughed, but I felt
rather sure about it, and sure enough we
went into the ditch."

Lytle has been the victim of other acci-
dents, having met serious injury in the
Vanderbilt Cup race last year. He per-
formed a remarkable feat last year at
the Speedway, when a steering knuckle
broke on the Apperson Jack Rabbit he was
driving, and in front of a bunch of fifteen
cars at the start of the race he crossed
the track twice, but managed to control
the car and dodge the contenders.

"It's all over," the pilot concluded. "I
am through with the motor racing game.
Never again will I take a seat behind the
wheel of a racing car in a contest. The

game is all right for those who are lucky,
but I seem to be out of luck every season."

Lytle has been one of the great drivers
of the American motor racing game. He
has long been rated among the most dar-
ling and skillful men of his profession.

His little son was in the grand stand
yesterday when the accident occurred, and
wanted to go to the side of his injured
father in the Speedway hospital. The
pilot sent word to the boy that he was
all right, and under no circumstances
should the lad attempt to come across the
track until the big 200-mile race was
over. The race was in progress, and the
boy waited until after its completion to go
to the side of his father.

MOTORCYCLE CLUB TO ENJOY ROAD CONTEST TOMORROW

**Contest Will Start at Main Entrance to
the Fair Grounds at 10:30 a. m.—
List of the Contestants.**

The second annual Decoration day road
contest, promoted by the Indiana Motor-
cycle Club under the rules and sanction of
the F. A. M., will take place at 10:30 a. m.
Monday, May 29.

The contest will start at the main entrance
to the State Fair Grounds and will be over
the Noblesville road to Noblesville, west
through Westfield to Lebanon, thence
southeast through Royallton on the Lafayette
road and finish near the Speedway.

The following contestants will compete for
the medals:
Fred Stewart, Merkle; John Ellis, Yale;
Paul Marth, Indian; William McCoy, Ex-
celisor; Ocie Jones, Excelisor; Fred Lep-
man, Indian; John McCarver, Excelisor;
K. Hendrickson, Reading; Robert Powers,
Thor; Alfred Hayes, Indian; W. Hodgkin,
Indian; H. Graft, Indian.

Harry Graft, club president, and Nelson
Hodgin, run captain, will ride seven-horse-
power machines. They will try to establish
a new road time record.

MEMORIAL DAY MOTOR PROGRAM GIVES LIST OF CLASSIC EVENTS

The program and complete entry list
for Memorial day races at the Motor
Speedway follows:

Event No. 1—Five miles, stock chassis, 160
cubic inches and under, weight 1,100: Em-
pire (Motsinger), Hupmobile (Gelnaw), Her-
rechoff (Roberts), Hupmobile (Hearnb).
Event No. 2—Ten miles, stock chassis, 161
to 230 cubic inches, minimum weight 1,400
pounds: Firestone-Columbus (Frayer), Cole
(Edmunds), Cole (Endicott), Fuller
(Schwitzer), Warren-Detroit (Miller), Bulck
(Durman), Bulck (L. Chevrolet), E-M-F
(Cunningham), E-M-F (Skeggs).

Event No. 3—Five miles, stock chassis, 231
to 300 cubic inches, minimum weight 1,700
pounds: Marlon (Tinkler), Marlon (Anders-
on), Marmon (Harroun), Marmon (Dawson),
Cutting (Clark), Cutting (Habee).

Event No. 4—Ten Miles, stock chassis, 231
to 300 cubic inches, minimum weight 1,700
pounds: Pope-Hartford (Fox), Marlon (Tink-
ler), Marlon (Anderson), Marmon (Harroun),
Marmon (Dawson), Cutting (Clark), Cutting
(Habee).

Event No. 5—Five miles, stock chassis, 301
to 450 cubic inches, minimum weight 2,000
pounds: National (Aitken), National (Kin-
cade), National (Merz), Wescott (Endicott),
Jackson (Lynch), Jackson (Switzer), Jack-
son (Ellis), Marmon (Harroun), Marmon
(Dawson), Cutting (Clark), Cutting (Habee).

Event No. 6—Five miles, stock chassis,
301 to 450 cubic inches, minimum weight
2,000 pounds: Entries same as event No. 5.
Event No. 7—Five miles, stock chassis
cars, 451 to 600 cubic inches, minimum
weight 2,300 pounds: National (Aitken),
National (Kincade), National (Herr), Stod-
ard-Dayton (Reed).

Event No. 8—Ten miles, stock chassis, 451
to 600 cubic inches, minimum weight 2,300
pounds: Entries same as event No. 7.
Event No. 9—Canceled.
Event No. 10—Five miles, free-for-all

open: National "sixty" (Kincade), National
"seventy" (Aitken), Flat (Brugg), Bulck
(Hurmen), Bulck (L. Chevrolet), Darracq
(Kerscher).

Event No. 11—Ten miles, free-for-all
open: Entries same as event No. 10.

Event No. 12—Five miles, free-for-all
handicap: Empire (Motsinger), Firestone-
Columbus (Frayer), Cole (Endicott), Cole
(Edmunds), National (Kincade), National
(Aitken), National (Merz), Wescott (Clem-
ons), Jackson (Lynch), Jackson (Switzer),
Jackson (Ellis), Fuller (Switzer), Marlon
(Tinkler), Marlon (Anderson), Warren-Det-
roit (Miller), Hupmobile (Gelnaw), Herre-
choff (Roberts), National (Touzey), National
(Greiner), E-M-F (Cunningham), E-M-F
(Skeggs), Darracq (Kerscher).

Event No. 13—Fifty miles, Homey Grand
Brassard and Grand Trophy cup, stock
chassis, 231 to 300 cubic inches, minimum
weight 1,700: Pope-Hartford (Fox), Jackson
(Schellier), Great Western (Kincade), Marlon
(Tinkler), Marlon (Anderson), Warren-Det-
roit (Miller), Marmon (Harroun).

Event No. 14—Stock cars, Class E; for the
John A. Wilson trophy, valued at \$150; do-
nated by Mr. John A. Wilson of Franklin,
Pa., to be awarded to the stock touring car
that first makes a full mile in one minute or
less under regular touring conditions and
carrying four passengers; the contest to be
conducted to cars of not more than fifty horse-
power; A. L. A. M. rating; regular touring
bodies (not baby tonneau or torpedo bodies),
tanks full, top on but may be down; mud
guards on and regular supply of tools; pas-
sengers to weigh not less than 160 pounds
each and to sit upright in the car; to in-
sure there is no down grade, the mile to be
made both ways of the track; if more than
one entry in the contest, then the car mak-
ing the fastest time to be awarded the cup,
providing said fastest time equals a mile a
minute: Pope-Hartford (Fox), National
(Faulkner), National (Aitken), Knox (Up-
dike).

A NEW RACE HAD BEEN RUN BY
Oldfield, with the Knox, for a
there being no previous record
distance and class.

Johnny Aitken was the only
while a few seconds off an a
and the daring National driver
placed that feat in the ten-mile
for cars in the 301-450 cubic in-
placement class. His time for
tance was 8.5.03, which lowered
mark of 8.08.36, made Friday
in the same event by 3.36 seconds.

Oldfield Wins in Knox.

Barney Oldfield, the veteran w
no introduction, hurled the
Knox to a scant victory over
tional "forty" in the five-mile
stock chassis cars with a pla-
placement of from 451 to 600 cubi
The scarred speed merchant's
the workout dash was 4:34.4, an
of 73.94 miles per hour.

Aitken's average for the ten-m
was 73.56 miles per hour.

The Marmon six-cylinder "W
not equal the records of the stock
"Thirty-two" established in the
competitions upon the Los Angel
saucer last month. The struggl
that he is, did not attempt to go
kill the speed records in the ca
petition.

The Marmon stock cars hold the
free-for-all records from twenty
100-miles inclusive, and yesterd
formance increased their string
laurels considerably. Practicall
the new records created at the S
during the first two days of rac
been established at the expense
tolet, the Intrepid Swiss, who acc
so many marks with his Buick at
last fall. By lowering the ma-
burning up the track at the 150-m
the skillful Harroun snatched a
Robertson and the big Italian c
"Sixty."

These records can not be cla
world's records, as they do not
with the flights of the British cars
and Napier.

Only in the time trials have
gathered for the present speed
failed to show flights that ecl
marks at Los Angeles and elsewh
same cars, however, have not rac
and the nature of the events in
stances has not forced the wh
show their best, and the traine
will always husband his car and
chances of breaking his machin
mad flight for records.

Eighteen Records Created

During the two days of racing,
records have been created. Six-
these have lowered all marks, and
Greiner established a mark for a
to shoot at, while Oldfield set the
five miles in the big class stock c

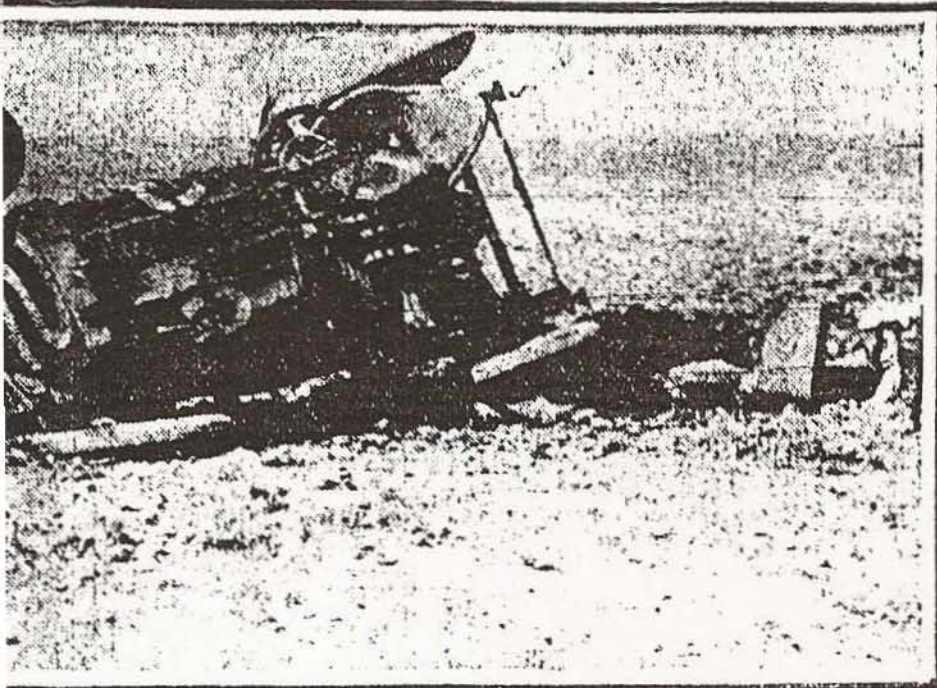
With the exception of the
record, and the mark set by Chev
Friday in the 161-230 cubic inc
every record has been established
a Marmon or National car. The
"forty," which finished third i
the 200-mile race, which went to
was stock "forty," which regula
longs to the 301-450 cubic inch,
cation.

The Wheeler-Schellier Trophy Cu
is a special contest, which is ne
stock car event nor a free-for-all
but rather a cross between the two
are no stock car regulations whil
mit special speed creations of eve
to enter, but cars above 600-cub
piston displacement are barred, a
minimum weight is fixed at 2,300.
These two features bar such mon
the Lightning Benz and other ma
foreign cars.

The difference in the condition
track this year and at the first
for the rich Wheeler-Schellier tr
shown by the time made this ye
last August. Lynch and a J
which finished a good second ye
headed the fatal procession last ye
the husky athlete shoved his Mi
made product across the line i
two hundredth mile in the tim
hours 32 minutes 55.6 seconds.
roun's time yesterday battered th
by almost an hour, and Lynch, fi
second, was almost an hour ahead
old mark with the same car.

Lynch, who was leading whe
Wheeler-Schellier event, schedu
300 miles in 1909, was called off
two hundred and thirty-fifth mile,
a game effort yesterday to defea
laurels won then, but the consist
formances of the special "Marmon"
and its freedom from fire troubles
gated the courageous Lynch to sec

ACCIDENTS AT THE SPEEDWAY.



AMERICAN SPEEDSTER IN WRECK.

Herb Lytle

HARROUN LOWERS AMERICAN TIME

Clips Seventeen and Fraction Seconds Off Chevrolet's Mark in 200-Mile Event.

SCORES AT 150-MILE POST

Time Made by Robertson at Atlanta in Fiat Reduced 2 Minutes 44 Seconds.

New Records Made at Saturday's Races

MARMON "SIX."

American Records Regardless of Class.

150 Miles—Harroun. Time, 2:02:16, lowering previous mark of 2:05:03 made by Robertson in Fiat at Atlanta, by 2 minutes 44.63 seconds. Average mile per hour, 73.62.

200 Miles—Harroun. Time, 2:48:36, lowering the previous record 2:46:47, made by Chevrolet in Buick at Atlanta by 17.47 seconds. Average mile per hour, 72.10.

NATIONAL "FORTY."

—301-350 Cubic Inches.

Ten Mile—Altken. Time, 8:38.03, lowering previous mark of 8:38.30, made by Altken in National on Friday by 6 seconds. Average mile per hour, 78.76.

KNOX "SIXTY."

—451-600 Cubic Inch Class.

Five Miles—Oldfield. Time, 4:34. Average mile per hour, 73.94.

By H. C. Deupree.

Two American Speedway records marked the consistent flight of Ray Harroun in the Marmon "Wasp" at an average rate of 72.67 miles per hour in the grueling 200-mile struggle for the famous Wheeler-Schubler trophy yesterday afternoon.

Piloting the yellow-jacketed machine past the checkered flag in 2:48:31 (168 minutes 31 seconds) Harroun clipped seventeen and a fraction seconds from the previous mark established by Chevrolet in a Buick on Atlanta's two-mile course in October, 1909.

At the 150-mile post the flying Marmon was timed at 122 minutes and 16 seconds, which lowered the mark established by Robertson in a Fiat "sixty" on the Southern speedway last fall by two minutes and forty-four seconds.

In addition to these records, the most important made on the Speedway during the present meet since they are in the free-for-all class, Harroun was timed at five and ten-mile intervals, and, as there

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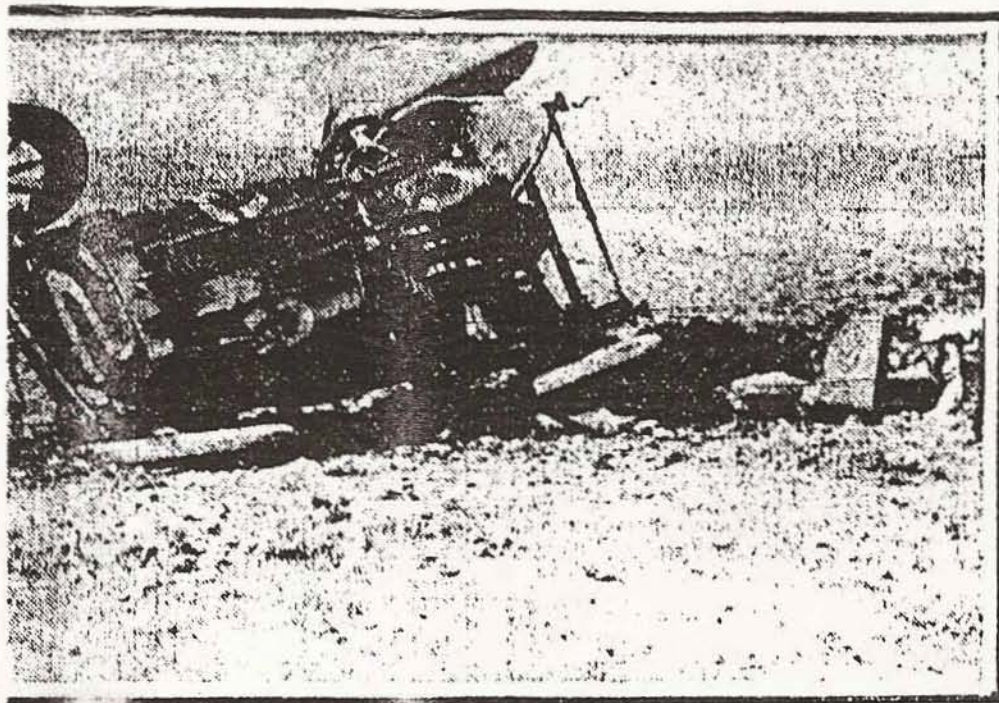
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ACCIDENTS AT THE SPEEDWAY.



AMERICAN SPEEDSTER IN WRECK.

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ta by 17.47 seconds. Average mile per
hour, 72.10.

NATIONAL "FORTY."
--301-350 Cubic Inches.

Ten Miles--Altken. Time, 8:8.03,
lowering previous mark of 8:8.36,
made by Altken in National on Fri-
day by 5 seconds. Average mile per
hour, 73.76.

KNOX "SIXTY."
--451-600 Cubic Inch Class.--

Five Miles--Oldfield. Time, 4:3.44.
Average mile per hour, 73.94.

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In addition to these records, the most
important made on the Speedway during
the present meet since they are in the
free-for-all class, Harroun was timed at
five and ten-mile intervals, and, as there
are no distance for

...ing the other, stopping him and quickly and prevented a serious accident. Harry Knight, chauffeur in the machine, called to Glouer, who sped almost instantly. John Wesser, 32 years old, a veteran at the Marlon Soldiers' Home, fell the sidewalk at Pennsylvania and th street last evening and suffered an injury to his knee. He was taken to the Hospital. Wesser is visiting friends in Indianapolis.

MET HUNTERS' EYES SEE MANY STRANGE, RED SIGHTS

Winslow People See Sun "Globule" Float Away and Others See Fiery Ball Fall in Pasture Near By.

ETERSBURG, Ind., May 28.—Abner, his wife, son and hired man, living near Winslow, this county, saw a large sight last night as they were ching for the comet. The sun was setting when a spot appeared on it. The spot grew in dimensions until it finally was almost as large as the sun, when suddenly a globule appeared to leave the sun and drift off into space. This was followed by another and yet another, until a mass entirely disappeared. Andrew Kenger, a neighbor, was called and he witnessed the strange sight. Charley ton, living two miles to the east of Abner's home, says that about the same time he and his wife were watching for the comet, when they saw a large reddish ball of fire fall in a pasture about one-half mile from the house, but no sooner it struck the ground than it broke into many smaller globules which vanished into space. John Clayton and his wife, living just east of Holton's farm, claim to have witnessed the same phenomenon, and the entire neighborhood is greatly excited.

CITIZENRY OVER RACES PROSTRATES JOHN NEWBY

Member of National Motor Vehicle Company Officer Seized With Cerebral Hemorrhage at Speedway.

While seated in the grand stand at the Indianapolis Motor Speedway yesterday afternoon watching the progress of the one-mile race, John Newby, 70 years old, member of A. C. Newby of the National Motor Vehicle Company, was suddenly seized with a cerebral hemorrhage, which resulted in a temporary complete paralysis of his left side. For a time it was hoped that Mr. Newby could not live until medical assistance could be obtained, but through the timely work of the attendants in charge of the emergency hospital which was located on the grounds, Mr. Newby was speedily given attention.

Dr. C. B. McCulloch was called later and he remained with Mr. Newby until he was removed from the emergency hospital to the home of his son, 4920 North Madison street. Dr. McCulloch gave it his opinion that Mr. Newby's attack was caused by the heat and excitement. At an advanced age, he said, was likewise responsible. It is believed Mr. Newby will recover.

two" (Harroun), won; Jackson (Lynch), second; National "sixty" (Aitken), third. Time, 2:46:31.

By C. E. Stuart.

Fitted against the strongest army of daring pilots which ever has faced a starter in a 200-mile classic, Ray Harroun, driving a Marmon yellow jacket, played the stellar role at the Motor Speedway yesterday afternoon, when he brought the "wasp" across the tape a winner of the \$10,000 Wheeler-Schebler trophy in 2:46:31, shattering national track records for 150 and 200 miles. Dirt and smoke begrimed, the Beduoin of the Speedway smiled at a cheering throng of 25,000 persons as the yellow car flashed across the wire and Starter Wagner waved the checkered flag in his face. It was like the return of a victorious Roman general, the ovation paid the intrepid pilot of the steel steed which made the long run with only one stop and that for fuel.

Two accidents marred the afternoon's sport, though one of them inflicted no injury on man. Herbert Lytle driving his underslung American speedster in the ten-mile handicap, was thrown from his machine during the last lap of the race and his left leg was broken above the knee. His mechanic William Clifton of Philadelphia, was slightly injured, his right shoulder being sprained. The big car was reduced to a wreck.

The accident occurred on the straightaway between the two upper turns of the track when the rear tires of the machine blew within thirty feet of each other and sent the car careening into the soft dirt when traveling at the rate of ninety miles an hour.

Dawson's Car Is Wrecked.

The other spill came in the Wheeler-Schebler Trophy contest when Dawson, in a Marmon "thirty-two," lost a tire on the back stretch and his car skidded into the soft dirt at the side of the track, going into the fence after turning a complete somersault with the pilot at the wheel. The car bounded away from the fence and hit it again, going through. Dawson then managed to bring it to a stop, and escaped without a scratch. The wheels of the car were stripped to the hubs. In the annals of the Speedway there has been no more peculiar accident which resulted without serious injury to the driver.

The Wheeler-Schebler was a classic contest that will live long in the history of motor racing, because of the remarkable performance of both pilots and machines. The winner sent his car through space at the rate of 72.12 miles an hour throughout the long, grueling race, and stopped but once to take on fuel. The even pace which Harroun maintained through the race seemed to be regulated mechanically and the consistent manner in which he drove undoubtedly saved his motor the severe strain that caused many others in the contest trouble and delay. Around and around the regular hum of

in which paper the charges flashed.

The speech was devoted to charges and Illinois politics twenty-five years. He charged with sinister motives in saying that it had been since 1884, charged that because of its failure to co-operate as a public man.

Mr. Lorimer gave many concerning his senatorial election after persuading him to Governor Deneen had sought to turn against his support he had formerly given.

Colleagues Listen

Soon after the assembly adjourned Mr. Lorimer arose to take personal privilege and to reply to the charges that have interested. His statement up to the Senate had been read to his colleagues, of whom a practically full attendance, attention was given him.

Foremost in the answer to the charge stood his statement had been formulated by him with the purpose of a new banking association which Mr. Lorimer had including he offered a resolution a senatorial investigation against him, this resolution follows:

"Resolved, That the Privileges and Elections committee examine the allegations of the public press, charges and corruption were precluded of William Lorimer the United States Senate to obtain the facts in connection with the charges, and report as early as possible and for that purpose the committee have authority to send for papers and to employ a stenographer such other additional help as may be deemed necessary."

Referred to Committee

Senator Lorimer's resolution was referred under the rules to the Committee on Contingent Expenses.

In opening Mr. Lorimer said: "Mr. President—I rise to take personal privilege to state concerning and the reasons for the recent assault made upon me by the Chicago Tribune with the intent to destroy my character with the people and to destroy me and my family and politically."

He then detailed the failure of the Tribune's publication on April 1, 1911, over the signature of White, a member of the Tribune, in which it was alleged that he had procured his seat in the Senate through bribery and corruption.

"I have been compelled, to defer my return to the fact that the story published with a deliberate intent to destroy a new banking system in Chicago which I have built with some of my friends."

"The assault was made on me from opening. It was its purpose, but it requires attention to build an im-

living just east of Holton's farm, claim they witnessed the same phenomenon, and the entire neighborhood is greatly excited.

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HANGS HIMSELF, THEN JUST TO MAKE IT SURE, USES GUN

Farmer Near Linville Swings With Clothes Line and Falling to Die Resorts to More Effective Plan.

LOGANSPOUT, Ind., May 28.—Thomas Ford, 65 years old, who lived with his son Ira on a farm near Linville, committed suicide in the woods near his home this evening. He hanged himself from a tree with a clothes line, but the rope was too long and his feet touched the ground. To make death certain he grabbed the shotgun which he had taken, placed the butt against the tree, put the muzzle to his forehead and pressed the trigger with his foot. The top of his head was blown off. Ford was in good health and owned the big farm on which he lived. His wife died about two years ago, and it is supposed he grieved over her loss until his mind became unbalanced.

BREWERS BEGIN SALOON WAR.

Ohloans File Names of Undesirables With Various County Prosecutors.

CINCINNATI, O., May 28.—Taking the initiative in the war against disorderly saloons, the vigilance bureau of the Ohio State Brewers' Association tonight announced that the bureau had filed with various county prosecutors information on which it is hoped at least 100 saloons in Ohio will be refused a renewal of license. Other complaints, it is said, are to be filed.

car was reduced to a wreck.

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In the start Chevrolet, in a Buick "one hundred," took the lead and set the pace until his teammate, Burman, driving another of the big white machines, overtook Chevrolet and Harroun, who was trailing the Swiss closely. For ten miles Wild Bob made speed that caused the spectators to ask, "Will he keep it up?"

Lynch Finishes Second.

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and corruption election of Willis the United States tain the facts in charges, and rep and for that pur have authority t papers and to an such other addi deem necessary.

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Defends

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And he remained with Mr. Newby until he was removed from the emergency hospital to the home of his son, 4920 North Meridian street. Dr. McCulloch gave it as his opinion that Mr. Newby's attack was caused by the heat and excitement. His advanced age, he said, was likewise partly responsible. It is believed Mr. Newby will recover.

HANGS HIMSELF, THEN JUST TO MAKE IT SURE, USES GUN

Farmer Near Linville Swings With Clothes Line and Falling to Die Resorts to More Effective Plan.

LOGANSPOUT, Ind., May 28.—Thomas Ford, 65 years old, who lived with his son Ira on a farm near Linville, committed suicide in the woods near his home this evening. He hanged himself from a tree with a clothes line, but the rope was too long and his feet touched the ground. To make death certain he grabbed the shotgun which he had taken, placed the butt against the tree, put the muzzle to his forehead and pressed the trigger with his foot. The top of his head was blown off. Ford was in good health and owned the big farm on which he lived. His wife died about two years ago, and it is supposed he grieved over her loss until his mind became unbalanced.

BREWERS BEGIN SALOON WAR.

Ohloans File Names of Undesirables With Various County Prosecutors.

CINCINNATI, O., May 28.—Taking the initiative in the war against disorderly saloons, the vigilance bureau of the Ohio State Brewers' Association tonight announced that the bureau had filed with various county prosecutors information on which it is hoped at least 100 saloons in Ohio will be refused a renewal of license. Other complaints, it is said, are to be filed.

Personnel of "Catch" in Illinois Bribe Net

SPRINGFIELD, Ill., May 28.—Senator Broderick (Democrat) is a well-known Chicago politician. He was elected to the State Senate in 1898 and has served in the upper branch of the Legislature continuously since that time.

Senator Pemberton is one of the best-known members of the Legislature. He served his first term in 1896, and during the 1907 session acted as president pro tem of the Senate.

Representative Joseph S. Clark figured prominently in the investigation following the confession of Representative White in the senatorial bribery case. He is a lumber dealer of Vandalla and a member of many fraternal organizations.

Senator Holtzlaw is also one of the prominent members of the Senate. He has taken an active part in the proceedings of the upper branch and is well known throughout the state. He is a director of several state banks.

throughout the long, grueling race, and stopped but once to take on fuel. The even pace which Harroun maintained through the race seemed to be regulated mechanically and the consistent manner in which he drove undoubtedly saved his motor the severe strain that caused many others in the contest trouble and delay. Around and around the regular hum of the motor sounded, and not once did a cylinder miss or spark plug foul for the Arab.

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Knox Car's Tire Blows Out.

Barney Oldfield, in his Knox "six," looked like a contender when the race started, but the brown car did not respond to the touch as it ought, and he was sent back to seventh place in the first two laps. He maintained an even pace, though, which has won him the gold in other long events, and began to creep up on the leaders, when, in the thirty-first mile, he gave the spectators a thrill of real excitement. As the Knox entered the first turn from the stretch a rear tire blew out and in another half second the demountable rim had loosened and the tire rolled on up the incline and reposed against the wall. The Knox careened wildly for a second or two, then Barney put it under control and completed the two-and-a-half-mile lap on the rim. An ovation was tendered him when he drove to the pits for another tire. He was hopelessly out of the race, though, and finished outside of the

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"Not one dollar member of the G vote for me," the s added that when everybody would u llication of the art

GASOLINE BATH FOR SPEEDWAY PLANNED

Brick Surface Will Be Shaped
for the Auto Events of
Tomorrow.

SAFEGUARDS THE DRIVERS

Management Takes Steps to
Eliminate Danger in Last
Day's Racing.

When the flag drops at the Championship events at the Motor Speedway tomorrow the spectators will see a track as clean as a frugal housewife's kitchen, according to the announcement of the Speedway officials. All day today the big course is to be cleansed in preparation for the large program tomorrow. Gasoline will be used to take the oil from the brick where the racing cars have spilled it in their wild dashes about the oval. After the gasoline, water will be used to wash off the surface and put it in shape for the fast clip which is certain to be seen tomorrow.

Yesterday, before the Wheeler-Schubler race was run, earth was spread on the track to keep the cars from skidding on the turns, and the pilots found it a great help. The track, when clean, is almost skid-proof, according to the word of the drivers, and Monday will see it in the same shape the coming race found it.

The rough surface, which ate the tires badly, is found to be much better than was anticipated, and the track is lightning fast. In the long race yesterday the Marmon and Jackson cars went through without a tire change, which speaks well for the safety of the course. The fact that few accidents have occurred, and only one of these at all serious, adds to the safety idea.

With one accord the pilots are strong in their commendation of the track.

Oldfield Is Enthusiastic.

Barney Oldfield says the track is destined to be faster than anything in America, and a few race meetings will make it still greater than it is. He rode well yesterday and at the end of the race said that few tracks in the world would allow any driver to go two and a half miles on a year rim as he did when he threw a tire.

Caleb Bragg, the Cincinnati amateur, said: "The track is ideal. I believe it is greater than any other course anywhere. As soon as a man knows the

Marmon Winner of 200-Mile Race.



RAY HARROUN (MARMON).

turns there is no reason why he should not ride in perfect safety unless his car goes wrong.

Chevrolet and Burman of the Buick team like the course and believe it should be the scene of some of the best contests of years to come. The white car stars have done plenty of tryout work over the brick and like the way it rides

the cars. They believe the brick should be dressed.

There will be no workpits at the track today as the entire day will be used in putting the track in shape. The pilots will have a much-needed rest and the teams will be ready for the workout again tomorrow.

Tomorrow's races at the big course mean much to the trades people of America. The races are to decide class championships and the pilots will vie hard with each other to win for their companies.

There are fourteen events on the program of all kinds. The feature event of the day is for the Remy Grand Brassard, a trophy that carries \$50 a week for the winning pilot, and \$75 a week if he uses the Remy magneto. This will bring forth another galaxy of stars who will battle to the wire for the cash and the trophy.

With the holiday throng which the races are certain to draw there will be one of the greatest days in motordom during the season of 1910.

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Always A Winner

of 200-Mile Race.

FINISH ENGINE ON TRAIN

MECHANICS RUSH CYLINDERS

NEW PARTS FOR BUICK RACERS ARE COMPLETED IN EXPRESS CAR WHILE EN ROUTE FROM MICHIGAN FACTORY TO SPEEDWAY.

The story of how a Buick "100" got two new cylinders for the Wheeler-Schebler race yesterday shows that fast time is made in places outside the Speedway. The big car that "Wild Bob" Burman drove was new in the working parts, and they were installed just half a day before the race started.

It was discovered that the bolts which hold the cylinders in place were loose after the technical committee had finished its work last Thursday night, and, working that way, the car had cracked its cylinders.

Burman was entered for the big race and the Buick people were anxious to have all cars possible in the event. Word was flashed to Flint, Mich., where the Buick factory is, that two new cylinders must be here Saturday morning.

Mechanics Work on Train.

They were here, but the story of their arrival is extraordinary.

The cylinders for the big cars are cast at the Marquette Motor plant at Saginaw, Mich., thirty-five miles away from Flint. As soon as the telegram was received a touring car rushed to Saginaw, got the rough cast of the cylinders and hurried back to Flint. Here all the work possible was done until Friday afternoon, when the cylinders two-thirds done were sent to Detroit on a touring car to meet a train for Indianapolis. The train was made in easy fashion, but the parts were not done.

In the express car on the way to Indianapolis two mechanics worked on the new cylinders, and when this city was reached, at 10 o'clock yesterday morning, they were almost ready for installation.

A little later they were done and placed in the car. Burman ran the race, but his motors were stiff.

MAN, EXCITED BY FIRE, THROWS AWAY \$202 CASH

New York Citizen Mourns Loss of Wallet and Waistcoat He Hurls from Window.
NEW YORK, May 28.—Upon discover-

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SPEEDWAY VISITOR SEES PERFECT TRACK

Complete Auto Race Course Is
Marvel of Twentieth Cen-
tury Enterprise.

MANY FEATURES ATTRACTIVE

Modern Hospital on the Grounds
and Policing System Astonish
Observer.

It is with a feeling akin to awe that one approaches the Indianapolis Motor Speedway, and a feeling of wonderment takes possession of the visitor as soon as he enters the big gates and looks about to see one of the most complete and architecturally perfect race courses and stadiums in America. But it is not until he makes a tour of the grounds and course that he realizes fully the extent and remarkable organization of the institution.

Features present themselves which the casual visitor would believe are unheard of at an ordinary race track. But, on the other hand, be it remembered that the local Speedway is not an ordinary race course. Every precaution has been taken and any amount of labor has been expended for the comfort of the patrons. Likewise, every care has been taken to make the course itself as safe as possible and as free of dangerous obstacles and impediments as the designers could make it.

And yet, apart from these features, there are some which a thorough examination alone will reveal. For example, the medical department at the Speedway presents an aspect which is so intricately perfect and so excellently managed that one would imagine it one of the greater hospitals of the country. To begin with, a guard is stationed at a tower near the starter's stand, who keeps a constant watch over the course. By the aid of glasses he is able to watch each and every car entered in the events, and should any mishap come to any of them the watcher blows a bugle and calls an officer of the Indiana National Guard, who is stationed a few feet away. The latter signals to a corporal's guard waiting in an automobile on the inside of the track, which in turn notifies the emergency ambulance, which is hurried to the scene of the accident, followed by the soldiers.

Part of Wrecking Crew.

At the same time a wrecking crew is hurrying to the scene to clear the track of any debris.

The injured are given first aid by the doctor who accompanies the ambulance, and are then taken at breakneck speed to the emergency hospital, located at an advantageous point near the race track. Dr. H. R. Allen is in charge of the work, and is assisted by a corps of nurses and doctors. The unfortunate is speedily taken care of and in many cases, the quick work of the attendants at the emergency hospital has saved the life of an injured driver or mechanic.

There are accommodations for four to

Second and Third in 200-Mile Race.



LYNCH (JACKSON) SECOND.



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There are accommodations for four to six persons at the hospital, and as soon as the patient has been revived sufficiently he is removed to one of the local hospitals, where he receives further attention.

In most cases it takes only a few moments from the time that the watcher gives his warning until the ambulance, the guards, the wreck crew and the press are on the scene of the accident, and in many cases the process goes on, to the ignorance of the spectators.

Large Crowds Well Handled.

Another feature is the manner in which the large crowds are handled. Both members of the city police force, and the militia are stationed at what seems everywhere one happens to look. Some of the men patrol the walls about the track; others are stationed in towers at different points about the outer wall of the Speedway, while still others circulate in the crowds in the bleachers and grandstand or stand guard at the gates and exits. Crowding is not permitted and vehicles are forced to run at a low speed through the grounds.

The accommodations for bringing spectators to the course and returning them to the city are complete. Trains leaving the Union Station at intervals of ten minutes are at the Speedway within fifteen minutes after leaving Jackson Place. Interurban lines also have provided extra facilities and are running many additional cars.

For carriages and automobiles special parks have been arranged, and places have been provided for taking care of from 1,500 to 2,000 horses and carriages and a like number of automobiles.

To do away with many of the chances of injuring patrons, about 15,000 seats have been arranged in the bleachers. Badges have been provided, and no person not wearing a badge can gain admission to the track or automobile pit. Strict watch is kept on the track and fences surrounding, and the crowd is kept back so that a skidding car will not endanger the lives of spectators.

It is to the strict care taken in providing for the visitors at the Speedway and guarding them from dangers, so frequent at the course, that repetitions of the accidents of the racing carnival of last year have been prevented.

NEPTUNE INITIATES GIRL.

His Henchmen Learn Mistake When They See Her in Bathing Suit.

LIVERPOOL, May 28.—A young French woman, who was a passenger on the Oravia, bound for Valparaiso, is said to have been the first woman to be initiated by Father Neptune while crossing the equator. She invited her fate by dressing in man's clothes and striding about the deck.

In accordance with custom, she was

LYNCH (JACKSON) SECOND.



AITKEN (NATIONAL) THIRD.

CREMATION GAINING IN FAVOR IN GREAT BRITAIN

London Society Reports Steady Increase of Practice of Committing Dead Bodies to Furnace.

LONDON, May 28.—The Cremation Society of England and the Society for the Prevention of Premature Burial are getting active again. The Cremation Society is rejoicing in the steady, though slow, progress which cremation is making. Last year, it is pointed out in their annual report, the number of cremations in Great Britain was more than 850, an increase of about 8 per cent on the figures of the previous year, though these compare very unfavorably with other countries.

The Society for the Prevention of Premature Burial is just about, though not quite, as terrified about cremation as it is about premature burial, and is agitating again for better legislative protection against the possibility of any one being buried prematurely. A case in which a body has just been brought to light in

examination of the coffin showed that the sheet covering the body had been disturbed. The doctor who had certified the cause of death was summoned, and he now having a suspicion that it might be a case of coma, telegraphed for a specialist, who revealed that the supposed dead woman was still in life.

Whether the restorative measures which were attempted were successful or not has not yet been reported. But Mr. James R. Williamson, a prominent member of the Society for the Prevention of Premature Burial, writes condemning the usual practice in the medical profession of certifying the cause of death without any inspection of the body, and on mere hearsay evidence that the patient is dead.

HUNTER KILLS FREAK ANIMAL.

Marinette (Wis.) Man Shoots Cross Between Rabbit and Squirrel.

MARINETTE, Wis., May 28.—Jacob Wittig, a hunter of this city, has placed on display in a local museum an animal which he styles as part rabbit and part squirrel. The animal was killed by Mr. Wittig recently while hunting. Its front feet are like those of a squirrel and its

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Snodgrass's Two-fifth.

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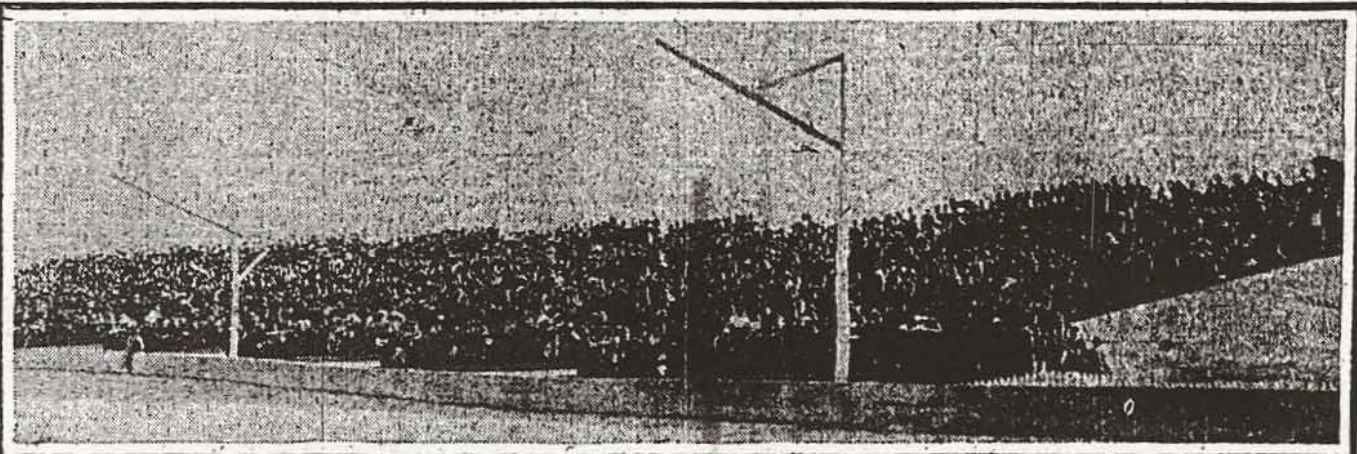
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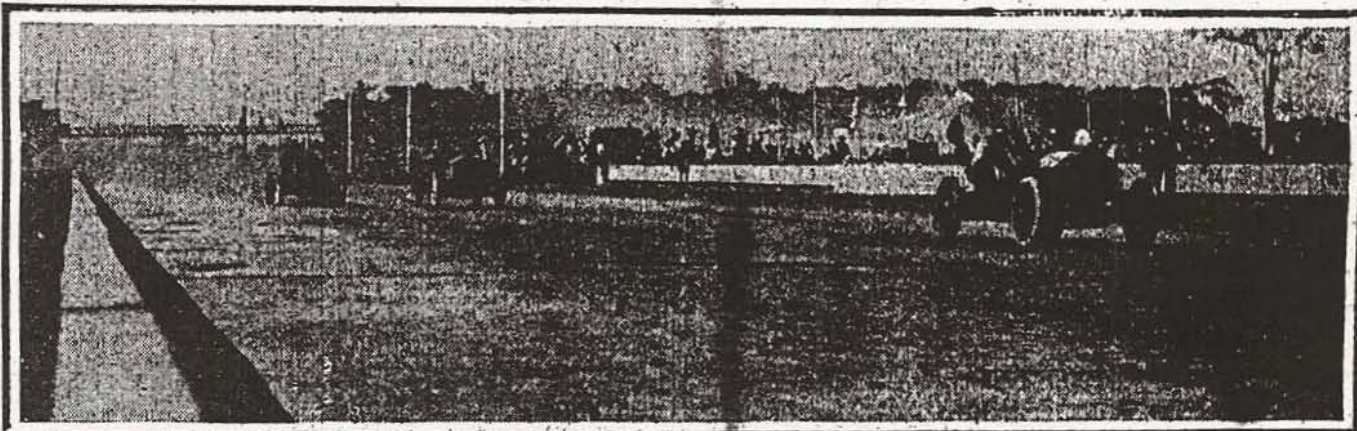
May 28.—Brooklyn
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Икlyn. — АВ Н О А · Е

A SECTION OF THE GRAND STAND.



HUMANITY MASSED IN THE BLEACHERS.



BARNEY OLDFIELD DEFEATING TWO NATIONALS IN FIVE-MILE EVENT

WIN PITCHERS'—BATTLE

EVAS SHIT OUT TOTS 1 TO 0