DEFICIT OF \$2,000 REPORTED

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in this city. Chicago and Louisville made

Report on Social Problems.

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was taken to the New York e-risd, which book for a flot. The case was then appeared to the great which. The tepost of the combittee which was reported by developing the Rey Lake W. Internet of San her val. to part

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PARK BOARD MEANS TO KNOW ABOUT THE PLAN tomay voted to hold next year's meeting

ORDERS INVESTIGATION OF FALL

GREEK DREDGING.

The land points after the previous of the seminal points either to be the members from the commissioners that the points either to be the members from the land points either to be the members from the land points either to be the members from the land points either to be the to \$2000 in the themself account, the assembly decided to ask a per capita tax of 8 cents a member for the coming year, in increase of 2 cents. The resolution also limits the expression of a such commissioner attenting to \$200 for the trip.

The Indianapore park bound proposes to "get index its hade" of the Fall structure of the struct The Indianapous park Louid proposes

the superior and of Martin, morte, is a "The assemble, to incommunity rate, the property to survive Calcium, the tender authorized that the forcess complaint

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the congressmen who participated in the continuous of the morthwest turn of the course during the continuous as the morthwest turn of the course during the continuous as the morthwest turn of the course during the continuous as the morthwest turn of the course during the continuous as the morthwest turn of the course during the continuous as the morthwest turn of the course during the continuous as the course of the course during the course of the present 112, and the transmitted factor of the participation of the course of the

CARL'FISHER GUARDS AT SPEEDWAY MEMORIAL DAY

ONE WAY OF GETTING AROUND THE GOVERNOR'S 'ORDER.

BUYS UNIFORMS AND GUNS

An independent national guard is what the speciators at the speciwar will see must Monday, Memorial day-s company

the spectators at the speedway will see next Monday. Memorial day—a company of suidiers fully equipped and independent of the rules of the state.

"an you least it," was an expression from E. A. Moross, director of events at the speedway, as he nodded toward C. G. Fisher, a quiet and unassuming speciator at the faces.

Incidentally Fisher is the president of the speedway company and his friends ear his indomitable energy made it possible for the management to meet an exception of the third of the will be speedway it had to do with Governor Marshall's order that the members of the million companies doing duty at the speedway would not be allowed to wear their uniforms on Membrial day. This mile was prompted by G. A. Somers, department or millions on Membrial day. This mile was prompted by G. A. Somers, department commander of the G. A. R., who objected to the employment of guarantee that the dily was regarded as a seried one by the old solutions and that the state's utility chould not be made a lority to a sporting event.

Governor Issues Order.

dovernor Issues Order. .

Somer was seconded by Colonel J. R. Sometry was secondard by Colonel J. R. Fessier, assistant adjutably general, and their arcuments to theverior Marshall research in an order being lesued that the militia companies, as sufferined state greately weren not be primitted to participate in the published of the apeedway on Monoplai day. The suffices on duty at the specificay are from the various national guard companies. The order from the the recent caused consternation to every one except Fisher. The issue was a phesition whether the specifical relationship of the state guards with their conforms and guard informs and guard with the probability of uniforms and national guard specialty of uniforms and national guard action were ordered. The company filled the order at once, and with the shipment the first and representative to Indiana-point.

Rifles Ordered, Too.

With the order for the uniforms was an

With the order for the quifforms was an order for the intest model. The equipment has arrived and is in one of the militage at the greedway.

You can't head it," tellerated Moross. The female, was in reference to Fisher, all a was so quiet during the races that the mainst about a state of the inflictation of the militage and the edifically stand to the address into because they did not seem be was identified with the enterprise.

ther and Fisher "gets by" with his scheme, and Fisher "gets by" with his scheme, spectron Marshali and Adjutant-timeral all tow any they can do nothing to present the members of the gland appearing a furfactural at the speedway so long as a internal content of the speedway so long as the adjutant and the speedway so long as the adjutant and the speedway so they are the purpose of the Governor's order is irrational that the state saves the wear and tear on its uniforms.

Fester Calls It Outrage.

Fesler Calls It Outrage.

Followed John R. Feeder, assistant implication of the Indiana G.A. R. Indianal Section of the State Indiana G.A. R. In

MR. OVERSTREET'S FUNERAL

Services at Family Home Tomorrow —Burial at Columbus.

The funeral of Jesse Overstreet, former

—Burisi et Columbus.

The funeral of Jesse Overstreet, former congressman from the Indianapolis district, will take place at 1 p. m. joinotrow from the family home, 2015 North Peensylvania street. The services will be in the charge of the Scottish Rita Masons who will meet at the temple at 1,0 clock and proceed to the home, and the sermon will be by the Rev. Dr. Tryler, of Franklin. The pallbearers selected by Mr. Overstreet himself while on his destined will be liarry S. New, Roscow O. Hawkin, Ind. H. Hanna. Sr. C. C. Madie. George C. Hitt, Ernest Tripp, J. W. Fester and C. C. Shirley, At 3 p. m. the body will be laken on a special car to Columbus, Ind., for buriel, this place having been chosen for informent by Mr. Overstreet himself.

The American flag on the Indianapolis federal building was put at half-mast intia steer the funeral.

Edwin L. Williama, segretary of the postofice and post ronder committee, in Washington, D. C. who was fermetrly secretary under Mr. Overstreet, in an arrived in Indianapolis, to attend the funeral.

HOBBS GETS A'MISTRIAL

Jury Is Discharged and the Defendant Will Be Retried.

Will Be Retried.

[Special ylo The Indiapapolis News.]
PKINCETON, Ind. May 21.—The jury in the Hobbs murder case was raised in at 11:30 o'clock this morning by Judge Clements after leging out twenty-six hours, and asked if there was any prospect of an agreement. It reported there was little chance, and the jury was thereupon discharged. It was thereupon discharged. It was thereupon discharged in the sury for many hours had been balloting eleven for conviction and olio for acquittal. The court had charged the jury that if must return a verifiet either of acquittal or of murder in the first or second, degree. Prosecutor Trippet announced that Hobbs would be held and retried during the next term of court.

BIG FIRE AT MINNEAPOLIS.

Warehouses and Other Buildings Valued at \$750,000 Destroyed.

MINNEAPOLIS, May 25 - Pire which tarted at 1 o'clock this morning, Surner started at 1 o'clock this morning, burned, four large implement warehouses and other property causing a loss estimated at more than \$750,000 before it was constrolled. Christ Madison was the only person injured, and his condition is sectous. The fire started from an unknown cause in the warehouse of the Great Northern implement Company. The burned district its bounded by and Third street, and Sixth and Swenth avenues, south. The houses hurned were implement warehouses hurned were implement warehouses hurned were the fired Northwestern. The Birth avenue hotely was practically destroyed. These engines were sent detailed from 8t. Paul.

TONOBILING-

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TLANTA H BOARDS

IR OF BIG MO

NEW YORK

will be ablified and be added to the fire posterior of the Atlantic armager beard a flying implication went into Mr. Nye has relevely ments along pected.

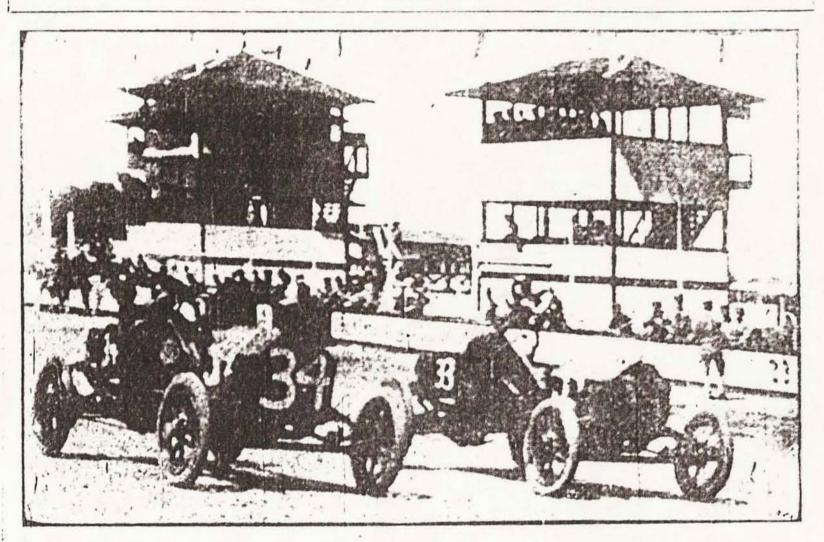
of the motordrome are many of the records from one were broken, has the wooden sarter the country and

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Marmons First and Second in Cose First



Harroun and Dawson, in Marmors, fabred free as I select to the fairin case Friday so close Septier that it was no most impossible for the speciators to tell which was the warren

American Association Batting Averages

PLAN BIG RECEPTION

DEVISE UNI TO BOOK

TERS SEL.

MOUNTAIN

Marathor Fracel t HUNTINGS Exercised

AUTOMOBILE AND SPORTING

BUMBAUGH GOES UP IN NEW BALLOON LUZERNE

INDIANAPOLIS AERONAUT INTRO DUCES PARACHUTE IDEA.

FLIGHT FROM THE SPEEDWAY

Hallenmiste atl door the August will be Interested in the might of the Lorente. new balloon that was sent up at the speedway yesterday afterment it stantan but it is doubtful if a position committee will ever be plained. What the Lucius will do to case of accident probably will pever be knowle unless on archient or curs. notwithstanding that the builders of the

notwithstanding that the builders of the balloon claim they have solved the probiers of eafe flights.

The builders was made by Captain G. I.
Himbaugh. An Indianapolile balloon maker, and an incurrent of long experiwhere, chillies and returned of long experiwhere, chillies and in the long the layloon. Of limitability being the layloon of the layloon the layloon and have besure heart in the and and the percentility alight in safety. The language appearance in the law of the layloon and the layloon that is a difference. The lambour first the last of the makers it would become a perachute in case the gas in the long frould excape suddendy. However, it is doubtful if the owner will every decionstrate the feasability of the plan.

Ralloon has an Amendix

Balloon Has an Appendix.

The ideas were those of Humbaugh, who is one of the finet experienced acreauts in the world. The balloop is a large tin-colored gas bag constructed with a strip of heavy cloth about the outside of the bag indiway between the top and the bottom, which is called the appendix. The netting, usually longe aff over the tallooni, is fastened securely to the strip

ladiouni, is fastened securely to the strip of cloth. The theory is that if the battless should be defined sandtenly the site of the battless of the world on battless of the battless of the world on battless of the battless of the world of the parachine idea, it is projected the battless of the world of the world of the battless of the world of

In Air Two Hours.

The Lozerne made ith malden trip about o'clock, Captain Bumbaugh accom-anted Dr. Custer. The balloon was inpended 19. Custer. The battoon was in-tial close of the races. There was little wind and the balloon floated away herly to the south. After being in the all about two hours the seromants came down to earth and back to indianapolis.

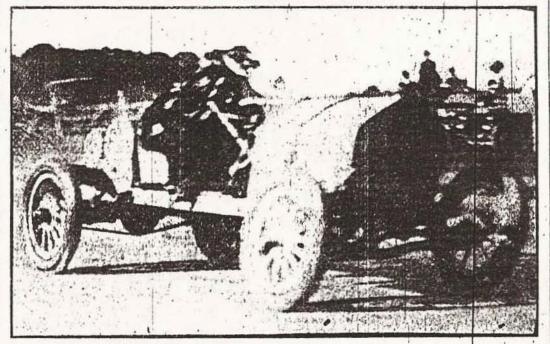
AEROPLANES ARE READY FOR INDIANAPOLIS MEET

WRIGHT MACHINES SHIPPED

HECORDS MADE - IN SOUTH

IONTGOMERY, Ala., May 28.-W. R. ookins, in charge of the practice camp he Wright brothers' flying machines,

Car at Full Speed Winning 100-Mile Speedway Race



RINCADE IN NATIONAL

PREMIER CARS MADE READY FOR GLIDDEN

M'NAMARA AND BALLINGER ARE NAMED AS RILOTS.

OBSERVERS ARE SELECTED

Active preparation is now being made at the factory of the Premier Motor Manofacturing Company for the approaching tour for the Glidden trophy, officially known as the 1919 national reliability con-

known as the 1919 national reliability edutest of the American Automobile Association. The event of this season is giving
avidence of being the greatest of the
series in the amount of national interest
in it, and of the route which will be
traversed. Two cars have been entered
to represent the Promier, and, as in the
1921 event, they will hear the instartals
one and two.

It is customary with the Premier company to use absolutely stocks cars in Misuch contests, and this rule has been
adhered to this season more strongly than
ever. Two chasses, were thosen as they
were ready to belye the assembly thouduring the last week and given over to the
men who will handle them in the great being
of over 1,300 miles in thiteen states. Even
when the outries were made and the regube give the numbers of the motors and
chasses to be used, for they had not been
picked out until a rew days ago. They
will be given the usual road tests which
every Premier must undergo satisfactorily
before being shipped to the various
agents.

A change has been made necessary in

CORDS MADE - IN SOUTH

Corns of the crews by the decider

Corns of the corns of the

Summary of Speedway Races on Opening Day

First event, one take those tridle Lytte, in tendican sees, Kinesde, in National Sp. 6.5, Airken, in National Sc. 443, Brage, a Plat Sc. 25, Introduction Marinon 6, the Kerachies, in Darracq Ton' 424, broads for Care to

himmed race Canached. Third race the missing the Bulk of herrolett, won, tole (Endedt), see and, Firstone Columbus (Frayer, third Time Fourth for

1977.
Fronth race, ten miles, Class B. Division 3, 21 to 299 cable inches Marmon (Harront). Anno, Marmon thatronty second, Pope Hartford (Pox), third Time, 5 big. 197th race, five miles, (Tass II, Division 4, of to the National (Kincades, west, Marmon Dawson). Second., Marmon (Harronth), third lines, 4 to 78.

Sixth race ten selles, Class B. Division 5.

Time. 4 v5 26.

Sixth race, ten felles, Class R. Division 5.
Li to 600 cuble inches National (Althen), won.
National (Kircade), second, National (Wilcos), third Time, 8 25 is
Second, the Althen of the Cost,
third Time, 8 25 is
Second, Class P. National (Free-for-all largel)
cap, Class P. National (Free-for-all largel)
free for the cap, assume the formation of the cost of the c

Thus, 4:073.

Night race, five miles, fee-for-all open race-bulck (Hurman), won, Flat (Hungel), second, Marmon (Hurroun), thick. Time, 2:37.24.

Tenth face, one hundred miles, (bass it, 10zz-ston 4, 30 to 450 cube thickers, National (Kim-calest, worn, National (Merry, associal), Jackson (4)garchy, third. Time, 12:543.12.

LEWIS UNABLE TO SWAP PUNCHES WITH KETCHEL

GOES DOWN FOR COUNT IN SEC-OND ROUND.

BOXER MAKES BIG MISTAKE

NEW YORK, May 28.-Willio Lewis made the mistake of his fighting career early in the second round of his bout ut the Stanley Ketchel National Sporting Club, last night. He kidded him-

PILOTS LOOK FORWARD TO REMY BRASSARD RACE

WINNER WILL ALSO RECEIVE GRAND TROPHY CUP.

FEATURE EVENT ON MONDAY

Among the interested spectators and enthusiastic supporters of the speedway, who were on hand to vitness yesterday's thrilling flights, were Frank and P. B Itemy, of Anderson, owners of the Remy magnoto factory and donors of the magulficent Romy Brassari and grand trophy cup, both of which prizes will be raced for in the feature event of the program cup, both of which prizes will be raced for in the feature event of the program on Monday afternoon. The cup is a beautiful silver creation of vase shape and with an intrinsic colit value of \$2,500, while the liressard is a silver arm sheld, bearing to the winner a ralary of \$5 a week until the next meeting at the speedway. The Kemys will raise the remuneration to \$5 a week wheld the victorious car be equipped with a Remy magneto. The kemy trophy cup goes to the manufacturer entering the rar, while the shield and salary are the rewards of the driver himself. Naturally this event makes a strong appeal to the filled, and as a result every man who holds a wheel in the high-speed events is a hakous to get into the atruggle for the duble Remy prises. The Remy Brassard size will be open to stock chapsis of the filled and the stringle for the duble Remy prises. The length speed events of the filled wents on the program. The Brassard is the first event of its kind ever run in the motor racing same. The salary feature for the driver made the event one of moment-ous interest last season. It is doubly attractive this year on account of the magnificant trophy offered for the maker who enters the craft.

The Remy brothers started the manufacture of magnetos for automobile lighton the plant from a knakpificant structure has grown to one of the larguet of its kind in the world. Having schieved success in the game they have ever been to the front when it same to supporting

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LAILDI AUIVIV

tion Kincade, by a rare demonstration of nerve, kept his car straight, however, and brought it to a standstill one shundred yards south of the stands. He then hurtielly backed it to the National repair pit, where it was equipped with a new tire

Lawson in his Marmon looked like a wimer in the eighty-fifth mile, when he was compelled to stop for repairs. Aitken in his National made a fine start, but experienced all kinds of trouble and finally was forced to quit in the sixty-fifth mile. Harroun, who led with his hiarmon from the tenth till after the thirtieth mile had been run, also made a good early showing, but was later set back by entitie trouble.

Lynch in a Jackson finished third, and Dawson and Harroun, in Marmons, in the mone, in the mone, in the first and fifth. Seven cars started. For, it a Pope-Hartford, being the other entrant. A front wheel of this car broke in the fifteenth mile on the northeast turn of the course and the machine went into the ditch. It was incapacitated and declared out of the race, but Fox was not injured.

Chevrolet Breaks Record

Louis Chevrolet, in a Buick, plipped thirty seconds off the previous world's five-mile report for cars of 161-230 inches piston displacement when he won the lith race. Bix cars started and Chevrolet's line was 4:41.7. The previous record was 5:13.4.

Kincade, in a National, won the third ace on the card, a five-mile event for cars, of 301-450 cubic inches pisten, distancement and clipped forty seconds of a previous world's record for that class, is race was one of the most specially of the day, and it reflected great dit on Kincade; Dawson and Harroun, Marmons, entered the stretch leading the control of the Marmons would surely in Kincade by fifty yards, and it looked if one of the Marmons would surely in Kincade made a furious drive hower, and passed both the leaders, who parently were caught napping.

Suick cars were started in only two ents, and they were winners in both arman won the free-for-all open constants. The latter led until the last mile, hen Burman went to the front, it was

the result of a broken spark plug.
evrolet won with the other Buick.
Only two cars, both Nationals, started the sixth race for amateurs, at live les and Greiner won from Tousey in 103. Bragg, in his Flat, drove on the to start in that race, but was conto withdraw because he had not riv registered.

BUMBAUGH GOES UP IN NEW BALLOON LUZERNE

DUCES PARACHUTE IDEA.

FLIGHT FROM THE SPEEDWAY

Balloonists all over the world will be interested in the flight of the Luzerne, a new balloon that was sent up at the speedway yesterday afternoon. It was an innovation in the world of the aeronauts, but it is doubtful if a practical exhibition will ever be planned. What the Luzerne will do in case of accident probably will never be known unless an accident occurs, notwithstanding that the builders of the balloon claim they have solved the problem of safe flights.

The balloon was made by Captain G. L. Bumbaugh, an Indianapolis balloon maker, and an aeronaut of long experience, on the order of Dr. L. E. Custer, of Dayton, O. Bumbaugh claims the Luzetne cary burst in the pair and the passengers alight in safety. The Luzerne appears to be; like any ordinary gas balloon, but there is a difference. The balloon is so constructed that according to the calculations of the makers it would become a parachute in case the gas in the bag should escape suddenly. However, it is doubtful if the owner will ever demonstrate the feusability of the plan.

Balloon Has an Appendix.

The ideas were those of Bumbaugh, who is one of the most experienced aeronauts in the world. The balloon is a large thin-colored gas bag, constructed with a strip of heavy cloth about the outside of the bag midway between the top and the bottom, which is called the appendix. The netting, usually loose all over the balloon is fastened securely to the strip

apparently were caught nupping. The Bulck cars were started in only two

events, and they were winners in both. Burman won the free-for-all open contest after a great race with Bragg in his Fiat. The latter led until the last mile, when Burman went to the front. It was said that Bragg was forced to slow down as the result of a broken spark plug. Chevrolet won with the other Buick.

Only two cars, both Nationals, started in the sixth race for amateurs, at five miles and Greiner won from Tousey in 4:09.03. Bragg, in his Flat, drove on the track to start in that race, but was conpelled to withdraw because he had not properly registered.

Greiner, in a National, won the freefor-all five-mile handicap from fourteen cars. He started from scratch, he did also Tousey, in a scratch National and Reed, in a scratch Stoddard-Dayton, were second and third. The scratch cars started two minutes behind the first car to get away

The inauguration of the 1910 automobile racing season in indianapolis yesterday was universally pronounced an unqualified success. The crowd of ten-thousand spectators was pleased with the entertainment. That the new brick course is up to the expectations of the builders from a speed standpoint was proved when several world's records were shattered. More records are expected to go by the boards before the meeting draws to a close.

The drivers, owners of the curs and speedway officials were pleased with the cpening. It was up to the expectations of the most optimistic and record crowds were predicted for today and Monday.

Caucus Will Not Resume Consideration Until Next Wednesday

WASHINGTON, May 23.—The Repullican house caucus on the postal savings bank bill adjourned at 11 o'clock last night until next Wednesday night without having completed the bill. Shortly after the caucus convened it was decided to pass over without action Section 9 of the bill relating to the disposition of the postal savings deposits. This section has been the stumbling block in the way of a caucus agreement, but it is expected that Wednesday it will be taken up and disposed of. The matter of disagreement was on the question of what per cent. of the postal deposits should remain in the local banks.

All of the sections of the bill were read and accepted with slight amendments. The question of taxation of deposits caused considerable disagreement and long debates, as did the matter of the issuance of the United States bonds in small denominations. It was finally decided that the bonds should be issued in denominations of \$20 up to \$100. About a hundred members were present.

should escape suddenly. However, it is doubtful if the owner will ever denous strate line feasibility of the plan.

Balloon Has an Appendix.

The Ideas were those of Bumbangh, who is one of the most experienced acronauts in the world. The balloop is a large tun-colored gas bag constructed with a strip of heavy cloth about the outside of the bag midway between the top and the bottom, which is called the appendix. The netting, usually loose all over the balloon, is fastened securely to the strip of cloth. The theory is that if the balloon should be deflated suddenly the sliken sides of the balloon will act as a parachute because of the netting hadding it securely at the widest part. In any event the idea "looks good."

Bumbaugh has made hundreds of ascensions. He began his career as a parachite leaper and for more than twenty years he has been engaged as an aeronaut. His long experience resulted in his being recognized as one of the authorities of the world on ballooning, and while it is doubtful if the Luzerne is ever used for a practicable demonstration of the parachute idea, it is probable the balloonists all over the world-will consider the idea when building balloons.

In Air Two Hours.

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The Luzerne made its maiden trip about 5 o'clock. Captain Bumbaugh accompanied Dr. Custer. The bailoon was inflated at the speedway and it went up at the close of the races. There was little wind and the bailoon floated away lazily to the south. After being in the air about two hours the aeronauts came down to earth and back to Indianapolis.

AEROPLANES ARE READY FOR INDIANAPOLIS MEET

WRIGHT MACHINES SHIPPED

RECORDS MADE IN SOUTH

Summary of Speedway Races on Opening Day

First event, one-talle time tridis-Lytle, American, 146.05, Kincade, in National "60," 146.55, Aitken, in National "70," 144.3; Bragg. in Fiat "90," 139.5; Harroun, in Marmon "6," 141.05; Kerschner, in Darracq "100," 143.4.

Second race-Canceled.

Third race, five inlies, 161 to 230 cubic Inches -Bulck (Chevrolet), won; Cole (Endicott), second; Firestone-Columbus (Frayer), third. Time, 4:41.77.

Fourth race, ten miles, Class B. Division 3, 231 to 300 cubic inches-Marmon (Harroun). Marmon (Dawson), "second; Pope-Hartford (Fox), third. Time, \$:16,8,

Fifth race, five miles, Class B. Division 4, 301 to 430-National (Kincade), won; Marmon (Dawson), second, Marmon (Harroun); third. Time, 4:05.76.

Sixth race, ten miles, Class B. Division 5, 451 to 600 cuble inches-National (Aitken), won; National (Kincade), second; National cox), third Time, 8:25.94.

Seventh race, five miles (free-for-all handicap, Class D-National (Greiner), won; National (Tousey), second; Stoddard-Dayton (Reed), third. Time (actual), 5:44.9. Time (handleap), 3:44.9.

(Greiner), won; National (Tousey), second. Time, 4:09.3.

Ninth race, five miles, free-for-all open race-Butck (Burman), won; Fiat (Bragg), second; Marmon (Harroun), third. Time, 3:37.24.

Tenth race, one hundred miles, Class B. Division 4, 301 to 450 cubic 'inches-National cKincade), won; National (Merz), second; Jackson (Lynch), third. Time, 1:23:43.12.

LEWIS UNABLE TO SWAI PUNCHES WITH KETCHEL

GOES DOWN FOR COUNT IN SEC-OND ROUND.

BOXER MAKES BIG

NEW YORK, May 28.-Willie Lewis made the mistake of his fighting career all a second round of his bout

PILOTS LOOK FORWARD TO REMY BRASSARD RACE

WINNER GRAND TROPHY CUP.

FEATURE EVENT ON MONDAY

Among the interested spectators and enthusiastic supporters of the speedway, who were on hand to witness yesterday's thrilling flights, were Frank and P. B. Remy, of Anderson, owners of the Remy magneto factory and donors of the magufficent Remy Brassard and grand trophy cup, both of which prizes will be raced for in the feature event of the program on Monday afternoon. The cup is a beautiful silver creation of vase shape and with an intrinsic coin value of \$2,500, while the Brassard is a silver arm shield, bearing to the winner a salary of \$50 a week until the next meeting at the speedway. The Remys will raise the remunera-tion to \$75 a week should the victorious

car be equipped with a Remy magneto.
The Remy trophy cup goes to the manufacturer entering the car, while the shield and salary are the rewards of the driver

and salary are the rewards of the driver himself. Naturally this event makes a strong appeal to the pilot, and as a result every man who holds alwheel in the high-speed events is anxious to get into the struggle for the double Remy prizes. The Remy Brassard race will be open to stock chassis cars in the medium power class of from 231 to 300 cubic-inch piston displacement class. It will be over a fifty-mile course and is one of the best filled events on the program. The Brassard is the first event of its kind ever run in the motor racing game. The salary feature for the driver made the event one of momentous interest last season. It is doubly attractive this year on account of the magnificent trophy offered for the maker who enters the craft. enters the craft.

The Remy brothers started the manu-facture of magnetos for automobile igniand their plant from an insignificant

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who were on hand to witness yesterday's thrilling flights, were Frank and P. B. Remy, of Anderson, owners of the Remy magneto factory and donors of the magnificent Remy Brassard and grand trophy cup, both of which prizes will be raced for in the feature event of the program on Monday afternoon. The cup is a beautiful silver creation of vase shape and with an intrinsic coin value of \$2,500, while the Brassard is a silver arm shield, bearing to the winner a salary of \$50 a week until the next meeting at the speedway. The Remys will raise the remuneration to \$75 a week should the victorious car be equipped with a Remy magnety.

The Remy trophy cup goes to the manufacturer entering the car, while the shield and salary are the rewards of the driver himself. Naturally this event makes a strong appeal to the pilot, and as a result every man who holds a wheel in the high-speed events is anxious to get into the struggle for the double Remy prizes.

The Remy Brassard race will be open to stock chassis cars in the medium power class of from 23i to 300 cubic-inch piston displacement class. It will be over a fifty-mile course and is one of the best filled events on the program. The Brassard is the first event of its kind ever run in the motor racing game. The salary feature for the driver made the event one of mementous interest last season. It is doubly attractive this year on account of the magnificent trophy offered for the maker who enters the craft.

The Remy brothers started the manufacture of magnetos for automobile ignition in the very early days of the industry and their plant from an insignificant structure has grown to one of the largest of its kind in the world. Having achieved success in the game they have ever been to the front when it came to supporting anything that furthered the sport and industry. Loyal to Indiana enterprises they were among the first to offer prizes for the speedway meeting and last season the Brassard brought Oldfield, Zengle, De Palma and other stars into the competition

The Brassard event which will be for 231-200 cars and over a fifty-mile distance Monday will be offered for the 301-450 class in a century run during the July speedway meeting. The trophies will be awarded to the winners Monday evening, and the first salary payment made next inturday.

LL CLIMBS AT WORCESTER

on June 4.

RCESTER; Mass, May 28.—As the

which is practically an open event.

Bronson Referee at Fight.
[Special to The Indianapolis News]

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SPECIAL AUTOMOBILE TRACK FOR NEW YORK

NEW BOARD COURSE MAY SE CONSTRUCTED NEXT YEAR.

MOTOR IS POPULAR IN EAST

NEW YORK, May 28.-There is every probability as a result of the success of the initial twenty-four-hour race Brighton Beach, when more than thirty thousand persons were admitted to the enclosure between the start and the finish of the contest, that New York will have within a year, and perhaps by next fall, a motordrome of one mile or more in circumference! Automobile racing is enjoying its second lease of popularity in the east, lif, indeed, its hold on the publis has ever lessened since the early Vanderbilt races. And, as has been demonstrated at the Beach circuit, cars of stock type, or approximately so, furnish all the excitment that the enthusiants provided the desire. racers are at times in full view of the standa.

Only the great special racing machines have proved shoroughly popular in eastern road races. Any contest engaging specially constructed machines has served to draw tremendous crowds from the metropolis. On the other hand, the last Vanderbilt cup race, the only renewal of the classic in which the conditions specified strictly stock care, failed to attract hearly as large a crowd as the earlier affairs of the kind.

The proposition to construct a motor-

AUTO MAKERS STIRRED

BY REFEREE'S DECISION

VIVV

PARDINGTON'S RULINGS AT

MANY PROTESTS ARE MADE

The action of referee A. R. Pardington and the technical committee in buring the linick Model 16 A, 16 B and the Jackson 2. Cutting 50, Westcott American speciator, Fuller and Empire cars from the stock car events has created a profound sensation among automobile manufacturers and it is expected to mark an epoch in the history of automobile racing. The A. A. A. asserts that the time has come to draw the line between stock and it ing cars if the sport is to be presented.

When the technical committee's report on the above-named cars was received and they were placed under the ban the entrants immediately filed a protest. W. immant, president of the Buick Motor Company, was vellement in his protest. He asserted that the Buick cars were of the regular stock kind and that fifty are now in the course of construction at the factory An A. A. rule is to the effect that twenty-five cars shall be made before one of that class can be designated as a stock car.

Buicks Threaten to Withdraw.

When the Bulck people could not get their ears reinstated yesterday they threatened to withdraw all their entries, and because they were slow in coming on the track it was necessary to rearrange the program. Referee Pardington threatened to penalize the Bulck company by disbarment for a year if it resided to start entered cars where they re eligible. Two Bulcks were later

NEAR ACCIDENTS THRILL SPECTATORS

Does Not Lack Excitement on Opening Day.

POPE-HARTFORD ILL-FATED

Car Eventually Wrecked After Early
Narrow Escape Oldfield and Kincade Have Close Call.

There were several near-accidents the Indianapolis motor speed by reserved and the big crowd did not have real thrills. Several times it was become in the threatened to become in management.

The most unfortunate driver and the afternoon's reaction the afternoon's reaction of the angle of the first and the machine was on the course and the machine was into a ditch beside the track driving at full speed at the track driving at full speed at the track of the course and the machine was into a ditch beside the track driving at full speed at the track of the course and the machine was into a ditch beside the track driving at full speed at the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was into a ditch beside the track of the course and the machine was a ditch beside the track of the course and the machine was a ditch beautiful the course and the machine was a ditch beautiful the course and the machine was a ditch beautiful the course and the course and the machine was a ditch beautiful the course and the course and the machine was a ditch beautiful the course and the course and the machine was a ditch beautiful the course and the course and the machine was a ditch beautiful the course and the course and the machine was a ditch beautiful the course and the

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The makers of all the barred cars are loud in their protests, and they assert that they will be reinstated as soon as therough investigation has been made.

The action of referee Pardington in putting a ban on such a large number of cars probably will receive the sanction of nany manufacturers, who have long alleged that stock car specifications have been violated. The action seriously affected the speedway race meeting, as it caused the withdrawal of cars in thirteen events, in which they were expected to take an important part.

All the cars were eligible to the Wheeler-Schebler cup race this afternoon, which is practically an open event.

Bronson Referee at Fight.

[Special to The Indianapolis News.]

Athletic Association billed a sparring contest between Young Oliver and Kid Itush, of Anderson, and Young Brown, of Mier, and Young Hyde, of Marion, but the police stopped the second scrap in the second round. Ray Bronson, of Igdianapolis, was the referee.

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SPECIAL AUTOMOBILE TRACK FOR NEW YORK

Narrow Escape Oldfield and Rin-

There were several hear-accidents to the Indianapolis motor speeds of real thrills. Several times it was broad to its feet when one of the thinderto cars threatened to become unmanagement.

The most unfortunate driver and entered in the afternoon's events. Fox and his Pope Hartford. The driver apparently was pursued by fate all day, and at the flaish glad that he got through a did. His car was eventually the fifteenth mile of the frequency way on the northeast the course and the machine was pursued by the course and the machine was pursued by the course and the machine was pursued driving at full speed at the time he escaped without injury is research.

start of the first event be start of the first event be the ill-fated Pope-Hartford along tremendous clip. In front of the stand and in full view of the state in the grand stand the applied, apparently with two signal faced the other way. The the witnesses experienced the briefly ling at that time.

Oldfield Has Close Call.

Barney Oldfield had one of the narrow escapes of his long resistance of early in the afternoon who with his big Knox car. While the rate of eighty miles as how hack stretch the teering know and for a moment he lost control of the machine. It start bank as if it would jump the coldfield used all his street and machine to a standard machine to a standard machine to a standard congratulated himself over escape.

"One can never tell when an accompoing to occur," and Barray is hurtling along close to miles an hour. Everything the machinery, and if the gives way there is liable to be

Kincade Scares Spectators.

When one of the rear time.

National, that won the one but the prest-O-Lite feature gave way in front of the sixtleth mile the car sixtleth mile the car moment it looked as if the heading toward the judge several spectators there on the twenty-fourth hundred-mile event the tree.

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SPECIAL AUTOMOBILE TRACK FOR NEW YORK

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kariles in the afternoon just before the the Elfated Pope-Hartford along at a stand and in full view of the early spectalles in the grand stand the brake was applied, apparently with too much force as the his car skidded completely around and faced the other way. The hair of the witnesses experienced the bristly feel-

ing at that time

Oldfield Has Close Call.

Harney Oldfield had one of the most narrow escapes of his long-racing career early in the afternoon when practicing with his big Knox car. While running at the rate of eighty miles an hour on the there atretch the steering knuckle broke and for a moment he lost complete control of the machine. It started up the bank as if it would jump the track, but chancid used all his strength and manage 1 to get it straightened agedn. then applied the brake and brought the constrainted himself over his parnow en-ape.

soins to occur," said Barney, "when he hurtling along close to one hundred miles an hour. Everything depends on the machinery, and if the smallest part gives way there is liable to be trouble."

Kincade Scares Spectators.

When one of the rear tires on Kincade's National, that won the one-hundred-mile Prest-()-1.1th feature event yesterday, gave way in front of the stand in the sixtleth mile the car swerved badly and gave the speciators a bad scare. For a moment it looked as if the machine was heading toward the judges, stand and several speciators there started to run. (In the twenty-fourth lap of the one-hundred-nule event the tread of the

right rear wheel of the speeding racer dame loose and its remnants flew around the second common Parlington in putto the second point a large parling of
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"One can never tell when an accident is going to occur," said Barney, "when he is hurtling along close to one hundred miles an hour. Everything depends on the machinery, and if the smallest part gives way there is liable to be trouble."

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On the twenty-fourth lap of the onehundred-mile event the tread of the right rear wheel of the speeding racer came loose and its remnants flew around and struck Kincade on the arm, causing the arm to drop as though paralyzed.

the arm to drop as though paralyzed.
"Take the wheel, Don!" cried Kincade
to Herr, his mechanician, as the big car
hegan to careen because of the plucky
driver's inability to hold it steady with
one hand.

Quick as a flash Herr leaned over a rasped the wheel and the three services able hands of the two men straightened the car.

At one time all three Nationals in the Frest-O-Lite race were in front of the National repair pit at the same time, being equipped with new tires. Apparently the greatest danger in racing on the new ly constructed brick speedway is in the lires. The track is perfectly smooth, and as long as the tires remain whole, according to drivers, there is little danger. There was considerable tire trouble year terday, however, and the drivers are now on the alert and frequent changes of tires will be made. The tires will be carefully examined whenever the cars are stopped at the repair pits!

CLEAN SCORE FOR COLUMBIA

Car Does Good Work in All-Connect-

Only one car, the Columbia forty-fivelorse power stock roadster, driven by