

WEATHER.
Fair tonight, probably followed by increasing cloudiness Sunday.

THE LAKE COUNTRY

VOL. IV., NO. 2.

HAMMOND, INDIANA, SATURDAY

L. CHEVROLET WINS COBE CUP

Cobe Trophy Race Develops Into a Grim and Heroic Endurance Test

(BULLETIN.)
Cross-stand, Crown Point, Ind., June 19, 4:30 p. m.—A desperate, nerve-wrecked, exhausted "demon" zoomed Chevrolet, at the wheel of No. 10 Buick, shot under the wire a winner of the Cobe-cup race, with 1 minute and 5 seconds to spare. He was followed by Bourque in No. 2 Knox, whose time was 8 hours 2 minutes and 44 seconds. Robertson in car No. 9, Locomobile, was third.

(Special to THE TIMES.)
Crown Point, Ind., Press Headquarters, 2:00 p. m., June 19.—A life and death struggle unto the point of weariness, peeped up in the thousands that circle the course, and the gaunt-eyed, desperate, irreconcilable drivers whirling around and around roads that are cut up into ribbons, marked the great Cobe race to-day.

The driver using the best science to get the utmost speed out of his machine over a course which grew worse with each lap, will win the contest for Cobe cup this afternoon.

It was a terrific race, which started with an equal chance for each of the twelve drivers in as many good cars. Record-breaking spurts, nerve-racking escapes and heart-breaking lurch marked the progress of the cars as they were driven around the course, each of the drivers seeking fame for himself and the maker of his car.

The lead in the hurricane race, the thing for which each was striving and which copped first one and then another, came back to Chevrolet and crowned him in the last lap. Thousands of throats already hoarse greeted him with a cry of exultation as he bowed to the crowds and the judge's stand.

The cars started on schedule time at 8 o'clock this morning, each a minute apart.

The excitement started with the first lap when Bourque, in the Knox car No. 2, shot ahead of the Stoddard-Dayton No. 1, which came in second, with the Knox No. 3 third. Bearing in mind that the twelve entries started a minute apart, according to their numbers, this lap showed the first surprise. The first car started sharply at 8 o'clock.

Florida, driving No. 8 Locomobile, was reported to be in the ditch between Orchard Grove and the finish line. The great Strang, from whom was expected so much, disappointed his admirers both today and yesterday.

Dennison, in No. 7, Knox, who had

the lead for several rods, was put on the shelf when his engine first gave out that when the latter broke the connecting rod. Lytle, in No. 8, Apperson, never came closer than fourth in the race, but could not finish because of a broken spring. Another evidence of the rough road which grew worse with each lap.

Seymour, in No. 3, Apperson, went out in the fourth lap when his engine gave out at Cedar Lake. That eliminated all the Appersons. Burman, who, in the point of time held the lead for the first three laps, second in the fourth lap, and third in the fifth lap, was put out when he went into the ditch at station 29 with a broken gasoline tank.

But the race went on, none of the drivers knowing where they stood, in the terrible speed battle, one taking the lead from another.

Chevrolet, in No. 10, Buick, came under the wire cheered as the probable winner as early as the fourth lap, when he lead, having cleared the course for time in 57 minutes flat. Then came Dennison, in No. 7, Knox, who received the same ovation because he crowded Chevrolet back into second place in the fifth lap. He was the hero for the round of the circuit and victory was his as much as anybody's when first his engine gave out and finally he broke the connecting rod. He saw his hopes disappear, but the crowd cared nothing for the loser. It was with the next one who should dash past the judge's stand with the leadhead. It was Chevrolet again, Chevrolet in No. 10, Buick. Was he to take the cup away? It looked that way in the seventh, eighth and ninth rounds. He was there all the time showing the others the way to burn up a twenty-three mile course. Robertson now came up. He did not know whether he was leading or not amid the wild shouts that came up from the grandstand.

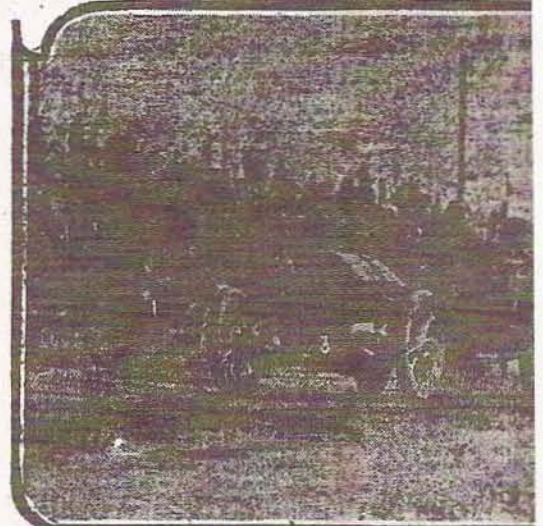
Robertson, the winner of the Vanderbilt cup, was making good at least, at least in the tenth, eleven and twelfth rounds when but the thirteenth was unlucky for him. He dropped back to third place and left the lead to Bourque in No. 2 Knox, who had been hovering around the one, two three place for thirteen rounds. But he had the pleasure of it only for one round, for Chevrolet was back again, having made the fourteen laps in 6 hours and 36 minutes and 12 seconds, with a minute and a half to spare.

Where was the redoubtable Strang in all this fierce battle?

Strang, the man whose name sounds too strong. He was lost somewhere. They lost track of him in the dust somewhere in the sixth lap and nothing more was heard of him until in the eleventh, when he came under the wire nearly two hours behind.

"Watch Chevrolet in the finish" was the cry that went up in the stands.

"Dare Devil" Matson the Dane Wins



Chalmers-Detroit Crossing

CROWD LOOKS FOR ACCIDENTS

Cedar Lake, Ind., June 18.—Drawn by a craving for the harrowing, several thousand speed fans gathered at the fateful "S" curve on the southwest leg, three miles from the starting point. For days the double turn, beginning at the foot of a steep decline and ending at the approach to a narrow bridge, has been advertised as the most dangerous spot on the course. If wrecks were to occur, this spot was the most likely. Not a man, woman or child hoped for injury to either drivers or cars, but if anything of the sort was destined to happen interest in the smashup was so compelling that the crowd there was exceeded only at Lowell and Crown Point.

First Night After Sunrise.—Within an hour after sunrise—long before the race began—the first accident was marked down against the dangerous corner. A car in which three Chicago men rode, attempted to take the curve, going the course the wrong way around, at 50 miles an hour. The car struck the turn at great speed, skidded across the road, broke off a road wheel and plunged down a six-foot embankment. It struck a barbed wire fence, uprooted twenty posts and turned over three times.

Driving the car was Frank Ward, and sitting beside him was S. Fritz. An artery in Ward's leg was cut and Fritz's arm was broken. F. Whaley, riding in the rear seat, was uninjured. The car was recently purchased for \$5,000. In three seconds it was converted into junk.



Automobiles Entered And Order In W

Winner 2nd Place

No. Car H. P. Time

KE COUNTY TIMES

EVENING EDITION

HAMMOND, INDIANA, SATURDAY, JUNE 19, 1909.

ONE CENT PER COPY.

"Dare Devil" Matson the Dane Winning the Indiana Trophy Yesterday



Chalmers - Detroit Crossing the Tape Winner.

3 FOR IDENTIS

June 18.—Drawn by narrowing, several s gathered at the the southwest leg, starting point. For 1, beginning at the line and ending at narrow bridge, has he most dangerous If wrecks were to s the most likely. in' or child hoped drivers or cars, but rt was destined to the smashup was ie crowd there was zwell and Crown

fter Sunrise. after sunrise—long an—the first accl-down against the A. car in which rade, attempted to ng the course the t 50 miles an hour. urn at great speed, road, broke off a ed down a six-foot



Joe Matson, Chalmers-Det. Winner.

AUTO ACCIDENT NEAR LOWELL

Two men riding in an auto ran into a horse and buggy late last night near Lowell, and killed the horse. The driver of the rig was slightly injured. J. Clark, driver of the auto was placed under arrest. This gave rise to the story which was sent out from South Chicago.

Ambulances and patrol wagons from the South Chicago police station were sent to Ninety-fourth street and Ewing avenue in response to a report over the telephone that five men on their way to the Crown Point races had been injured when the automobile in which they were riding leaped into a ditch, injuring all of the occupants. Another report was that at least three of the victims was unconscious. The accident happened on a high turnpike road on the way to Crown Point, Ind. The machine, the police were told, was going at a high rate of speed. When the driver attempted to send the car around a sharp curve the automobile ran into the ditch and turned turtle.

REPORT MANY MISHAPS

When Cost Is Counted the Total Will Be Surprising.

(Special to THE TIMES). Crown Point, Ind., June 19.—Many accidents were reported yesterday caus-

DISGUST IS EXPRESSED BY MANY

Hundreds Seek Tickets to Big Grand Stand, But People Refuse to Buy Because They Were Being Held Up.

Crown Point, Ind., June 19.—If the experience of yesterday did nothing else, it impressed upon the promoters of the race that "it pays to advertise" when it comes to ticket selling and that a few automobile trucks cannot hold 700 full sized soldiers all at one time.

So far as the ticket selling was concerned the mixup was an unfortunate one and according to some estimators represented a loss of sales amounting to \$5,000.

Hundreds Vainly Seek Tickets. The troubles rested in the fact that fifteen vendors of tickets stood by the roadsides and at temporary viaducts holding up grand stand tickets for sale. The apparently unofficial positions of the men led people who really wanted tickets to believe the men proffering them in the manner described were part and parcel of the delegation of petty grafters of all sorts who had filtered into Crown Point. Consequently many would not purchase at the roadside.

When they reached the grandstand they could find no conspicuous places at which to purchase tickets. Some wandered through the woods asking the soldiers how to get tickets to get into the grand stand and the soldiers could not tell them. Much disgust was expressed at the lack of arrangements, and many people who otherwise would have gone to the grand stand saw the races from points where they did not have to pay anything.

Amusement for the Soldiers. As for the attempt to distribute soldiers with the inadequate equipment, it caused Col. Sargent and his officers a good deal of irritation. It is intended to obviate the difficulty this morning by sending Lieut. Col. Sargent's battalion to Lowell for distribution from there.

As soon as the race is over the troops will break camp and march to at train on the Erie for Chicago. The only accident in the regiment so far reported, was the slight one to Lieut. Wagner of company C, who had his leg bruised by an automobile.

Wallace G. Clark and John R. Thompson of Chicago were among the late arrivals last night. The liveliest thing in the tierd out town that met their eyes was an old-fashioned mountebank show with a "strong man" in pink tights before a painted canvass. He was playing on an oriental flute.

The junior girl members of the First

was followed by Bourque in No. 2 Knox, whose time was 8 hours 2 minutes and 44 seconds. Robertson in car No. 9, Locomobile, was third.

(Special to THE TIMES).

Crown Point, Ind., Press Headquarters, 2:00 p. m., June 19.—A life and death struggle unto the point of weariness, sped up in the thousands that circle the course, and the gaunt-eyed, desperate, irrecognizable drivers whirling around and around roads that are cut up into ribbons, marked the great Cobe race to-day.

The driver using the best science to get the utmost speed out of his machine over a course which grew worse with each lap, will win the contest for the Cobe cup this afternoon.

It was a terrific race, which started with an equal chance for each of the twelve drivers in as many good cars. Record-breaking spurts, nerve-racking escapes and heart-breaking luck marked the progress of the cars as they were driven around the course, each of the drivers seeking fame for himself and the maker of his car.

The lead in the hurricane race, the thing for which each was striving and which crowned first one and then another, came back to Chevrolet and crowned him in the last lap. Thousands of throats already hoarse greeted him with a cry of exultation as he bowed to the crowds and the judges' stand.

The cars started on schedule time at 8 o'clock this morning, each a minute apart.

The excitement started with the first lap when Bourque, in the Knox car No. 2, shot ahead of the Stoddard-Dayton No. 1, which came in second, with the Knox No. 3 third. Bearing in mind that the twelve entries started a minute apart, according to their numbers, this lap showed the first surprise. The first car started sharply at 8 o'clock.

Florida, driving No. 6 Locomobile, was reported to be in the ditch between Orchard Grove and the finish line. The great Strang, from whom was expected so much, disappointed his admirers both today and yesterday.

Dennison, in No. 7, Knox, who had

Winner 2nd Place Indiana Trophy



C. Robertson

was eliminated at Cedar Lake. That eliminated all the Appersons, Burman, who, in the point of time held the lead for the first three laps, second in the fourth lap, and third in the fifth lap, was put out when he went into the ditch at station 29 with a broken gasoline tank.

But the race went on, none of the drivers knowing where they stood, in the terrible speed battle, one taking the lead from another.

Chevrolet, in No. 10, Buick, came under the wire cheered as the probable winner as early as the fourth lap, when he led, having cleared the course for time in 57 minutes flat. Then came Dennison, in No. 7, Knox, who received the same ovation because he crowded Chevrolet back into second place in the fifth lap. He was the hero for the round of the circuit and victory was his as much as anybody's when first his engine gave out and finally he broke the connecting rod. He saw his hopes disappear, but the crowd cared nothing for the loser. It was with the next one who should dash past the judge's stand with the leadhead. It was Chevrolet again, Chevrolet in No. 10, Buick. Was he to take the cup away? It looked that way in the seventh, eighth and ninth rounds. He was there all the time showing the others the way to burn up a twenty-three mile course. Robertson now came up. He did not know whether he was leading or not amid the wild shouts that came up from the grandstand.

Robertson, the winner of the Vanderhill cup, was making good at last at least in the tenth, eleven and twelfth rounds when but the thirteenth was unlucky for him. He dropped back to third place and left the lead to Bourque in No. 2 Knox, who had been hovering around the one, two three place for thirteen rounds. But he had the pleasure of it only for one round, for Chevrolet was back again, having made the fourteen laps in 8 hours and 35 minutes and 12 seconds, with a minute and a half to spare.

Where was the redoubtable Strang in all this fierce battle?

Strang, the man whose name sounds too strong. He was lost somewhere. They lost track of him in the dust somewhere in the sixth lap and nothing more was heard of him until in the eleventh, when he came under the wire nearly two hours behind.

"Watch Chevrolet in the finish" was the cry that went up in the fifteenth round. He was speed mad, it seemed, and took the most dangerous curves with reckless bordering on suicide. He can't afford to let victory get away from him now. Ah, you man with the French name, do you hear that noise behind you? That is No. 2 Knox with Bourque driving. He has taken the lead in the sixteenth and if he can hold it the cup is his.

Sad Sea Story.

Incident on an ocean liner: Though his complexion was pale green, he managed to totter to the deck on the third day after leaving port. There he met an exasperatingly jovial and healthy looking fellow passenger. "Glad to see you," exclaimed the latter to the man with the green face. "How is it that you haven't been on deck before this?"

"Well, you see," replied the other, "each time that I planned to go on deck something kept coming up, so I had to postpone the trip."—Buffalo Commercial.

THE TIMES MADE A HIT.

The Times yesterday afternoon answered exactly eighty telephone calls in reply to people asking for information about the winner of the auto race. Newspapers in Cook county, Illinois, Porter county, Indiana, manufacturers in Hammond, Gary, East Chicago, Indiana Harbor, South Chicago, and from points all over the Calumet region, besieged the office for information from as far east as English Lake, Ind., came inquiries for the news. Times extras were sent all over Lake county, and in many instances best out of the Chicago papers. The Times printed five editions of its 12-page paper yesterday.

It was the only afternoon paper in the west that had a picture of the winning car. All orders for the news, Times extras were sent all over Lake county, and in many instances best out of the Chicago papers. The Times printed five editions of its 12-page paper yesterday.

Chalmers-DeSmit Cros

CROWD LOOKS FOR ACCIDENTS

Cedar Lake, Ind., June 18.—Drawn by a craving for the harrowing, several thousand speed fans gathered at the fateful "S" curve on the southwest leg, three miles from the starting point. For days the double turn, beginning at the foot of a steep decline and ending at the approach to a narrow bridge, has been advertised as the most dangerous spot on the course. If wrecks were to occur, this spot was the most likely. Not a man, woman or child hoped for injury to either driver or car, but if anything of the sort was destined to happen interest in the smashup was so compelling that the crowd there was exceeded only at Lowell and Crown Point.

First Night After Sunrise.

Within an hour after sunrise—long before the race began—the first accident was marked down against the dangerous corner. A car in which three Chicago men rode, attempted to take the curve, going the course the wrong way around, at 50 miles an hour. The car struck the turn at great speed, skidded across the road, broke off a rear wheel and plunged down a six-foot embankment. It struck a barbed wire fence, uprooted twenty posts and turned over three times.

Driving the car was Frank Ward, and sitting beside him was S. Fritz. An artery in Ward's leg was cut and Fritz's arm was broken. F. Whaley, riding in the rear seat, was uninjured. The car was recently purchased for \$5,000. In three seconds it was converted into junk.

"As we went over we instinctively crouched down in the car. That is all that saved us from death," said Whaley.

Three Cars in Tangled Heap.

A party of Rensselaer, Ind., race enthusiasts piled three Buick touring cars in the ditch six miles west of Virgie, Ind., and footed it to their seats in the "S" curve grandstands. This was another early morning smashup attended by fire-curious escapes from fatal injury.

Dr. T. A. Turffer and R. A. Zimmerman of Rensselaer were leading the trio of cars over a stretch of rough country road when the steering gear of Turffer's car became unmanageable. He slowed down but too suddenly for the cars behind. A young woman drove the second machine in which were George Terwilliger and family and Harvey Wood and family. It crashed into the forward car and no more than landed before the rear machine, in which were F. C. Leak and James Chapman and family joined the pile with sufficient momentum to turn the entire tangle over into the ditch.

Not a member of the party escaped without a bruise, but none were seriously hurt.

Foolhardy Crowd Risks Death.

Cars approaching the "S" curve came out of a dense thicket at the top of a hill and raced down to the double twist. With foolhardy disregard of warnings, spectators insisted upon lining the bluff above the last of the "S" curve. Should a car have plunged from the course it would have mowed down men and women by the score.

ROAD ON COURSE IS IN BAD SHAPE

(Special to THE TIMES.)

Crown Point, Ind., June 19.—Predictions were made that some of the autos would meet disaster before two rounds, or as soon as the new dressing had been torn from the road surface. At one time there was a move to postpone



Automobiles Ent And Order In

No.	Car	H. P.
1	Stoddard-Dayton	44.1
2	Knox	40.0
3	Apperson	53.0
4	Buick	32.4
5	Stoddard-Dayton	44.1
6	Locomobile	40.0
7	Knox	45.4
8	Apperson	53.0
9	Locomobile	40.0
10	Buick	32.4
11	Fiat	42.0
12	Buick	32.4

the race until Monday, that two days might be given to building "footing" for the machines in a long dash in the "Western Van bill."

"I can go where any other man with a car," said George Robor of the big Locomobile, "but I know what I am telling you when I say if the Cobe cup is run over this course in its present shape or anything like that there will be men killed."

"There are ruts six inches or a deep in the soft stretch of unfinished road and if a car wheel gets in on those places at high speed you see drivers doing the skyrocket."

QUICK TIRE WORK

Racer and His Mechanic Make Record of One Minute.

(Special to THE TIMES.)

Crown Point, Ind., June 19.—On Court street run in the auto races yesterday the spectators viewing the run on that street were given an exhibition of how to put on a tire after puncture, when Joe Florida, and mechanic, driving a Locomobile, on a new tire in less than a minute and a half. The work was cleverly done and showed the practice the speed men go through to become so efficient in the operation.

IDENTS

une 18.—Drawn by narrowing, several gathered at the southwest leg, starting point. For beginning at the line and ending at narrow bridge, has been most dangerous. If wrecks were to be the most likely, it or child hoped drivers or cars, but it was destined to the smashup was crowd there was

fter Sunrise. After sunrise—long an—the first accl-down against the A car in which rade, attempted to ag the course the t 50 miles an hour. rn at great speed, road, broke off a ed down a six-foot uck a barbed wire ty posts and turn-

was Frank Ward, m was S. Fritz. leg was cut and ken. F. Whaley, at, was uninjured. ly purchased for onds it was con-

r we instinctively e car. That is all eath," said Whal-

angled Heap. er, Ind., race en- er, Buick touring ix miles west of d it to their seats and stands. This rning smashup at- escapes from fa-

B. A. Zimmerman eading the trio of of rough country g gear of Tuffer's eable. He slowed y for the cars be- an drove the sec- yere George Ter- nd Harvey Wood hed into the fore- than landed be- in which were F. hapman and fam- th sufficient mo- entire tangle over

the party escaped t none were ser-

Risks Death. is "S" curve came t at the top of a e double twist. gard of warnings, on lining the bluff "S" curve. Should rom the course it own men and wo-

URSE BAD SHAPE

(In Times.) June 19.—Predict- some of the autos efore two rounds, ew dressing had road surface. At move to postpone



Joe Matson, Chalmers-DeL. Winner

Automobiles Entered In Today's Race And Order In Which They Started.

No.	Car	H. P.	Tires	Driver
1—	Stoddard-Dayton	44.1	Michelin	Miller, Dayton, O.
2—	Knox	40.0	Flak	Bourque, Springfield, Mass.
3—	Apperson	53.0	Diamond	Seymour, New York.
4—	Buick	32.4	Michelin	Strang, New York.
5—	Stoddard-Dayton	44.1	Michelin	Englebeck, Chicago.
6—	Locomobile	40.0	Michelin	Florida, Philadelphia.
7—	Knox	48.4	Flak	Denison, Springfield, Mass.
8—	Apperson	53.0	Michelin	Lytte, Toledo.
9—	Locomobile	40.0	Michelin	Robertson, New York.
10—	Buick	32.4	Michelin	Chevrolet, New York.
11—	Fiat	42.0	Michelin	Hearne, Chicago.
12—	Buick	32.4	Michelin	Burman, Flint, Mich.

the race until Monday, that two more days might be given to building solid "footing" for the machines in their long dash in the "Western Vanderbilt."

"I can go where any other man can with a car," said George Robertson of the big Locomobile, "but I know what I am telling you when I say that if the Cobs cup is run over this course in its present shape or anything like it there will be men killed."

"There are ruts six inches or more deep in the soft stretch of unfinished road and if a car wheel gets in one of those places at high speed you will see drivers doing the skyrocket act."

QUICK TIRE WORK Racer and His Mechanician Make Record of One Minute.

(Special to THE TIMES.) Crown Point, Ind., June 19.—On the Court street run in the auto races yesterday the spectators viewing the races on that street were given an exhibition of how to put on a tire after a puncture, when Joe Florida, and his mechanic, driving a Locomobile, put on a new tire in less than a minute and a half. The work was cleverly done, and showed the practice the speed demons go through to become so proficient in the operation.

GAS STOVE CAUSES A LIVELY FIRE

Fumes escaping from an open gasoline can ignited last evening at five o'clock when Mrs. J. A. Travis, 757 Connecticut street in Gary, struck a match to prepare supper.

Mrs. Travis had finished filling the gasoline tank at the top of the stove. She then set the can containing the dangerous fluid on the floor and attempted to light the stove. The fumes rising to the ceiling became ignited. The fire department was summoned and extinguished the blaze after a damage amounting to \$100 had been done. The house is the property of the Gary Land company.

Jacob L. Bleier, a German citizen of Indianapolis, some years ago located a gold mine on the Wind River in Wyoming. He has applied to the interior department for the privilege of constructing some drains through worthless agricultural lands in order to develop the property.

Clark driver of the auto was placed under arrest. This gave rise to the story which was sent out from South Chicago.

Ambulances and patrol wagons from the South Chicago police station were sent to Ninety-fourth street and Ewing avenue in response to a report over the telephone that five men on their way to the Crown Point races had been injured when the automobile in which they were riding leaped into a ditch, injuring all of the occupants. Another report was that at least three of the victims was unconscious. The accident happened on a high turnpike road on the way to Crown Point, Ind. The machine, the police were told, was going at a high rate of speed. When the driver attempted to send the car around a sharp curve the automobile ran into the ditch and turned turtle.

REPORT MANY MISHAPS When Cost Is Counted the Total Will Be Surprising.

(Special to THE TIMES.) Crown Point, Ind., June 19.—Many accidents were reported yesterday caused by automobiles colliding, or running into ditches, alongside the road, and in some instances both machines and occupants came out badly damaged. A driver of a machine from Crown Point whose name could not be learned, collided with an auto at St. John, and it is reported that a woman occupant of the car had several ribs broken in the mixup. A stranger was also knocked down on Main street yesterday by a passing auto and was badly scratched and bruised. Medical assistance was summoned in both instances, they reporting that neither case was serious.

JOE MATSON EXPECTED TO WIN THE RACE.

Victorious Driver Couldn't Be Sure Until He Had Slowed Up After the Last Lap.

Joe Matson, the winning driver of No. 19, was the happiest man in Indiana last night.

"I thought we would win, but I didn't know for sure we had until we had slowed up after the last lap. The only way by which I could judge was when we passed cars. One car, which I know now to be one of those withdrawn, passed us. I didn't know it had quit.

"It was a terrific strain, of course, and I am terribly glad that we won out. We lost seven minutes with tire trouble and four minutes with some gasoline difficulty. It was a great race."

Hammond and has many friends here. He is survived by a widow, one son and a daughter.

When they reached the grandstand they could find no conspicuous places at which to purchase tickets. Some wandered through the woods asking the soliders how to get tickets to get into the grand stand and the soliders could not tell them. Much disgust was expressed at the lack of arrangements, and many people who otherwise would have gone to the grand stand saw the races from points where they did not have to pay anything.

Annoyance for the Soldiers. As for the attempt to distribute soldiers with the inadequate equipment, it caused Col. Sappers and his officers a good deal of irritation. It is intended to obviate the difficulty this morning by sending Lieut. ...'s collection to Lowell for distribution from there.

As soon as the race is over the troops will break camp and march to at train on the Erie for Chicago. The only accident in the regiment so far reported, was the slight one to Lieut. Wagner of company C, who had his leg bruised by an automobile.

Wallace G. Clark and John R. Thompson of Chicago were among the late arrivals last night. The liveliest thing in the tierd out town that met their eyes was an old-fashioned mountebank show with a "strong man" in plain tights before a painted canvass. He was playing on an oriental flute.

The junior girl members of the First Methodist church were selling American flag novelties for the benefit of the ever-in-evidence pipe organ fund. Aside from these diversions the town was resting.

Bishop Holds Stock.

The Rt. Rev. H. J. Alerding bishop of the Fort Wayne diocese, heads the list of subscribers taking stock in the new Bryan and Fort Wayne Interurban line with a subscription of \$1,000, while the various Catholic priests of the city of Fort Wayne, have given the soliciting committee their promise of taking additional stock aggregating over another \$1,000.

Winner 3rd Place Indiana Trophy



A. Morsen Marion Car