

MIGHTY THRONG HAILS GOUX AS NEW SPEED KING

French Flag, Held Aloft by Victor,
Draws Rounds of Thunder-
ous Applause.

SPEEDWAY INSPIRING SCENE AS WORLD'S CLASSIC IS RUN

Intense Enthusiasm Aroused by
Anderson's Heroic Effort to
Keep Honors Here.

BY MYRON R. GREEN.

Two flags were flaunted before the eyes of 90,000 speed enthusiasts, but the victor in the 500-mile Speedway race yesterday held aloft the flag of France.

Jules Goux, the French driver in a French car, had won. The pent-up excitement and enthusiasm that had been heated to a nervous fervor by the long hours of the contest was spent in hysterical applause as a new pilot in search for American laurels dashed under the checkered flag. Then Goux, bowing his appreciation, held up his country's colors.

Prolonged cheering was followed by a moment of silence as the clamoring spectators realized that Americans in the race had lost the honors of the day. Then, as if the first shouts of the crowd were being echoed, cheering broke forth

GOUX MAINTAINS SPEED OF 76.59 MILES AN HOUR

French Driver Finishes Race in
6:31:43.45—Dawson's Rec-
ord Still Stands.

WISHART IN MERCER ENDS SECOND; MERZ RUNS THIRD

Guyot, Driving English Car, Gets
Fourth Place—Five Others
Complete Grind.

BY A. S. BLAKELY.

Driving one of the most consistent races ever seen on the Indianapolis Motor Speedway, Jules Goux, pilot of the Peugeot car, held the wheel throughout the 500-mile race yesterday afternoon and finished first in the International Sweepstakes event in 6:31:43.45, a speed of 76.59 miles an hour.

The glory of his performance was slightly dulled, however, in view of the fact that the record for the event, set last year by Joe Dawson in National No. 8, was not approached. The mark of 6:21:06, or 78.72 miles an hour, still stands and an American car holds it.

Second place was won by Spencer Wishart in a Mercer, third went to Charley Merz in the Indianapolis-made Stutz and fourth to Guyot in the English

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There was no one except his own countrymen to rush forward to congratulate Goux, but, nevertheless, his reception at the pits was enthusiastic and spectacular. The manager of the French racing crew rushed forward and planted a warm kiss on the greasy face of the driver, and his mechanic, although almost exhausted, seized his hands and, while jumping up and down, joyfully called "Mon Dieu" to witness the victory.

GOUX SMILES AND SMILES.

As for Goux, he smiled until it seemed he would injure his face, while the race spectators observed his greeting with amusement. He called for his usual nourishment—a cake of chocolate and a bottle of wine. At one time during the race Goux had threatened to quit driving if his manager did not provide him with wine, and it was necessary to search the grand stands for a bottle of rare vintage in order to pacify the Frenchman's throat.

All estimates heard on the number of persons attending the race indicated that the crowd was the largest in the Speedway's history. The weather proved that the weather man is not a good foreteller of sunshine, a clear sky during the entire day luring thousands to the oval track. The crowd was good-natured and orderly. Only once during the day were there signs of serious trouble. Late in the afternoon several men tried to rush a gate that was barred by a guardsman. The attempt was unsuccessful, as there were enough special police on the grounds to take care of any emergency.

Transportation facilities to the Speedway were better than in former years, and there was not as much crowding at the entrance gates and to the entrances of the grand stands as usual. The crowd began to arrive early and it was not un-

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AMERICAN CARS SHARE.

Pilette in a Mercedes-Knight, Wilcox in the Gray Fox, Mulford in a Mercedes, Dishrow in a Case, Clarke in a Tulsa and Haupt in a Mason finished in the order named.

Goux is richer by his victory by money and trophies valued at approximately \$35,000. He won the first prize of \$20,000, several accessory prizes, and captured the Remy Brassard, the Prest-O-Lite trophy and the Wheeler-Schebler \$10,000 cup, held until yesterday by the Marmon car. He will take his trophies abroad and hold them until raced for again.

Two American cars were next in the prize winning list, and then the English Sunbeam carried away its portion. The two German cars, the Mercedes and the Mercedes-Knight, were the only other foreign cars to finish, leaving six of the ten places to America.

The day was ideal for the long grind, although too warm for any record-breaking performance. Tire trouble caused by the excessive heat and speed slowed the race to a certain extent and kept the winner from breaking the record. An enormous crowd saw the contest, estimated at 90,000. They gave their cheers to the Stutz driver, Gil Anderson, who seemed to have a chance to win before engine trouble eliminated him in the 187th lap. A deep silence reigned in the stands when Goux passed, but when he crossed the tape a winner they cheered him to the limit.

DRIVES BURNING CAR.

Charley Merz, pilot of Stutz No. 2, electrified the big crowd by finishing his last four miles to gain third place with his engine in flames. Harry Martin, his mechanic, the boy who rode with Dawson last year, fought the fire and then crawled out on the hood as the pits were neared and loosened the straps

ing if the manager did not provide him with wine, and it was necessary to seat in the grand stands for a bottle of rare vintage in order to satisfy the driver's mania for it.

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ENTHUSIASM NOT SO MARKED.

Enthusiasm was not as rampant as at the two other 500-mile races that have been run at the Speedway. The race was not as spectacular as in former years, and the time was not as fast. The drivers were given the customary ovation when the long lines of motors swung into motion and rushed under the wire in a cloud of smoke with the roar of thunder.

Wagers were made that accidents would occur in the start, and the grand stands hummed with expectancy. Guyot in his Sunbeam led the thundering line of motors down the stretch as the starting bomb was fired. A score of other cars flashed past the grand stands in quick succession, and, as the cloud of smoke was lifted above the track, the contestants sped on their way in safety.

The crowd was then seated, and, excepting the ovations given Bob Burman in his Kecton Special, there was little applause. At the beginning of the race

average race to finish, appearing on the scene in America.

The day was ideal for the long grid, although the warm sun day showed breaking performance. The incident caused by the tremendous heat and speed caused the race to a certain extent and kept the winner from breaking the record. An enormous crowd saw the contest, estimated at 10,000. They gave them cheers to the State driver, Gil Anderson, who seemed to have a chance to win before engine trouble eliminated him in the 18th lap. A deep silence reigned in the stands when Guyot passed, but when he crossed the tape a winner they cheered him to the limit.

DRIVES BURNING CAR.

Charley Metz, pilot of State No. 2, electrified the big crowd by finishing his last four miles to gain third place with his engine in flames. Harry Martin, his mechanic, the boy who rode with Dawson last year, fought the fire and then crawled out on the hood as the pits were neared and loosened the straps so that the pitman could get at the flames.

Bob Burman took the lead in the first few laps and for the first 100 miles set several records for cars of his class. After that he dropped lower and lower in standing and through numerous misfortunes just missed getting in the money. He was flagged after the tenth car had crossed the wire with twenty laps to go. Burman drove a great race and with a better car would have made a fine showing. He overcame difficulties as fast as they arose, but he could not control time. The minutes slipped away while he was repairing his mount and cost him one of the prizes.

GUYOT DRIVES STEADILY.

Guyot, in the Sunbeam, also drove a steady race and seemed to keep the same pace from start to finish. He refused to hurry and allowed car after car to pass him. Very little tire trouble bothered him and had he speeded up the English car

CONTINUED ON PAGE 6, COLUMN 4.

CONTINUED ON PAGE 9, COLUMN 4.

Mighty Throng Hails Goux as New Speed King

CONCLUDED FROM PAGE ONE.

Burman plainly was the favorite with the crowd. He took the lead early, and maintained it almost up to the two hundredth mile, when it seemed that his machine became suddenly afflicted with many of the serious ailments of the automobile. It was with evident regret that the crowd saw Burman's car drop temporarily out of the race, and he was greeted with prolonged applause all along the race course when he re-entered the contest.

MAKES BRILLIANT START.

For more than an hour Burman's car attracted more attention than any other entry. Having made a brilliant start, the crowd believed that he would regain his lead, and that he would rank high up among the winners. Repeated disorders of the motor, however, threw Burman far to the rear of other drivers.

With Burman out of the lead, the crowd sought a new favorite. The three Stutz cars had been second favorites since the race's beginning and when Gil Anderson, in one of the Stutz entries, forged ahead to give Goux, who was then leader, a wild chase for first position the spectators watched with interest the gains and losses made by the pits.

The fate played tag with Anderson's chances for success. Again and again, he led the crowd wild with emotion, only to be overtaken by the Frenchman who killed him the previous year. The race of a sort. For there that the three established and new. Goux was the last to appear. He had a machine that the crowd was sure to win. The race was a close one.

the pits with a hot tire. At this time there was only one word, or two, left. Anderson, and the crowd, who were hoping for an American victory, were optimistic.

Anderson was given the greatest ovation of any driver during the race a short time after this exciting flurry of speed. He, too, approached the pits with a flat tire, and in expectant silence the crowd watched the pitmen work. Spurred on by the belief that a victory for their favorite was in reach, the pitmen worked like mad, setting what is believed to be a new record for putting on a tire. Exactly thirty seconds after Anderson's car approached the pit the old tire had been removed and replaced by a new one and the Stutz rushed madly again into the fray. Although at that time the spectators had no way of telling that a record had been broken, they realized that the pitmen had worked heroically and volleys of applause broke forth from the grand stands.

The crowd's chief source of enthusiasm was lost late in the afternoon when the leading Stutz lost all chance for victory when it was withdrawn on account of engine trouble. The same men who had worked like mad to keep the car near the lead tried in vain to crank the motor. It refused to move, and Anderson's chances were eliminated.

The crowd indicated that barbarous interest in automobile racing is being lost. In former years spectators seemed to expect to see serious accidents, and, from appearances, acted as if they would enjoy them. Yesterday there seemed to be few expectations that accidents would mar the race, and numerous expressions of pleasure were heard because the contest ended without fatalities. Better development of the motor car and a greater skill of drivers are expected to be the cause of fewer accidents.

CALLS POLICE TO "FIRE" COOK

Conservatory Director Has to Burn
and Other Dangerous Bullets.

There was a fire in the conservatory of the Indianapolis Conservatory of Music yesterday afternoon. The fire was caused by a cook who was burning some papers. The fire was quickly extinguished by the police. The conservatory is a large building and is used for many purposes. The fire was a serious one and caused a great deal of damage. The conservatory is a very important building and it is very important that it be kept safe. The fire was a very serious one and it is very important that it be kept safe. The conservatory is a very important building and it is very important that it be kept safe.

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The false friend lay with Anderson's change we had our life. Again and again, he set the control with his actions as he spent upon the hands of the French, who called over the person with the name of a hotel. For more than a year, this establishment was open. For a while, there has been a great deal of the country and the things that have been to be the same as the old one.

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Conservatory Director Has to Quit
and Leave New York State.

1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes of the problem. Once the causes of the problem have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves assessing the effectiveness of the plan and determining whether the problem has been solved.

Hails Goux as New Speed King

(Continued from page 1)

Burman shortly was the focus of all the interest. The fact that he had made such a brilliant start in the race was a factor in the crowd's belief that he would regain his lead, and that he would rank high up among the winners. Repeated disorders of the motor, however, threw Burman far to the rear of other drivers.

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The fates played tag with Anderson's chances for success. Again and again, he set the crowd wild with enthusiasm as he sped upon the heels of the Frenchman, who sailed over the course with the ease of a bird. For more than an hour Goux maintained his lead. Until this time he had experienced no tire troubles and the Stutz was forced to stop frequently at the pits.

Then Anderson suddenly caused the spectators frenzied excitement, as on a turn in front of one of the grand stands he threw all the power into the trim little white racer, pushing Goux to greater and greater speed, and finally passing the nervy French driver on the banked curve. Goux started with increased speed after this rally from the Stutz and passed the grand stands on the next lap ahead of the adversary.

Again Anderson spurred on the Frenchman with all the crowd was wildly enthusiastic to see him. The Frenchman again and he had Goux a close race until the last lap. A few moments later, however, the motor of the Frenchman's car was again stopped by a disorder of the engine.

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CALLS POLICE TO "FIRE" COOK Conservatory Director Has to Summon Aid When Negress Balks.

There was discord, most unmusical discord, at the Indianapolis Conservatory of Music yesterday and with all his musical ability, E. M. Cawley, director, was unable to abate it. The discord was not in the class rooms, but in the kitchen, and arose merely because Mr. Cawley attempted to "fire" the cook. The cook was a large negress, much larger than Mr. Cawley, and when he paid her for yesterday's work, she refused to be "fired" up of paid for the entire week. Mr. Cawley would not allow her to do so, and she refused to leave until she got it. He called police headquarters. Detectives Long and Hoffman were sent and succeeded in breaking up the scene.

The New York Times

The race was a close one, and the crowd was wild with excitement. The Frenchman, Goux, was the favorite, and he did not disappoint. He led the race from start to finish, and won by a comfortable margin. The American, Anderson, was a strong contender, but he was unable to keep up with Goux. The race was a great success, and the crowd was very happy.

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Again Anderson spurted on the treacherous turn and the crowd was wildly enthusiastic in an instant. He continued to gain and he led Goux a full half mile on the next lap. A few moments later, however, the cause of the Frenchman's delay was explained when he stopped at

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HEAD

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Jones Electric Sta

Chicago, Ill.

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CONCLUDED FROM PAGE ONE.

Burman plainly was the favorite with the crowd. He took the lead early, and maintained it almost up to the two hundredth mile, when it seemed that his machine became suddenly afflicted with many of the serious ailments of the automobile. It was with evident regret that the crowd saw Burman's car drop temporarily out of the race, and he was greeted with prolonged applause all along the race course when he re-entered the contest.

MAKES BRILLIANT START.

For more than an hour Burman's car attracted more attention than any other entry. Having made a brilliant start, the crowd believed that he would regain his lead, and that he would rank high up among the winners. Repeated disorders of the motor, however, threw Burman far to the rear of other drivers.

With Burman out of the lead, the crowd sought a new favorite. The three Stutz cars had been second favorites since the race's beginning and when one Anderson, in one of the Stutz regatta, began to give Goux, who was then leading, a stiff chase the first favorite, the spectators watched with interest the game and tense race to the finish.

The race pitted the Stutz Anderson's machine for victory. Goux and Goux, to say the least, were with Anderson in the lead when the race began.

the pits with a flat tire. At this time Goux was only five miles, or two laps, ahead of Anderson, and the spectators, who were hoping for an American victory, were optimistic.

Anderson was given the greatest ovation of any driver during the race a short time after this exciting flurry of speed. He, too, approached the pits with a flat tire, and in expectant silence the crowd watched the pitmen work. Spurred on by the belief that a victory for their favorite was in reach, the pitmen worked like mad, setting what is believed to be a new record for putting on a tire. Exactly thirty seconds after Anderson's car approached the pit, the old tire had been removed and replaced by a new one and the Stutz rushed madly again into the fray. Although at that time the spectators had no way of telling that a record had been broken, they realized that the pitmen had worked heroically and volleys of applause broke forth from the grand stands.

The crowd's chief source of enthusiasm was lost late in the afternoon when the leading Stutz lost all chance for victory when it was withdrawn on account of engine trouble. The same men who had worked like mad to keep the car near the lead tried in vain to crank the motor. It refused to move, and Anderson's chances were eliminated.

The crowd believed that barbarous interest in automobile racing is being lost. In former years spectators seemed to expect to see some accidents, and, from appearance, seemed as if they would enjoy them. Recently there seemed to be few expectations that accidents would mar the race, and some expressions of pleasure were heard because the race had ended without accident. Many congratulations of the motor and a great wall of drivers are expected to be in the race for next year.

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MAKES BRILLIANT START.

For more than an hour Burman's car attracted more attention than any other entry. Having made a brilliant start, the crowd believed that he would retain his lead until the end of the race. But when the car began to show signs of trouble, the crowd's interest was momentarily diverted. However, when Burman's car re-entered the race, the crowd's interest was renewed.

With Burman out of the lead, the crowd's attention was turned to the other drivers. The race continued with great interest, and the crowd's enthusiasm was evident. The drivers were all striving to maintain their position, and the race was a close one.

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The crowd indicated that further interest in the race was fading as the day drew to a close. The spectators were tired, and the drivers were exhausted. The race was a long one, and the crowd's enthusiasm was beginning to wane.

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e United States can take pride in
act, that the National still holds the
s record for 500 miles in competi-

htub From the Maine Is Unveiling Ceremony

DLAY, O., May 30.—No unveiling
ony today was accorded the bath
which was recovered from Admiral
ee's quarters in the battle ship
e and awarded to the citizens of this

k of funds has prevented the erec-
of a pedestal for the relic in the
e, and so today the tub was taken
its nook in the Court House cellar
placed on the steps of the Court
e for patriotic citizens to gaze at.

SUSPICIOUS.

Washington Herald.

ould you go through fire and water
ne?"
e here, Maria, are you a militant
gette?"

RECORD

ed by

TIRES

Goux Maintains Speed of 76.59 Miles an Hour

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there might have been a pretty and
faster finish.

The cars lined up at 9:40 a. m., and at
10 o'clock Starter Root sent them away
on a practice lap with Carl G. Fisher
leading them. With the lap completed
Fisher dropped out and the race was on
in earnest. Mason car No. 5 started out
in the lead, but tire trouble stopped it,
and then Burman came to the front. He
dropped the lead to Goux in the fiftieth
mile during a tire stop, but passed him
again and was leading before the sixtieth
milestone was neared. From that time
until the 140th mile Bob led and then re-
linquished his claim on first place.

VICTORY NOT SURPRISE.

Goux was the "man of the hour" and
he jumped into first place and held it
to the end, always keeping a clear lead.
He never relinquished his grasp on the
wheel from start to finish and was fresh
enough at the end to leap from the car
and dance around with his countrymen
in celebrating his victory. He took his
honors easily and modestly, but said after
the finish that he felt sure of victory
after the first 100 miles had been run.

The foreign victory did not come as
a surprise, for the cars from abroad
were feared contenders. Now that one
of them has carried off the premier
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PLAY - May 10 - An unveiling ceremony today was given at the bath which was recovered from Admiral... and awarded to the citizens of... of funds has prevented the... of a pedestal for the relic in... and so today the tub was taken... the room in the Court House... placed on the steps of the Court... for patriotic citizens to gaze at

SUSPICIOUS.

Washington Herald

ould you go through fire and water... here, Maria, are you a militant... kette

RECORD

ed by

TIRES

Goux Maintains Speed of 76.59 Miles an Hour

CONCLUDED FROM PAGE ONE.

There had been a pretty good... The race went up at 10:30 a.m. and at... on a practice day with the... leading them. With the... of the race... in a carrier. Mason car No. 1 started out... in the lead. At 11:30 it was stopped... and that of Hartman came to the front. He... dropped the lead to Goux in the 110th... mile... a tire stop but passed him... again and was leading before the sixteenth... indication was noticed. From that time... until the 110th mile Hub led and then re... relinquished his claim on first place.

VICTORY NOT SURPRISE.

Goux was the "man of the hour" and he jumped into first place and held it to the end, always keeping a clear lead. He never relinquished his grasp on the wheel from start to finish and was fresh enough at the end to leap from the car and dance around with his countrymen in celebrating his victory. He took his honors easily and modestly, but said after the finish that he felt sure of victory after the first 100 miles had been run.

The foreign victory did not come as a surprise, for the cars from abroad were feared contenders. Now that one of them has carried off the premier American honors and won the greatest sporting event of the year, it puts the 1914 event on a basis of more importance. It is believed that other cars representing a majority of the factories in Europe will be here next year. They have had the fair and sportsmanlike spirit of Americans demonstrated in a way which they had not thought possible and they can not but appreciate it. Speedway officials really believe that the next 500-mile race will assume an importance which it never before has attained and predict a record-breaking performance.

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Considering the feats performed by DePalma last year in his Mercedes, with which he set every record for the Speedway from the 100th to the 450th mile, the race was a disappointment. But it was a revelation when it came down to expert driving. Every man in the race proved his right to hold a wheel, and the scarcity of accidents of a serious nature is almost wholly due to this fact. The only spill of the day was taken by Jack Tower in Mason No. 6. He was in no way to blame, as a steering knuckle snapped as he was rounding a turn and turned the car over on the edge of the track.

Dozens of times drivers were compelled to use every effort to prevent accidents when a tire would go, and Tower showed exceptional cleverness when he held his car steady when both rear tires gave way. His misfortune was almost identical with the one which ditched Bob Burman in the back stretch in 1912.

BREAK IS DISHEARTENING.

Amusing accidents and heart breaking events have followed with regularity. New drivers have been something startled by the things that have happened to them. The only consolation is that the drivers are getting to be more experienced and the accidents are becoming less frequent.

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From a police quietly and no was received. Union Station Speedway it w said, that som rified.

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EXERCISE

Exercise is a very important part of a healthy life. It helps to keep the body in good condition and prevents many of the diseases that are caused by a sedentary life. There are many different kinds of exercises that can be done, and everyone should find one that suits them.

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