FRENCHMAN WINS RACE

WITNESSED BY 90,000

SHOP EARLY

TRIUMPHANT MOMENTS FOR THE FRENCH KING OF RACERS.



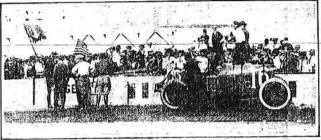
FIVE RACE MEN HURT IN DAY'S

Mechanician Lee Dunning Wrecked Mason Car May Die of Injuries.

DRIVER TOWER IN HOSPITAL AFTER SPECTACULAR SPILL

Three Employes Suffer Slightly and a Few Visitors to Speedway Are Overcome by Heat.

WEATHER FORECAST



Winning Drivers, Cars, Time and Prizes in 500-Mile Race.

Pos. Driver.	Car	Elapsed Time.	Ave. Per Hour. C	country.	Prize.
1—Goux	Peugeot, No. 16	6:41:43.45	Fn	ance	.\$20,000
2-Wishart	Mercer, No. 22	6:45:06		ited States	. 10,000
3-Merz	Stutz, No. 2			illed States	5,000
	Sunbeam, No. 9			gland	3,500
4—Guyot	Mercedes-Knight, No. 23.	7:19:25.55		rmany	. 3,000
5-Pilette	Gray Fox, No. 12	7:23:38.90	67,8 Un	ited States	. 2,200
6-Wilcox	Mercedes, No. 29	7:27:17.85		emany	. 1,800
7—Mulford	Case, No. 31	7:30:50.93		ited States	. 1,600
8-Dishrow	Tulsa, No. 25	7:40:21	63.9Ur	ited States	. 1,500
9-Clarke	Mason, No. 35	7:53:31	63.5. Ur	ited States	. 1,400
10-Haupt			AND SOURCES	nomer mobility and	
Flagged—Burr	man (United States) 180th lap.				

STRICKEN AT DINNER: **NEWSPAPÉR MAN DIES**

Manager of Chicago Press Association Is Attacked While Dining at Fortune Home.

Goux. New Speed King, Has Always Chosen Motors for His Playthings

From Childhood He Has Been Reared in the Shadow of Peugeot Automobile Factory.

GOUX MAINTAINS SPEED OF 76.59 MILES AN HOUR

rench Flag, Held Aloft by Victor, French Driver Finishes Race in Draws Rounds of Thunderous Applause.

Anderson's Heroic-Effort to

Keep Honors Here.

MIGHTY THRONG

HAILS GOUX AS

NEW SPEED KING

ord Still Stands. SPEEDWAY INSPIRING SCENE WISHART IN MERCER ENDS

6:31:43.45-Dawson's Rec-

AS WORLD'S CLASSIC IS RUN SECOND; MERZ RUNS THIRD

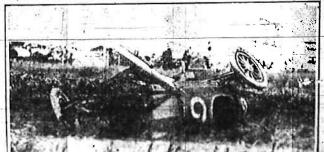
ntense Enthusiasm Aroused by Guyot, Driving English Car. Gets Fourth-Place-Five Others Complete Grind.

Local Car Which Finished Third.



Pitman's Lucky Discovery of Wine Saved Day for Driver of Peugeot

CAR THAT FIGURED IN SPECTACULAR SPILL



MIGHTY THRONG HAILS GOUX AS NEW SPEED KING

GOUX MAINTAINS **SPEED OF 76.59** MILES AN HOUR

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Intense Enthusiasm Aroused by Guyot, Driving English Car, Gets Fourth Place-Five Others Complete Grind.

BY MYRON R. GREEN.

BY A. S. BLAKELY.

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

Driving one of the most consistent races ever seen on the Indianapolis Motor Speedway, Jules Cloux, pilot of the Peugeot car, held the wheel throughout the 500-mile race yesterday afternoon and finished first in the International Sweepstakes event In 6:31:43:46,- a speed of 76.59 miles an hour.

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 Cloux, bowing his appreciation, held up his country's colors.

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 bour, still stands and an American car holds it.

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

-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

MIGHTY THRONG HAILS GOUX AS NEW SPEED KING

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SPEEDWAY INSPIRING SCENE AS WORLD'S CLASSIC IS RUN

Anderson's Heroic Effort to Keep Honors Here.

BY MYRON R. GREEN. ...

Two flags were flaunted before the eyes of 20,000 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.

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ing it his mismager lot set provide home with wine, and it was necessary to sent ? the grand stands for a bottle of rare HARLE IN Section to passify the extends State a Introd

All calinates heard on the number of permons attending the race indicated that the broken was the largest in the Speciway's history. The westbox proved that the weather man is not a good fursteller of sunstance a clear sky during the entire day foring thousands to the over track The crowd was good-natured and orderly Only once during the day were there signs of serious trouble. Late in the afterndon several men tried to rush a gate that was barred by a guardsman. attempt was unsuccessful, as there were enough special police on the grounds to take care of any emergency.

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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 until noon that the grand stands were filled.

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 evation when the long lines of motors swing 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 fed the thundering line of motors down the stretch as the starting bomb was fired. A score of other cars tiashed past the grand stands in quick succession, and, as the cloud of smoke ants 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 At the beginning of the race ght applause.

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ten busines to America:

The day was blead for the long grind. authorized the warms for the second breaking partor grace. The appears cultimed by the extremiture beat and operat moved the ruce to a gartain extent and negot the whose from the although the record enormous report saw the contest, eptle 200 110 10.0 10 0 man toof 3. 1 cheers to the Stutz delies, Gil Amierwa. who premed to have a chance to win before engine trouble eliminated him in the 187th lap A deep alleads' reigned in the stands when Chank passed, but when he crossed the take a manner they cheered him to the Hinli.

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 mechanician, 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 pitmen 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 lowerin 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 was lifted above the track, the contest-steady race and seemed to keep the same pace from start to finish. He refused to hurry and allowed car after car to pass Very little tire trouble bothered him and had he speeded up the English car

5. CONTINUED ON PAGE 6, COLUMN 4. CONTINUED ON PAGE 9, COLUMN 4.

Mighty Throng Hails Goux as New Speed King

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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 applayse all along the race course when he re-entered the contest.

MAKES BRILLIANT START.

For more than an hour Burman's car attracted more aftention 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 speciators national will intrest the

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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 pllence 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. actly thirty seconds after Anderson's ear 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 mo-tor. It refused to move, and Anderson's chances were eliminated?

The crowd indicated that barbarous interest in automobile racing is being fost. 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 pleasare were heard because the contest en led without fatalities. Better deval. coment of the motor car and a greater sail of dissert are compaded to be the

CALLS POLICE TO "FIRE" COOK

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The fates played tag with Anderson's fure chances for success. Again and again he Mr. set the crowd wild with enthusiasm as 835 he sped upon the heels of the Frenchman, who sailed over the course with the ease of a bird. For more than an hour 1, it i and Goux maintained his lead. - Entil 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 ose of the grand stands he threw all the power into the trim little white racer, pushing Goyx to creater wild greater special und fleatly

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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 grade it. The discoul was not in paging the nerty French driver on the the class recome, but in the kitchen, and Eached curve. Gous apported with in- areas morely because Mr. Cawley at one created speed after this saily from the tempered to fire the cook. The cook was fire and passed the grand stands on the a large accress, much larger than Mr. cur and has always a large accress, much larger than Mr. cur and has always a large accress, much larger than Mr. cur Again Ambarant squirted on the treath- dar's work, size feftiend to be fired total colors this and the covered was whilly an of paid for the author week. Mr. Canter thousands to an iteracer, the continued to confide I ame addess also deserved any marks there the last that the best of the party and the property of the party and the party of the party and the party a the Bould have a strong and the Strong of the Strong and Large and Recollect warms are the contract of the Strong and the Stro Now market better form of the given and the control of the control during want angulations, write his strangers at any successful in the same successful in the same successful in

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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 greater and greater speed, and finally passing the nervy French driver on the banked curve. Goux spurted with inbanked creased speed after this sally from the Stutz and passed the grand stands on the next lap ahead of his adversary.

Again Anderson spurted on the treach-

erous turn and the crowd was wildly enthe thusiastic in an instant. He continued to

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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" until paid for the entire week. Mr. Cawley couldn't see where she deserved any more have gain and he led Goux a full half mile on money and as she refused to leave unless the next lap. A few moments later, she got it, he called police headquarters, however, the cause of the Frenchman's Bicyclemen Long and Bastian were sent delay was explained when he stopped at and succeeded in discharging her.

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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 course

MAKES BRILLIANT START.

For more than an hour Burman's car attracted more altention 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 asions the winners. Repeated disorders of the motor, however, threw Burman far to the rear of other drivers.

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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 ear 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.

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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 enrine trouble. The same men who had worked like mad to keep the car near the vid tried in bain to crank the moit refused to move, and Anderson's co mend eliminated:

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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 lender, a wild chase for first position, the spectators watched with interest the gains and losses made by the Stutz.

The fates played tag with Anderson's chances for success. Again and again, he set the crowd wild with enthusiasm as Mr. 135 he sped upon the heels of the Frenchman who sailed over the course with the

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grander transport to the grander of Short of the Children Children Children Children of Shorts Mar man, a dependentelleren ellege petra artista a. Eren acted the engineeringum of laners the orbital field was theighted patterned barts Received in Sig. As a buttled about a changing two Chess Laconstina was as during what is believed to be a many reviewed for greatless on a tire souls things commide align Anderson a mass approve a charit the got the all the are and the remaped and replaced by a hew doe and the Histo tuelied mindly again into the fray. Although at that time the appetators had no way of leling that a record had been broken, they tealized that the pitmen had worked herpically and volleys of applause broke forth from the grand

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 conceded to be the cause for fewer accidents.

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s record for 500 miles in competi-

DLAY, O., May 30.—No unveiling ony today was accorded the bath vhich was recovered from Admiral ee's quarters in the battle ship 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

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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 fiftleth mile during a tire stop, but passed him again and was leading before the sixtleth milestone was neared. From that time until the 140th mile Bob led and then relinguished his claim on first place. 5

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 represent-

ing a majority of the factories in Europe be here next year. They have had the fair and sportsmanlike spirit Americans demonstrated in a way which

they had not thought possible and they can not but apprediate it. Speedway officials really believe that the next 500-mile race will assume an importance which it never before him attained and prodict a record-breaking performance. Considering the feats performed by

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Goux Maintains Speed of 76.59 Miles an Hour

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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.

Considering the <u>feats</u> performed by <u>DePalma last year in his Mercedes</u>, 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 ex-

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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 scaleity 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 bame, as a steering knuckle snapped as he was rounding a turn and turned the car over on the edge of the turned the car over on the edge of the

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

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BREAK IS DISHEARTENING.

Amusing incidents and heart-breaking episodes happened with regularity. Few moments passed but something occurred which brought, forth laughter, applause or sighs. Anderson's inability to get away from the pit, after a tire stop, on away from the pic. after a tire stop, on account of stripped timing gears when he was within a few laps of the leader was the most disheartening thing the spectators were forced to bear. He was in second place with no possibility of being cust in the 188th lap cost ham 18

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The other Indianapolis entry, the Henderson made a good showing for a part of the race, but succumbed to engine trouble in the 129th lap. Knipper drove a careful pace and deserved a better place, but the gods of fortune were against him and he followed the footsteps of the fifteen others who were unable to finish.

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