

...ing with the colors they
dirt-covered jerseys, were
contrast to those of the
were as blue as the color
r stockings.

...eat day for Indiana, and a
Jimmie Sheldon, the clever
of the Bloomington colle-
ade things possible for such
tory. His men came back
second half, after being
-0 combination in the first
completely swept the Catho-
field. In addition to a bril-
the crimson players stood
the St. Louis men like a
equently nailing the runner
ar behind the line of scrim-

...s Eleven Outclassed.

...rriors completely outclassed
ched by W. P. Warner,
head instructor of football
e Indian School, in all de-
the game. Indiana's inter-
spectacular, the men leaving
pill a would-be tackler, and
k was always in evidence.
e of tackling witnessed in
arlier games of the season
us for its absence.

...ent in which the crimson-
excelled their rivals was in
e. Forward passes, outside
were numerous, and netted
or the invaders. A brisk
ross the checkered oblong,
rward passes hazardous, but
ndiana got away with some

...had any tricks or good for-
n its category of plays its
must have completely forgot-
least he did not use them,
y of the game is in reality a
rt on the part of an in-
hout the weapons of mod-
warfare against one drilled
yle to perfection, and one
e and courage to execute
bly taught.

Freshmen Barred.

...y one excuse which War-
s can hide behind for the
nistered—that four stars of
ely, Painter and Arens, his
half-backs who starred
sh, Stadtherr, tackle, and
ere barred out on account
ace freshman rule.

...e one thing for which no
why" can satisfactorily be
way the Blue and White
cold at that. Their fight
od was spirited, but when
quick in the second their
ast fading energy was lack-
Indiana man would come

BRAND CUP EVENT AS MERE MOCKERY

Gothamites Not Pleased With Race Won by Alco Car Over Famous Course.

MARMON TAKES SWEEPSTAKES

Indianapolis-Made Machine, Driv- en by Harroun, Keeps Up Pace of Mile a Minute.

Facts About Annual Vanderbilt Cup Race

Trophy—The Vanderbilt Cup.

Value—\$3,000.

Number of Cars Entered—Sixteen.

Scene of Race—Long Island.

Foreign Cars—Five.

American Cars—Eleven.

Length of Circuit—12.64 miles.

**Total Length of Course—Twenty-two
laps, or 278.08 miles.**

**Length of Wheatley Course—Fifteen
laps, or 189.69 miles.**

**Length of Massepequa Course—Ten
laps, or 126.4 miles.**

**Winner of Vanderbilt Cup Race—
Harry E. Grant in sixty-horse-power,
six-cylinder Alco car; time, 4:25:42.
Edward H. Parker in forty-five-horse-
power Flat, second; time, 4:20:27. Wil-
liam Knipper, in forty-horse-power
Chalmers-Detroit, third; time not given.
Richard in a Mercedes and Knox in an**



WABASH DOWN

LITTLE GIANTS V

LATTER MEN HAVE

SCORE AND RESO

PLAYING AND R

PUNTIN

CRAWFORDSVILLE,
(Special)—Hanover cou
Little Giants this aft

were numerous, and netted or the invaders. A brisk pass the checkered oblong, ward passes hazardous, but diana got away with some had any tricks or good form its category of plays its must have completely forgotten he did not use them, of the game is in reality a t on the part of an in- about the weapons of mod- arfare against one drilled yle to perfection, and one e and courage to execute ly taught.

Freshmen Barred.

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he one thing for which no why" can satisfactorily be way the Blue and White cold at that. Their fight ied was spirited, but when e quick in the second their ast fading energy was lack- Indiana man would come he field, he would keep on o one could grab, by the od, and pull him to the

ese tactics were employed, he original six scores as a e score grew with great was here, there and every- s play featured the crim- specially at running back e occasion he received the ile of the field and swerved gn the helpless locals, the e the goal posts.

also a tower of strength n in returning punts. Capt. s evidently been shifted to ion as defensive end and er, his work being of a er today.

line charged hard, but oberts did especially bril- receiving forward passes

ong for Illinois.

t up by the Sheldonites to- e beaten a large per cent n teams by a good-sized Illinois University will have e all next week or there dslide over at Champaign

diana won the toss. Berry Cartwright, who made the Indiana twenty-yard line. turned the kick off to was drowned on St. Louis's line by Messick. Dean

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Edward H. Parker in forty-five-horse-power Flat, second; time, 4:20:27.
William Knipper, in forty-horse-power Chalmers-Detroit, third; time not given.
Wishard in a Mercedes and Knox in an Atlas were the only other cars on the course when the race was declared finished.
Winner of Wheatley Hills Sweepstakes—Ray W. Harroun in Marmon; time, 8:10:21 2-5.
Winner of Massepequa Sweepstakes—
Joe Matson in Chalmers-Detroit; time, 2:9:52 2-5. Martin Doorley in Maxwell, second. Arthur See in Maxwell, third.

MOTOR PARK, L. I., Oct. 30.—Under circumstances which turned the event into the hollowest mockery of an automobile race ever witnessed on Long Island, Harry F. Grant, driving a sixty-horse-power Alco car, today won the fifth Vanderbilt Cup race, completing twenty-two circuits of a 12.64-mile course in 4 hours 25 minutes 42 seconds. Edward B. Parker, at the wheel of a forty-five-horse-power Flat, was second, five minutes and sixteen seconds behind the winner.

William Knipper, driving a forty-horse-power Chalmers-Detroit, was in third position when the race was declared off by the officials. Only two other cars, the

WABASH DOWN

LITTLE GIANTS V

LATTER MEN HAVE SCORE AND RESOR PLAYING AND PUNTING

CRAWFORDSVILLE, (Special)—Hanover cou Little Giants this after defeated by a score of played a fine defensive the ball in the territor during the entire game no chance to score and make first down with the few times when the dis by some trick play. sorted to by Hanover.

The scarlet had no t long gains on any kind back runs by Lambert Hawkins, Yount and El be depended on for a plunges by Markle and

Wabash scored 33 polp half and after scoring so ing of the second half t safe and punt more f changes were made in th two men being sent into the exception of Markle ers was seriously injur jured his knee again.

Touchdown Com

The first touchdown four minutes of play. toss and Capt. Allison the west goal. Hawk Wabash, Murray receiv the thirty-yard line. A end runs by both Mile failed to gain, Hawkins from Allison on Han yard line. End runs a carried the ball to the Markle was sent throug laved pass for a tou

Indiana won the toss. Berry Cartwright, who made the Indiana twenty-yard line. returned the kick off to was drowned on St. Louis's third line by Messick. Dean made short charges through e. Dockery punted thirty- Gill, who ran back fifteen

pass, Cunningham to Berndt; a fifteen yards and put the ouls' three-yard line. Cart- over for a touchdown and oal. Indiana scored on eight minutes. Berry kicked off e ten-yard line, the Hoosier back fifteen yards. A for- Gill to Paddock to Berndt, y-five yards. Gill and Cun- o worked the forward pass gaining ten yards. Gill was n he had a clear field before a trick drop kick, Dockery e ball for St. Louis on the line. Dockery punted thirty- o Cartwright, who fumbled, saved the ball for Indiana. pted forward pass, Gill to voted illegal by the referee was penalized fifteen yards. he the left end for ten yards. forty yards to Dockery, who Hartford recovered the ball a. Cunningham sneaked t end for two yards. Gill goal from the field, but his ort. Dockery punted out of o middle of the field.

ana Penalized Again.

as penalized fifteen yards for al forward pass when it hit Gill punted thirty-seven Dockery. Burns charged er for five yards and the St- ore forced to punt. Dockery y-five yards to Berndt who en yards. special, a forward pass, Gill to Berndt, was tipped by Louis's thirty-five yard line and so if Indiana were going also. Berry lost three yards and ran. Lost four yards. Dockery punted to Berndt who ran back ten forward pass. Cunningham's of ing and Indiana was penal- ized after which the

utes and sixteen seconds behind the winner.
William Knipper, driving a forty-horse-power Chalmers-Detroit, was in third position when the race was declared off by the officials. Only two other cars, the Mercedes, driven by Wishart, and the Atlas, driven by Knox, were on the course to the end.

The Wheatley Hills Sweepstakes was won by R. W. Harroun, driving the No. 32 Marmon, an Indianapolis-made car, who covered the fifteen laps of the course, or 189.69 miles, in 3 hours 10 minutes 21 2-5 seconds. The only other car to finish was the Columbia No. 33, driven by Wilcox.

The Massepequa was won by Joe Matson, driving the Chalmers-Detroit, 43, in 2 hours 9 minutes 52 2-5 seconds. Martin Doorley, driving No. 46 Maxwell, was second, and Arthur See, driving Maxwell No. 44, third.

Three Races on One Course.

Although run under unsurpassed weather conditions the race was marred in its early stages by the simultaneous presence on the course of three separate sets of cars running three distinct races over the same course and in the final period after the smaller cars had left the circuit by accidents so numerous that but five of the fifteen Vanderbilt Cup entrants were left as contestants.

Not until the beginning of the twentieth lap, when the Fiat dislodged the Chalmers-Detroit for first position and was itself passed in the back stretch by the Alco, did anything like genuine enthusiasm manifest itself. For a brief period it seemed then that a close finish would be witnessed, but in the twenty-first and twenty-second laps Grant widened the gap that separated him from the field, and finished practically alone.

Up to within one lap of the finish the officials were at odds as to the number of laps which the leading car had completed, and it was only after a vigorous protest from the entrance of the Alco that the correct reading of the time card was ascertained.

The setting is village, in the position of the Alco in the twenty-first lap was the the failure of the grand stand clerks to count Grant in continuation of the

the thirty-yard line. end runs by both M failed to gain, Hawk from Allison on Ha yard line. End runs carried the ball to the Markle was sent thro played pass for a tou failed to kick goal. S

Hawkins kicked off turned the ball to h line. Cravens got the giving Wabash the thirty-yard line. O Hawkins dodged bac and caried the ball o touchdown. He fall Score 10 to 0.

The third touchdow the ball had been wo thirty-yard line by en a few straight bucks attempted a forward p who were to receive ered, he continued p and made the touchdow ed out, but Lambert fair catch. Score, 15 t

The next touchdow bert. Hawkins kicked score 21 to 0. Elliott m down, and Hawkins K 27 to 0.

The last touchdow half was scored by pushed over on the fir called after Allison h Wabash had attempted

Elliott scored the fra second half. By end r approaching the red and Elliott received the yard line and dodged lers and crossed the ll goal, making the score

Stump made the lar run through right tac had been carried to t Elliott again kicked go

The scarlet gained a punt of Elliott, and ball on the thirty-five Lambert, who had re at quarter back, made vick. This made the to 9. Wabash made increase the score and their efforts to keep b ing 12:00 and burn

Wabash 12:11
Van Meter
Crown Point
Lafayette
St. Louis
St. Paul
St. Peter
St. Joseph
St. Charles
St. Clair
St. Francois
St. Vincent
St. Ignace
St. Ann
St. Mary
St. Elizabeth
St. Rose
St. Agnes
St. Agatha
St. Barbara
St. Catherine
St. Cecilia
St. Dorothea
St. Gertrude
St. Helena
St. Jerome
St. John
St. John the Baptist
St. John the Evangelist
St. John the Virgin
St. Joseph
St. Joseph the Worker
St. Landry
St. Lawrence
St. Lawrence the Martyr
St. Lawrence the Confessor
St. Lawrence the Abbot
St. Lawrence the Deacon
St. Lawrence the Priest
St. Lawrence the Bishop
St. Lawrence the Cardinal
St. Lawrence the Pope
St. Lawrence the King
St. Lawrence the Emperor
St. Lawrence the Soldier
St. Lawrence the Merchant
St. Lawrence the Farmer
St. Lawrence the Craftsman
St. Lawrence the Laborer
St. Lawrence the Soldier
St. Lawrence the Merchant
St. Lawrence the Farmer
St. Lawrence the Craftsman
St. Lawrence the Laborer

...the ball was on their line, and the half ended six. St. Louis made the first down during the season. Second half Hatfield kicked off St. Louis's fifteen-yard line, placing him in his tracks.

Indiana Penalized Again.

Indiana was penalized fifteen yards for illegal forward pass when it hit Gill. Gill punted thirty-seven yards to Dockery. Burns charged for five yards and the St. Louis team forced to punt. Dockery punted fifty-five yards to Berndt who ran seven yards.

Special, a forward pass, Gill to Berndt, was nipped by St. Louis's thirty-five-yard line so Indiana were going all night. Berry lost three yards on attempted end run. Lowe came out for four yards. Dockery punted to Berndt, who ran back ten yards forward pass, Cunningham to St. Louis and Indiana was penalized fifteen yards after which they

the remainder of the half the ball was in the territory of St. Louis for the first time shortly before the half. To the Catholics' five-yard line made a good stand, how- ever, and off the touch-down time when the ball was on their line, and the half ended six. St. Louis made the first down during the season.

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The Wabash Club's representative was won by E. M. Harrison, driving the No. 11 Marmon in Indianapolis made and who covered the fifteen laps of the course, at 1:44 2/3 minutes in 2 hours 24 minutes 21 2/3 seconds. The only other car to finish was the Columbia No. 21, driven by Wilson.

The Massachusetts was won by Joe Mason, driving the Chalmers-Detroit, 41, in 2 hours 2 minutes 52 2/3 seconds. Martin Dooley, driving No. 46 Maxwell, was second, and Arthur See, driving Maxwell No. 44, third.

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Up to within one lap of the finish the officials were at odds as to the number of laps which the leading car had finished, and it was only after a vigorous protest from the entrants of the Alco that the correct reading of the time card was announced.

The mixup in relation to the position of the Alco in the twenty-first lap was due to the failure of the grand stand clockers to catch Grant in conclusion of his twentieth lap.

Arthur N. Jarvis, representing the Alco Company, at once noted the omission of this round from the official bulletin board, but could get no satisfaction from the timers until he had personally appealed to W. K. Vanderbilt Jr., who at once telephoned to the other timers at the turns and secured from them corroborative evidence that Mr. Jarvis's statement was correct.

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The third touchdown the ball had been in the thirty-yard line by a few straight backs attempted a forward pass who were to receive and he continued and made the touchdown fair catch. Score 15-0.

The next touchdown by Lambert. Hawkins kicked score 21 to 0. Elliott made a down, and Hawkins kicked 27 to 0.

The last touchdown half was scored by pushed over on the field called after Allison. Wabash had attempted Elliott scored the first second half. By end of approaching the red and Elliott received the yard line and dodged the kickers and crossed the goal, making the score.

Stump made the last run through right tackle had been carried to Elliott again kicked goal. The scarlet gained punt of Elliott, and ball on the thirty-five yard line. Lambert, who had run at quarter back, made a kick. This made the score 30 to 0. Wabash made an increase the score and their efforts to keep leading. Lineup and sun

- Wabash (48).
- Ryan, Gisle... Left
- Cravens, Schreiner,
- Hopkins... Left
- Stump, Ebert,
- Bridge... Left
- H. Lambert,
- Cochran... Cen
- Nickey... Right
- Barr... Right
- Elliott, Grote... Right
- Hawkins,
- Cunningham... Left
- Youn, Penhalligon,
- Huff... Right
- W. Lambert,

Proclamation Page 10

... the ... of the ...

remainder of the half the ... in the territory of St. Louis ...

... the ... of the ...

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Timers Admit Error.

A protest had been drawn up in writing by Mr. Jervis and was ready for official filing when the timers finally admitted their error and gave the Alco the

- W. K. Vanderbilt Jr.
- Byron Chester
- Charles Schreiber
- Hopkins
- Stump, Ebert
- Bridge
- H Lambert
- Cochran
- Nickey
- Barr
- Elliott, Grote
- Hawkins
- Cunningham
- Yount, Penhallagon
- Huffine
- W. Lambert
- K. Lambert
- Markle, Stump
- Penhallagon
- Touchdowns—Markle, bert 2, Elliott 2, You Hawkins 3, Elliott, Dr
- Time of halves—30 and
- McGaughey, Umpireman—Waugh.



Brand Cup Event as Mere Mockery

CONCLUDED FROM PAGE ONE.

place which it had deservedly won.

The time made by the winner was equivalent to sixty and one-quarter miles per hour average for the entire distance of 278.08 miles.

The small-car races run simultaneously with the day's chief event, respectively the Massapequa Sweepstakes and the Wheatley Hills Sweepstakes, were won, the first by Joe Matson, driving a twenty-five-horse-power Chalmers-Detroit, and the second by R. W. Harroun, driving a thirty-two-horse-power Marmon.

In point of endurance the race was also a disappointment. In point of accidents to persons, however, it was highly satisfactory, no one, either among contestants or spectators, being seriously injured.

At the starting line the crowd was slower in assembling, those having seats reserved for them in the grand stand taking advantage of the late starting of the race to journey to the course by daylight.

Vanderbilt, Early Arrival.

W. K. Vanderbilt Jr., donor of the cup and referee of the race, was among the first to arrive. With him were the three judges of the course, S. N. Butler, Harry Payne Whitney and Henry Sanderson; Fred J. Wagner, starter of the race, and A. R. Partington, director of the contest. By 8 o'clock the grand stand had filled comfortably, only a few of the boxes remaining unoccupied. Among the leaders of the social and financial world were Sir Thomas Lipton, August Belmont, F. H. Gary, A. G. Vanderbilt, E. C. Havemeyer, Frederick G. Bourne, Charles G. Gates and Edwin Gould.

As the time for the start approached the scene at the grand stand and in the sunken supply pits immediately fronting it took on the aspect of activity.

One by one the contesting cars were trundled up to the starting line and ranged two abreast. The low-powered entries in Class 4 for the Massapequa trophy were to get away first, and were given the head of the line. Immediately following came the medium-powered contestants for the Wheatley Hills trophy, and bringing up the rear the cars participating in the race for the Vanderbilt cup.

At the tick of 9 No. 41, Brown's Chalmers-Detroit was off. A great shout

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PAGE ONE.

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Here are

GRAVENET

of new style coat
weaves, made up
automobile shapes
Made to sell from
\$35.00 to \$15.00
now \$14.75 to.....

SUITS

Best all-wool Suits,
one of the new fall
good material and well
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- \$16.00 Suits at
- \$22.50 Suits at.....
- \$25.00 Suits at.....
- \$28.00 Suits at.....
- \$30.00 Suits at.....

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Lineup:

- Indiana (30).
- Berndt.
- C. Davis
- Hatfield
- Leonard.
- Messick
- Hoover
- Kimbal
- Dutter
- Roberts.
- M. Davis
- Cunningham
- (Capt.)
- Paddock
- Gill, Lewis
- Cartright,
- Winters
- n. Umpire—
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- M. Davis, Win-

BADGERS.

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participating in the race for the Vander-
bilt cup.

At the tick of 9 No. 41, Brown's Chal-
mers-Detroit, was off. A great shout
went up as the little blue car disap-
peared down the course.

Maxwell Starts Last.

Fifteen seconds later No. 42, Ainslie's
Hudson, was off. In the place left vac-
ant by these, Matson and See, driving the
No. 43 Chalmers and No. 44 Maxwell,
were moved to the tape, and one after
the other sent off. No. 45, the Maxwell of
Costello, balked at the line for the frac-
tion of a second, but quickly recovered
itself and followed the others down the
course. The No. 46 Maxwell, the last of
the Class 4 cars to get away, tore across
the tape at 9:01:15.

There was an interval of forty-five sec-
onds to mark the separation between the
cars of Class 4 and those of Class 3.
Then Al Munson, driving the No. 31 Mar-
ion, threw in his clutch and was off.

Punctually to the second the other
three cars of this class dashed away,
and another interval this time of one
minute, was counted off to mark the dis-
tinction between the Class 3 racers and
the fifteen real contestants of the day,
the high-powered "contenders" for the
Vanderbilt trophy.

The Marion in the Wheatley Hills
Sweepstakes caught fire on the second
round and was stopped at the repair pit
for a few seconds.

The last car was barely out of sight
when the bugles announced the coming of
the first car to complete the round. This
proved to be Joe Matson's Chalmers. The
first of Class 3 to come was No. 32, Mar-
mon, which had passed No. 31, Munson's
Marion, at Westbury. Of the Vanderbilt
entries, Mitchell's Simplex was the first
to finish the circuit. His time was
12:31 1-5, equal to sixty miles an hour.

On the second round Matson held the
lead in the small car class, while Har-
roun held first position in the Class 3
event. In the Vanderbilt, Knipper in the
No. 7 Chalmers-Detroit led, followed
closely by Mitchell in the Simplex and
Harding in the Apperson.

Munson's Marion also stopped a few
seconds but resumed.

Aitken and Merz in Nationals, Chevrol-
et in the Buick and Knox in the big yel-
low Atlas electrified the crowd by sweep-
ing past the grand stand with only inches
separating them.

The first serious mishap occurred to the
Simplex in the second lap as it was speed-
ing on the straightaway near Massape-
qua. The car snapped a crank shaft, but
fortunately did not leave the course.

While the big fellows were finishing
their sixth circuit the smaller fry in
Classes 4 and 3 were barely entering their
fifth. In Class 4 Matson led with a margin
of nearly six minutes over Brown. Ainslee
was third.

In Class 3, the first to complete the

De Pauw 12 to

CONCLUDED FROM PAGE ON

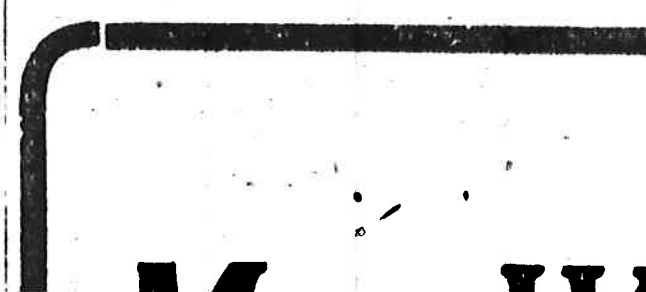
there were only a few minutes to
when Thomas kicked off to Sellers.
Pauw received a penalty for holding,
Grady kicked to Sparks, who went
yards. Thomas negotiated another
gain for the Irvingtonians on a
around end from a punt formation.

Butler followed with a successful
ward pass from Thomas to Temp
which netted twenty yards. On a se
attempt at a forward pass Thomas
caught by Lawrence and was th
back for a loss. On a trick play fr
place kick formation Grier passed the
to Badger, who stood thirty yards a
and the locals registered another
down. Grier covered five yards o
close end run, and Pavey annexed
yards on a straight buck. Grier
thrown back on a try around Jor
end, and it looked as if Butler could
cover the few remaining yards after
However, another forward pass had
desired effect, and Stiffier raced over
goal line after receiving the ball
pass from Thomas. Thomas kicked
Score: De Pauw, 12; Butler, 6.

Walker kicked off to Thomas, who
nailed by Lawrence. The ball was s
ly worked down the field by line plu
and penalties on De Pauw for hol
until within forty-five yards of goal,
the visitors held, forcing the local
punt. The Methodists gained posse
of the ball and started on another
for a touchdown. Butler held the M
odists for downs on their twenty-
yard line and Thomas punted.

Again the visitors started on a m
toward the Butler goal, when D
who had been substituted for Over
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**"Live Wire"
Military Heel and Hig**



DOGGERS

Football Aids In
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Northwestern.

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.....Peifer

.....Holmes

.....Wise

.....Ward, Gethman

.....Peterson
.....Schultz

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the first car to complete the round. This
proved to be Joe Matson's Chalmers. The
first of Class 2 to come was No. 32, Mar-
mon, which had passed No. 31, Munson's
Marion, at Westbury, off the Vanderbilt
entries. Mitchell's Simplex was the first
to finish the circuit. His time was
12:31 1/2 equal to sixty miles an hour.

On the second round Matson held the
lead in the small car class, while Har-
roun held first position in the Class 3
event. In the Vanderbilt Knipper in the
No. 7 Chalmers-Detroit led, followed
closely by Mitchell in the Simplex and
Harding in the Apperson.

Munson's Marion also stopped a few
seconds but resumed.

Aitken and Metz in Nationals, Cleo-
ret in the Buick and Knox in the big yel-
low Atlas electrified the crowd by sweep-
ing past the grand stand with only inches
separating them.

The first serious mishap occurred to the
Simplex in the second lap as it was speed-
ing on the straightaway near Massape-
qua. The car snapped a crank shaft, but
fortunately did not leave the course.

While the big fellows were finishing
their sixth circuit the smaller fry in
Classes 4 and 5 were barely entering their
fifth. In Class 4 Matson led with a margin
of nearly six minutes over Brown. Ainslee
was third.

In Class 3, the first to complete the
fifth lap was Harroun, with Wilcox, in
the Columbia, second. The others were
hopelessly distanced. Seymour, in his
Isotta, withdrew from the race in the
fifth lap, while in fifth position, because
of a broken steering knuckle. Hearne's
Flat went out in the fifth lap on account
of a broken crank shaft case.

After nearly two hours' absence from
the race it was discovered that Strang's
disappearance was due to the fact that
a large rock had torn through his radia-
tor as he was sweeping past Hicksville on
his second lap.

At 10:50 Strang passed the grand stand
on his second lap, having repaired the
broken radiator.

At this time he had six laps to make up.
Aitken was out in his fifth lap because
of the loss of a wheel.

In the Wheatley Hills race two cars of
the four entered finished the prescribed
fifteen laps. Those to fall by the wayside
were the Maxwell of Costello, the Chal-
mers-Detroit of Brown, the Marion of
Munson and the Moon of Wells.

NAVY SHOWS IMPROVEMENT.

Holds Princeton to Single-Touchdown and
Scores Placement Goal.

desired effort, and Hittner rapped over
goal line after receiving the ball
pass from Thomas. Thomas kicked
score. De Pauw, D. Butler, G.

Walker kicked off to Thomas, who
kicked by Lawrence. The ball was
worked down the field by line play
and penalties on De Pauw for hold
until within forty five yards of goal, w
the visitors held, forcing the local
point. The Methodists gained posses
of the ball and started on another
for a touchdown. Butler held the M
ediate for downs on their twenty
yard line and Thomas punted.

Again the visitors started on a nu
toward the Butler goal, when De
who had been substituted for Over
was caught behind the line of sc

"Live Wire"

Military Heel and High

Men W

Show it

B

\$3.50

60 Different

Drivers of Indianapolis Cars in Eastern Auto Race.



Willie Haupt, in American car.

A. Monsen, in Marmon car

Marmon car.

Ray W. Harroun, who won with a Marmon car in the Wheatley Hills Sweepstakes in the Vanderbilt race yesterday, was the only driver of an Indianapolis car to finish first in any of the three events. He made the 189.6 miles in

3:10:21 2-5. Harroun drove the same car he drove in the Indianapolis Speedway races. The American car which Willie Haupt was to drive in the Vanderbilt race was withdrawn on account of a broken crank shaft.

Crimson Swamps St. Louis Eleven

CONCLUDED FROM PAGE ONE.

kicked the goal and this was the signal for distress on the part of St. Louis. Berry kicked off to Gill on Indiana's twenty-yard line. Gill repunting with

Brand Cup Event as Mere Mockery

CONCLUDED FROM PAGE ONE.

place which it had deservedly won. The time made by the winner was equivalent to sixty and one-quarter miles per hour average for the entire distance of 278.08 miles.

The small car races run simultaneously with the day's chief event, respectively the Sassapequa Sweepstakes and the Wheatley Hills Sweepstakes, were won, the first by Joe Matson, driving a twenty-five-horse-power Chalmers-Detroit, and the second by R. W. Harroun, driving a thirty-two-horse-power Marmon.

In point of endurance the race was also a disappointment. In point of accidents to persons, however, it was highly satisfactory, no one, either among contestants or spectators, being seriously injured.

At the starting line the crowd was slower in assembling, those having seats reserved for them in the grand stand taking advantage of the late starting of the race to journey to the course by daylight.

Vanderbilt. Early Arrival.

W. K. Vanderbilt Jr., donor of the cup and referee of the race, was among the first to arrive. With him were the three judges of the course, S. N. Butler, Harry Payne Whitney and Henry Sanderson; Fred J. Wagner, starter of the race, and A. R. Partington, director of the contest. By 8 o'clock the grand stand had filled comfortably, only a few of the boxes remaining unoccupied. Among the leaders of the social and financial world were Sir Thomas Lipton, August Belmont, F. H. Gary, A. G. Vanderbilt, E. C. Havemeyer, Frederick G. Bourne, Charles G. Gates and Edwin Gould.

As the time for the start approached the scene at the grand stand and in the sunken supply pits immediately fronting it took on the aspect of activity. One by one the contesting cars were