News, May 30, 1911, p. 1 (4)

HARROUN IS IN LEAD AT 300

New Records Made Over 200-Mark for Speedway—Mulford Second.

MARMON 32 GOES TO FRONT AT THE 200TH MILE.

STUDEBAKER IN AS RELIEF

LOCAL CAR SCORES DOUBLE CENTURY TIME OF 2:43:21.

BRUCE-BROWN HARD FIGHTER

FAST PACE SET FOR LONG GRIND BY LEADING MACHINES.

ACCIDENTS CAUSE OF DELAY

[Special to The Indianapolis News.]

INDIANAPOLIS MOTOR SPEEDWAY, May 30.—At three hundred miles Ray Harroun, in a Marmon, continued to lead in the five-hundred-mile race. His time was 4 hours 3 minutes and 24 seconds. Ralph Mulford was second; D. Bruce-Brown third.

At 280 miles Harroun led the field of racers, the time being 3:50:35.

As two hundred miles is the longest speedway race heretofore, the marks set after that figure were the record.

Bruce-Brown Close Up.

Bruce-Brown, in a Fiat, was a close second and Ralph Mulford, in Lozier 33, was third. It was about this time that Harroun thrilled the crowd by having

---

GARROS TAKES LEAD IN 1,300-MILE MID-AIR RACE

Overtakes Beaumont in Flight From Nice to Rome and Expects to Win Special Prize of $20,000.

GENOA, Italy, May 30.—Roland G. Garros, the French aviator, took the lead early today over Andre Beaumont, his nearest rival, on the flight from Nice to Rome, the second stage of the Paris-Rome-Turin aviation race for prizes aggregating [illegible].

Garros, though a Frenchman, is entered in the present 1,300-mile event under American management and in an American-designed machine. He arrived at this city at 8:21 o'clock this morning from Nice, and at 10:[illegible] a. m. resumed his flight toward the Italian capital.

Though the weather was still threatening it was somewhat better toward Rome, and Garros expected to reach Rome this afternoon and gain a prize of [illegible].

Andre Beaumont again met with motor trouble today, but succeeded in making repairs and was seen flying over Alassio on the Riviera, in the direction of this city. Frey, representing Germany, left Avignon at 4:21 a. m. and reached Nice at 8:11.

SALOONS OPEN DOORS; DO A RUSHING BUSINESS

HYLAND SAYS POLICE HAVE NO TIME TO WATCH THEM

DIRECT VIOLATION OF LAW

Small semblance of regard for the liquor law on national holidays was to be seen in Indianapolis saloons today. They were open and doing business with few, if any, exceptions. Hotel cafes sold drinks after 11 o'clock last night. Superintendent of Police Hyland dismissed the matter this morning with a statement that the police had no time to pay attention to violations. He said no complaints were coming in, and he did not know whether the saloons were open or not; that there was no "understanding" to that effect.

Not since the Proctor law became effective, and, in fact, not since Mayor Shank's term of office began, has there been such an open disregard for the law. In the past on Sundays and national holidays, the rear doors have been used if the law was violated.

This morning, however, the Crystal Palace Bar, in Washington street, near Illinois, was open at the front door. A green curtain hid the drinkers from view from the street. That was all.

Rushing Business.

News, May 30, p.1 (#2)

Bruce-Brown Close Up.

Bruce-Brown, in a Fiat, was a close second and Ralph Mulford, in Lozier 33, was third. It was about this time that Harroun thrilled the crowd by saving himself from serious accident. For some reason, his car started to skid on the slippery track in front of the grand stand and for an instant it was thought another accident was to be added to the list.

Harroun managed to straighten the car and he speeded away much to the delight of the crowd, the people rising to their feet and shouting their pleasure. Dawson was fourth and DePalma, Cobe, Merz, Turner, Aitken and Gil Anderson in the Stutz car, followed in the order named.

Mulford Is in Second.

Harroun crossed the tape leading at the three hundredth mile. Mulford had slipped up into second position, Bruce-Brown was third and DePalma was fourth. Harry Cobe was fifth, Aitken sixth, Wishart seventh, Turner eighth, Merz ninth and Gil Anderson tenth. The time for the three hundred miles was 4:03.24.

The car in the lead at 250 miles was Studebaker, Harroun's helper, in Marmon "32." Bruce-Brown, in his Fiat, was second, and DePalma, in a Simplex, third; Ralph Mulford, in a Lozier; Wishart, in a Mercedes; Dawson, in his Marmon; Cobe, in a Jackson; Turner, in an Amplex [illegible], and Merz and Wilcox in two National cars, were running in the order named.

At the end of two hundred miles, shortly before 1 o'clock, Ray Harroun, driving a Marmon No. 32, led the flyers.

In passing the two hundred mark in 2:43:21, Harroun established a new speedway record. The former record for the distance, 2:58:48, being made by Louis Disbrow, in a Ranier, at the Atlanta speedway, November 18, 1909. Pressing Harroun was David Bruce-Brown, in Fiat 28, and in third place, close behind was Ralph Mulford, in Lozier 33. Spencer Wishart, in a Mercedes, was fourth, followed by Harry Knight, in a Westcott; Ralph DePalma, in a Simplex; Joe Dawson, in a Marmon; Bill Turner, in an Amplex; Lytle, in an Apperson, and Harry Cobe, in a Jackson. W. Studebaker relieved Harroun when the latter stopped for tire trouble.

Johnny Aitken, in a National, led the bunch at the end of the first lap, with Ralph DePalma in a Simplex second. Spencer Wishart's Mercedes had pulled up into third place and Fred Belcher's Knox was in fourth place. Louis Disbrow's Pope-Hartford was fifth, and Turner's Amplex, sixth; Hearne's Fiat, seventh; Fox's Pope-Hartford, eighth; Endicott's Interstate, ninth, and Strang's Case, tenth. The other cars were strung well around the course before they crossed the tape. The first car to stop was Chevrolet's Buick, a punctured tire bringing him to the pits on the rim in the [illegible]

law was violated.

This morning, however, the Crystal Palace Bar, in Washington street, near Illinois, was open at the front door. A green curtain hid the drinkers from view from the street. That was all.

Rushing Business.

The bar of the Kingston, around the corner in Illinois street, was not in view from the street. But the front door was open and the interior was crowded.

Andy Ward's place, in the same street, and Dan Smith's, two popular bars, did a rushing business today. The Colonial bar had a curtain up, but doors were open. It was the same at Smith's cafe and bars. In fact, a search failed to find a locked door. Several front doors were locked, but an adjacent open door by way of the smoking parlor or cigar store prevented the loss of trade. East in Washington street Philip Trietsch's place and Joe Schaub's were examples of the freedom the saloon keepers felt.

A police sergeant passing one of the downtown saloons as the front door was open to admit a group of men, was asked an explanation.

Sergeant "Didn't Know It."

"Are the saloons open?" he asked in surprise. "I didn't know."

The sergeant said his eyes were all right but said he was a member of the traffic squad for the day and he said he had no orders regarding the saloons. He had no time for anything but handling the crowds he said.

Saloon men questioned by strangers explained to them that the police were not disposed to prevent the sale of liquors on the day owing to the great crowds in the city to attend the races. It was stated at one bar that the city was "pretty darn tight" on Sundays. It appeared, however, that Memorial day and the national holiday phase of the situation was lost sight of in the general celebration of "speed day" and city authorities joined in the "celebration."

THREE MEN STEAL TAXICAB.

Awe Chauffeur With Revolvers at Hammond and Seize the Car.

CHICAGO, May 30.—An armed posse in an auto left here today to seek three men who stole a taxicab at the muzzle of a revolver. The men entered a taxicab driven by William Amelow and ordered him to drive to Hammond, Ind. When they reached that city they drew revolvers and ordered the chauffeur to get out. Then one of the men rode away in the car.

WEATHER INDICATIONS.

UNITED STATES WEATHER BUREAU,
Indianapolis, Ind., May 30, 1911.

—Temperature—

May 30, 1911.		May 30, 1910.	
7 a. m.	[illegible]	7 a. m.	[illegible]
12 m.	[illegible]	12 m.	[illegible]
2 p. m.	[illegible]	2 p. m.	[illegible]

—Barometer—

7 a. m.	[illegible]
12 m.	[illegible]
2 p. m.	[illegible]

—Local Forecast—

Local forecast for Indianapolis and vicinity for the twenty-four hours ending [illegible] p. m., May 31: [illegible]

News, May 30, 1911, p. 1 (43)

in 2:48:21, Harroun established a new speedway record. The former record for the distance, 2:53:18, being made by Louis Disbrow, in a Ranier, at the Atlanta speedway, November 18, [illegible]. Pressing Harroun was David Bruce-Brown, in a Fiat 28, and in third place, close behind, was Ralph Mulford, in a Lozier. Spencer Wishart, in a Mercedes, was fourth, followed by Harry Knight, in a Westcott; Ralph De Palma, in a Simplex; Joe Dawson, in a Marmon; 'Bill' Turner, in an Amplex; Lytle, in an Apperson, and Harry Cobe, in a Jackson. W. Studebaker relieved Harroun when the latter stopped for tire trouble.

Johnny Aitken, in a National, led the bunch at the end of the first lap, with Ralph DePalma, in a Simplex, second. Spencer Wishart's Mercedes had pulled up into third place and Fred Belcher's Knox was in fourth place. Louis Disbrow's Pope-Hartford was fifth, and Turner's Amplex, sixth; Hearne's Fiat, seventh; Fox's Pope-Hartford, eighth; Endicott's Interstate, ninth, and Strang's Case, tenth. The other cars were strung well around the course before they crossed the tape. The first car to stop was Chevrolet's Buick, a punctured tire bringing him to the pits on the rim in the tenth mile.

DePalma Bursts Ahead.

At the end of twenty miles Spencer Wishart's Mercedes led, Belcher's Knox was second, Aitken's National third, De Palma's Simplex fourth, Bruce-Brown's Fiat fifth, Harroun's Marmon sixth, Dawson's Marmon seventh, Turner's Amplex eighth, Lytle's Apperson ninth and Disbrow's Pope-Hartford tenth. Time, 15:36.

Basle's Buick stopped in the twentieth mile because of a broken tire and again in the thirtieth mile. Wishart's Mercedes stopped shortly after the twentieth mile because of tire trouble.

At the end of fifty miles the racers were stretched all along the big track course. Aitken, in his National, was in first place and David Bruce-Brown, in his Fiat, was pressing him. Wishart's Mercedes was third. Time, 41:37.

With a burst of speed that amazed the spectators, Ralph DePalma, in his Simplex, overcame a long lead, and in the sixtieth mile he was ahead. Bruce-Brown still clung to second place, and Harry Knight, in a Westcott, had moved up into third place. Time, 48:58.

The rapidly changing positions of the cars caused much confusion among the scorers.

Bruce-Brown to Front.

Ten cars leading, in order named at the end of seventy miles, were Bruce-Brown, who jumped ahead of DePalma, the latter being in second place. Johnny Aitken, who had suffered a slump, had

Continued on Page Three.

Awe Chauffeur With Revolvers Hammond and Seize the Car.

CHICAGO, May 30.—An armed posse in an auto left here today to seek three men who stole a taxicab at the muzzle of a revolver. The men entered a taxicab driven by William Amelow and ordered him to drive to Hammond, Ind. When they reached that city they drew revolvers and ordered the chauffeur to get out. Then one of the men rode away with the car.

WEATHER INDICATIONS.

UNITED STATES WEATHER BUREAU
Indianapolis, Ind., May 30, 1911.

—Temperature—

	May 30, 1910		May 30, 1911
7 a. m.	[illegible]	7 a. m.	[illegible]
12 m.	[illegible]	12 m.	[illegible]
2 p. m.	[illegible]	2 p. m.	[illegible]

—Barometer—

7 a. m.	[illegible]
12 m.	[illegible]
2 p. m.	[illegible]

—Local Forecast—

Local forecast for Indianapolis and vicinity for the twenty-four hours ending 7 p. m., May 31: Showers tonight or Wednesday; not much change in temperature.

Forecast for Indiana: Unsettled, with showers tonight or Wednesday; warmer tonight in north and central portions.

Forecast for Ohio: Unsettled, with showers tonight and Wednesday.

Forecast for Illinois: Unsettled weather with showers tonight or Wednesday.

—Weather in Other Cities—

The following table shows the state of weather in other cities at 7 a. m.:

Station.	Bar.	Temp.
Amarillo, Tex.	[illegible]	[illegible]
Bismarck, N. D.	[illegible]	[illegible]
Boston, Mass.	[illegible]	[illegible]
Chicago, Ill.	[illegible]	[illegible]
Cincinnati, O.	[illegible]	[illegible]
Denver, Colo.	[illegible]	[illegible]
Dodge City, Kas.	[illegible]	[illegible]
Helena, Mont.	[illegible]	[illegible]
Jacksonville, Fla.	[illegible]	[illegible]
Kansas City, Mo.	[illegible]	[illegible]
Little Rock, Ark.	[illegible]	[illegible]
Los Angeles, Cal.	[illegible]	[illegible]
Mobile, Ala.	[illegible]	[illegible]
New Orleans, La.	[illegible]	[illegible]
New York, N. Y.	[illegible]	[illegible]
Oklahoma, Okla.	[illegible]	[illegible]
Omaha, Neb.	[illegible]	[illegible]
Pittsburg, Pa.	[illegible]	[illegible]
Portland, Ore.	[illegible]	[illegible]
Rapid City, S. D.	[illegible]	[illegible]
San Antonio, Tex.	[illegible]	[illegible]
San Francisco, Cal.	[illegible]	[illegible]
St. Louis, Mo.	[illegible]	[illegible]
St. Paul, Minn.	[illegible]	[illegible]
Washington, D. C.	[illegible]	[illegible]

V. H. CHURCH, Section Director.

Hourly Temperature.

[illegible] a. m.	[illegible]
[illegible] a. m.	[illegible]
[illegible] a. m.	[illegible]
[illegible] a. m.	[illegible]
[illegible] a. m.	[illegible]
[illegible] a. m.	[illegible]
[illegible] m.	[illegible]
[illegible] p. m.	[illegible]
[illegible] p. m.	[illegible]

News, May 30, 1911, p. 3(4)

TS OCCUR
REET CROWD

OR SPEEDING
L RECORD.

RE REPORTED

or automobile acc
d arrests for vio
and traffic laws, an
of consequence
Superintendent H
quately to police th
t crowds of years
e places proved m
an had been anti
morial day exercis
e thousands throng
r the speedway, t
reets and the back
cared for by spec
and plain clothe
ew weary-eyed wh
haps they may ha
e countless questio
rections to the tho
trangers. But fro
garded as lucky th
les have been kept
um.

Quiet Spot.

men in the charge o
uty at the Monument
g the Memorial day
comparative quiet
orders, auto enthusi-
om the Circle to the
eets during the me-
marked contrast, at
he Union station, po-
the crowding, rushing
l the Big Four special
ay was fast as the
d into the sheds. At
nal station hundreds
accident.
the northwest thor-
o the speedway found
y as the men at the
continuous string of
s. The cars formed a
its line of march, in
beginning everywhere
place only—the speed-
themselves, by their
ped the policemen. For
e way to the speedway
nd, jammed themselves
tal place. To have at-
ould have been sheer
boulevard half the ap-
uto company's show-

dge in Parks.

ality taxed to the ut-
through her police re-
last night, was tender-
ides and benches; her
and plazas to the visit-
en in the street last
ly who desired a bed or
l for it before midnight
ny who arrived in the
hines preferred the sky

HARROUN IS IN THE LEAD AT 300 MILES

Continued From Page One.

pulled his National up into third place. Knight stood fourth, and Wild Bill Turner, in his Amplex, was fifth. Wishart was sixth; Charley Merz, in a National, seventh; Mulford, in a Lozier, eighth; Harry Grant, in an Alco, ninth, and Cobe, in a Jackson, was tenth. Time [illegible].

Bruce-Brown still led at the eightieth and at the ninetieth mile. The two Loziers, driven by Tetzlaff and Mulford, were second and third, respectively. Harry Knight was in fourth place, and Aitken fifth. The ninety miles was made in 1:12:24.

Bruce-Brown Breaks Record.

The record for one hundred miles was broken when Bruce-Brown in a Fiat crossed the tape at the end of one hundred miles in [illegible]. The old record which had stood since November 13, 1909, was 1:22:5, made by George Robertson in a Fiat at Atlanta.

Following Bruce-Brown at the end of one hundred miles were Mulford, Wishart, Joe Dawson, Merz, Turner, Knight, Burman, Aitken and DePalma, in order named.

Some of the most sensational driving ever seen came at the close of the first one hundred miles when the leaders realized they weer close to the record notch.

Several Cars Withdraw.

Before the first one hundred miles had elapsed several cars had to withdraw. Caleb Bragg broke a crank shaft on his Fiat and quit at the end of his seventy-eighth mile. Arthur Chevrolet, driving a Buick, broke a crank shaft in his ninetieth mile and withdrew.

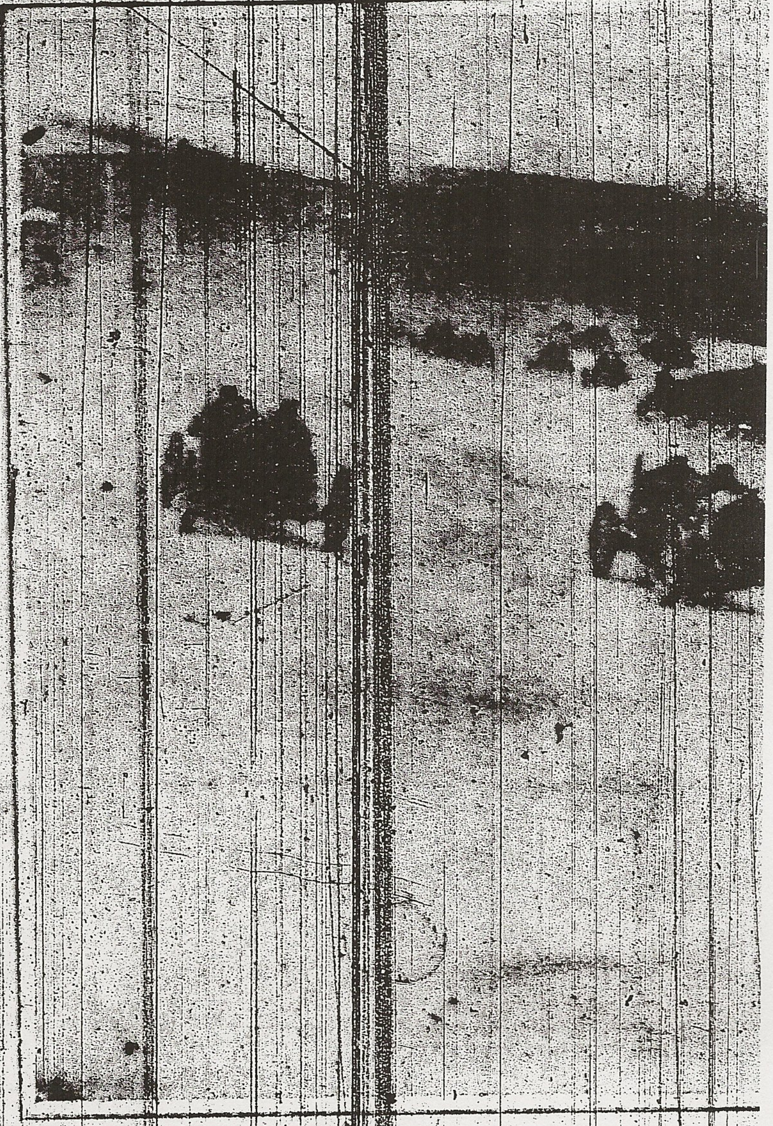
At 110 miles Bruce Brown was still leading. Mulford was second and De Palma third. There was no change in the positions of the leaders at 120 miles and at 130 miles there was a pretty race on between Ray Harroun and Harry Knight for fifth place. Time for the 130 miles was 1:45:26. At the 140 mile mark De Palma squeezed in ahead of Mulford for second place and Knight had moved up to fourth place. Time 1:53:18.

Harry Grant Out.

Harry Grant, driver of Alco No. 13, driver and car both famous as winner of the Vanderbilt cup twice in succession, withdrew at the end of 140 miles because of a burnt bearing that had been retarding the car for some time.

At the end of 150 miles the leaders were again breaking speedway records for cars from 451 to 600 cubic inches piston displacement. Bruce-Brown and De Palma were fighting for first place, with De

START OF THE 5



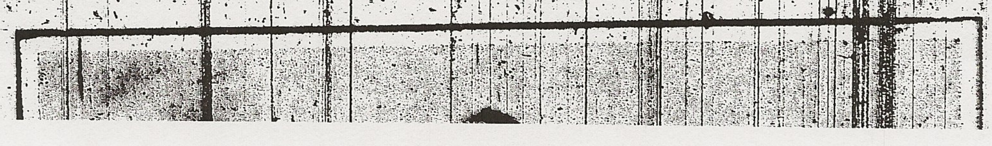
when the steering gear broke while the car was coming down the back stretch in the 20th mile. Neither [illegible], who had relieved Hearne, nor the mechanician was hurt. It was announced that the car would be repaired and sent back into the race.

Burman Jumps W

Wild Bob Burman made a sensational drive in which his long experience stood him in need while going his eighty-fifth lap. When directly in front of the judges' stand, Burman burst a right rear tire with a deafening sound that brought the spectators to their feet. The car swerved

way owners, who s
dard-Dayton roads
maker. Fisher's c
abreast in the fron
car, Lewis Strang;
Palma; Interstate,
National Johnny A
In the second row
Hartfords carrying
Frank Fox; Westco
the two Case cars
Will Jones. The St
third row, with t
Wishart, next, and
Turner; Knox, Fre
Arthur Chevrolet, i
The Buick, Fiat,
carrying Charley
Harry Grant, Char
Wilcox, respectivel
In the fifth row
Adams, the three
Harry Cobe, Jack
a Cutting, with E
Bruce-Brown, in a

IN THE LEAD AT 280



News, May 30, 1911 p. 5 (#5)

when the steering gear broke while the car was coming down the back stretch in the 230th mile. Neither [illegible], who had relieved Hearne, nor the mechanician was hurt. It was announced that the car would be repaired and sent back into the race.

Burman Jumps W

Wild Bob Burman made a sensational drive in which his long experience stood him in need while going his sixty-fifth lap. When directly in front of the judges' stand, Burman burst a right rear tire with a deafening sound that brought the spectators to their feet. The car swerved

LEAD AT 280

MARMON 2 IN SPEEDWAY RACES

53:12, slightly but Burman steadied the car and

way owners, who sat quietly in a Stoddard-Dayton roadster, acted as pacemaker. Fisher's car had the pole and abreast in the front row were the Case car, Lewis Strang; Simplex, Ralph De Palma; Interstate, Harry Endicott, and National, Johnny Aitken.

In the second row were the two Pope-Hartfords, carrying Louis Disbrow and Frank Fox; Westcott, Harry Knight, and the two Case cars with Jagersberger and Will Jones. The Stutz car was first in the third row, with the Mercedes, Spencer Wishart, next, and the Amplex, W. H. Turner; Knox, Fred Belcher, and Buick, Arthur Chevrolet, in order named.

The Buick, Fiat, Alco and two Nationals carrying Charley Basle, Eddie Hearne, Harry Grant, Charley Merz and Howard Wilcox, respectively, were in the fourth. In the fifth row was McFarlan, Bert Adams, the three Jackson cars, carrying Harry Cobe, Jack Tower, Fred Ellis and a Cutting, with Ernest Delaney. David Bruce-Brown, in a Fiat; Lee Frayer, in a Firestone-Columbus; Joe Dawson and Harroun, in Marmons, and Ralph Mulford, in a Lozier, were in the sixth row.

The Lozier, Apperson, two Mercers and the Simplex, carrying Teddy Tetzlaff, Herb Lytle, Hughie Hughes, Charley Bigelow and Ralph Beardsley, respectively, were in the seventh row. Caleb Bragg, in his Fiat, was at the pole in the eighth row. Opposite him were Howard Hall in a Velie, Bill Endicott in a Cole, Walter Jones in an Amplex, and Bob Burman in a Benz. Billy Knipper alone in a Benz was in the rear.

Explosions of Motors.

When the signal came there was a deafening noise of the countless explosions from the exhausts, and the sudden application of power into the veins of the monsters caused them to forge ahead with fast flying wheels that slipped around on the brick course until they could gain headway. Smoke of blue and white hues arose in clouds until many of the cars could not be seen.

It was suggestive of a battle when the rows of plunging cars emerged in soldier-like formation from the cloud of smoke and started on the preliminary lap. It was a nerve stirring spectacle that brought the spectators to their feet, and as if by sudden impulse all the lungs in the great throng burst out together and a mighty roar of voices spurred the fliers on. This great getaway, which the racing experts of the world pronounced as the most thrilling spectacle they had ever seen, was planned for the sole purpose of eliminating the smoke so that the spectators could see the cars when they came around and started on the race proper.

Fisher Sets the Pace.

With Fisher hugging the pole, the rows of cars moved around the south turn of the course at the start and maintained their alignment on the back stretch. Here and there a car would be seen to fall behind or forge ahead, but as a rule the pilots were enabled to keep a regulation speed and the column was not broken. The speed of forty miles an hour was maintained by Fisher, whose machine was equipped with a speedometer, and not once did he seem to vary in the pace he was setting.

The excitement became more intense when the column rounded into the home stretch and moved with precision toward the tape, as it was generally known that Fisher would drop out after the preliminary round and the racers would then begin a race that might cost human life. There were not a few in the stands who did not speculate as to the chances the drivers would be taking a moment later. When the column reached a point opposite the first pits, several hundred yards north of the tape, Fisher veered off to the left near the pit fence.

Bombs Were Exploded.

Bombs were exploded during the preliminaries, and when the cars approached the tape in the preliminary round a great bomb was sent up. This was the signal that the race was on, and the cars lunged forward, the leading cars having an advantage of a clear road ahead. The racers were soon strung out along the course in bunches of two and three and sometimes four even before the end of the first lap.

STARTERS IN BIG RACE

Driver.	Car.
Lewis Strang	Case
Ralph De Palma	Simplex
Harry Endicott	Inter-State
John Aitken	National
Louis Disbrow	Pope-Hartford
Frank Fox	Pope-Hartford
Harry Knight	Westcott
Joe Jagersberger	Case
William Jones	Case
Gil Anderson	Stutz
Spencer Wishart	Mercedes
W. H. Turner	Amplex
Fred Belcher	Knox
Arthur Chevrolet	Buick
Charles Basle	Buick
Edward Hearne	Fiat
Harry Grant	Alco
Charles Merz	National
Howard Wilcox	National
Bert Adams	McFarlan
Fred Ellis	Jackson
Harry Cobe	Jackson
Jack Tower	Jackson
Earnest Delaney	Cutting
David Bruce-Brown	Fiat
Lee Frayer	Firestone-Columbus
Joe Dawson	Marmon
Ray Harroun	Marmon
Ralph Mulford	Lozier
Teddy Tetzlaff	Lozier
Herbert Lytle	Apperson
Hughie Hughes	Mercer
Charles Bigelow	Mercer
Ralph Beardsley	Simplex
Caleb Bragg	Fiat
Howard Hall	Velie
Bill Endicott	Cole
Arthur Greiner	Amplex
Bob Burman	Benz
Billy Knipper	Benz

CROWD OF 100,000 AT THE SPEEDWAY

Continued from Page One.

head under the car. A wail for the slipper was sent up from its owner, but her friends feared to dive under the train to get it. A trainman "fished" the shoe from beneath the train, and as the train pulled out, a woman's face, beside which was a hand that clasped a slipper, smiled thanks at all who had been mixed in the episode.

While thousands were boarding speedway trains, other thousands were coming into the city on regular and special trains. Many did not leave the train sheds, going from the train on which they had entered the city direct to a train bound for the speedway.

Released by Regiments

It was a problem to know just how many people to let through the gates for a speedway train. It was intended that about one thousand one hundred persons should board each train, and when it was believed that number had gone through the gates were closed.

It was evident that many anticipated a food famine at the speedway, for hundreds carried lunch boxes. The largest crowds for the speedway were handled between 8 o'clock and 10 o'clock, but the trains were comfortably filled several hours after the big five-hundred-mile race started.

She Had Him.

(Toledo Blade.)

The Girl—What's your opinion of women

The man—They're idiots.

The Girl—Then the imitation is successful.

ROB

Burglars

of W

[Speci

PERU, I

the displa

kin's jew

watches a

window a

was detec

HAR

TRAI

Co